Washington Park Loop Road
Safety Planning Recommendations
1. **Most users are happy with the loop road**… but… some **users do not follow the rules** or are disrespectful of others.

2. Most users indicated that more and consistent education and enforcement would help to address lack of rule awareness.

3. Most users believe changes to road configuration should be subtle “tweaks” rather than dramatically different; and should preserve the setting, function, and experience that makes Washington Park so special.

4. Most users think the current rules/configuration are not intuitive or are confusing and does not identify where “non-standard” modes should travel (i.e. skaters, strollers, children on bikes, etc.).
Issues To be Considered

Summary

1. Most users are happy with the loop road …but… users do not follow the rules or are disrespectful.

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4. Most users think the current rules and configuration are not intuitive or are confusing and does not identify where “non-standard” modes should travel (i.e. skaters, strollers, children on bikes, etc.).
5. The **existing rules are not communicated adequately**. Pavement markings are too infrequent or difficult to read, and existing signs “disappear” or are too sparse.

6. There are competing needs regarding vehicular access and parking - most visitors prefer limited vehicles in the park to reduce conflict – but think existing parking capacity should be maintained to limit parking in neighborhoods.

7. Most acknowledge that the park is very busy, but…
   
   there is no consensus on limiting usage
   
   - Loop road should accommodate large numbers of users
   - Varying modes of travel come with varying speeds
   - Combined uses are dangerous (i.e. skaters with dogs on leashes).
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7. Most acknowledge that **the park is very busy**, but… **there is no consensus on limiting usage**
   - Loop road should **accommodate large numbers** of users
   - Varying modes of travel come with **varying speeds**
   - **Combined uses are dangerous** (i.e. skaters with dogs on leashes).
8. A large number of users indicated that in addition to speed related infractions, other non-legally enforceable infractions present unsafe situations (i.e. wrong direction movement, “road hogging”, dogs, stroller groups, etc.).

9. Overall park users often cause conflicts due to crossing.
   • Crossing areas are insufficiently marked or are outdated.
   • There is no “warning” at the edge of the road for filtering traffic.
   • There are awkward and dangerous scenarios created by crossing configuration, size, and approach angles.
   • Sight lines, lanes, and views are often obstructed.
   • Motorists are not accustomed to cyclist cross traffic (faster than pedestrians).
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Today’s Agenda

Design Team Recommendations for Loop Road Improvements:

• Lane Configuration
• Vehicular/Parking Areas
• Signage
• Education, Awareness and Regulation

A Loop Road...
...safe
...enjoyable
...fun
...flexible
...of the current character
Lane Configuration

Recommendations For Lane Configuration and Circulation

• Accommodate *multiple user types*
• **Minimize changes** to the existing character and configuration
• Maintain *separate modes*
• Use *traffic/speed “calming”* principles
• Instill *intuitive safety features* – i.e. “keep right”
• Increase awareness to cross filtering traffic
• Remove obstructions from Loop Road – i.e. No parallel parking. Portable restrooms and dumpsters located adjacent to (but not on) the Loop Road
Lane Configuration

Existing Lane Configuration

Recommended Lane Configuration Option A

Recommended Lane Configuration Option B

* Preferred Option

Washington Park Loop Road Safety Planning
Signage and pavement markings will:

- Correlate and be located at entry and intersection areas
- Indicate where users belong
Recommendations For Crosswalks and Mixing Zones

- Increase awareness for all users
- Use common and intuitive symbology and aesthetic
- Define circulation directions for each mode

Crosswalks and Mixing Zones Standard pedestrian and bike way pavement markings

Hatched Buffer at Intersection

Look Marking at Pedestrian Crossings

Green Dashes at Slow Wheels Intersections

Green Backed Modified Sharrow at Wheels Intersections

Skip Dash for "Lane Extensions" Through Intersections

Skip Dash Between Wheels and Slow Wheels Lane
Crosswalks and Mixing Zones

Mississippi Avenue Existing Conditions

Mississippi Avenue Proposed Conditions

- Bike and Ped Xing Sign (W11-15, W11-15P)
- Stop Sign (R1-1) and Straight Only Sign (R3-5a)
- No Motor Vehicles Sign (R5-3)
- Multiple Modified Sharrows in Wheels lane at intersection
- Green dashes in Slow Wheels lane at intersection
- Car Warning Sign (W8-5 mod)
- No Motor Vehicles Sign (R5-3)

Hatched buffer at intersection
No Motor Vehicles Sign (R5-3)
Car Warning Sign (W8-5)
Existing Pedestrian Crosswalk
Stop Sign (R1-1) and Straight Only Sign (R3-5a)
Bike and Ped Xing Signs (W11-15, W11-15P)

Washington Park Loop Road Safety Planning
Crosswalks and Mixing Zones

Existing Pedestrian Crossing

Proposed Pedestrian Crossing, Typical

Washington Park Loop Road Safety Planning
Vehicular and Parking Area Recommendations

Recommendations For Vehicular and Parking Areas

- **Enhanced experience and increased safety** for Loop Road users
- **Improve vehicular circulation, and access**
- **Minimize pedestrian vs. vehicular interface** at drive and parking areas
- **Optimize parking capacity and efficiency** in appropriate locations (offset parallel parking removed)
Vehicular and Parking Area Recommendations
Vehicular and Parking Area Recommendations

- Improved vehicle crossing at Exposition Ave. Exit
- Potential road alignment to create a perpendicular vehicular crossing
- Vehicular lane on left side of Loop Road separated with buffer and flexible bollards
- New connections between Rec Center parking lots and Boat House lot

PARKING SUMMARY

- Existing Spaces (Including Loop Road 17 Parallel Spaces): 95
  - Shown Spaces: 95
  - Potential Max Spaces: 151 (Gain 56)

Washington Park Loop Road Safety Planning
Vehicular and Parking Area Recommendations

Existing Conditions: Exposition Avenue (West Side of Park)

Washington Park Loop Road Safety Planning
Vehicular and Parking Area Recommendations

PARKING SUMMARY
- Existing Spaces: 62
- Shared Spaces: 62
- Potential Max Spaces: 70 (Gain 9)

- Relocate ADA parking spaces
- Existing Tree, Typ.
- Proposed Tree, Typ.
- New Lakeshore Promenade with Benches
- Loop Road moved to Lake Edge (no vehicular traffic)

Washington Park Loop Road Safety Planning
Vehicular and Parking Area Recommendations

Existing Conditions: Bath House
Vehicular and Parking Area Recommendations

Existing Conditions: Bath House

Existing upper and lower parking lots consolidated into single lot

Proposed Tree, Typ.

Parking Lot Exit

Parking Lot Entrance

Bath House Parking Improvements

PARKING SUMMARY

Existing Spaces

62

Shown Spaces

62

Potential Max Spaces

79 (Gain 17)

Washington Park Loop Road Safety Planning
Recommendations For Signage Improvements

- Communicate rules *adequately and simply*
- Identify *where user types should travel*
- Reinforce a *holistic intuitive system*
  - Informational and Educational
  - Lane and Circulation Configuration
  - Regulatory
Signage

Major Kiosk

Small Kiosk

Lane Configuration

Speed Limit Signs

Electronic “SLOW DOWN” Signs

Vehicular Regulatory Traffic Sign

Washington Park Loop Road Safety Planning
Washington Park Loop Road Safety Planning

Signage Recommendations Map

Approximate Locations for Signage

* Regulatory sign locations indicated in specific area diagrams
Education and Awareness

Recommendations For Education and Awareness

• Increased and consistent education of rules and configuration
• Use dynamic and variable media
Education and Awareness

Education and Awareness Campaigns at Rollout … and Beyond

• Press releases informing public about changes
• Seasonal educational events and activities to reinforce and refresh
• Temporary signage reminding users of rules and behavioral expectations (Burma-Shave)

Dynamic Education and Awareness Messages

• Changeable “notice boards” in Major Sign Kiosks
• Program messages on Digital Message Boards
• Up-to-date mobile and online technology (Denver Parks and Recreation App)
• On-going events and media campaigns
Recommendations For Regulation and Enforcement

• Empower rangers to enforce more
• Increased and consistent enforcement of rules and configuration
Regulatory and Enforcement Recommendations

• Continued enforcement of speed regulations (current 15 MPH speed limit to remain)

• Designate the Loop Road as a “Trail” or make adjustments to regulations to allow Park Rangers to enforce rules beyond speed, i.e. long dog leashes

• Disallow dogs in “wheel” lanes

• Discourage road hogging by:
  • Encouraging jogging with strollers single file in the “slow wheel lane”
  • Require all surreys to use the “slow wheels lane”
  • Consider restricting large surreys to weekday use only from May through September

• Increase resources for enforcement
Specific Solutions - Discussion