

# WASHINGTON PARK LOOP ROAD SAFETY IMPROVEMENTS

## FREQUENTLY ASKED QUESTIONS

July 2017



### **What was the impetus for the Washington Park Loop Road Safety Improvements?**

The planning process for the 2011 Washington Park Master Plan identified the need for modifications to the Loop Road that would address one-way circulation for wheel-based recreation, improved pavement markings and signs, clearly defined crosswalks and pedestrian and vehicular mixing zones as well as the elimination of remaining parallel parking on the Loop Road. With the growing population and increasing popularity of the Loop Road, user conflicts have increased, and creating a safer experience was a high priority for the community and Denver Parks & Recreation.

### **What is the goal of this project?**

The primary goal of the Washington Park Loop Road Safety Improvements Plan is to implement a comprehensive and understandable approach to creating a safer and more enjoyable Loop Road for park patrons while maintaining the distinctive character of Washington Park.

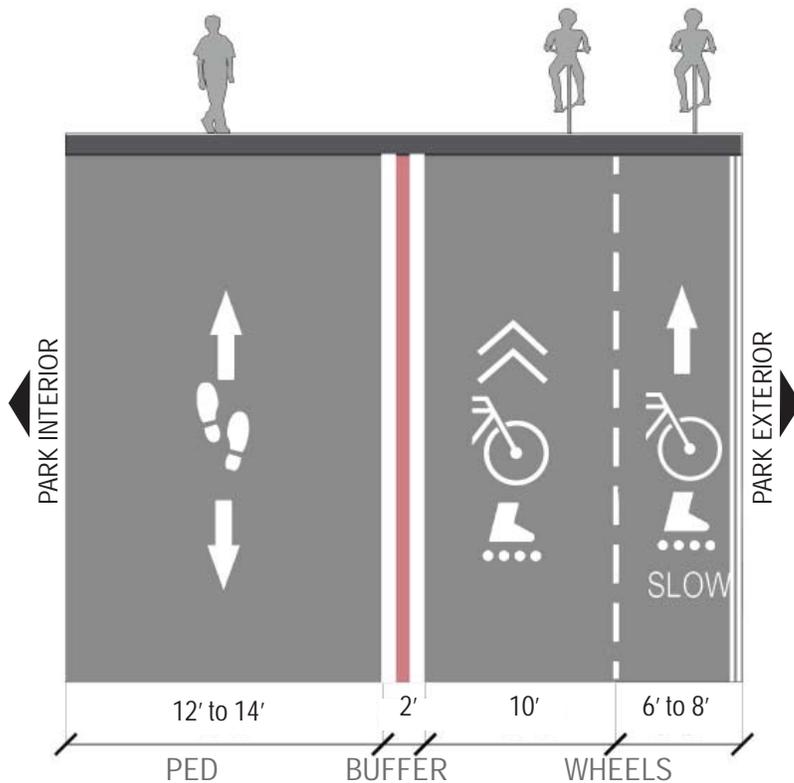
### **What was the public engagement process?**

The Washington Park Loop Road Safety Improvements Plan was developed through a comprehensive process lead by Stream Design and Alta Planning + Design and completed in 2015. The consultant team obtained feedback from key stakeholders, neighborhood groups, Denver Parks and Recreation (DPR) staff and the general public through 3 workshops, on-site intercept surveys, on-line surveys and 3 community meetings. Extensive feedback was received, evaluated, and incorporated into the consultant team's recommendations to help formulate the Final Plan. The primary recommendations developed during the planning process address these interests and concerns, and these improvements are in accordance with the 2011 Washington Park Master Plan.

### **What is the project scope?**

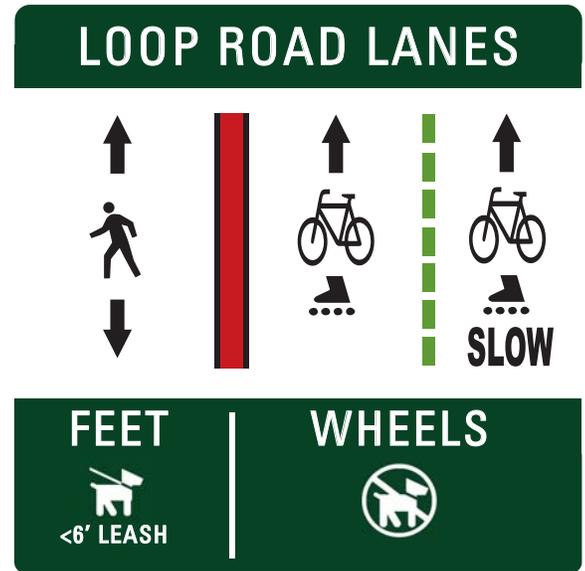
Lane improvements include providing a two-way pedestrian lane and two unidirectional lanes that accommodates faster moving wheeled recreation as well as slower-paced wheeled activities. Lane widths vary, depending on available width and shared uses, throughout the park ranging from 7-14 feet for the pedestrian lane and 8-12 feet for each wheel lane. These improvements will greatly increase the safety through the establishment of a simple and logical system that is clearly communicated through pavement markings and signs. The elimination of parallel parking as well as this new configuration creates better separation between differential speed groups, especially between pedestrians and faster wheels/bicyclists.

Crosswalk and vehicular zones will also receive updated pavement parking to clearly define user circulation and to raise safety awareness among all users of the Loop Road. These modifications address major congestion points, unsafe mixing zones near entrance roads and parking lots and the access points to parking areas. New lane configuration signs, speed limit signs and vehicular regulatory traffic signs will be installed in strategic areas throughout the park to ensure maximum opportunity for education and awareness of the rules and regulations along the Loop Road and throughout Washington Park.



### TYPICAL LANE CONFIGURATION

(Pedestrian Lane will vary from 7-14 feet and each wheels lane will range from 8-12 feet.)



### LANE USE SIGN

#### Will the roadway be modified?

Three areas along the Loop Road will be widened to accommodate the minimum lane requirements. These locations include the west loop road at the boathouse parking lot, the west loop road at the diagonal and the east loop road at Franklin Street and Exposition Avenue. Striping will be applied to the road prior to curb modifications.

#### How did you select the lane widths?

Implementing the recommended lane configurations identified through the planning process is challenging due to the existing variability in the width of the Loop Road, however, Denver Parks & Recreation and the consultant team worked diligently to employ a well-balanced plan that effectively manages safety and recreational benefits for all users of the Loop Road. The final recommendations report can be found on our website at this location (<http://www.denvergov.org/content/denvergov/en/denver-parks-and-recreation/planning/park-facility-projects.html>).

#### What is the anticipated duration of construction?

Implementation began the week of June 19, and construction is anticipated to last 4 - 6 weeks, weather dependent.