Circulation for all modes within City Park will be enhanced to provide a comprehensive system of movement and connection in a consistent aesthetic compatible with the park character. The improved system will be easy to navigate, offer experiences and access for all users to park destinations, and be safe for all modes. Upgrades to the park’s physical infrastructure will reestablish the park’s hierarchy of roads and trails and provide consistency in use of materials. Park roads will be modified along established alignments. Existing trails will be improved, and new trails added to access park destinations and along missing historic routes. The south road will be formalized as a park promenade for shared pedestrian and bicycle use.

**Principle: Establish a comprehensive circulation system with improved connections and access to, and within, the park for all modes that builds upon City Park’s character.**

**Wayfinding**

Improvements to roads and trails will be supported by an intuitive wayfinding system to reduce conflicts and for ease of access.

- Establish a hierarchy of trails to provide a range of park experiences, access park destinations, and connect to surrounding neighborhoods.

- Modify vehicular flow on west park roads to reduce conflicts and provide access to park destinations.
  - Consider a combined one-way and two-way flow pattern for west park roads.
  - Consider implementing a pilot project to study vehicular flows, including regulatory signage, prior to physical infrastructure improvements.

- Provide a consistent signage system for directional, information, and identification to improve wayfinding for all modes.
  - Consider an interpretive signage program to tell the story of City Park.
  - Locate wayfinding elements at key points along park roads, trails, and park promenade.
  - Develop a consistent system of regulatory signage to improve wayfinding.
  - Implement a regulatory sign placement plan to reduce signs throughout the park and to establish clear and consistent messaging.
**Colorado Boulevard**
Access to City Park from Colorado Boulevard will be improved at key intersections for vehicular, bicycle and pedestrian safety and ease of access. Colorado Boulevard is one of Denver’s designated parkways and boulevards. The edge along City Park is one of its most important features.

- Improve the intersection of East 23rd Avenue as a park gateway and for improved bicycle and pedestrian access
- Improve the intersections of Montview Boulevard and East 17th Avenue for improved bicycle and pedestrian access.
- Consult previous studies for Denver’s parkway and boulevard system for recommendations for preservation and repair.

**East 17th Avenue**
Access to City Park from East 17th Avenue, a major city arterial, will be improved for safer pedestrian and bicycle crossing into the park. A pilot program should be explored to evaluate access and additional parking for all users to the south side of City Park.

- Improve the intersections of City Park Esplanade and Steele Street for improved pedestrian and bicycle access.
- Consider methods to slow traffic and provide safe refuge and crossing for pedestrians and bicycles.
  - Coordinate with Public Works on implementing a pedestrian / bicycle crossing at Garfield Street and East 17th Avenue to safely connect the D-8 bicycle route.
  - Consider other locations for similar crossing.
  - Consider a feasibility study or pilot program to assess implementing a parking lane along the north side of East 17th Avenue during weekend and holiday hours.

**City Park Esplanade**
Access to City Park will be improved for vehicular, bicycle and pedestrian safety, and ease of access. This entrance is a key park gateway and major park access for all modes.

- Improve the intersection and park gateway for safer access for vehicles, bicycles, and pedestrians.
- Consider methods to slow traffic and provide safe refuge and crossing for pedestrians and bicycles.
- Consult previous studies for Denver’s parkway and boulevard system for recommendations for preservation and repair.

**Park Entrance Roads**
Park entrance roads will be preserved along original alignments and improved to enhance access into City Park and to park destinations. Recommendations for park entrance roads are for York Street, East 17th Avenue, Colorado Boulevard, and City Park Esplanade. East 23rd Avenue recommendations are presented in a separate section.

- Provide two-way vehicular travel into and from City Park at East 21st Avenue and York Street.
  - Modify the park entrance road to improve access for all modes, while preserving the road’s original alignment.
  - Reduce the roadway width to two travel lanes with shared bicycle use.
  - Provide pedestrian access through the McLellan Gateway portals.
  - Modify the park road to include parallel parking on both sides between McLellan Gateway and the roundabout.
- Provide traffic control gates at park entrance roads to manage vehicular use.
  - Design a simple gate in a color and material compatible with park character.
  - Ensure each gate provides safe access for pedestrians and bicycles and are visible to vehicles when gates are closed.

- Provide raised crossings where pedestrian trails cross park entrance roads for safer pedestrian and bicycle use.

- Modify park entrance roads to improve access for all modes to all park destinations.
  - Improve the Zoo / City Park Golf Course intersection at East 23rd Avenue.
  - Eliminate vehicular exit between the Zoo / City Park Golf Course intersection and the Zoo / Museum / Park entrance road.
  - Improve the park entrance road for the Zoo / Museum / Park.
**Park Roads**

Park roads will be improved to provide better park experiences and to improve ease of access and navigation. Established alignments will be preserved as park roads are repaired to create a consistent aesthetic and alleviate deferred maintenance.

- Modify park roads to provide narrow travel lanes with shared bicycle travel and parallel parking.

- Consider implementing a combined one-way and two-way vehicular flow for west park roads.
  - Consider a pilot project to study vehicular flows prior to physical infrastructure improvements.
  - Reduce pavement widths based on vehicular flow and location of parallel parking.
    - One-way roads with parallel parking on one side to be a 30-foot width.
    - One-way roads with parallel parking on both sides to be a 32-foot width.
    - Two-way roads with parallel parking on both sides to be a 38-foot width.

- Consider raised crossings for safer pedestrian and bicycle use where pedestrian trails cross park roads at potential conflict points.
  - Thatcher Fountain roundabout
  - McLellan Gateway roundabout
  - Duck Luck roundabout / controlled intersection at North Park Road and west park roads
  - Roundabout / controlled intersection at the intersection of the Zoo and Museum parking

- Eliminate parking at roundabouts.

- Repair road edges with rolled curbs where needed to accommodate parking and drainage.