

# Circulation Recommendations

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# Circulation Overview

Parker's transportation vision, put forward in the *Town's Parker 2035 Master Plan* and articulated in the 2014 *Town of Parker Transportation Master Plan* (TMP), is to 'develop and sustain a safe, convenient, and efficient transportation system incorporating various modes of travel including automobiles, public transportation, bicycle and pedestrians.' This vision aligns perfectly with the national Complete Streets movement, and recognizes that transportation choice is good for the individual, good for business, and good for the community. The circulation recommendations included in this Mainstreet Master Plan examine how the large-scale goals of the TMP should be carried out within the downtown context, and to promote and enhance the specific character of the West End and Old Town. This chapter is divided into five sections addressing vehicular, bicycle and pedestrian circulation, as well as public transit and parking.



## Vehicular Circulation

Mainstreet serves as the central east-west spine for not only the plan area but also for the Town and Douglas County as a whole. The lack of alternate east-west routes and the need for a more fine-grained grid was identified in the Town's 2003 *Greater Downtown District Circulation Network Visionary Plan*, and this need for diffused traffic flow and connectivity continues today. The high volume of through- and local traffic contributes to high speeds on Mainstreet's wider, 4-lane section west of Parker Road, and increasing congestion on Mainstreet's narrower two-lane section east of Parker Road. A prime goal of future circulation efforts must be to identify transportation system additions that can enhance the potential for alternate routing that does not funnel such high numbers of cars through Mainstreet. This section describes potential options to achieve this goal.

**Recommendation 5.1:** Pursue circulation measures that create and promote alternate routes to Mainstreet and a finer grain, gridded roadway network.

## New Roadways + Roadway Re-alignments

### Pikes Peak Avenue Extensions

In order to align with the concept of a more gridded roadway system providing alternate routes to Mainstreet, as outlined in the Town's Greater Downtown District Circulation Network Visionary Plan 2003, Pikes Peak Avenue should be extended on both sides of Parker Road. On the east side, the roadway will connect with and create a full intersection at the existing 'T' of Pikes Peak Drive and Pikes Peak Avenue, south of St. Matthew's Church. On the west side of Parker Road, the extension will formalize the existing drive aisle separating the two big box parking lots and connect with a north-south extension of Briargate Lane. Both of these roadway extensions would be completed in coordination with private property owners when they redevelop their sites.

Although the two extensions will align across Parker Road, current CDOT standards require access to the east side to be right-in/right-out only and access to the west side to be a three quarters movement (right-in/right-out and left-in with no left-out). A full movement, signalized intersection is not anticipated at this time, but should be a long term consideration to help relieve east/west congestion at the Parker Road and Mainstreet intersection.

**Recommendation 5.2:** Extend Pikes Peak Avenue from Pikes Peak Drive to Parker Road.

**Recommendation 5.3:** Introduce new east-west segment of Pikes Peak Avenue between Parker Road and the north-south extension of Briargate Lane.

## Briargate Lane Extension

To provide improved access and increased redevelopment flexibility into the existing self-storage parcel east of the assisted living facility, the 4-way intersection of Stage Run and Mainstreet should be replaced by a 4-way intersection with Briargate Lane. This reconfiguration also ties directly to the east-west extension of Pikes Peak Avenue proposed in the preceding section and supports the creation of a gridded system with alternates to Mainstreet.

In this reconfiguration, Briargate Lane would extend southward from its existing terminus at Stage Run, through the bank parcel and between self-storage and big box. Stage Run would terminate at a 'T' with the extended Briargate and a new Mainstreet/Briargate signal would replace the Mainstreet/Stage Run signal. This new roadway would be developed in coordination with the the private property owners when as they redevelop their sites.

*Recommendation 5.4: In coordination with redevelopment, create a four-way, full-movement signalized intersection at Mainstreet/Briargate Lane, in tandem with the closure of the adjacent Stage Run intersection.*

## Victorian Drive Extension

This plan recommends that the eastern leg of Victorian Drive be extended south to Pikes Peak Avenue. This extension offers benefit to both the Mainstreet Center and future development of the currently vacant parcel between the Mainstreet Center and Pine Drive. An extended Victorian Drive will improve access to Mainstreet Center's rear parking, improve general circulation in this area and will allow the Center to convert the existing driveway into an active and pedestrian-oriented outdoor space, such as a plaza or art exhibition area. The roadway extension will also provide an additional point of access into the vacant parcel, particularly useful if future development introduces a parking structure. The Victorian/Mainstreet intersection should be considered for signalization to manage anticipated increase in traffic movements.

*Recommendation 5.5: In coordination with development and redevelopment, extend the east leg of Victorian Drive to Pikes Peak Avenue.*

## Pikes Peak Avenue Extension

At the east end of the study area, Pikes Peak Avenue should be extended east to Stonehenge Way. With a full-movement intersection at Stonehenge and Mainstreet (Pine Drive), this extension will provide an alternate route to Town Hall and the PACE Center; the current Pikes Peak Avenue connection to Mainstreet allows only right-in/right-out access. This extension will require reconfiguration of the existing one-way, southbound entry into Stonehenge, as well as reevaluation of the safest alignment for the Sulphur Gulch Trail Crossing.

*Recommendation 5.6: Extend Pikes Peak Avenue to Stonehenge Way.*

## New Signals

This plan proposes new traffic signals at four locations, and the removal of a signal at one location. All new signals must meet MUTCD standards. The first location for a new signal is the new Briargate/Mainstreet intersection described above; this change assumes the removal of the existing signal at Stage Run and Mainstreet.

The second new signal is Longs Way and Parker Road. The Town has contacted CDOT regarding the potential for this signal but no definitive decision has been made at the time of this Plan. The introduction of this signal would provide critical congestion mitigation to Mainstreet by providing:

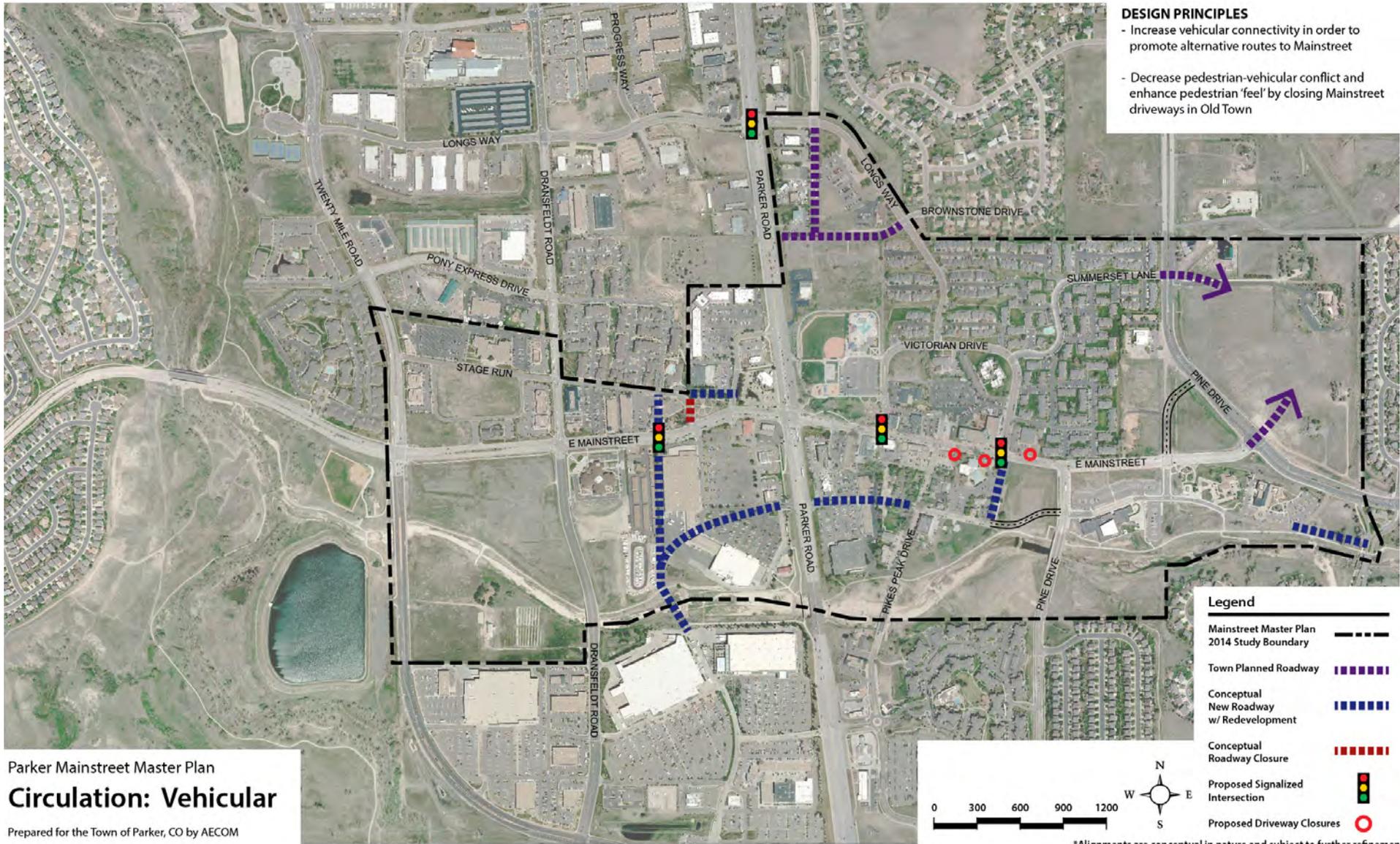
- An efficient alternate route to access the RTD Park-n-Ride, for both buses and private vehicles;
- A more intuitive and alternate east west route into Old Town from visitors arriving from southbound Parker Road; and
- Would also allow the introduction of a primary bicycle route paralleling Mainstreet on the north.

Finally, new signals should be considered at both ends of Victorian Drive. These signals will help to better manage pedestrian movements, particularly as the eastern leg is converted from a three-way to four-way intersection.

*Recommendation 5.7: Signalize the Longs Way and Parker Road intersection.*

*Recommendation 5.8: Signalize the intersections of Mainstreet and Victorian Drive.*

*Recommendation 5.9: In coordination with redevelopment, remove the existing signal at Mainstreet and Stage Run in tandem with the installation of the proposed Briargate Lane signal.*



Parker Mainstreet Master Plan  
**Circulation: Vehicular**

Prepared for the Town of Parker, CO by AECOM

Figure 34 Circulation: Vehicular

The introduction of new roadways and roadway extensions focus on promoting parallel route options to the Mainstreet corridor.

## Promoting Alternate Routes

As one of only a few east-west through-routes within the greater Parker area, Mainstreet carries a large amount of traffic not destined for West End or Old Town shops and restaurants.

Lincoln Avenue, 1.25 miles to the north, and the Twenty Mile Road/Hilltop Road combination, approximately 0.6 miles to the south, are the closest alternate routes to Mainstreet. Although neither of these routes provide direct east-west connectivity to the concentration of homes between Hilltop and Canterbury Parkway in the same way that Mainstreet does, increasing levels of congestion demand make it more and more important that motorists seek alternate routes. As congestion reaches a certain level, the most direct route, i.e. Mainstreet, may in fact not be the fastest route. The Town should work with other local agencies, including the Chamber of Commerce, to promote the use of alternate routes to Mainstreet for everyday travel as well as during special events. Promotional materials for downtown businesses and events should also provide directions that utilize routes other than Mainstreet to the greatest degree possible.

Alternate routing should also be included in the Town's current signage and wayfinding effort, so that directional signage to some destinations may direct motorists to these alternate routes in place of Mainstreet.

**Recommendation 5.10:** *Use marketing and promotional materials for downtown campaigns and events to promote alternate, non-Mainstreet routes for arriving downtown.*

**Recommendation 5.11:** *Use regional and local directional signage to promote alternate routes to Mainstreet, particularly for motorists driving to non-Mainstreet destinations.*

## Additional Vehicular Concepts

### Old Town Couplet: One-Way Conversion

A one-way couplet for Mainstreet and Victorian Drive, in which Mainstreet would carry eastbound vehicles and Victorian Drive Westbound, has been proposed as a potential solution to Old Town's existing vehicular congestion. This proposal focuses primarily on vehicular mobility, but must also consider impacts to pedestrians, cyclists and local business, as discussed below.

Although much theory and conflicting research has been produced regarding vehicular efficiency and pedestrian safety of one-way versus two-way roadways, the current prevailing national trend is converting one-way streets to (or back to) two-way operation. At mid-century, when many two-way streets were converted to one-way operation or new infrastructure was designed as one-way pairs, the primary concern of towns and cities was vehicular efficiency. One-way streets allowed higher travel speeds and increased roadway capacity.

Recent decades, however, have seen a more holistic evaluation of the pros and cons of one-way streets. While increased vehicular speed and capacity may be appealing and even appropriate in some situations, there are other contexts –more specifically pedestrian-focused retail downtowns like Parker–where this efficiency is not desirable. First and foremost, the reduction of the visual 'friction' produced by opposing traffic promotes both less attentive and higher-speed travel, a combination

generally acknowledged as a potential danger to pedestrian and bicycle safety. Though the Town would not increase the speed limit on Mainstreet, higher speeds could be an unintended consequence of a one-way couplet. Less measurable but also important is pedestrian experience; generally associated with highly urbanized downtown areas, one-way streets can create a very different feel than the 'hometown' or 'main street' that is so often cited by residents as the very heart of Parker character. Certainly, one-way streets communicate a very definite hierarchy, one in which vehicular convenience is paramount above all other modes, including pedestrians and bicycles.

Higher speeds and single directional travel also reduce business visibility and access, a critical concern for small-scale storefronts like those found in Parker. Ease of orientation and intuitive movement are also compromised, another consideration for a town that focuses equally on local residents and outside, regional visitors.

Instead of a character-changing conversion to one-way streets, this plan recommends that the Town actively promote alternative and parallel routes for motorists whose end destination is not Mainstreet. Twenty Mile Road/Hilltop Road are an alternative for some origins and destinations; the recommended signalization of Parker Road and Longs Way would provide additional flexibility.

**Recommendation 5.12:** *Maintain existing two-way function of Mainstreet.*

**Recommendation 5.13:** *Promote Twenty Mile Road and Longs Way as alternative, parallel routes to Mainstreet.*



## Bicycle Circulation

Public outreach indicated a strong interest in biking to and from destinations in the downtown area; the biggest barrier, however, was cited as a lack of appropriate bicycle facilities (dedicated bike lanes, pavement markings, bike racks, signage etc.). Specifically, the majority of respondents indicated that they were not comfortable biking in regular vehicular traffic, and that they would prefer dedicated bicycle facilities to increase their level of comfort.

In a well-known paper published in 2005, titled 'Four Types of Cyclists', City of Portland Bicycle Coordinator Roger Geller identifies four broad categories of people who bike for transportation. These categories relate to level of comfort riding in mixed multi-modal traffic, and are correlated with types of facilities most favored by each group.

The four types of cyclists are:

- Strong and Fearless : <1% of the population; biking is part of personal identity, undeterred by any roadway condition
- Enthused and Confident: 7% of the population; ride regularly, often bicycle commuters, appreciate but don't require dedicated bicycle facilities
- Interested but Concerned: 60% of the population; like bicycling, but are afraid to ride
- No Way No How: 33% of the population; not interested in biking at all and for a variety of reasons (topography, inability, lack of interest)

Most communities target their bicycle facilities at the third group, and indeed this is where the largest gains can be had, the most people attracted to step out of their vehicles and trying cycling for short around Town trips. This is also the group that is most likely to be swayed by the introduction of dedicated facilities and amenities that make them feel safer. Parker is no different in this respect, and should continue to concentrate on introducing bicycle facilities that are family-friendly - especially in the Mainstreet corridor.

Aside from introducing comfortable, dedicated facilities, the Town should also focus on provided a safe place to park the bike when not in use, and on programs that increase the communities awareness of and comfort with bike facilities.

## Pilot Projects

Pilot projects offer an excellent way to clarify demand and function for both type and location of facilities. Pilot projects do entail more than simply throwing down some paint or temporary barriers to delineate a bike lane; they also require sufficient time for true evaluation, comprehensive evaluation metrics and a formal outreach strategy.

A generally accepted minimum test period is one year. Projects in other cities have noted that it takes at least a month for users of all modes to get used to the changes, and the ability to test the design in all four seasons. This extended test period also allows time to really get the word out about the project - the critical third piece of the pilot - and to test it during special events as well as everyday conditions.

It is absolutely critical that facilities be evaluated on a broad set of metrics that includes not only transportation data but also user perceptions and economic impacts to adjacent businesses. Some metrics that may be used (not a comprehensive list) include:

- **Multi-modal volumes** (by mode, peak and off-peak)
- **Multi-modal operations, safety and conflict**
- **Multi-modal compliance with traffic regulations and signs**
- **Cyclist demographics** (age, gender, group size, vulnerable groups)
- **Economic impacts on adjacent businesses**
- **Stakeholder perceptions of facilities** (all modes)
- **Parking implications**

*Recommendation 5.14: Use pilot projects to introduce new bicycle facilities in a measurable time frame and to fine-tune and test facilities.*

*Recommendation 5.15: Leave pilot projects in place for a minimum of one year; support pilots with appropriate outreach and well-thought out evaluation metrics.*

## Bicycle Routes and Facilities

This plan promotes the use of alternate, parallel routes to Mainstreet for both vehicles and bicycles. To the south, the Sulphur Gulch multi-use trail offers excellent connectivity in this regard, and should be better connected to Mainstreet via north-south bicycle facilities on Dransfeldt Road, Pikes Peak Drive and PACE Center Drive. Pine Drive south of Mainstreet already provides this connection via a striped, on-street bike lane.

**Recommendation 5.16:** Provide ‘spur ‘ north-south connections for bicycles between Sulphur Gulch Trail and Mainstreet on the following roadways: Dransfeldt Road, Pikes Peak Drive, PACE Center Drive.

### Sulphur Gulch and Longs Way/Plaza Drive

To the north, there are two options for a parallel bike connection: Longs Way is recommended, but requires the installation of the Longs Way/Parker Road signal recommended in an earlier section of this chapter. A viable second choice, already with a signal at Parker Road, is Plaza Drive.

Although approximately a half-mile from Mainstreet, Longs Way traveling west offers excellent potential to increase non-motorized connection into the residential neighborhoods immediately west of Cherry Creek. An existing maintenance/access easement, owned by Parker Water and Sanitation, between the Clarke Farms homes flanking the open space provides opportunity to create this connection and aligns perfectly with the Railbender skate park and tennis courts trail system and across to Longs Way. To pursue this new connection, the Town should work

with appropriate authorities to ensure protection of any potentially vulnerable wildlife, such as Prebles Jumping Mouse, which may be present. Continuing east and across Parker Road, Longs Way feeds directly into Victorian Drive and right into the heart of Old Town as described in the following sections.

**Recommendation 5.17:** Construct an east-west trail connection over Cherry Creek between Clarkeville Way and Twenty Mile Road.

**Recommendation 5.18:** When the Parker Road/Longs Way signal is installed, delineate an east-west bike lane along Longs Way connecting the Cherry Creek Trail to Old Town with buffered bike lanes from Twenty Mile Road to Brownstone Drive and bike lanes from Brownstone Drive to Victorian Drive.

### Longs Way: Twenty Mile to Dransfeldt

Long’s Way exhibits two different cross-sections between Twenty Mile and Parker Roads. The eastern portion of this segment, from Twenty Mile to Dransfeldt, features a 44-foot curb-to-curb cross-section with on-street parking on both sides of the roadway and one travel lane in each direction. The low-impact approach to bicycle facilities on this roadway would eliminate parking on both sides and use this recovered space to provide a generous 7-foot bike lane with a 3-foot buffer. The buffer could be simple striping, bollards or a narrow raised median; each of these approaches have different maintenance implications, particularly in terms of snow clearing. Curbs would not move, and all improvements would still fit within the 44-foot cross-section. An enhanced version of this approach would use the same curb-to-curb cross-section, but would install pedestrian lights, street trees and a widened sidewalk behind the curb, in order to provide a finer-grain, more pedestrian-scaled street. These additional improvements could also be expected to provide some level of traffic calming by changing the character of the street.

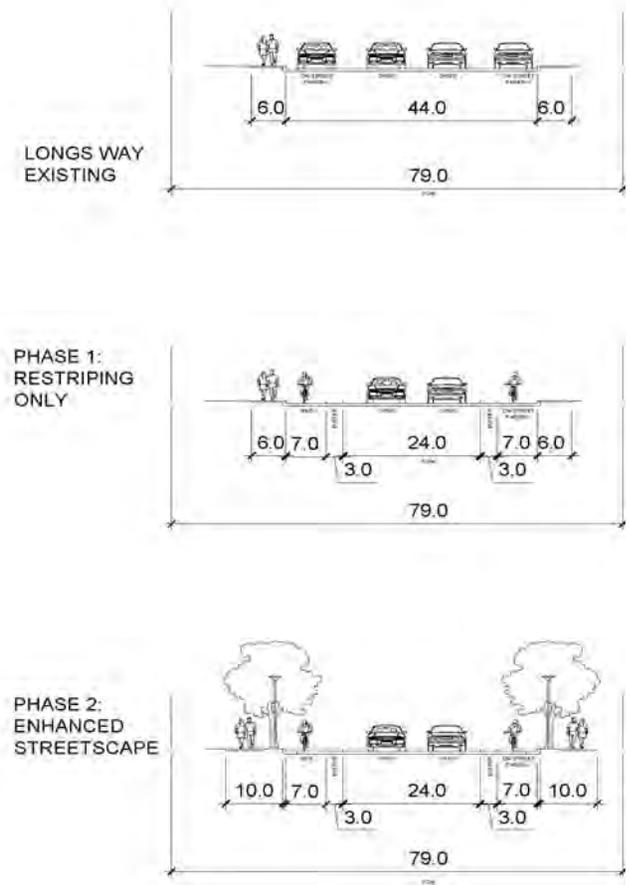
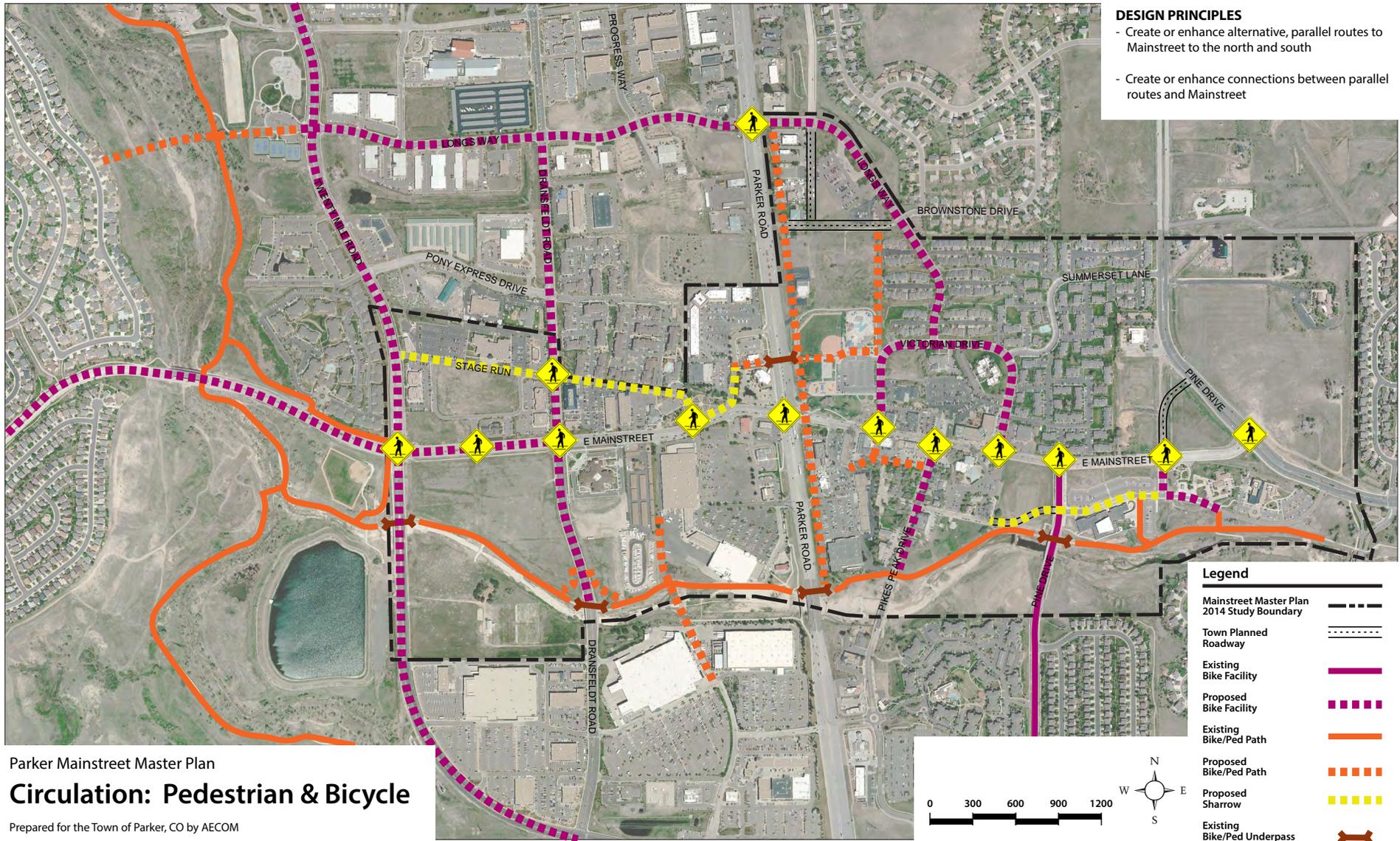


Figure 35 Cross Sections: Longs Way 20 Mile to Dransfeldt

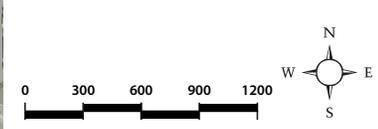


- DESIGN PRINCIPLES**
- Create or enhance alternative, parallel routes to Mainstreet to the north and south
  - Create or enhance connections between parallel routes and Mainstreet

Parker Mainstreet Master Plan  
**Circulation: Pedestrian & Bicycle**

Prepared for the Town of Parker, CO by AECOM

**Figure 36 Circulation: Pedestrian & Bicycle**  
*An extensive system of new bicycle and pedestrian facilities aims to promote multi-modal choice.*



**Legend**

Mainstreet Master Plan 2014 Study Boundary	---
Town Planned Roadway	---
Existing Bike Facility	—
Proposed Bike Facility	- - -
Existing Bike/Ped Path	—
Proposed Bike/Ped Path	- - -
Proposed Sharrow	- · - · -
Existing Bike/Ped Underpass	⌢
Pedestrian Priority Crossing	⚠

### Longs Way: Dransfeldt to Parker Road

Between Dransfeldt and Parker Roads, Long's Way currently features two travel lanes in each direction separated by a 14-foot wide raised median. No on-street parking is provided, and sidewalks are attached. Bicycle facilities could be introduced by removing a vehicular lane in each direction and restriping this space for the 7-foot bike lane and 3-foot buffer proposed on the eastern segment of Long's Way. The center median is retained to provide lane continuity and to maintain curb location, thereby keeping implementation costs low. Similarly, enhanced pedestrian facilities could be an optional 'Phase 2' enhancement.

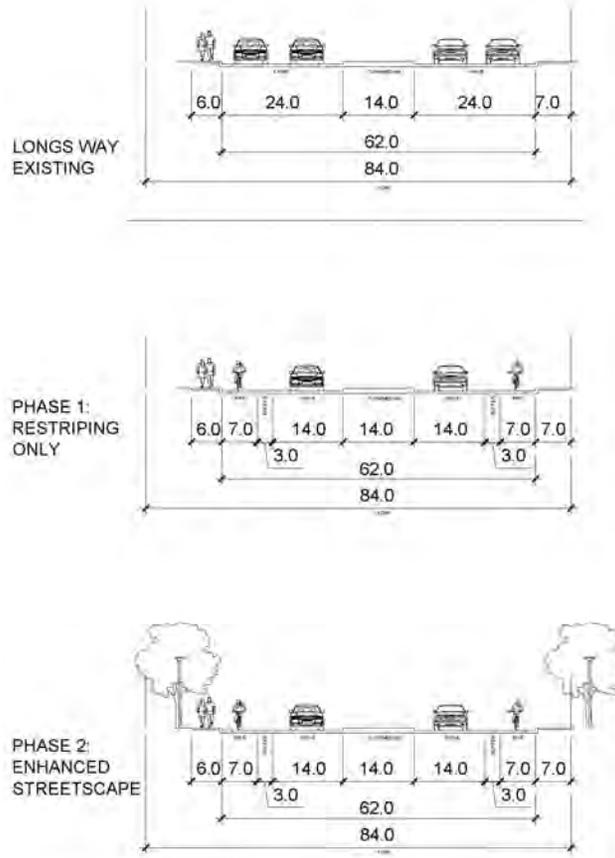


Figure 37 Cross Sections: Longs Way Dransfeldt to Parker Road

### Longs Way: Parker Road to Senior Center

On the east side of Parker Road, Longs Way has two different sections; these sections are based on variations in the public right-of-way. Between Parker Road and the Parker Senior Center, Longs Way occupies a 48-foot curb-to-curb section; pavement division is unmarked but generally functions as one travel lane in each direction and on-street parking on both sides of the street. The roadway is not centered within the right of way but instead abuts the east side of the public corridor.

Striped bike lanes can be introduced by better defining the travel lane width and location. The new cross section would maintain curb-to-curb width and have one travel lane in each direction, a 6-foot striped bike lane on each side protected by a 3-foot buffer, and on-street parking on the west side only. Although parking could be on either side, the west side is recommended to provide easier access to the Parker Senior Center. As on the other side of Parker Road, streetscape enhancements behind the curb could be considered as a value-added, second phase.

### Longs Way: Parker Senior Center to Victorian

From the Senior Center south to Victorian Drive, Longs way occupies a 53-foot right-of-way with a 34-foot curb-to-curb section. The sidewalk is notably narrow on the west side and overly wide on the east side, at five and 14 feet respectively. New bike lanes maintain the 6-foot width introduced in the abutting northern segment of Longs Way, but drop the buffer in order to fit into the more constrained right-of-way. No parking is provided. Enhanced streetscape can be considered, with the west side requiring property acquisition or easement from the private property owners.

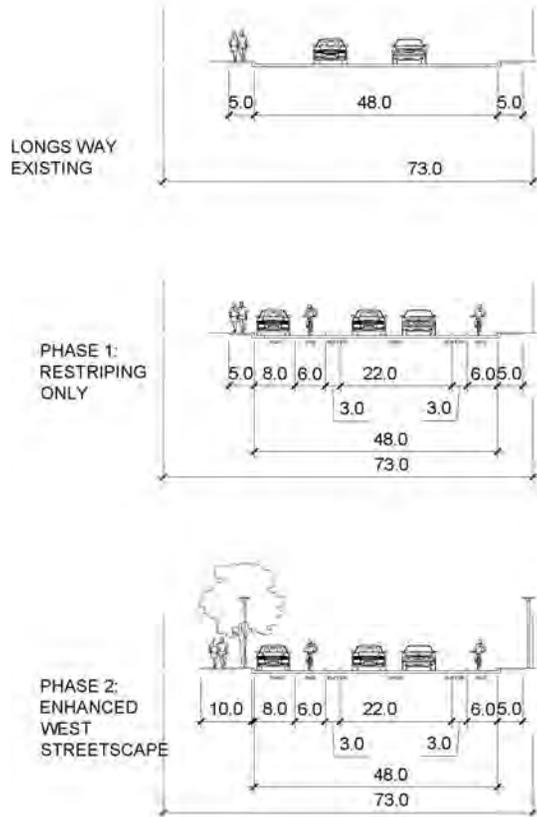


Figure 38 Cross Sections: Longs Way Parker to Senior Center

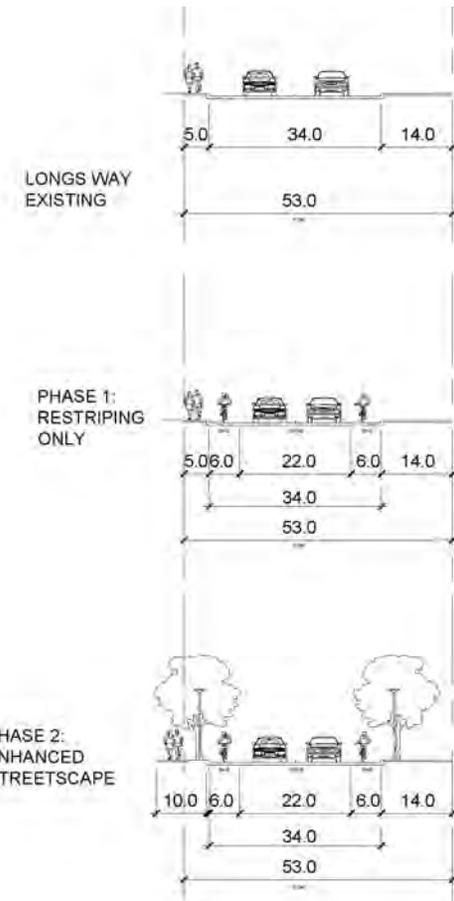


Figure 39 Cross Sections: Longs Way Senior Center to Victoria

## Victorian Drive

Victorian Drive features a varied right-of-way that fluctuates between 55 and 65 feet in width. Due to this variation, the roadway will need to be fully redesigned to determine the configuration of facilities at any specific point. This Master Plan provides three cross sections at three different widths. Victorian Drive's proximity to Mainstreet suggests a priority for enhanced pedestrian facilities, and widened sidewalk and streetscape are illustrated in each of the three sections.

The narrowest section includes a single travel lane in each direction and 6-foot striped bike lanes. No parking is provided. This section requires 34 feet curb-to-curb, and an overall right-of-way (including enhanced pedestrian zone) of 59 feet.

The medium-width section uses the laneage and dimensions established in the narrow section, and adds on-street parking on one side of the roadway. This section requires 42 feet curb to curb, and an overall right-of-way (including enhanced pedestrian zone) of 67 feet.

The wide or 'ideal' section expands the medium section to include on-street parking on both sides. This section requires 50 feet curb to curb, and an overall right-of-way (including enhanced pedestrian zone) of 75 feet.

It is important to note that the introduction of a bike lane will also require reconfiguration of the diagonal parking directly east of Parker Station on the west side of the roadway. Motorist's movement required to enter and exit diagonal parking, whether head-in or rear-in, are potentially dangerous to cyclists and incompatible with a bicycle facility.

**Recommendation 5.19:** *Introduce striped on-street bike lanes along the entire length of Victorian Drive.*

**Recommendation 5.20:** *Convert existing angle parking on the east side of Parker Station to parallel parking in order to allow for recommended bike lanes.*

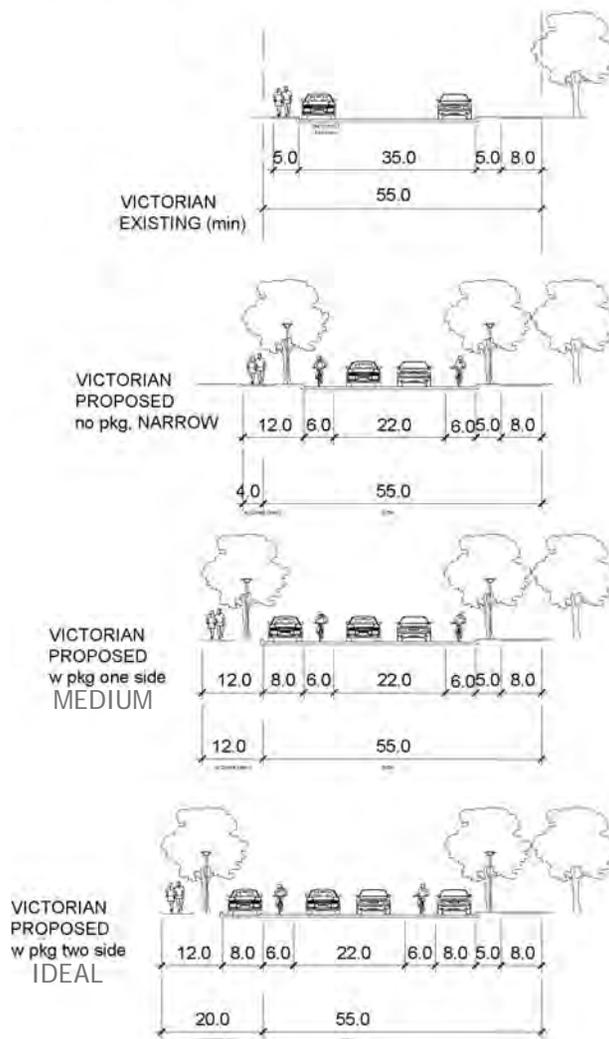


Figure 40 Cross Sections: Victorian Drive

## PACE Center Drive

PACE Center Drive will serve as an important connection between Sulphur Gulch Trail and the new Parker library, as well as the PACE Center itself. With the library as a primary destination on this segment, demographics can be expected to lean even more towards children and families; for this reason, an off-street, multi-use trail is appropriate on the east side of PACE Center Drive and will provide a higher degree of comfort for users.

The existing roadway features three travel lanes (one extra-wide southbound lane and two average-width northbound lanes) in a 39-foot curb-to-curb section. Sidewalk on both sides is a generous nine feet. It should be noted that parcels on both sides are Town-owned, and that underground utilities on the western side prohibit street tree plantings. Low-impact introduction of bicycle facilities maintain existing curb-to-curb cross-section. Again noting the strong destination draw of the new library, the eastern sidewalk should be reconfigured to introduce an amenity zone and 12-foot shared use path that connects to the existing spur from the Sulphur Gulch Trail. The western sidewalk may be enhanced with planters and pedestrian lighting. Both concepts are illustrated on the following page.

**Recommendation 5.21:** *Introduce an off-road, shared-use path on PACE Center Drive.*

## Pine Drive - South of Mainstreet

Pine Drive south of Mainstreet already provides an on-street bike lane connecting Sulphur Gulch, the southern neighborhood and Mainstreet. No additional improvements are proposed.

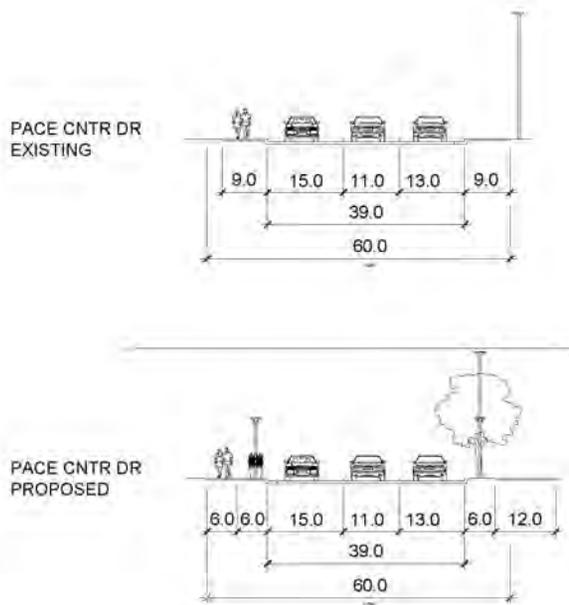


Figure 41 Cross Sections: PACE Center Drive

### Dransfeldt Road Sulphur Gulch to Mainstreet

Between Mainstreet and the Sulphur Gulch Trail, Dransfeldt features 65 feet of pavement in an 80-foot right-of-way. In order to align facilities on both sides of Mainstreet, this southern segment of Dransfeldt should also utilize an off-road, shared use path on the west side. Existing west-side sidewalk would be removed and reconfigured as a 12-foot shared-use path with a planted amenity zone against the curb. Like the northern segment, this configuration provides a more-comfortable facility for unsure cyclists (in light of the speed and volume of the adjacent roadway), maintains curb location and results in lower implementation costs.

**Recommendation 5.22:** *Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and the Sulphur Gulch Trail.*

### Mainstreet to Long's Way

Dransfeldt will act as an important connector to the West End, from the new Long's Way bike lane and from Sulphur Gulch. North of Mainstreet, Dransfeldt has 50 feet of pavement within an 80-foot right-of-way. The roadway is offset and squeezed against the east side of the corridor, resulting in a narrow five-foot attached sidewalk on the east side. Due to the volume and speed of traffic on Dransfeldt, an off-street facility is likely to be more comfortable for the intended cycling demographic; this approach has the additional advantage of maintaining existing curb locations and thus resulting in significantly lower installation costs. Existing west-side sidewalk would be removed and reconfigured as a 12-foot shared-use path with a planted amenity zone against the curb.

**Recommendation 5.23:** *Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and Long's Way.*

### DRANSFELDT: 80' ROW S of Mainstreet

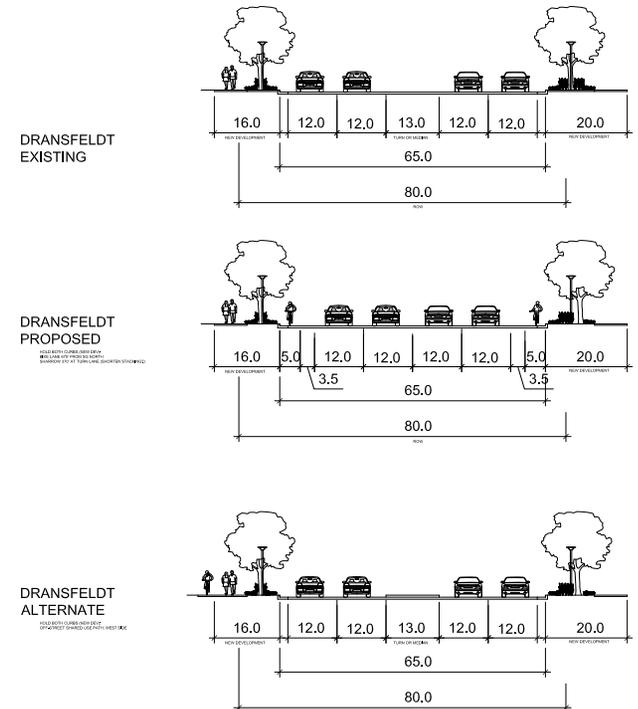


Figure 42 Cross Sections: Dransfeldt

## Stage Run

Stage Run is a private street but offers the opportunity for additional connectivity with the Kieffer's Crossing underpass. With a single lane in each direction, no on-street parking and a correspondingly narrow right-of-way, Stage Run cannot accommodate a dedicated bicycle facility of any kind. Generally used only on low-volume, low-speed local roadways, shared-use arrows ('sharrows') may be appropriate on this street. Their function is primarily wayfinding for cyclists and alerting motorists to the presence of cyclists. Sharrows are decals applied to the roadway surface, showing a stylized cyclist topped by two chevrons in the direction of travel, and may be complemented by sign-based bicycle signage.

**Recommendation 5.24:** Consider introducing sharrows on Stage Run (a private street).



## Mainstreet Twenty Mile to Dransfeldt

Lone Tree has proposed a multi use trail on the south side and a cycle track on the north side of Ridgeway Parkway (which changes name to Mainstreet at the eastern edge of Lone Tree) between Interstate 25 the City of Lone Tree Boundary. Douglas County has constructed a multi use trail on the south side of Mainstreet. Continuing this 12' wide multi use trail on Mainstreet from Chambers to Dransfeldt Road allows cyclists additional access to West End destinations, particularly the new apartment complex situated between Twenty Mile and Dransfeldt, the existing Twenty Mile shopping area to the south and to the ramp access to Sulphur Gulch Trail.

**Recommendation 5.25:** Continue the future Ridgeway/Mainstreet multi-use trail on the south side of Mainstreet from Twenty Mile Road to Dransfeldt Road.

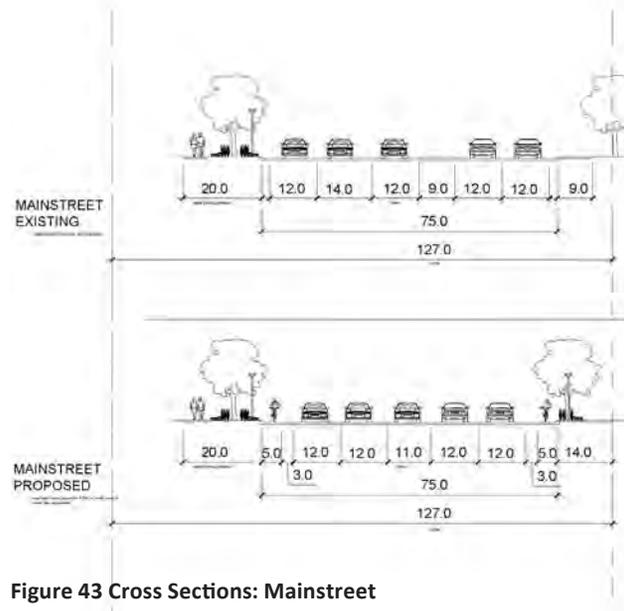


Figure 43 Cross Sections: Mainstreet



## Pikes Peak Drive

Pikes Peak Drive occupies an extremely narrow 50-foot right of way with a 40-foot curb-to-curb section. The roadway's narrow right-of-way leaves only five feet on either side for a narrow attached sidewalk, inappropriate to a pedestrian-oriented downtown shopping and dining zone. In order to fulfill the town's vision of a vibrant, multi-modal downtown district, this street more than any other has a need not just for bicycle facilities but also for an expanded pedestrian zone, neither of which are achievable individually, much less together, in the existing right-of-way. These roadway enhancements are of particular priority due to the heavily used Sulphur Gulch Trail access onto Pikes Peak Drive leading into the downtown area.

The proposed drawing illustrates an ideal cross section that balances pedestrian comfort and bicycle comfort with the need for on-street parking to support adjacent small businesses. The new cross-section requires a minimum nine foot property acquisition, assumed to be on the west side of the roadway in order to preserve the enhanced streetscape already present in front of Victorian Peaks on the east side. The new cross section removes parking on one side

and widens the pavement by two feet in order to accommodate two six-foot bike lanes. Minimum bike lane width adjacent to the curb is five feet, in order to allow shy distance from the longitudinal seam of the gutter pan, but six feet is proposed in order to acknowledge the narrowed 11-foot vehicular lanes. Likewise, four feet is considered minimum width for a bike lane between traffic and vehicular parking but is illustrated here as five feet due to narrow travel lane and anticipated high volume of parking turnover. In addition, the Town may wish to consider locating the east bike lane between the parking lane and the curb, a configuration gaining popularity in some cities but typically accompanied by an additional buffer area between the parked car and the bicycle lane, in order to allow for door swing.

The proposed bike facility on Pikes Peak Drive should be completed in phases due to the impact on adjoining properties, parking and trees created by the preferred section. Phase 1 should include sharrows and a widened sidewalk.

Phase 2 will be a long term outcome that requires significant consideration of the impacts on parking, street character and adjoining properties.

**Recommendation 5.26:** *Introduce improved wayfinding signage, on-street sharrows and widened sidewalks on Pikes Peak Drive.*

**Recommendation 5.27:** *Study and consider a long term outcome that requires acquiring additional right-of-way, removing on-street parking on one side and introduce on-street bike lanes with improved sidewalks on Pikes Peak Drive.*

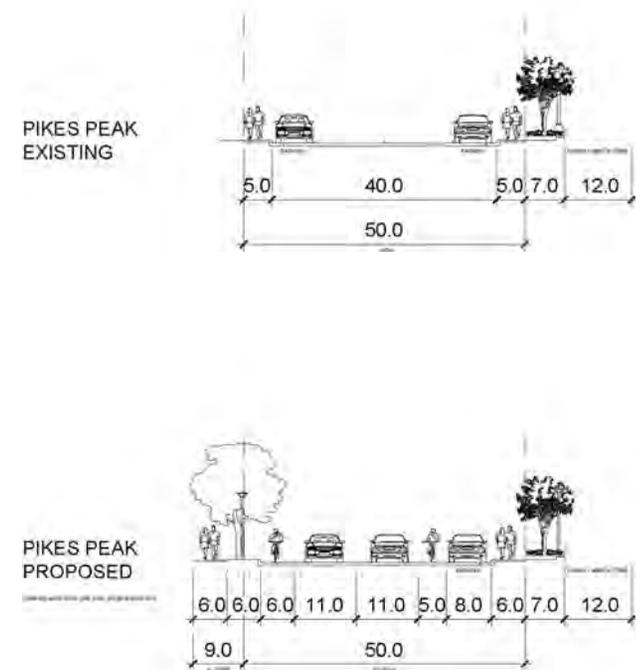


Figure 44 Cross Sections: Pikes Peak Drive

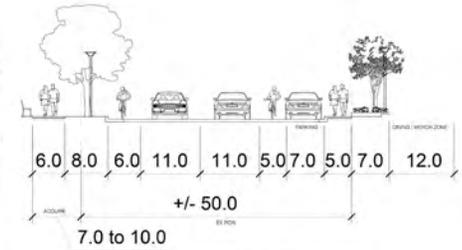


**IMPACT SUMMARY**  
 -BACK OF SIDEWALK EXTENDS 7' TO 10' INTO PRIVATE PROPERTY ON WEST SIDE OF PIKE'S PEAK DRIVE  
 -BACK OF SIDEWALK MAINTAINS EXISTING BOUNDARY ALONG PIKE'S PEAK CT  
 -PROPERTY FENCE MUST BE REMOVED/MOVED ON WEST SIDE OF PIKE'S PEAK DR. AT PARCEL 1  
 -TWO PARKING SPACES IN THE CHAMBER OF COMMERCE; PARKING LOT MUST BE REMOVED  
 -BIKE LANES ADDED TO PIKE'S PEAK DR  
 -13 MATURE TREES MUST BE REMOVED ON WEST SIDE OF PIKE'S PEAK DR  
 -STREET PARKING REMOVED ON WEST SIDE OF PIKE'S PEAK DR AND NORTH SIDE OF PIKE'S PEAK COURT (REDUCTION OF +/- 65 SPOTS)  
 -PIKE'S PEAK COURT SAME AS OPTION A  
 -BENCHES ADDED

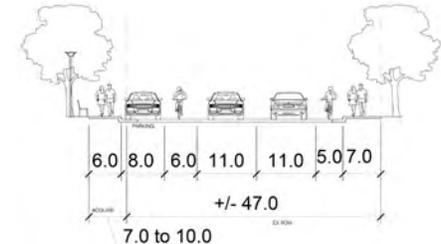
- KEYED NOTES PIKE'S PEAK DR, CT IMPROVEMENT CONCEPT**
1. BACK OF SIDEWALK EXTENDS 7' TO 10' TO WEST (TYP)
  2. 5' BIKE LANE ON EAST SIDE\*
  3. 6' BIKE LANE ON WEST SIDE\*
  4. 7' STREET PARKING ON EAST SIDE, SOUTH OF PIKE'S PEAK CT\*
  5. 5' SIDEWALK ON EAST SIDE, SOUTH OF PIKE'S PEAK CT
  6. 6' SIDEWALK AND 8' TREE LAWN ON WEST SIDE
  7. 7' SIDEWALK ON EAST SIDE, NORTH OF PIKE'S PEAK CT
  8. 6' SIDEWALK
  9. 6' TREE LAWN
  10. STREET PARKING ON SOUTH SIDE
  11. 11' DRIVE AISLE (TYP)
  12. FLOWLINE (TYP)
  13. EXISTING TREE REMOVAL (TYP)
  14. TRANSITION TO EXISTING SIDEWALK
  15. STORMWATER INLET
  16. BICYCLE SHARROWS (TYP)
  17. CURB AND GLITTER
  18. (NOT USED)
  19. PROPOSED STREET TREE (TYP) @ +/-30' O.C.\*\*
  20. PROPOSED PEDESTRIAN LIGHT (TYP)
  21. PROPOSED BENCH (TYP)
  22. (NOT USED)
  23. RIGHT-OF-WAY (TYP)
  24. BUILDING FOOTPRINT (TYP)
  25. REMOVE FENCE
  26. BIKE RACKS
  27. STOP SIGN

\*DOES NOT MEET PARKER MINIMUM STANDARDS.  
 \*\*ADJUSTED FOR STREET LENGTH

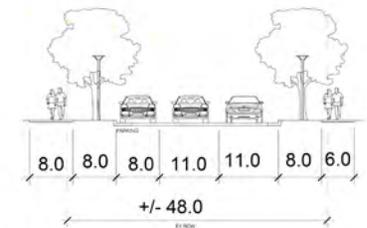
PLEASE NOTE: DIMENSIONS IN THIS DRAWING ARE BASED ON GIS DATA AND AERIAL PHOTOGRAPHY. ACTUAL DIMENSIONS MUST BE VERIFIED.



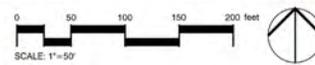
1 PIKE'S PEAK DRIVE SECTION SOUTH  
 SCALE: N.T.S.



2 PIKE'S PEAK DRIVE SECTION NORTH  
 SCALE: N.T.S.



3 PIKE'S PEAK AVENUE SECTION  
 SCALE: N.T.S.



EXPANDED R.O.W. OPTION

Figure 45 Conceptual Streetscape Design Pike's Peak

This conceptual streetscape design shows the 'ideal' Pike's Peak section described on the previous page applied to existing conditions.

## Bicycle Parking

Formal bicycle parking provides benefit to the downtown as a whole, not just the cyclist, by preventing damage to street furnishings and trees from bikes locked to them, maintaining a tidy streetscape appearance, and preventing haphazardly parked bikes from falling over and blocking sidewalks or businesses. It also sends a clear message to cyclists that they are a welcome and respected part of the downtown circulation system.

### Type

The first consideration of bicycle parking is type. For the short-term parking (typically two hours or less) that can be expected in downtown Parker, bike racks are an appropriate choice; covered parking such as bike lockers or indoor bike rooms may be appropriate at the Parker Park-n-Ride or apartment complexes but are not necessary within the public right-of-way.

Racks should be selected to meet the following criteria:

- The rack should support the bike in at least two places to prevent it from falling over and allow the rider to use both hands to lock the frame or unload cargo.
- The rack should be configured so that a standard u-lock can be used to lock the frame and at least one wheel to the rack. This requirement must also be achievable for bicycles without a top tube, such as ladies' step-through bicycles.
- The rack should be securely and permanently anchored to the ground.
- The rack should resist cutting, bending or other vandalism.

Recommended bike rack styles for downtown Parker are the 'inverted U' and artistic bike racks.

**Recommendation 5.28:** Designate 'inverted U' racks as the standard for downtown bicycle parking and encourage/incorporate artistic bike racks.

### Location

Racks can be placed individually within the streetscape right-of-way, or can be grouped into a bike corral. Bike corrals are an excellent way to provide a large amount of bike parking at popular bike destinations, and can be located within or outside of the right-of-way. Many cities have used on street parking spaces to create bike parking; a single vehicular parking space can park 20 bikes. These types of projects typically mark the corral with signage and physical barriers that protect bikes and prohibit 'poaching' by cars.

Recommended, potential locations for a bike corral in Old Town include the southwest and northeast corners of Mainstreet and Pikes Peak Drive and the northwest corner of the eastern intersection of Mainstreet and Victorian Drive (east of Parker Station). The bike corral on the northeast corner of Mainstreet and Pikes Peak Drive would be contemplated within the grey concrete area between diagonal parking and the asphalt/grassy area. The bike corral on the southwest corner of corner of Mainstreet and Pikes Peak Drive would be contemplated on the east side of the Hess Exchange Building where the visitors center is. In order to accommodate a bike coral at the northwest corner of Mainstreet and Victorian Drive, parking in this last location must be converted to parallel parking to allow the introduction of a bike lane; a bike corral directly adjacent to the bike lane creates an excellent synergy to ride to downtown, park the bike, and walk.

Whether located singly or grouped and in the right-of-way or on adjacent property, racks should be located to meet the following criteria:

- Rack locations should be convenient to adjacent destinations, typically no more than 50 feet from the door or riders may choose to lock their bikes to street furniture or trees.

*Bicycle parking options include the 'inverted u' style rack (top), post and ring racks (middle). Racks may be used to convert on-street parking spaces to dedicated bike corrals (bottom).*





image: autostraddle.com



image: examiner.com



image: nj.com

Community bicycle events like Denver’s Tour de Fat (above) and Moonlight Ride (middle) promote cycling, with or without costumes. Bicycle safety classes (bottom) promote good bicycling habits.

- Rack locations should be located in high-traffic areas with passive surveillance, preferably visible from inside adjacent buildings.
- When locating bike racks, the Town should also consider access to the racks during events and impacts on tent locations during common events such as the Farmer’s Market and Wine Walk.

When located in the amenity zone, racks should be:

- Oriented so that the bicycle does not project beyond the curb and into the roadway or into the pedestrian clear zone of the adjacent sidewalk.
- Installed parallel to the roadway and a minimum of 24 inches from back of curb so that riders are able to lock their bikes without danger of being struck by vehicles. Racks arranged in a line should be a minimum of 48 inches from each other or from adjacent obstruction such as trees or lights at their closest points; 72 inches is preferred to allow for easier circulation between racks. If parallel orientation is not possible and racks must be oriented perpendicular to the roadway, the nearest point of the rack should be a minimum of 24 inches from the back of curb, 36 inches preferred. Racks should be 36” from each other or other vertical obstructions such as trees or lights, 48 inches preferred for easier circulation between racks.
- A minimum of 36 inches clear from any adjacent, vertical structure (such as a wall).

**Recommendation 5.29:** Locate bike parking in high-visibility areas within 50 feet of destinations.

**Recommendation 5.30:** Install bicycle racks with sufficient clear distances from roadway, other racks, and adjacent vertical elements.

**Recommendation 5.31:** Consider installation of a bike corral within the core area of Old Town.

## Bicycle Promotion

New bicycle facilities are only half the equation for getting more people on bikes; the other half is getting the word out! Guided tours of the new system and group rides such as Denver’s ‘Moonlight Classic’ or Pueblo’s ‘Tour de Taco’ rolling food tours build excitement and get people out on the bike network. Even ‘bicycling 101’ classes –though perhaps not directly related to new facilities but instead aimed at increasing citizen’s comfort riding bicycles—have been used with great success in other communities to promote cycling for both transportation and recreation.

It is also important to promote new facilities in order to open a dialogue about how the facilities are working. Bicycle networks tend to be dynamic systems that are rolled out in phases, with new pieces added as demand increases and existing pieces adjusted in response to user input. Advertising and encouraging the use of new facilities will ensure more comprehensive pilot projects, as described in the preceding section of this document.

**Recommendation 5.32:** Organize group rides and events to advertise and promote the use of new bicycle facilities.



## Pedestrian Circulation

Downtown Parker already enjoys a pedestrian-focused environment within part of the Old Town area; the long-term vision of this plan is to extend that pedestrian character throughout the Old Town area and to the West End, thereby linking the two areas together. Many of the enhancements described in Chapter 5: Urban Form Recommendations will promote this expanded pedestrian character; this section describes additional, infrastructure-based improvements that will support these goals.

### Pedestrian Enhancements Mid-Block Crossing

Current development of the new 306-unit apartment complex south of Mainstreet in the West End, coupled with the future plaza and commercial development on the north side, introduces a stronger pedestrian demand between both sides of Mainstreet between Twenty Mile Road and Dransfeldt Road.

The new apartment complex between Twenty Mile Road and Dransfeldt Avenue features a primary, mid-block entry point directly across from the existing, unnamed roadway accessing the movie theater complex on the north side of Mainstreet. In order to promote pedestrian safety, a pedestrian-activated mid-block crossing is highly recommended at this location. Depending upon observed demand once the apartments are occupied, the crossing may be introduced in the short-term or may be linked to development of the still-vacant parcels within the Stage Run area.

A HAWK (High-Intensity Activated crossWalk), also referred to as a Pedestrian Hybrid Beacon (PHB), should be installed at this proposed mid-block crossing in compliance with the guidelines contained in the Manual on Uniform Traffic Control Devices (MUTCD). The existing, approximately 20-foot wide planted median should be modified to provide ADA-compliant ramps on both sides and a level refuge area in the center. The pedestrian crossing should be aligned with the west side of the access to align with the proposed future pedestrian plaza.

**Recommendation 5.33:** *Introduce a mid-block pedestrian crossing on Mainstreet between Twenty Mile and Dransfeldt Roads in coordination with development of the park/plaza to the north.*

### Pedestrian-Priority Intersections

Intersections with high volumes of pedestrians - all intersections in the Plan area - should also consider further enhancements to pedestrian safety and comfort. Conditions vary by intersection, but most intersections marked on the accompanying map, as pedestrian priority intersections already have adequate curb ramps and crosswalks; the Town should enhance existing crosswalks with higher contrast color or customized artistic designs aimed at improving visibility of the intersections. Where on-street parking is present (or introduced in the future), parking should terminate sufficiently far in advance of the intersection to allow for a 'bump-out' (aka, curb extension) to reduce crossing distance and increase pedestrian visibility. Other features that should be considered are raised or tabled intersections and embedded crosswalk lighting.

### Pedestrian Enhancement to Parker Road/Mainstreet Intersection

At-grade pedestrian improvements to the Parker Road/Mainstreet Intersection are desirable, but complicated by Parker Road's status as a state highway subject to CDOT standards and policies. The usual toolkit of options to decrease pedestrian crossing distance and increase pedestrian comfort and safety are: curb bump-outs, raised crosswalks, median refuge, adjusted signal timing, and closure of free right turns (aka 'pork chops'). The Town should continue to work with CDOT to evaluate options to improve the pedestrian safety, comfort and convenience at this important gateway intersection.

**Recommendation 5.34:** *Introduce additional crosswalk enhancement to increase visibility, safety, comfort and convenience at priority pedestrian intersections.*

**Recommendation 5.35:** *Work with CDOT to develop pedestrian enhancements to improve the safety, comfort and aesthetics of the Mainstreet and Parker Road intersection.*



image: landscapeperformance.org



image: landscapeperformance.org

Cherry Creek's Fillmore Plaza before (top) and after (bottom) renovations. Tenancy and street activity has increased appreciably since the plaza became a multi-use roadway.

### Sulphur Gulch Trail

The Sulphur Gulch Trail is a significant east west trail corridor that functions as a parallel route to Mainstreet for pedestrians and bicyclists. The Trail also crosses under Parker Road ¼ of a mile south of the intersection of Mainstreet and Parker Road providing a safe and comfortable crossing of Mainstreet. How this trail connects to the pedestrian circulation system in Mainstreet corridor is important. There is no pedestrian connection from the Mainstreet and Parker Road intersection on the east side of Parker Road and a non-descript sidewalk connection on the west side of Parker Road. Sidewalk connections and wayfinding signage should be improved to offer more options to pedestrians desiring to cross Parker Road.

### Kieffer's Crossing Re-alignment and Enhancement

Less than a tenth of a mile north of Mainstreet, Kieffer's Crossing offers a safer, low-stress way for pedestrians and cyclists to cross Parker Road. The culvert underpass, however, is underutilized. The first issue is wayfinding; although small directional signs to the underpass do exist at Crossroads shopping center and O'Brien Park, few people know of its existence. Similarly, the nondescript character and narrow width of the sidewalk accessing the underpass provide no supporting wayfinding cues.

The second issue pertains to the alignment and context of the facility itself; aligned diagonally from southwest to northeast, a person entering either side of the tunnel cannot see through to the other end. This acute angle and lack of full visibility seriously compromises both the actual and perceived safety of the tunnel, potentially allowing concealment in the tunnel and discouraging its use. Banked topography and retaining walls at the eastern, O'Brien Park entry further this sense of hidden-ness. The tunnel should provide a full line of sight from one end to the other, and should have open, easily-viewed entrances on both sides. The east side should be aligned with

primary circulation paths in O'Brien Park; it may be necessary to relocate the park's major east-west pathway between the baseball field and basketball court in order to achieve this relationship.

*Recommendation 5.36: Re-align Kieffer's Crossing to allow an unobstructed line of sight from one end to the other, reconfigure entries to integrate into adjacent context and provide more prominent wayfinding signage.*

## Additional Pedestrian Concepts Evaluated

### Mainstreet Pedestrian Mall

Members of the public suggested the concept of Mainstreet becoming a pedestrian-only mall closed to traffic either all of the time or for programmed events. While the idea of a strolling pedestrian-only zone is appealing, past experience across the country has shown little success; market analysis shows that the visibility of vehicular traffic and the convenience of on-street parking are vital to the success of pedestrian-focused downtowns.

The Pearl Street Mall in Boulder, likely the inspiration for this idea, is in fact one of the few successful pedestrian malls in the country. Fillmore Plaza in Denver's Cherry Creek North district may be a more apt example; this one-block pedestrian-only plaza struggled with low occupancy and a 'dead' feel during non-event times, until the City undertook a complete

overhaul in 2011 which redesigned and reopened the space to vehicular traffic. The area is now thriving, and can still be closed for occasional special events.

As discussed in the preceding part of this chapter, Mainstreet is one of only a few corridors with east-west connectivity in Town. Permanent closures would have far-ranging impacts on the entire transportation network. Temporary closures need to continue to be well noticed and well thought out to mitigate automobile traffic impacts, not to mention economic impacts.

### Pedestrian Bridge Considerations

Parker Road is a challenging divide between Old Town and the West End, and stakeholders and Town staff alike have wondered if a pedestrian bridge might be a solution to consider. Such overpasses can provide valuable connections across difficult natural and human-built features; they can also become very expensive and underutilized eyesores. The critical factors determining the success or failure of a pedestrian overpass relate to the type of obstruction, the available circulation alternatives and the strength of the destinations and origin on each side of the bridge.

Bridges are most frequently considered across features that are difficult, daunting or dangerous to cross on foot or on a bicycle. Interstate highways and railroads are often fenced to prohibit such crossing, so that a pedestrian bridge is the only option. Six-lane Parker Road (eight lanes with turn lanes) meets all three of these criteria, but it is, however, technically and legally possible to cross it on foot even though only the heartiest of able-bodied adults without children or strollers might feel comfortable doing so. It is this possibility that gets weighed against the inconvenience (time and effort) of going out-of-direction to access a bridge, take the stairs or elevator up to the overpass level,

descend the other side, and again walk or ride back to the original path leading to one's destination.

Vertical circulation is an important issue, both in terms of user convenience and visual impact; all pedestrian bridges must be ADA-compliant by including either a ramp or an elevator to access the upper level. An elevator requires very specific operations and maintenance commitments by either the Town or other private entity. Assuming a typical clearance, structure depths, and grades, a ramp would be approximately 380' long: longer than the current distance between the Parker Rd/Mainstreet intersection and the existing Kieffer's Crossing underpass (although the ramp could be designed to include a switchback or switchback to shorten the overall length.)

As land use conditions exist now, there is very little pull for pedestrians to cross Parker Road. Even with successful redevelopment in the West End, making an out-of-direction movement to access a bridge will be a tough call against the possibility of simply crossing Parker Road at grade.

There are, however, conditions in which a pedestrian bridge might be a good investment. The first of these conditions would be the development of a public parking structure on the site of the existing Parker Crossroads shopping center. In this case, a pedestrian bridge would serve as a visible connection between the west-side parking and east-side attractions, and would act as a marker for the public parking reservoir and clearly announce that it can connect users to attractions on both sides of Parker Road. In a similar scenario, the development of medium- to high-density residential on this site would provide a concentrated group of users desirous of accessing O'Brien Park, events held in the park and Old Town itself.



*Pedestrian bridges can be fairly utilitarian (top) or act as iconic gateway features (bottom).*

# Public Transit and Shuttles

## Existing Bus Service and Park-n-Ride

As noted in Chapter 2: Existing Conditions, public buses run on Dransfeldt Road, Parker Road and Mainstreet from the West End and as far east as Victorian Drive. The RTD Park-n-Ride is located east of Parker Road on Long's Way approximately a half mile from Mainstreet. The location of the park-n-ride does not promote synergy between commuting and downtown businesses; a location closer to downtown could encourage patrons to grab a pre-work coffee or an after-work drink, or pick up convenience retail items before heading home. This plan recommends that the Town work with RTD to explore the potential for a shared park-n-ride facility, preferably structured, that is closer to town and could double as public parking for the downtown area. This change would also free the existing park-n-ride lot for redevelopment, potentially in tandem with or as a further extension of the planned O'Brien Park expansion. A relocated park-n-ride should be located, however, so that RTD buses can access the facility without using Mainstreet.

*Recommendation 5.37: Explore the potential for a shared-use Park-n-Ride/public parking structure more convenient to Mainstreet.*

## Future BRT

In 2005 the Town conducted a study which concluded that bus rapid transit (BRT) was the preferred transit type to connect downtown Parker with the southeast light rail corridor. BRT is an enhanced transit service that typically includes a dedicated transit lane, enhanced patron shelters and off-vehicle ticketing. The proposed BRT lanes would begin in the Plan area's West End and continue west to the Ridgeway Parkway Park-n-Ride at the new end of line for the southeast light rail corridor. The current Mainstreet right of way between Dransfeldt Road and Twenty Mile Road is wide enough to include the required components of BRT which are: two travel lanes to reserve for bus service and an amenity zone and sidewalk wide enough to include BRT-specific elements such as shelters and ticket vending machines. The right of way east of Dransfeldt Road is not wide enough to accommodate BRT.

*Recommendation 5.38: Maintain enough right of way to allow for two lanes and wide sidewalks along the potential BRT route in order to allow for construction of the future facility.*



image: blog.archpaper.com  
*Bus Rapid Transit (BRT) like this system in Cleveland requires dedicated travel lane and off-vehicle ticketing. Bus stops typically include enhanced shelters and patron amenities.*

## Downtown Circulator

A Downtown Circulator may provide a tool to address two distinctly different access issues: event parking, and daily ‘hops’ along the plan area. In the case of events and festivals, the Town may wish to offer a shuttle service in addition to or instead of the valet parking discussed in the next ‘Parking’ section. Used this way, the utility and feasibility of this type of shuttle service would require that remote event parking be concentrated in a single large area, or that temporary event parking be located in sufficient proximity and with reasonably direct (i.e., not circuitous) access such that multiple locations could be serviced efficiently with a single shuttle route. The actual route of the shuttle should be considered and designed in tandem with a larger event parking management strategy.

An ‘everyday’ shuttle is a decidedly long-term proposition for the Town, and will depend upon a much higher density of attractions and daily users than currently exists. Once sufficient density of uses and users has been achieved, the most likely circulator route is limited to Mainstreet itself, traveling from Twenty Mile Road to North Pine Drive in a ‘barbell’

configuration with a loop at each end. Shown on Figure 46 Circulator Route (Non-Event), the western loop provides easy access to amenities in the West End, while the eastern loop provides an efficient turnaround with access to both the PACE Center and the new library. The low density and circuitous roadway system of residential areas beyond this core area suggest that a longer circulator route providing service into the neighborhoods would be extremely inefficient in terms of ridership and timing.

**Recommendation 5.39:** Investigate potential special-event shuttle route in tandem with a temporary parking management plan.

**Recommendation 5.40:** Consider introduction of a Downtown Shuttle once sufficient use and user density has been reached.



image: philadelphiaspeaks.com



image: police.southtexascollege.edu



image: visitmcperson.com

Circulator shuttle can range in size from full-size buses, to small vans or even historic rubber-tired trolleys. Shuttles often feature special graphic branding.



- DESIGN PRINCIPLES**
- Provide a convenient and efficient transit connection between Old Town and the West End
  - Serve major destinations and origins within the corridor
  - Brand the shuttle as a service unique to the Mainstreet corridor.

Parker Mainstreet Master Plan  
**Shuttle Bus Circulator Route (Non-Event)**

Prepared for the Town of Parker, CO by AECOM

**Figure 46 Shuttle Bus Circulator Route (Non-Event)**

*A downtown shuttle transporting visitors from one end of downtown to the other may be a possibility as the study area densifies.*

# Parking

As noted in the Existing Conditions chapter of this report, the downtown area has approximately 264 on-street and 780 off-street, public parking places. All public parking is free and has no time limits, a condition leading to lack of turn-over and frustrated 'circling' for parking. There are also a number of significantly-sized private lots, most notably the 265-space pay-for-parking lot behind Parker Station, that are often used by the public.

Current policy in the Old Town area does not have any parking minimums or maximums for new development; this approach offers the advantage of allowing the market to dictate an appropriate level of parking rather than selecting an arbitrary number, but can lead to more surface parking or increased demand for already-limited on-street parking.

Parker's largest parking challenge is during its many special events, particularly Parker Days which in 2014 drew 145,000 attendees over the three-day festival. Although the Town cannot possibly park the extreme demand of an event of this magnitude, it does need a strategy to deal with daily and weekend demand, as well as smaller special events.

In order to fully understand and respond to any parking challenges in the Old Town area, the Town will need to commission a formal parking study that analyzes all aspects of parking in downtown and provides recommendations. This parking study will provide further direction regarding the recommendations in this chapter.

## Short-Term Parking Management

The ultimate goal for downtown parking is two-fold: 1) to access parking reservoirs-both public and private-from roadways other than Mainstreet and 2) to park once, then walk from destination to destination. Public parking should be consolidated, in order to reduce congestion resulting from 'hunting for parking', and located at the perimeter but within convenient walking distance to downtown destinations, to promote a walkable pedestrian core.

### Consolidation and Signage

The current high demand for existing public parking suggests that removal of any on- or off-street public parking is not possible unless that parking can be replaced in another location and within reasonable walking distance to Mainstreet. While parking access points may be reconfigured in the short-term, large scale changes to parking location and size will need to be deferred until such time that the Town is ready to build or partner to build a parking structure.

Until parking can be consolidated in a meaningful way, dynamic parking signage can be a useful tool in reducing the congestion from hunting for parking. Signage would serve double duty to call attention to parking location, and would display real-time information on availability.

**Recommendation 5.41:** *Maintain existing public parking locations and quantities until parking structure is built.*

## Time Limits and Paid Parking

A management strategy is needed to increase the turnover of the 288 on-street parking spaces within the Old Town portion of Mainstreet. Stakeholder input indicated strong support for time limits, but distinct opposition to paid parking. Both approaches require similar levels of enforcement to be effective, although paid parking obviously provides a funding stream to offset some of these labor costs. This plan recommends that the Town institute time limits for on-street parking; a full parking study will be needed to determine appropriate limits and potential catalysts for when, if ever, to transition to paid parking.

## Shared Parking

Another parking management strategy often employed in downtown areas is shared parking. In this approach, land uses with non-overlapping hours of use pursue formal agreements to utilize a shared pool of parking. Examples of this type of shared use might be an office (typically daytime, weekday use) and a movie theater (predominantly evening and weekend use). Other good candidates would be transit facility park-n-ride (heavy weekday commuter use) and churches or temples (typically very well-defined evening or weekend use).

The RTD Park-n-Ride is downtown Parker's best opportunity for formal shared parking agreements, as discussed in the 'Event Parking' section of this chapter. Beyond this location, downtown Parker does not currently have obvious synergies of this type; both the PACE Center and the library have extended programming with regular parking demand, while big box, retail and restaurants have similar all-day and weekend demand. Shared parking is an important tool to keep in mind relative to long term redevelopment within the downtown area, particularly as the Town tries to increase daytime users such as office or education.

*Recommendation 5.42: Continue to evaluate shared parking opportunities as new development is proposed.*

## Parking Access and Other Curb Cuts Mainstreet Center

This chapter recommends that the east leg of Victorian Drive be extended through to Pikes Peak Avenue, allowing straightened and more intuitive entry into the Mainstreet Center. This recommendation also provides opportunity for redesign of the existing access drive as an attractive, pedestrian-oriented landscape or entry feature for the adjacent Mainstreet Center and Chapel.

*Recommendation 5.43: Close the Mainstreet access drive to Mainstreet Center parking in coordination with the extension of the east leg of Victorian Drive south of Mainstreet.*

## Other Curb Cuts

In order to reduce pedestrian-vehicular conflict and create a more pedestrian-focused downtown, this Plan also recommends the closure of the Mainstreet curb cut at 18901 East Mainstreet, a Parker Authority for Reinvestment (PAR)-owned parcel on the northeast corner of Victorian Drive and Mainstreet with redevelopment and the curb cut immediately east of the existing auto repair building (immediately west of the Mainstreet Center). On the auto repair parcel, the parcel's large rear lot and Pikes Peak access suggest that this closure would not significantly impact on-site circulation, but if the current owner is not amenable to this change, the closure may be deferred until the parcel redevelops but should be a condition of site approval at that time.

*Recommendation 5.44: Close the Mainstreet access drive to the parcel on the northeast corner of Mainstreet and Victorian Way in coordination with redevelopment.*

*Recommendation 5.45: Close the Mainstreet access drive to the parcel on the southeast corner of Mainstreet and Pikes Peak Drive with redevelopment.*

In contrast, the Town may wish to consider adding a curb cut on the north side of the 18900 block of Mainstreet in the West End. This block has two alley-served buildings currently occupied by a breakfast and Mexican restaurants. The north-south alley between the two buildings turns east and runs between Mainstreet and the Mexican restaurant's outdoor dining patio. Introduction of an alley curb cut would allow the enlargement of this existing patio to form a better, more pedestrian-focused street edge on Mainstreet. The curb cut should only be introduced, however, in tandem with the extension of active pedestrian uses to Mainstreet; otherwise, the increased friction of the curb cut is not counterbalanced by equivalent gains in the pedestrian realm.

*Recommendation 5.46: Introduce an alley curb cut in the West End in tandem with expansion of pedestrian uses to the Mainstreet right-of-way edge.*

## Event Parking

In order to address the extensive and sometimes overwhelming parking demands associated with special events, the Town should formulate a strategic special event parking plan that identifies parking locations, priority (order in which they are parked), and type (open or valet), as well as other pertinent details such as cost.

One potential component of the strategic parking plan is use of public Town-owned vacant parcels for temporary or temporary overflow parking for events. These sites include the parcel immediately west of the new Parker library site, the Pine Curve site and the site south of Sulphur Gulch and east of Pine Drive. These uses should in no way preclude the development of these parcels, and careful consideration should be given to potentially hidden costs such as insurance or liability. Similarly, the Town may wish to investigate policies regarding use of vacant private properties for the same purpose.

Looking at additional close-in parking opportunities, the Town should also investigate a formalized joint-use agreement with RTD for weekend use of the existing Park-n-Ride lot on Longs Way. Such an agreement may be necessary to provide signage to the lot, and may make it possible to provide additional overflow parking for events in the grass area southwest of the paved lot. A formal agreement may also require monetary or maintenance considerations, or liability concerns, which the Town may or may not wish to undertake.

Another measure which may ease parking pressures during smaller events would be the use of valet parking to remote lots. Exact management of valet parking—who funds it, what existing parking lots or vacant parcels could be used, lease agreements for those lots and parcels if not publicly owned—would need to be explored in more detail. As of the writing of this document, the Chamber of Commerce has initiated a pilot program for Friday and Saturday nights; this program will provide valuable information on utilization, costs and benefits of such a service. Even if the program proves to be untenable at this time, valuable information on minimum thresholds or operating models may be able to provide an informative survey of when the service may be useful in the future.

**Recommendation 5.47:** Prepare a strategic special event parking plan that includes consideration of the following:

- Temporary event parking on the Town-owned parcels.
- Valet parking locations and management for events
- Shuttle bus service from outlying lots

**Recommendation 5.48:** Investigate a formal joint-use agreement for weekend use of the RTD Park-n-Ride lot.



Parker hosts a large number of yearly events.

## Long-Term Parking Management

The preceding text discussed parking management strategies such as paid parking, dynamic parking availability signage, shared parking and consolidation of surface lots. All of these strategies should be initiated in the short-term but continually evaluated and adjusted in the long-term as well.

### New Development

Parker has no parking requirements for new development in the Old Town area. This policy can be an advantage in allowing developers to save money constructing spaces, but can also backfire and result in increased surface parking, an issue this Master Plan is attempting to reduce.

In order to support this plan's goals of higher density, the Town should consider a parking maximum or 'cap' to begin to chip away at the large amount of surface area within the Plan Area. Alternately, the Town may allow an unrestricted amount of parking, but require that space beyond a defined level must be structured rather than surface parked. A special study of current trends would be necessary to determine appropriate caps by use.

**Recommendation 5.49:** *Evaluate a parking cap or structured parking requirement for new development.*

### Structured Parking

The Town has previously discussed a public parking structure, and is very interested in building one when demand and economics are right. Potential garage locations and size should be determined through a formal parking and traffic study when the Town is ready to move forward with planning, design, financing and construction. This type of study will comprehensively evaluate the myriad factors that will ultimately determine garage and roadway performance, including garage size, signal timing current and land use context.

In advance of a formal parking study, the Town should keep track of land availability, sales and development plans and how changes in these areas could open potential for or preclude future public or public/private parking structures. In order to preserve existing downtown character, promote a pedestrian-focused environment, and to minimize impacts on already-congested Mainstreet, a future parking structure should be sited with the following three criteria in mind:

- access from a roadway other than Mainstreet,
- location on the periphery of the plan area,
- potential to catalyze development in its immediate area.

The first two criteria focus on mitigating vehicular congestion within the core Mainstreet area and on creating a pedestrian-focused environment. Less cars on Mainstreet creates a more pedestrian-friendly environment, while getting people out of their cars at the 'edges' and asking them to walk into the Old Town and West End cores not only increases business exposure but also enhances the potential for window shopping and discovery of new shops or attractions with which the visitor was not familiar. The third criterion, potential to catalyze development, looks to capitalize on the Town's investment in infrastructure, or to create opportunity for public-private partnership and shared parking.

The accompanying map shows locations which may conceptually be able to accommodate a standard parking structure footprint. Not all of these locations meet all three of the criteria above, and the Plan does not recommend any of these site over another.

**Recommendation 5.50:** *Commission a full parking study to analyze current parking utilization, appropriate short term management strategies and long term parking solutions. This parking study should include, but not be limited to, consideration of the following:*

- *Introduce time limits on street parking, with appropriate enforcement.*
- *Installation of real-time dynamic parking signage showing parking availability.*
- *Valet parking*
- *Parking wayfinding signage*
- *Evaluation of a parking cap or structured parking requirement for new development*
- *Evaluation of a parking district or fee based system for new development*
- *Evaluation of the size, location, configuration and timing of a future parking structure*

**Recommendation 5.51:** *Track land use, property sales and development proposals which may present opportunity for or preclude a future parking structure.*

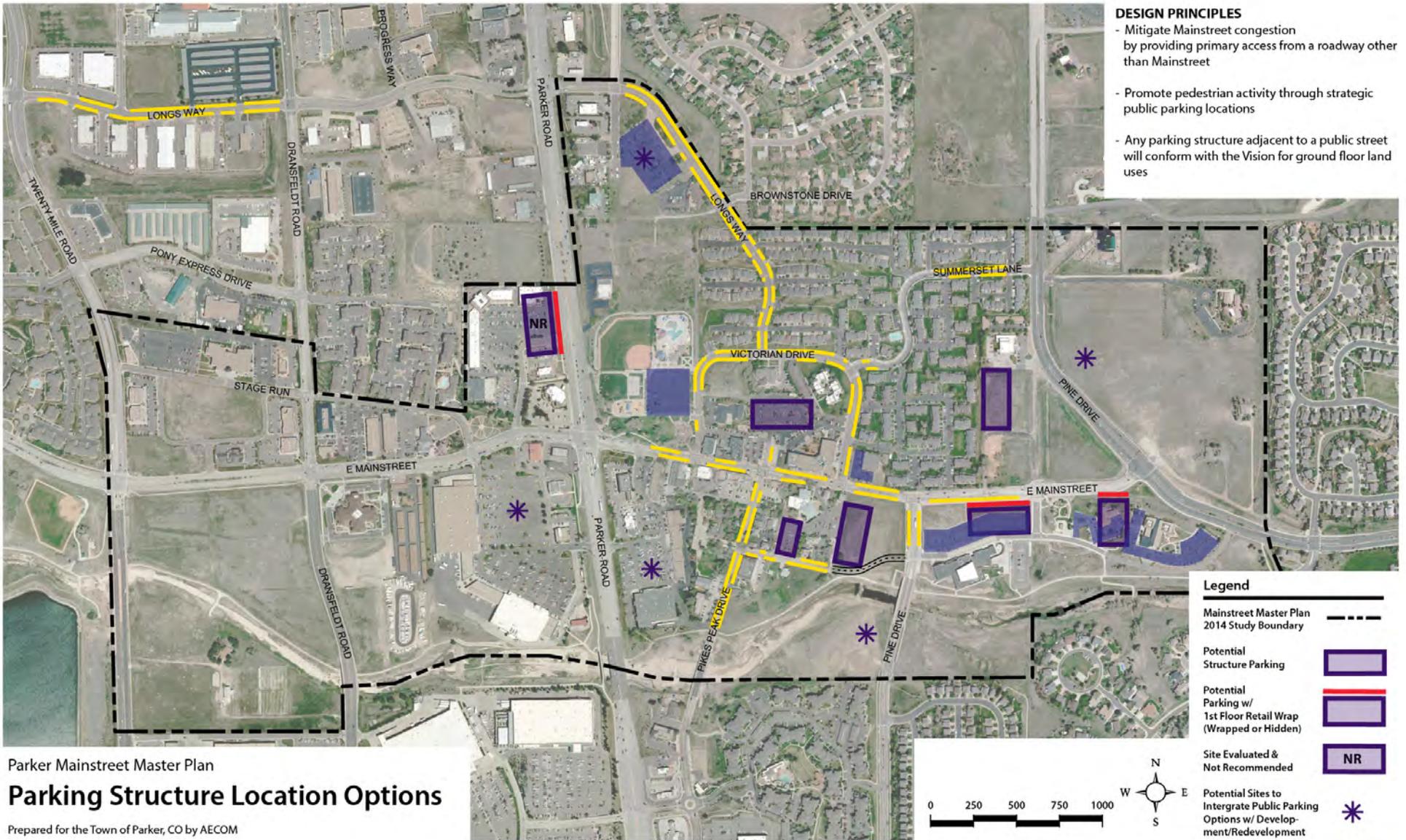


Figure 47 Parking Structure Location Options

The location of a future parking structure should be carefully evaluated to ensure that it does not worsen already congested Mainstreet traffic; a location that does not provide entrance or exit on Mainstreet is recommended.

# Putting it Together

## Working toward Our Goals

The chart below shows a complete list of the land use recommendations contained in this chapter, and shows how each recommendations ties with the goals established for the project.

PA: Plan Area    WE: West End    OT: Old Town

			Plan Area Goals										
Plan Order	Plan Area	RECOMMENDATION	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
<b>Circulation Recommendations</b>													
<b>Motor Vehicles</b>													
5.1	PA	Pursue circulation measures that create and promote alternate routes to Mainstreet and a finer grain, gridded roadway network.									x		
5.2	OT	Extend Pikes Peak Avenue from Pikes Peak Drive to Parker Road.									x	x	
5.3	WE	Introduce new east-west segment of Pikes Peak Avenue between Parker Road and the north-south extension of Briargate Lane.										x	
5.4	WE	In coordination with development/redevelopment create a four-way, fullmovement signalized intersection at Mainstreet/Briargate Lane, in tandem with the closure of the adjacent Stage Run intersection.	x										
5.5	OT	In coordination with development and redevelopment, extend the east leg of Victorian Drive to Pikes Peak Avenue.				x							
5.6	OT	Extend Pikes Peak Avenue to Stonehenge Way.										x	
5.7	PA	Signalize the Longs Way and Parker Road intersection.											x
5.8	OT	Signalize the intersections of Mainstreet and Victorian Drive.										x	x
5.9	WE	In coordination with redevelopment, remove the existing signal at Mainstreet and Stage Run signal in tandem with the installation of the proposed Briargate Lane signal.	x										
5.10	PA	Use marketing and promotional materials for downtown campaigns and event to promote alternate, non-Mainstreet routes for arriving downtown.											
5.11	PA	Use regional and local directional signage to promote alternate routes to Mainstreet, particularly for motorists driving to non Mainstreet destinations.											

Table 3 Circulation Recommendations

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
											x		x	
											x		x	
					x									
												x		
													x	
													x	

Table 3 Circulation Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
5.12	OT	Maintain existing two-way function of Mainstreet.										x	x
5.13	PA	Promote Twenty Mile Road and Longs Way as alternative, parallel routes to Mainstreet.				x							x
<b>Bicycles</b>													
5.14	PA	Use pilot projects to introduce new bicycle facilities in a measurable time frame and to fine-tune and test facilities.									x		x
5.15	PA	Leave pilot projects in place for a minimum of one year; support pilots with appropriate outreach and well-thought out evaluation metrics									x		x
5.16	PA	Provide 'spur ' north-south connections for bicycles between Sulphur Gulch Trail and Mainstreet on the following roadways: Dransfeldt Road, Pikes Peak Drive, PACE Center Drive.				x					x		x
5.17	WE	Construct an east-west trail connection over Cherry Creek between Clarkeville Way and Twenty Mile Road.									x		x
5.18	PA	When the Parker Road/Longs Way signal is installed, delineate an east-west bike lane along Longs Way connecting the Cherry Creek Trail to Old Town with buffered bike lanes from Twenty Mile Road to Brownstone Drive and bike lanes from Brownstone Drive to Victorian Drive.									x		x
5.19	OT	Introduce striped on-street bike lanes along the entire length of Victorian Drive.									x		x
5.20	OT	Convert existing angle parking on the east side of Parker Station to parallel parking in order to allow for recommended bike lanes.									x		x
5.21	OT	Introduce an off-road, shared-use path on PACE Center Drive.									x		x

**Table 3 Circulation Recommendations**

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
									x					
													x	
											x			
											x			
											x	x		
											x			
											x			
											x			
											x			

Table 3 Circulation Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
5.22	WE	Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and the Sulphur Gulch Trail.									x		x
5.23	WE	Introduce an off-road, shared use path on the west side of Dransfeldt Road between Mainstreet and Longs Way.									x		x
5.24	WE	Consider introducing sharrows on Stage Run (a private street).									x		x
5.25	WE	Continue the future Ridgeway/Mainstreet multi-use trail on the south side of Mainstreet from Twenty Mile Road to Dransfeldt Road.									x		x
5.26	OT	Introduce improved wayfinding signage, on-street sharrows and widened sidewalks on Pikes Peak Drive.									x		x
5.27	OT	Study and consider a long term outcome that requires acquiring additional right-of-way, removing on-street parking on one side and introduce on-street bike lanes with improved sidewalks on Pikes Peak Drive.									x		x
5.28	PA	Designate 'inverted U' racks as the standard for downtown bicycle parking and encourage/incorporate artistic bike racks									x		x
5.29	PA	Locate bike parking in highvisibility areas within 50 feet of destinations.									x		x
5.30	PA	Install bicycle racks with sufficient clear distances from roadway, other racks, and adjacent vertical elements.									x		x
5.31	OT	Consider installation of a bike corral within the core area of Old Town.									x		x
5.32	PA	Organize group rides and events to advertise and promote the use of new bicycle facilities.									x		x

**Table 3 Circulation Recommendations**

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
		x												
		x												
		x												
											x			
											x			
											x			
											x			
											x			
											x			
											x			

Table 3 Circulation Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
<b>Pedestrians</b>													
5.33	WE	Introduce a mid-block pedestrian crossing on Mainstreet between Twenty Mile and Dransfeldt Roads in coordination with development of the park/plaza to the north.									x	x	x
5.34	PA	Introduce additional crosswalk enhancement to increase visibility, safety, comfort and convenience at priority pedestrian intersections.									x	x	x
5.35	PA	Work with CDOT to develop pedestrian enhancements to improve the safety, comfort and aesthetics of the Mainstreet and Parker Road intersection									x	x	x
5.36	PA	Re-align Kieffer's Crossing to allow an unobstructed line of sight from one end to the other, reconfigure entries to integrate into adjacent context and provide more prominent wayfinding signage.									x	x	x
<b>Public Transit and Shuttles</b>													
5.37	WE	Maintain enough right of way to allow for two lanes and wide sidewalks along the potential BRT route in order to allow for construction of the future facility.									x		
5.38	PA	Investigate potential special-event shuttle route in tandem with a temporary parking management plan.									x		
5.39	PA	Consider introduction of a Downtown Shuttle once sufficient use and user density has been reached.									x		
<b>Parking</b>													
5.40	OT	Maintain existing public parking locations and quantities until parking structure is built.											
5.41	PA	Continue to evaluate shared parking opportunities as new development is proposed.		x									
5.42	OT	Close the Mainstreet access drive to Mainstreet Center parking in coordination with the extension of the east leg of Victorian Drive south of Mainstreet.										x	

**Table 3 Circulation Recommendations**

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
Establish West End character	Foster partnership	Create Pedestrian Amenities	Provide new open space	Preserve BRT potential	Improve land use mix	Promote active ground floor uses	Improve land use mix	Promote active ground floor uses	Preserve historic character	Foster partnership	Promote multi-modality and events	Build on existing assets	Provide parallel E-W routes	Manage parking
		x									x			
		x									x			
		x									x			
		x									x	x		
				x										
														x
														x
														x

Table 3 Circulation Recommendations

Plan Order	Plan Area	RECOMMENDATION	Plan Area Goals										
			P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11
			Attract Desirable Uses	Solicit Public Support	Foster partnerships.	Build on Existing Assets	Create cohesive + distinctive character	Year-Round, 24/7 Activity	Create gateways	Emphasize quality design.	Promote multi-modality	Enhance pedestrian safety	Enhance ped/bike connexns
5.43	OT	Close the Mainstreet access drive to the parcel on the northeast corner of Mainstreet and Victorian Way in coordination with redevelopment.										x	
5.44	OT	Close the Mainstreet access drive to the parcel on the southeast corner of Mainstreet and Pikes Peak Drive.										x	
5.45	WE	Introduce an alley curb cut in the West End in tandem with expansion of pedestrian uses to the Mainstreet right-of-way edge.											
5.46	PA	Prepare a strategic special event parking plan that includes consideration of the following: <ul style="list-style-type: none"> <li>• Temporary event parking on the Town-owned parcels.</li> <li>• Valet parking locations and management for events</li> <li>• Shuttle bus service from outlying lots</li> </ul>											
5.47	OT	Investigate a formal jointuse agreement for weekend use of the RTD Park-nRide lot.											
5.48	PA	Evaluate a parking cap or structured parking requirement for new development.											
5.49	PA	Commission a full parking study to analyze current parking utilization, appropriate short term management strategies and long term parking solutions. This parking study should include, but not be limited to, consideration of the following: <ul style="list-style-type: none"> <li>• Introduce time limits on street parking, with appropriate enforcement.</li> <li>• Installation of real-time dynamic parking signage showing parking availability.</li> <li>• Valet parking</li> <li>• Parking wayfinding signage</li> <li>• Evaluation of a parking cap or structured parking requirement for new development</li> <li>• Evaluation of a parking district or fee based system for new development</li> <li>• Evaluation of the size, location, configuration and timing of a future parking structure</li> </ul>											
5.50	PA	Track land use, property sales and development proposals which may present opportunity for or preclude a future parking structure.											

**Table 3 Circulation Recommendations**

West End Goals							Old Town Goals							
W-1	W-2	W-3	W-4	W-5	W-6	W-7	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8
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														x
														x
		x												x
														x
														x
														x
														x

Table 3 Circulation Recommendations

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