

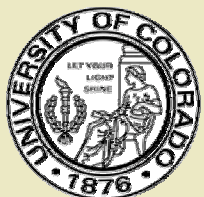


DENVER
THE MILE HIGH CITY



DOWNTOWN DENVER
PARTNERSHIP, INC.

GLATTING JACKSON KERCHER ANGLIN



**AMERICAN
LUNG
ASSOCIATION®**
of Colorado

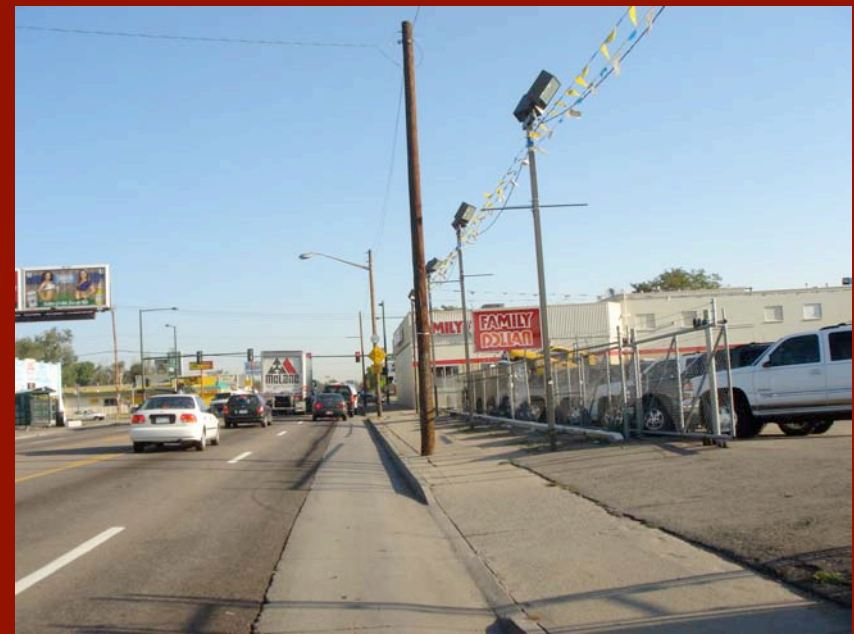
Denver's Living Streets Initiative

CNT/STPP Workshop

July 24-25, 2008

Common Problems and Complaints of Strip Commercial Corridors:

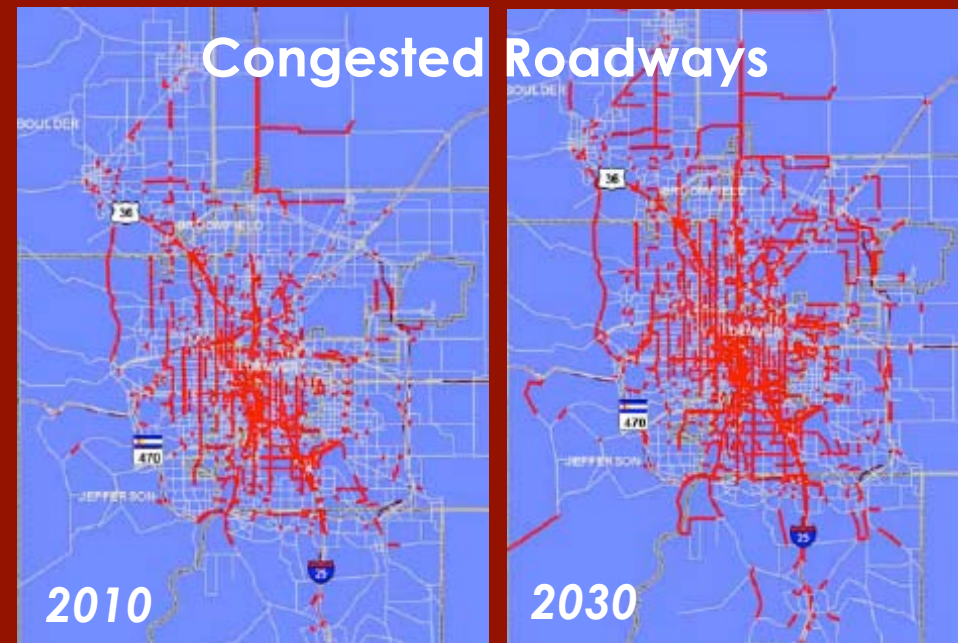
- √ Most visible, yet unattractive part of any city
- √ Not supportive of walking, bicycling and transit use
- √ Inefficient use of land
- √ Oversupply of retail property
- √ Brownfield Sites (Former Gas Stations/Underground Storage Tanks and other Auto/Industrial related uses, Dry Cleaners, etc)



Photos courtesy of Charlier Associates, Inc.

Current Transportation Trends

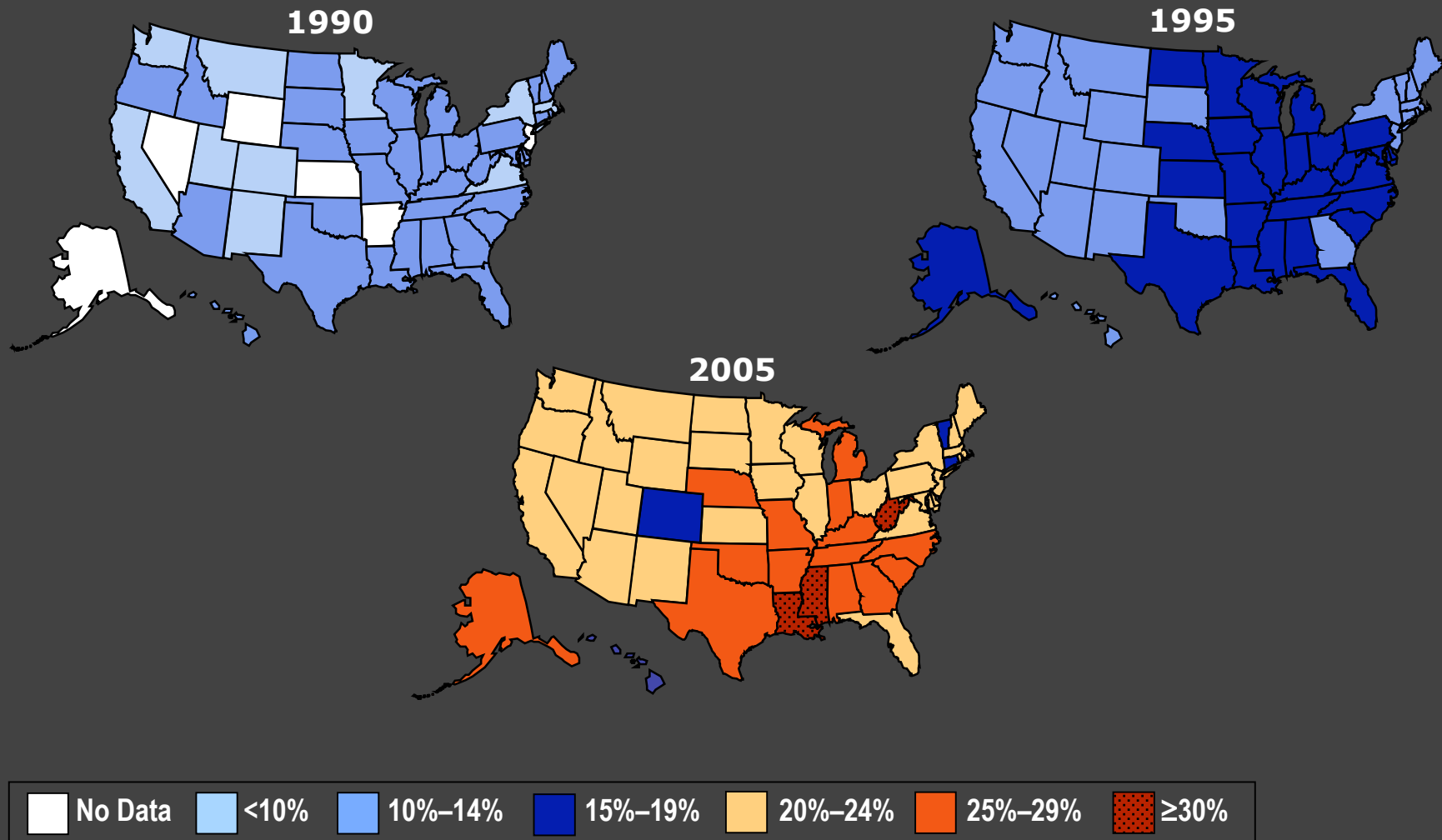
- √ Person trips are increasing
- √ Lane miles are not increasing
- √ Peak period transit hours are increasing
- √ Increase in Vehicle Miles Traveled (VMT)
- √ Increasing traffic congestion



Photos courtesy of Charlier Associates, Inc.

Obesity Trends Among U.S. Adults

BRFSS, 1990, 1995, 2005



Source: Behavioral Risk Factor Surveillance System, CDC

Barriers to Walking & Bicycling (Active Living)

- √ **Environmental** – crime, traffic, weather, land use, lack of facilities
- √ **Personal** – lack of time, motivation, encouragement, confidence

“It’s *not* just an obesity epidemic. It’s an epidemic of physical inactivity and poor nutrition.”

-- Mark Fenton



Photos courtesy of Charlier Associates, Inc.

Impacts of Vehicular Dependence

- **Public Health**
 - Increased rates of overweight/obesity and related diseases
- **Environmental Health**
 - **Air Quality:**
 - Poor air quality is largely the result of emissions from traffic, particularly where it is congested.
 - **Water Quality:**
 - Run off from streets and buildings; Diffuse water pollution can arise from many sources, which may be small individually, but their collective impact can be damaging.
- **Land Use**
 - **Auto Oriented v. People Oriented**

What is a “Living Street”?

- *Promote active living*
- *Increase mobility*
- *Capitalize on infrastructure investments*
- *Accommodate growth & stimulate economic development*
- *Attract, concentrate and connect vibrant and sustainable development*
- *Preserve what makes Denver, the Metropolitan Area & Colorado special*



Urban Advantage

- ✓ Identify nodes and strips appropriate for more intense land uses through infill and redevelopment
- ✓ Assess market conditions and opportunities
 - Appropriate residential development, office, retail and other economic development opportunities
- ✓ Reduce traffic congestion, positively impact air quality and improve mobility and circulation
 - Increase person trip capacity
 - Increase transit use
 - Increase walking & bicycling
- ✓ Identify best management practices related to water quality appropriate for our climate
- ✓ Installation of appropriate infrastructure and facilities may influence human behavior and transportation mode choice



Multi-Disciplinary



Metropolitan Area/Colorado

- **National: US EPA**
- **Municipalities: Glendale, Aurora**
- **Local/State Agencies: DOLA, RTD, CDOT**
- **Metro Mayor's Caucus**
 - 83% of Metro Denver municipalities are somewhat or very interested in getting more information about “Complete Streets”
 - 83% of the mayors indicated that pedestrian and transit friendly neighborhoods were either a high or top priority for their communities
 - 71% said that their city would adopt Complete Streets standards

Participation & Anticipated Results

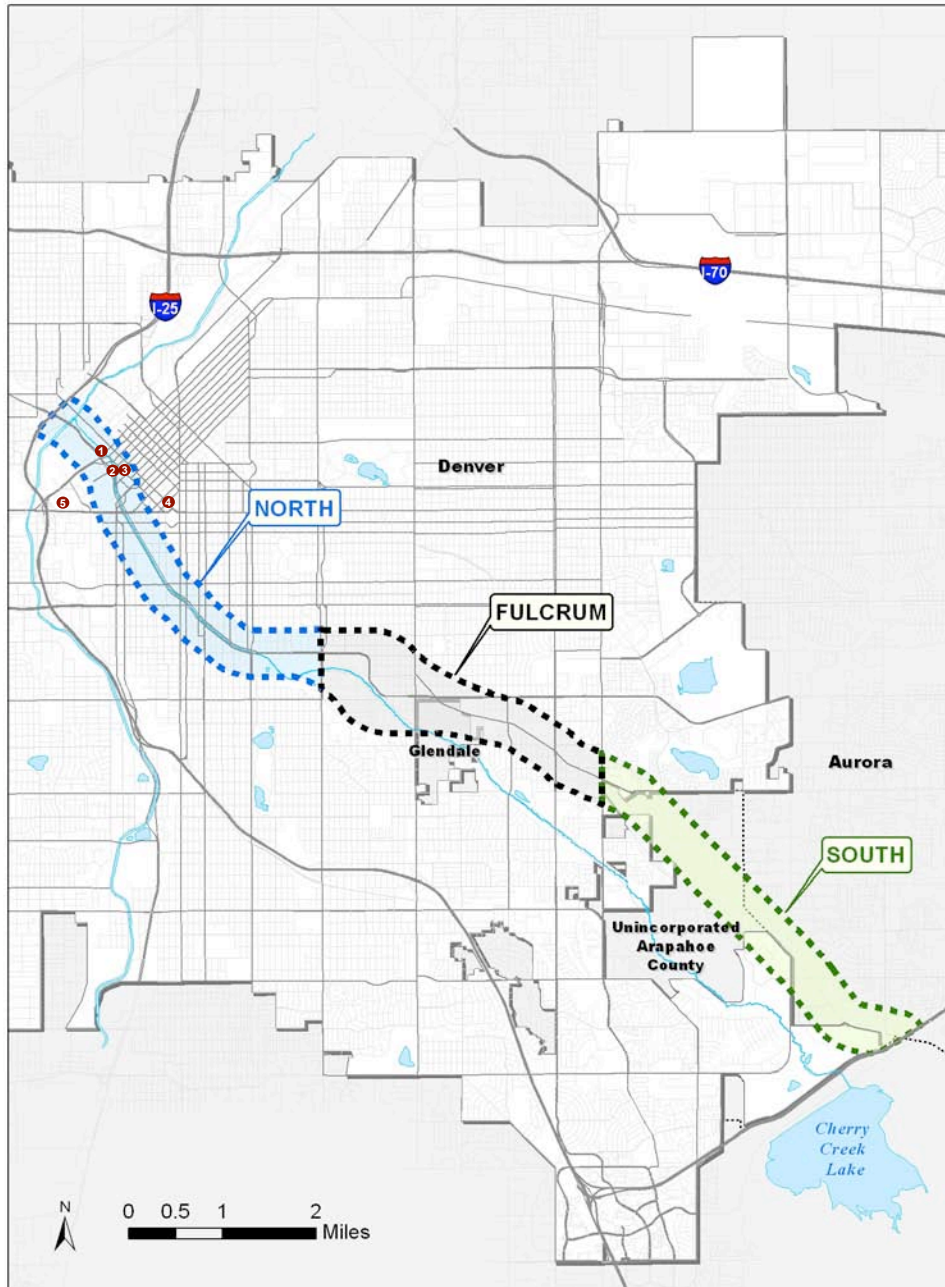
- Engage multi-disciplinary professionals, the community and policy makers
- Create model Living Streets policy language available for use throughout Metro Denver and Colorado
- Discuss and propose potential financing strategies
- Create supporting documentation & data
- Pursue additional funding for EPA study area and other corridors

Process & Timeline

Project Element	Purpose/Outcome	Time Period (July 2008 - July 2009)
US EPA Smart Growth Implementation Technical Assistance Grant Site Visit & Workshop	Conduct a site visit with the US EPA consultant team using the Cherry Creek corridor as an urban laboratory to explore living street retrofit solutions and enhanced transit opportunities which may be extrapolated to other similar corridors within the metro region.	July 2008 –Oct. 2008
Traffic & Transit Analysis	Analyze and model a variety of transportation solutions/alternatives to improve traffic flow, increase people-trip carrying capacity and enhance transit ridership. Assess needed bicycle and pedestrian improvements.	Sept. 2008-April 2009
Market Opportunity Analysis	Analyze the market opportunity derived from the implementation of living streets, assess the catalytic/economic development benefits of living street infrastructure investments; quantify opportunity costs (social, environmental, physical, health, mobility) associated with status quo alternative; analyze living street funding mechanisms.	Sept. 2008-April 2009
Living Streets Public Education and Civic Engagement	Conduct a comprehensive public education and civic engagement process comprised of three tracks (1. A five-seminar series for professionals and policy makers; 2. Public engagement within the Cherry Creek Corridor urban laboratory; and 3. Regional Public Engagement); educate the community about the components and benefits of living streets; build a coalition of support for project development and implementation	July 2008-July 2009
Collateral materials	Create tools and materials to effectively communicate information including website, online forum, GIS maps/graphics, resource book, complete street case study book, reports, marketing materials, and video or other multi-media outreach materials.	July 2008 – July 2009



Downtown - Cherry Creek Corridor



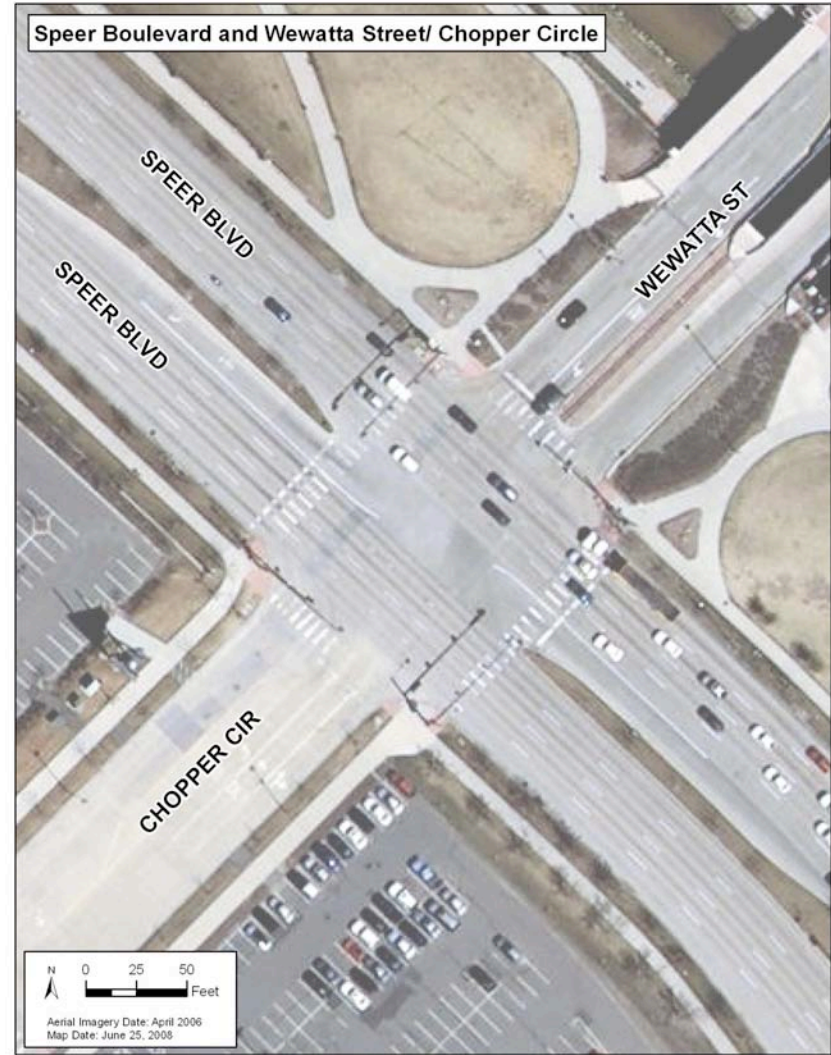
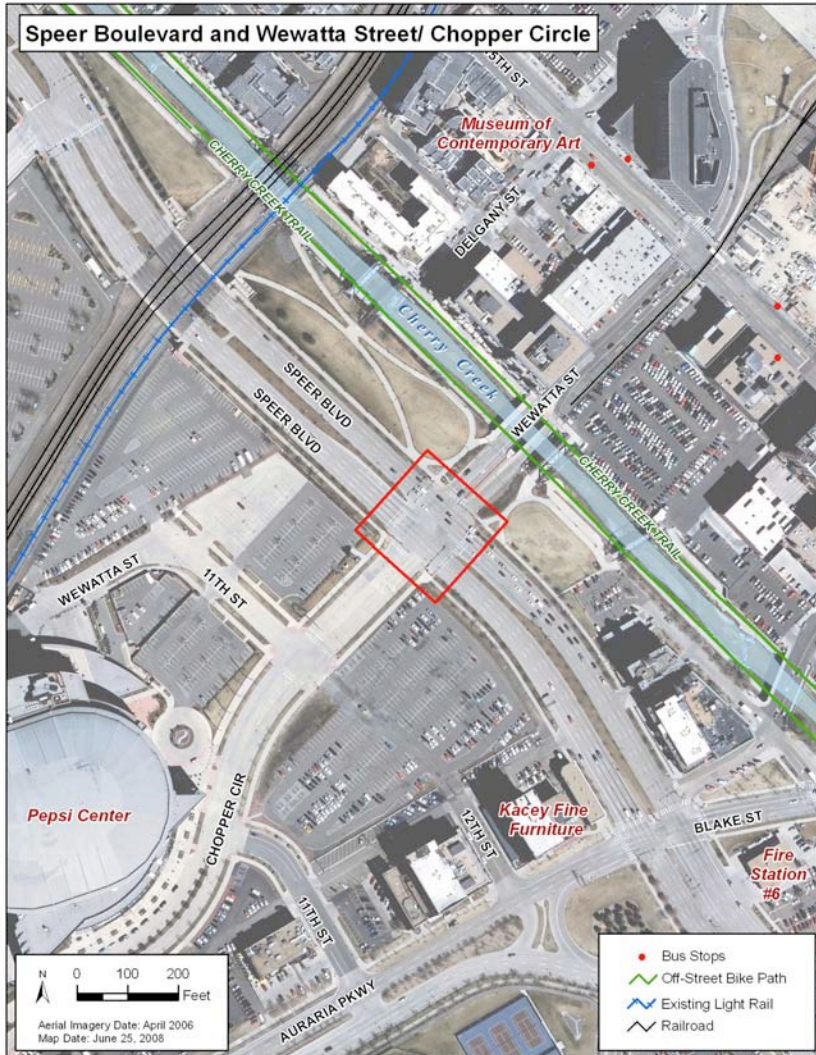
*EPA Smart Growth
Implementation
Assistance Project:*

**The Urban
Laboratory**

July 30 – August 2

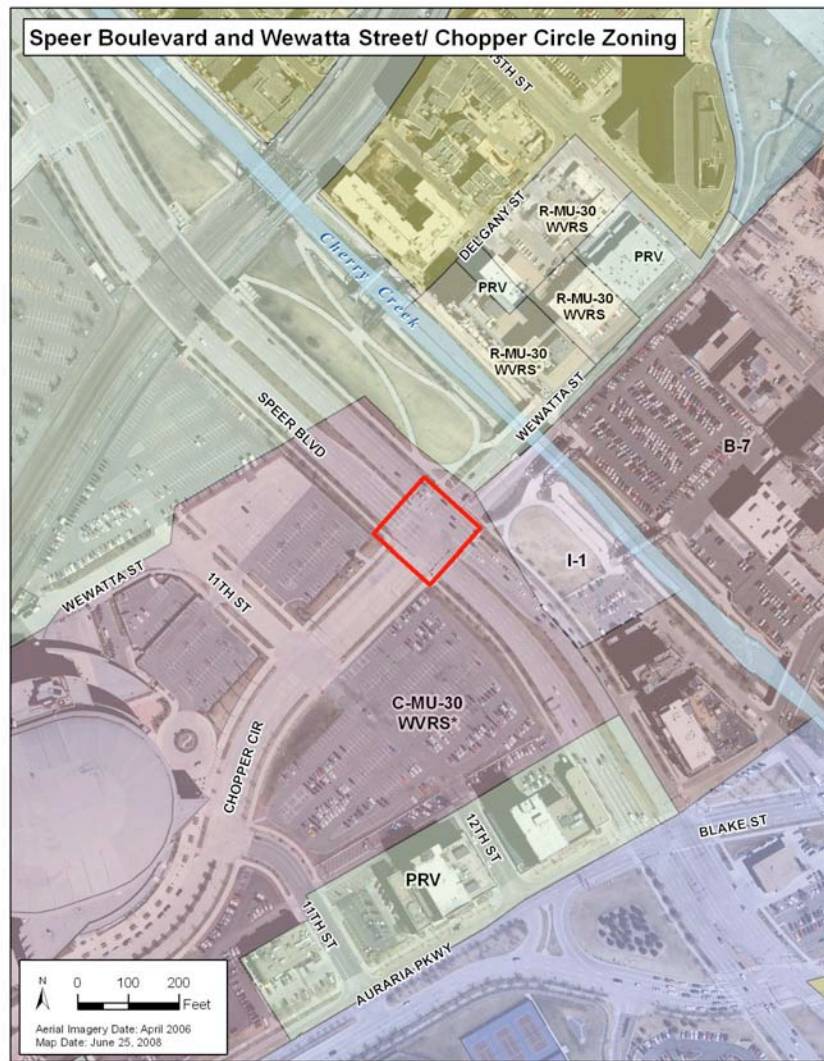
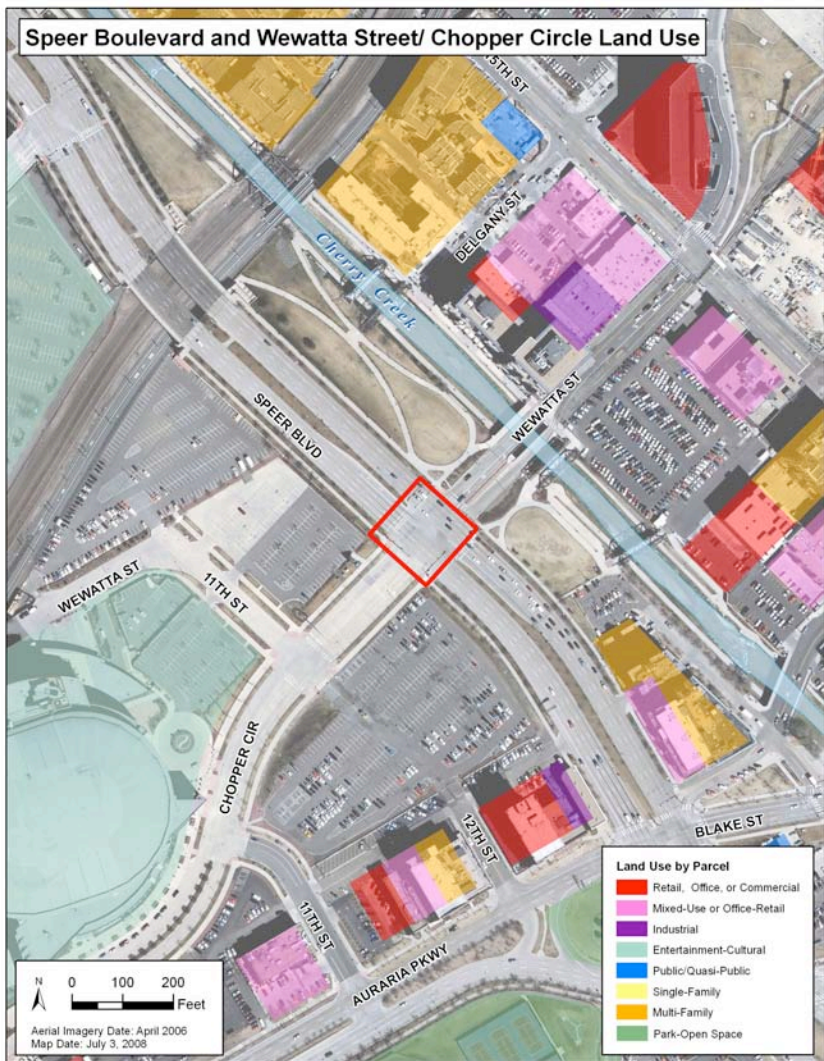
Place Audit Location #1

Speer & Wewatta St. / Chopper Cir.



Place Audit Location #1

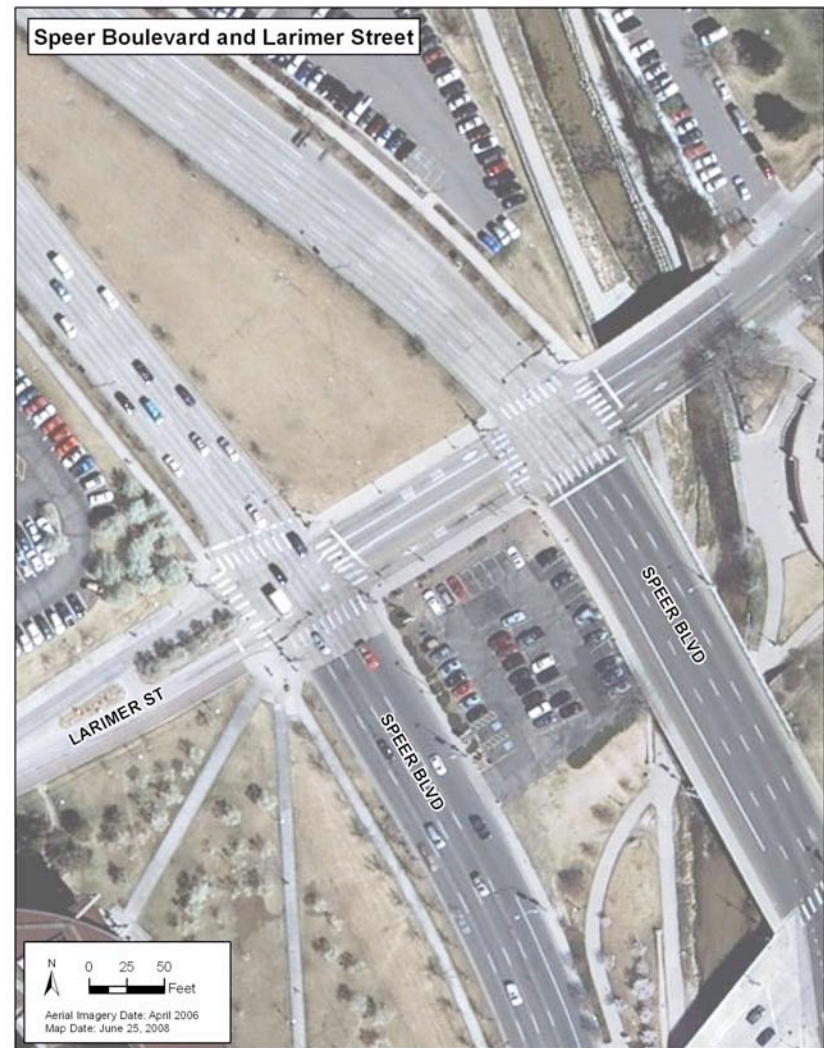
Speer & Wewatta St. / Chopper Cir.



Land Use/ Zoning

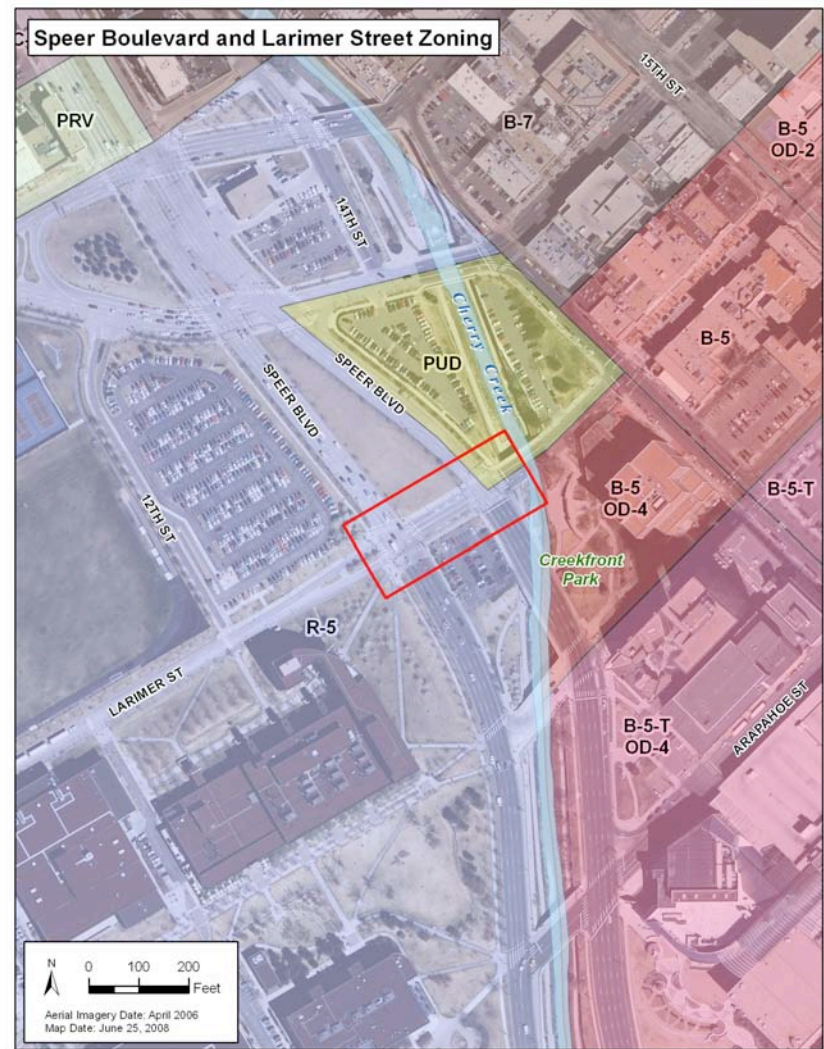
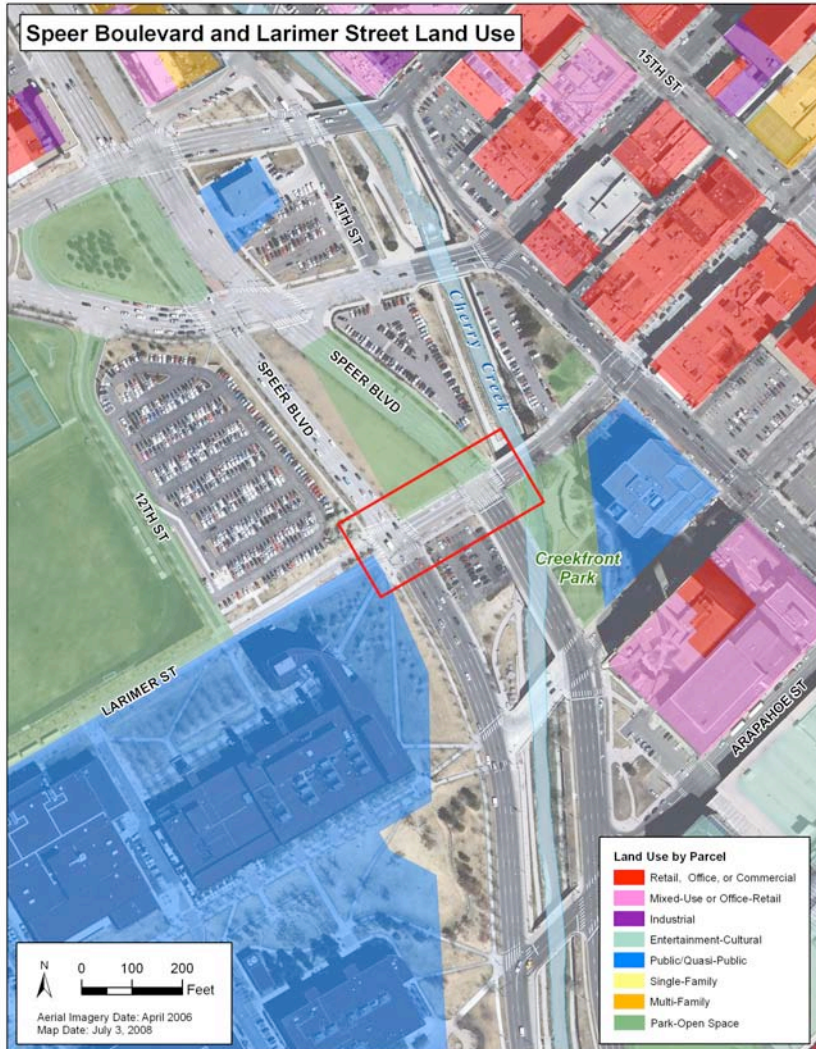
Place Audit Location #2

Speer & Larimer St. / Lawrence St.



Place Audit Location #2

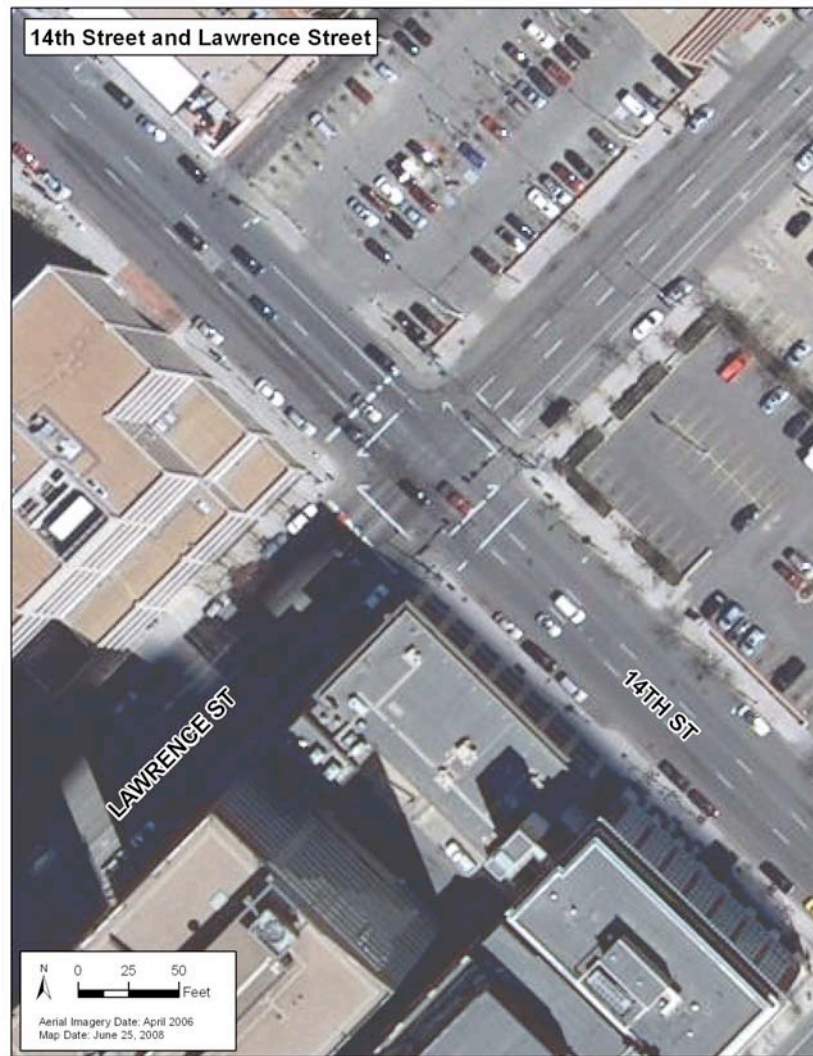
Speer & Larimer St. / Lawrence St.



Land Use/Zoning

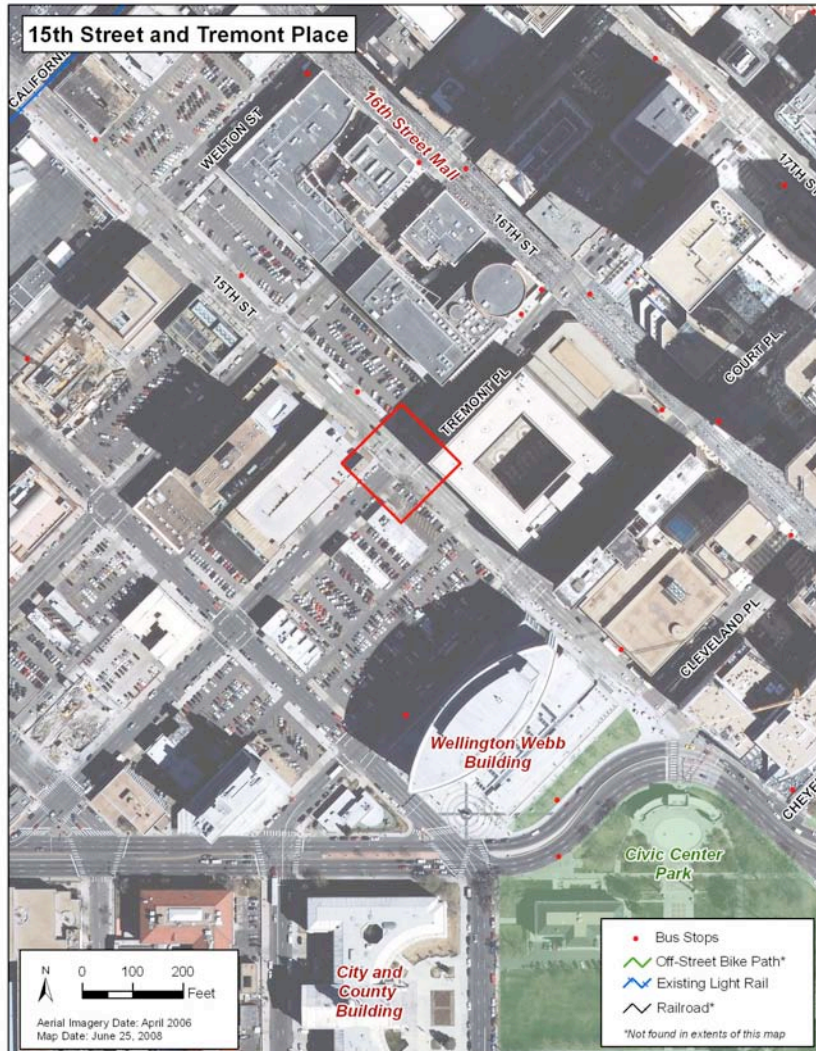
Place Audit Location #3

14th & Lawrence or Arapahoe

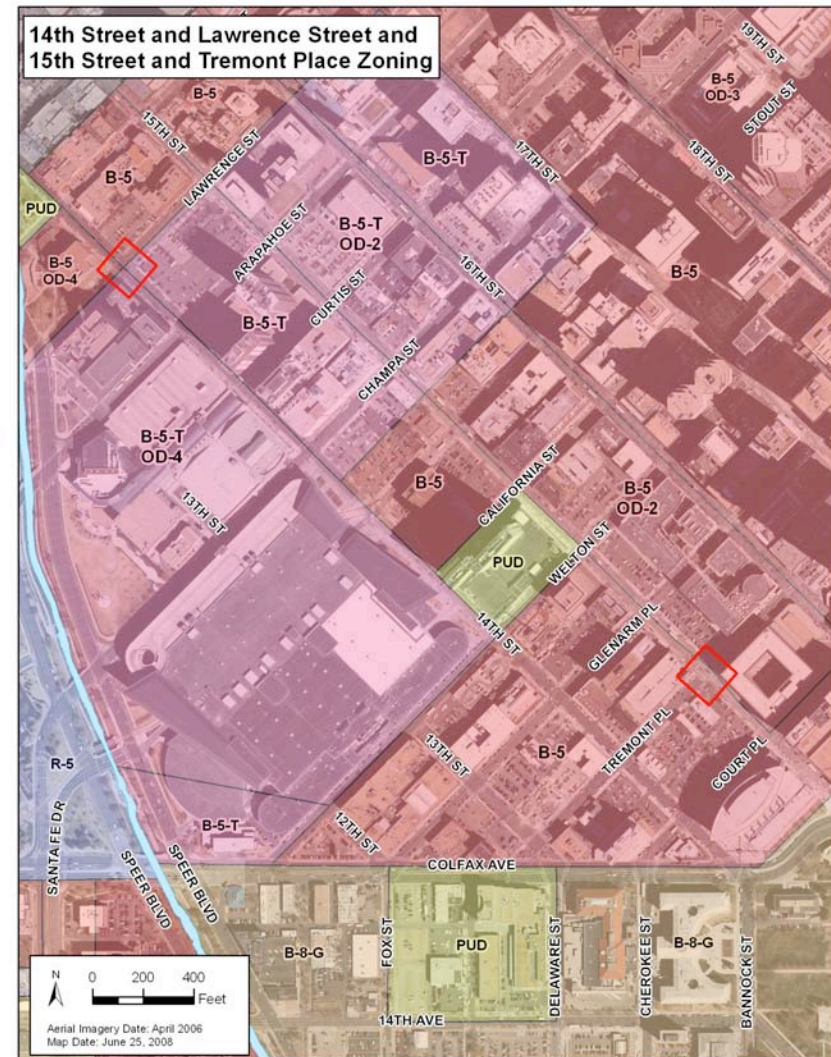
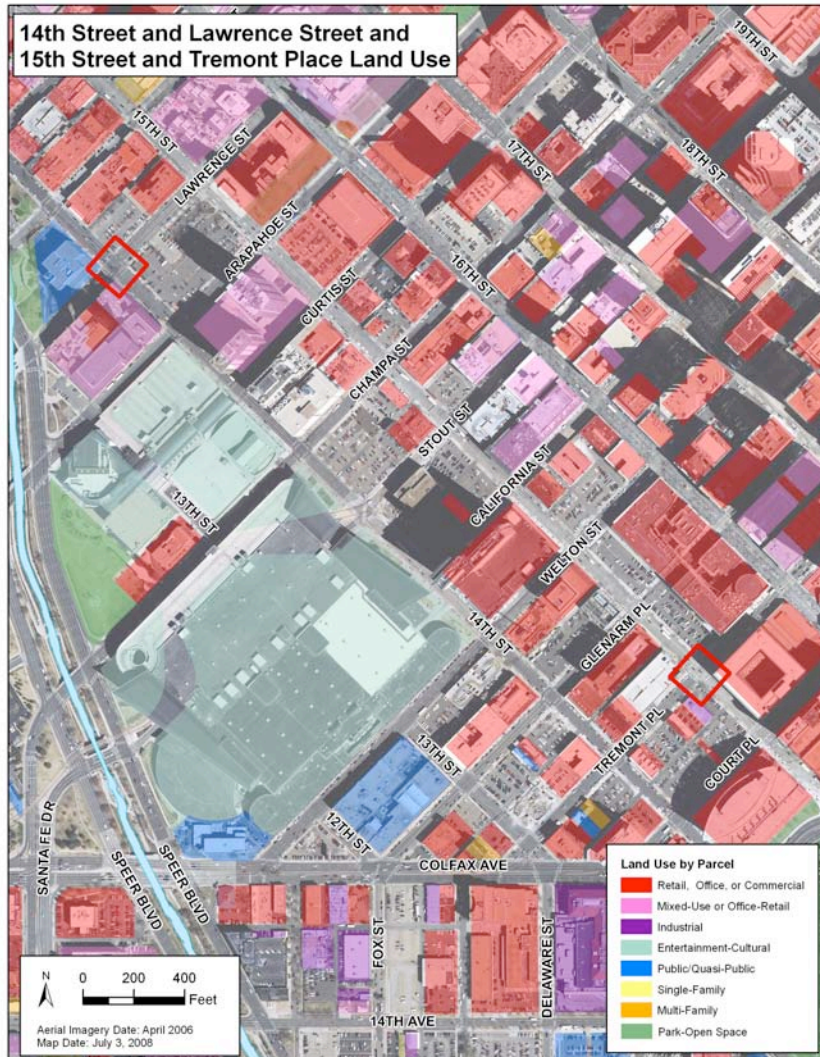


Place Audit Location #4

15th & Tremont



Place Audit Location #3 & 4 14th & Lawrence and 15th and Tremont



Land Use/Zoning

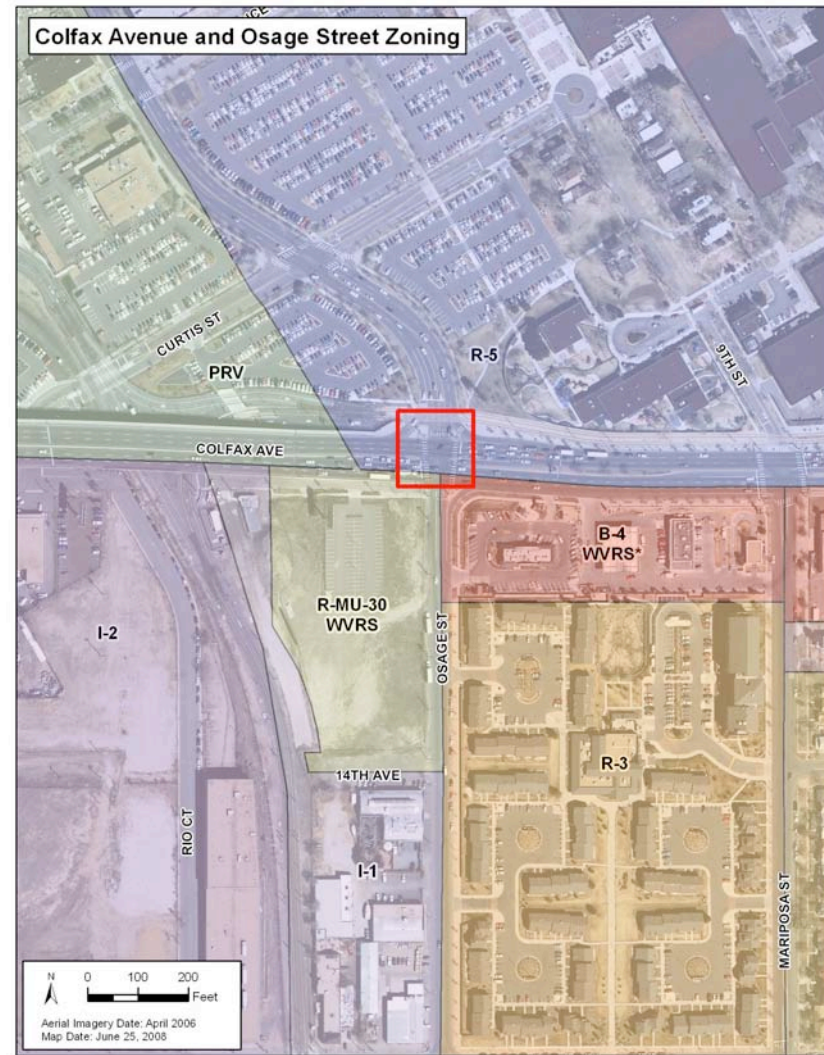
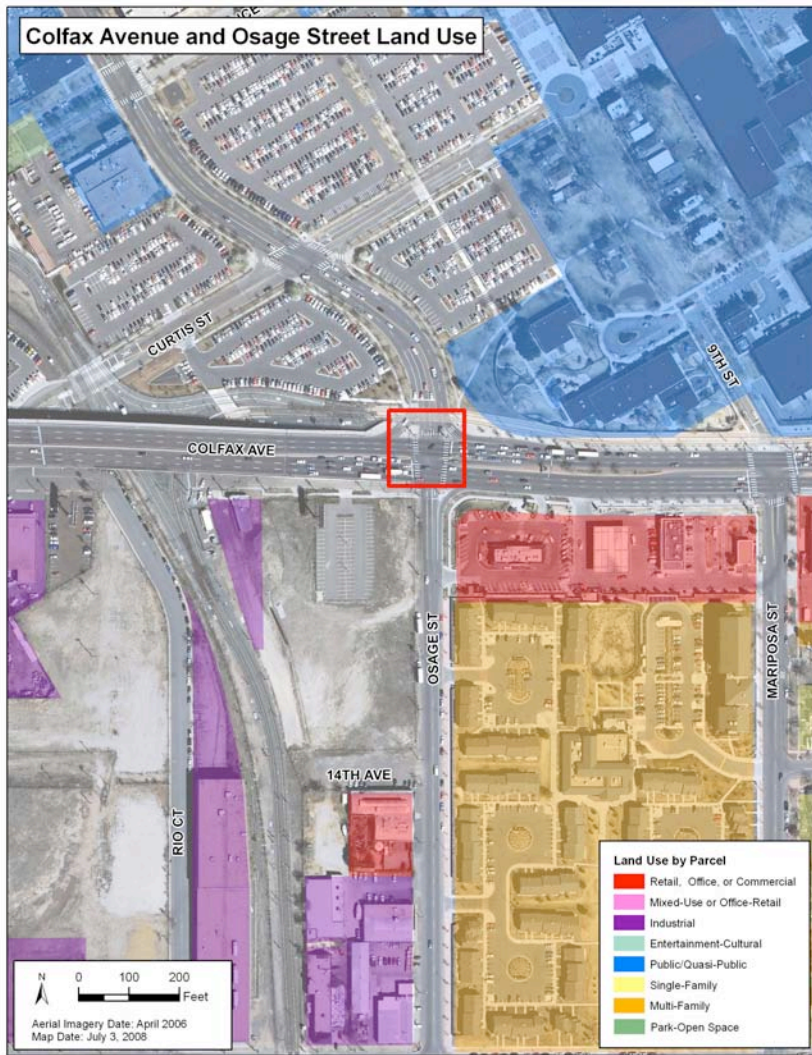
Place Audit Location #5

Colfax & Osage at Auraria



Place Audit Location #5

Colfax & Osage at Auraria



Land Use/Zoning