Temporary Recreation Streets (T-RECS)

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Denver Department of Transportation & Infrastructure
Problem Statement

Parks and trails are experiencing overcrowding due to individuals seeking space to recreate (legal per 3.24.20 Stay at Home order). There is too much demand and not enough space when considering the 6' minimum distance, so Denver is closing streets to create temporary space that will allow people to recreate while maintaining safe distances.
Overview

Opportunities

• Provide additional space to recreate while maintaining social distancing requirements
• Relieve pressure on multi-use paths and trails that are overcrowded
• Provide temporary recreation space in park deserts

Challenges

• Emergency response access
• Emergency utility maintenance
• Delivery access
• Enforcement access
• Local access (parking)
• Commercial access
• Need to procure barriers
• Could induce spread of COVID if social distancing is not adhered to
• Safety if users don’t understand not 100% blocked from cars
• ADA access (parking)
T-RECS Location Methodology
GIS Methodology

**Park Deserts**
(areas that have no rec space currently)

- Mapped parks and parkways
- Performed ¼ mile buffer
- Population density (2018 5-Year ACS)
- Equity Index (DOTI Data)

**Adjacent to Parks**
(parks that need more space due to crowding)

- Street Centerline within 100’ of park
- Parkways
- Population density (2018 5-Year ACS)
Denver's Parks and Parkways 1/4 Mile or 5-Minute Walk Buffer With DOTI's Equity Index Below
Denver streets adjacent to a park or parkway
Overcrowded Parks

Wash Park

Sloan’s Lake

Cheesman Park
Street Selection Criteria

- Local streets only
- Avoid commercial areas
- No transit routes
- Signalized intersection where route crosses a collector/arterial
- Qualitative staff knowledge
### Prioritization Methodology

#### Scenario 1
Residential Density

- X% Residential Density
- X% Park Desert
- X% DOTI Equity
- X% Connects to Park/Trail

#### Scenario 2
Equity Focus

- X% DOTI Equity
- X% Residential Density
- X% Park Desert
- X% Connects to Park/Trail
## Prioritization Results

### Scenario 1
Residential Density Focus

<table>
<thead>
<tr>
<th>Desert Density rank</th>
<th>Rec.</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>Capitol Hill</td>
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<tr>
<td>West Denver</td>
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</tr>
<tr>
<td>Speer</td>
<td>2.6</td>
<td></td>
</tr>
<tr>
<td>Congress Park</td>
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<td></td>
</tr>
<tr>
<td>NE Denver</td>
<td>2.3</td>
<td></td>
</tr>
<tr>
<td>East Colfax</td>
<td>2.1</td>
<td></td>
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<tr>
<td>Curtis Park</td>
<td>2.1</td>
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<tr>
<td>SE Denver</td>
<td>1.8</td>
<td></td>
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<tr>
<td>Brighton/RiNo</td>
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### Scenario 2
Equity Focus

<table>
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<th>Desert Equity rank</th>
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<tr>
<td>SE Denver</td>
<td>1.9</td>
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## Recommendations

<table>
<thead>
<tr>
<th>Area</th>
<th>Street</th>
<th>To</th>
<th>From</th>
<th>Distance (mi)</th>
<th>Total Devices</th>
<th>Cumulative Devices</th>
<th>Phase</th>
<th>Estimated Cost (30 days) *</th>
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<tbody>
<tr>
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<td>Humboldt</td>
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<td>Josephine</td>
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<td>0.64</td>
<td>31</td>
<td>446</td>
<td>4b</td>
<td>$1,155.00</td>
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</tbody>
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Design

- Vet recommendations for active construction, paving, access or safety issues via GIS and field inspections
- Embrace lower traffic volumes
- Develop traffic management plans
- Coordinate signage needs
Implementation

- Utilize in-house barricades or barricade contracts
- Repurposed staff to install signage
- Phased rollout to act quickly while also giving engineers more time
Communication

- Not a typical Open Streets event or closure
- Physical/social distancing required
- Local access required to use extreme caution
- Be aware of vehicles
Maintenance

- Barriers moved by residents
- Corridors with higher vehicle use require the most attention
- Daily site visits by contractor and DOTI inspectors
Evaluation

- Existing TMC Cameras
- Short duration tube counters and manual counts
- 16\text{th} Avenue (1 of 8 streets):
  - Weekday avg: 1,000
  - Weekend avg: 1,400
Results!