



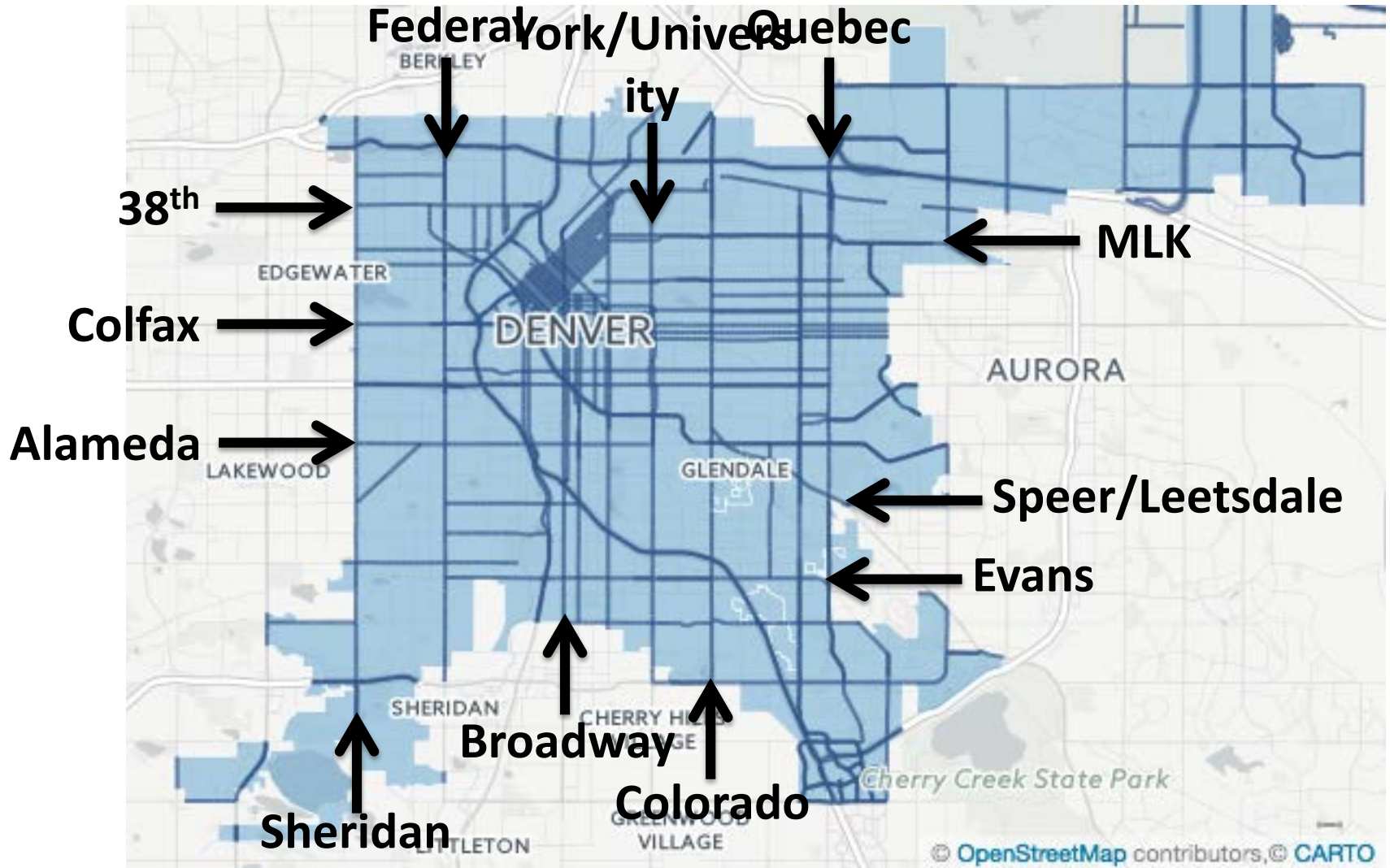
**people are pedestrians by design**

join the movement at [www.walkdenver.org](http://www.walkdenver.org)

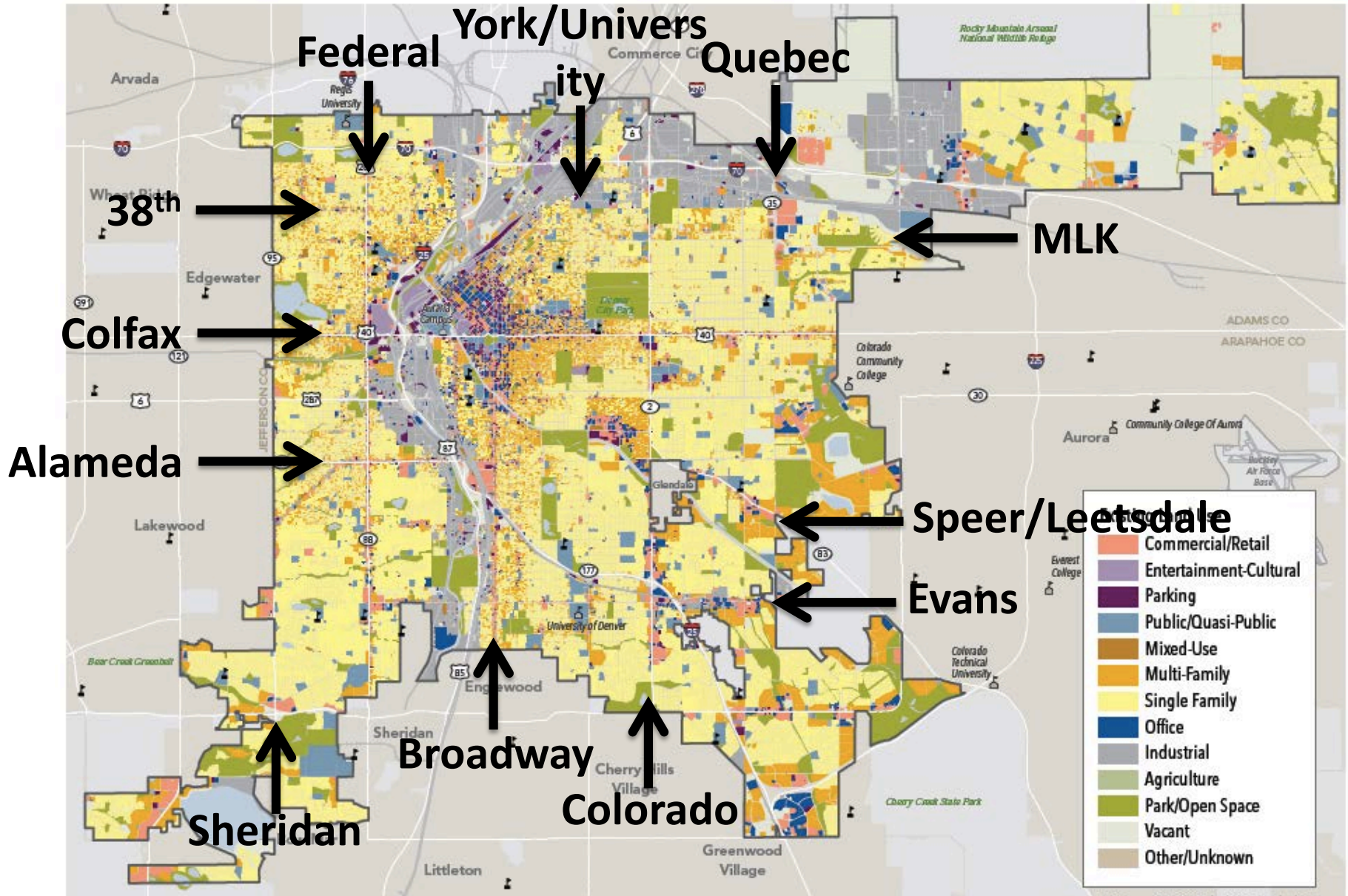
What are the  
**most important**  
**public spaces**  
in Denver that define the  
**character of**  
**our City?**

# The Arterials

## Connectivity, Circulation, Life's Blood

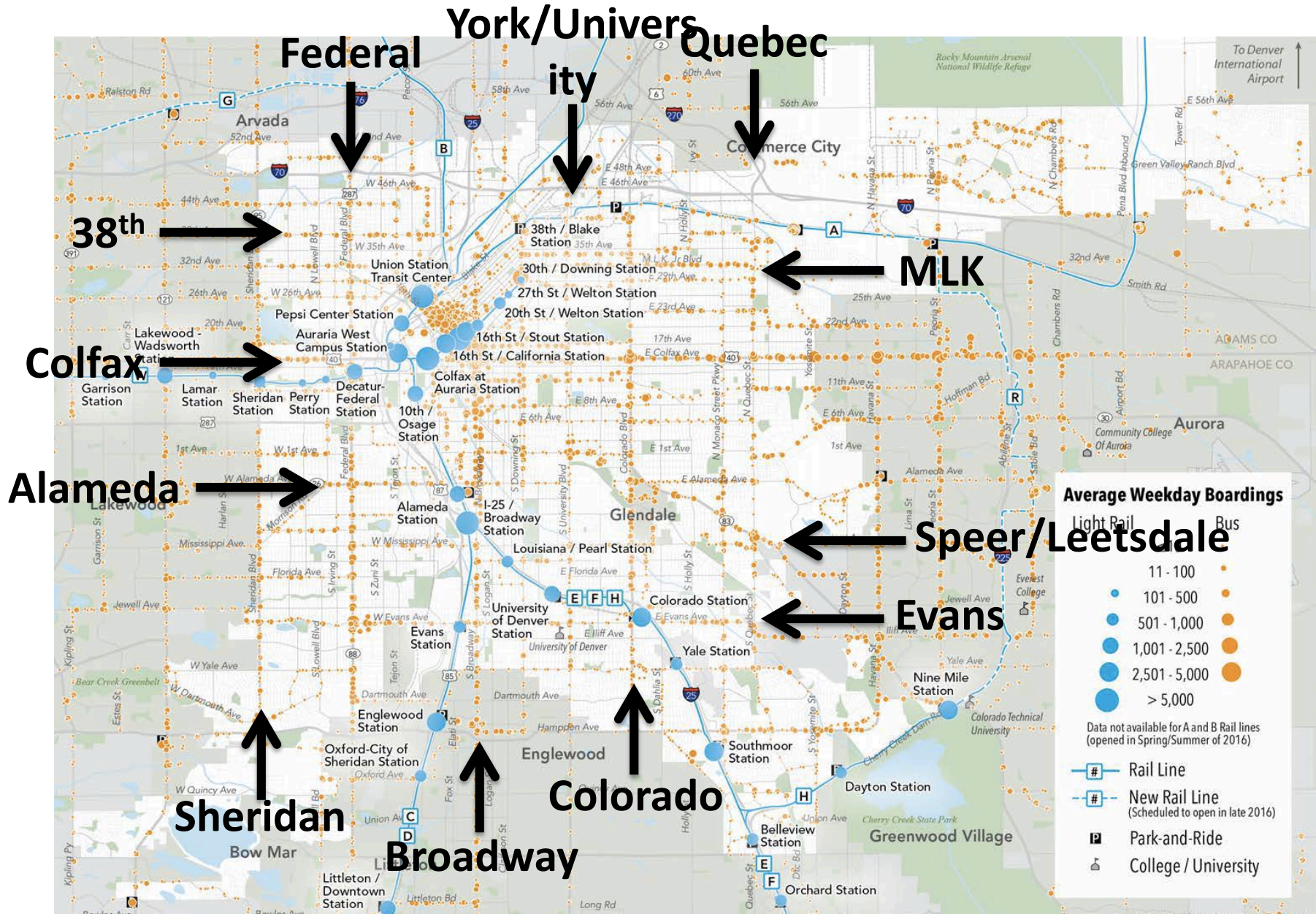


# It's where stuff is



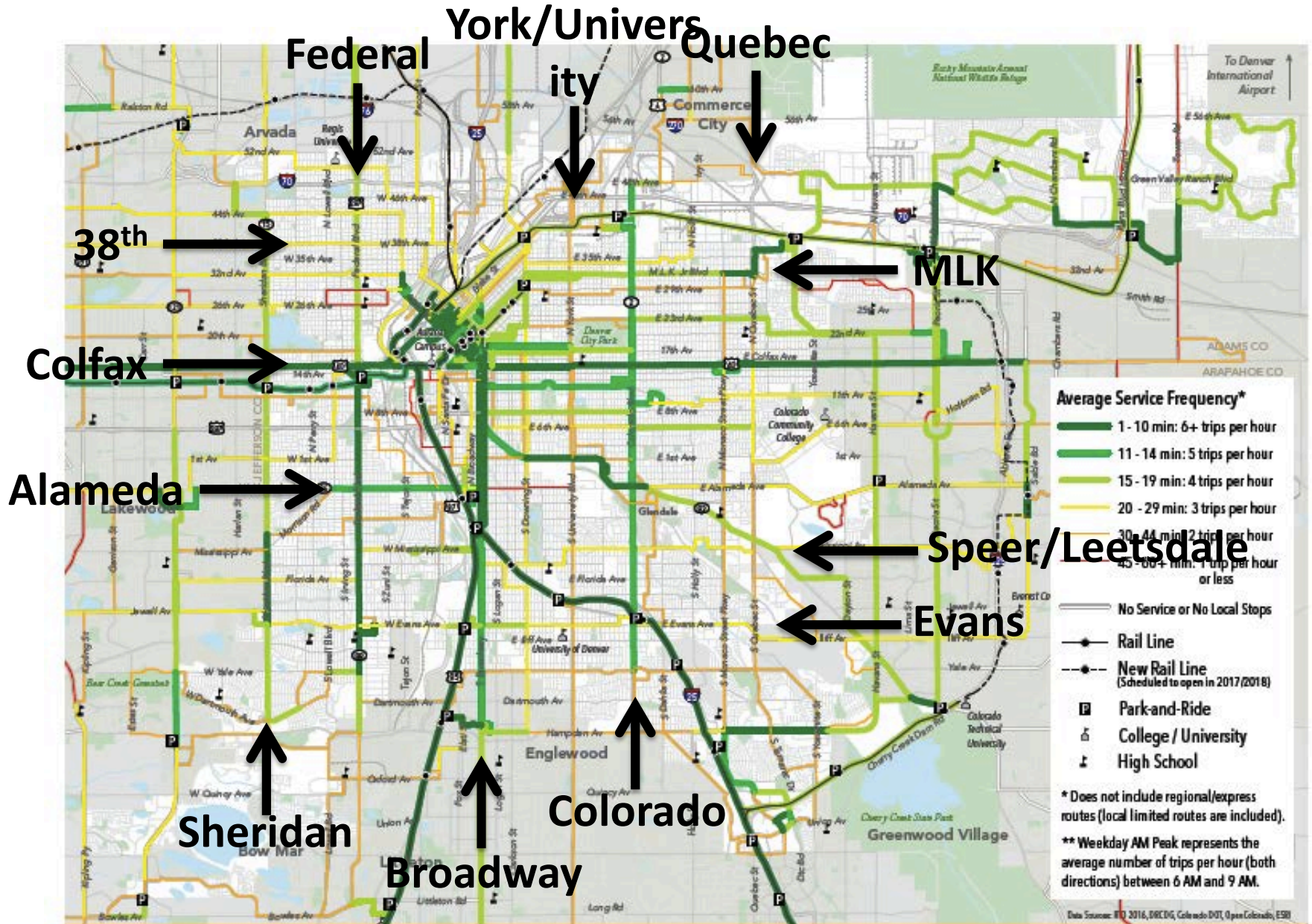


# It's where people ride the bus



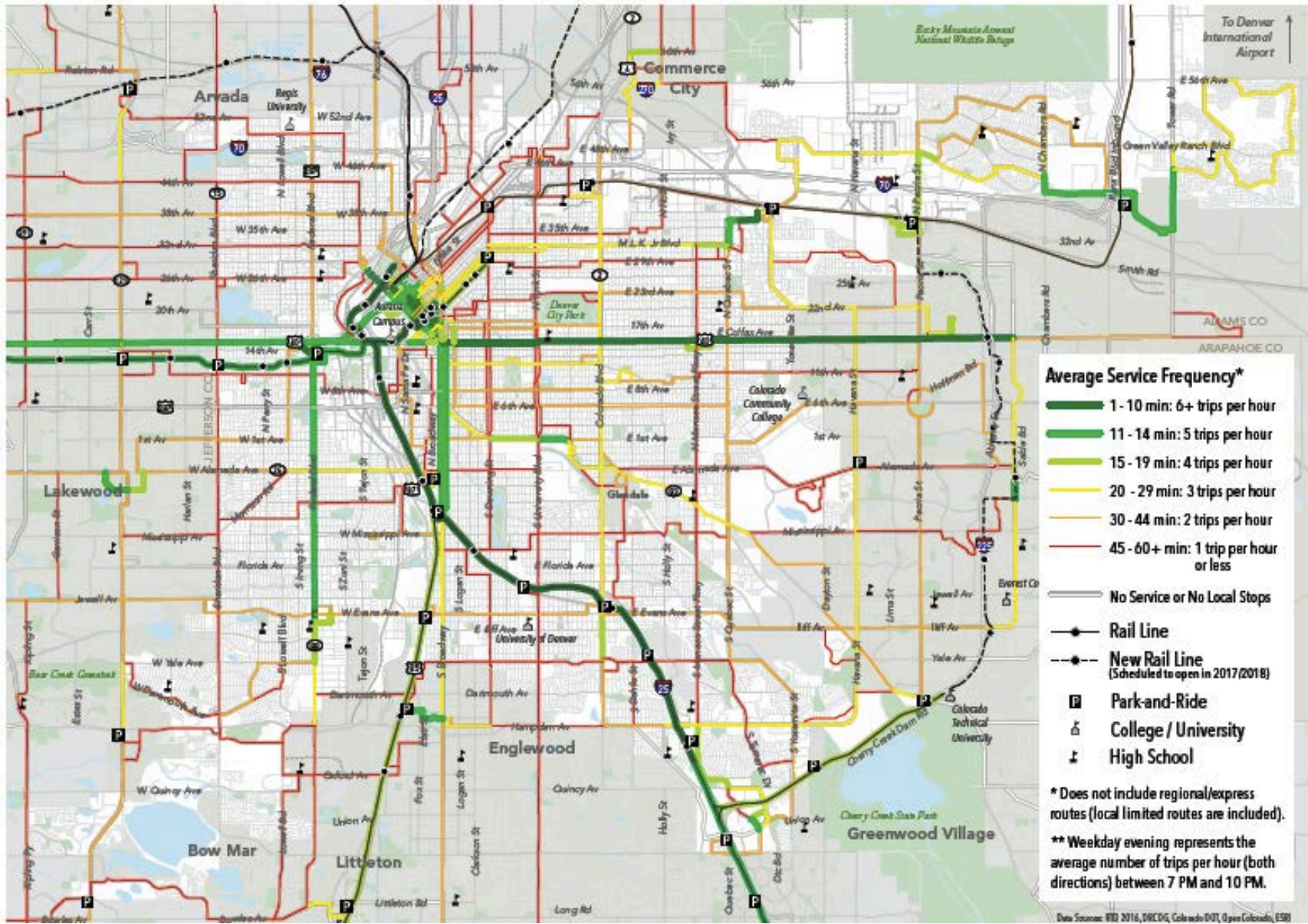


# It's where the bus is most frequent



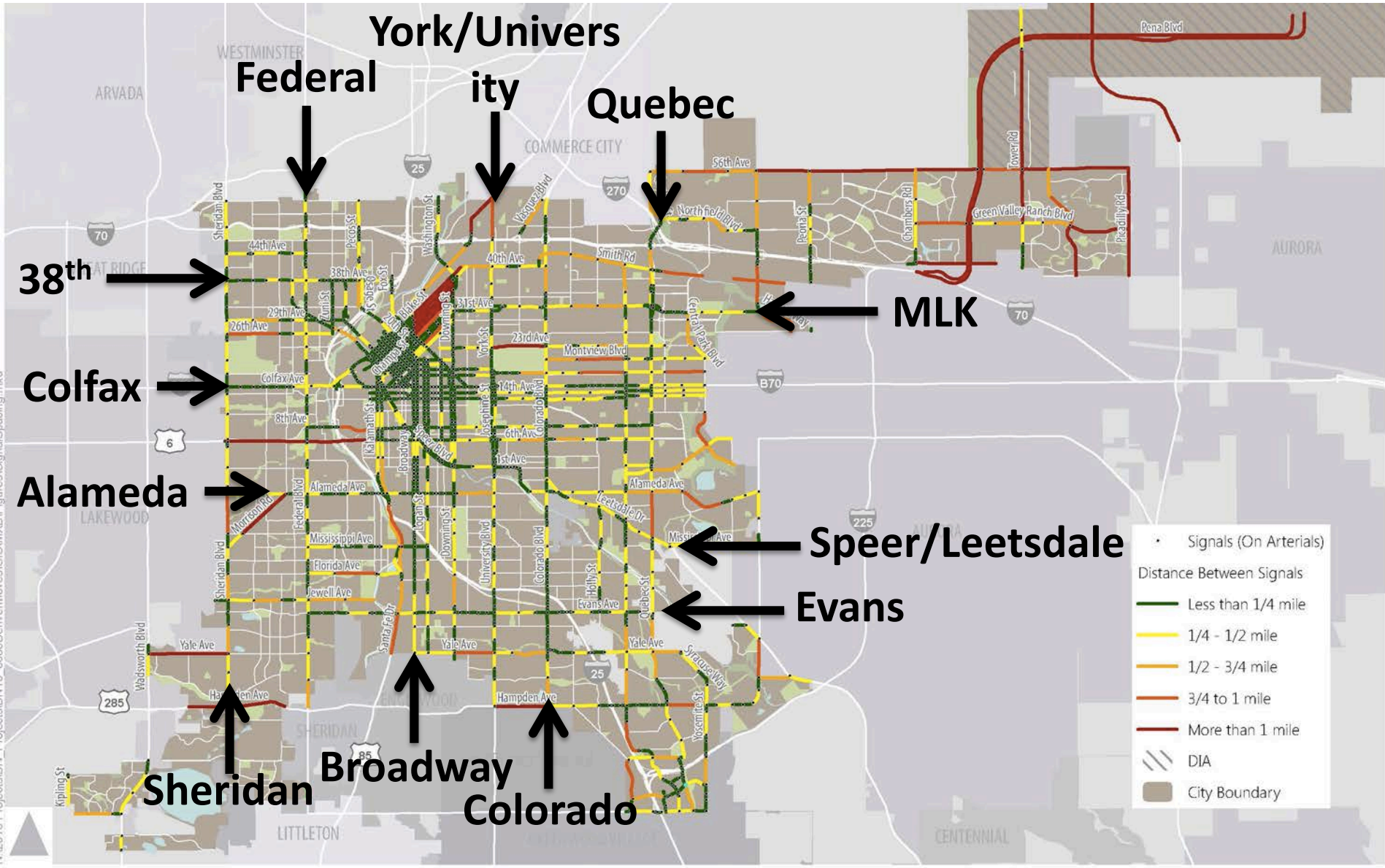


# (Sometimes . . .)



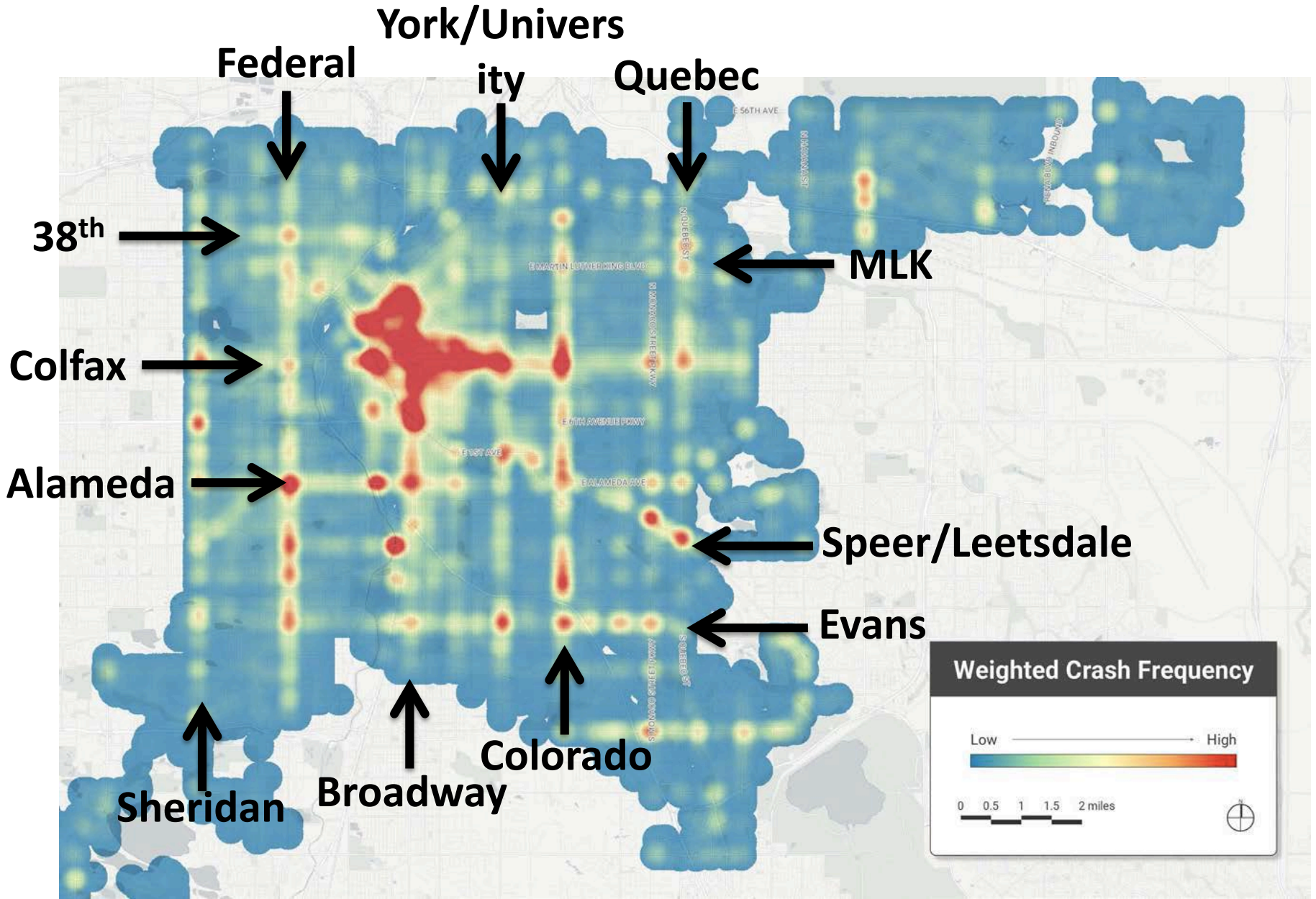


# It's where people walking struggle to cross the street





# It's where all the serious crashes happen



Denver's arterials are where

**life and death**

happens in our City



# This is the character of our arterials



Colfax

# This is the character of our arterials



Alameda



# This is the character of our arterials



Colorado

# This is the character of our arterials



Federal



# This is the character of our arterials



Broadway

# This is the character of our arterials



Quebec



# We are dependent on driving



Because we designed our primary circulation system to prioritize driving

It hasn't always been this way





It doesn't have to be this way



What would it take to

**change the**

**character**

of our city?



We can't have our cake and eat it too



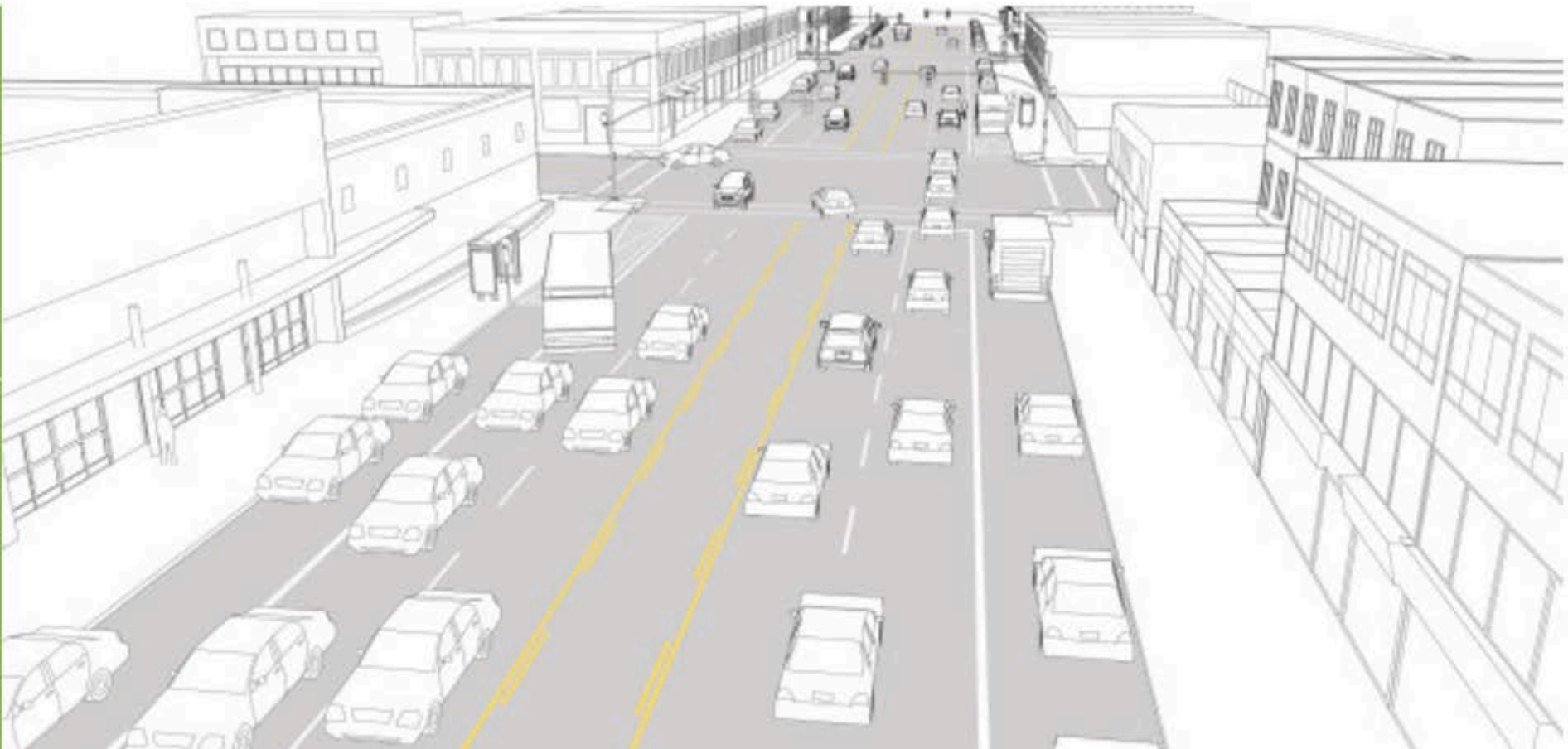
# Clear Priorities: Users

## Prioritizing Users in Street Designs





# Clear Priorities: Public Space



# Clear Priorities: Public Space

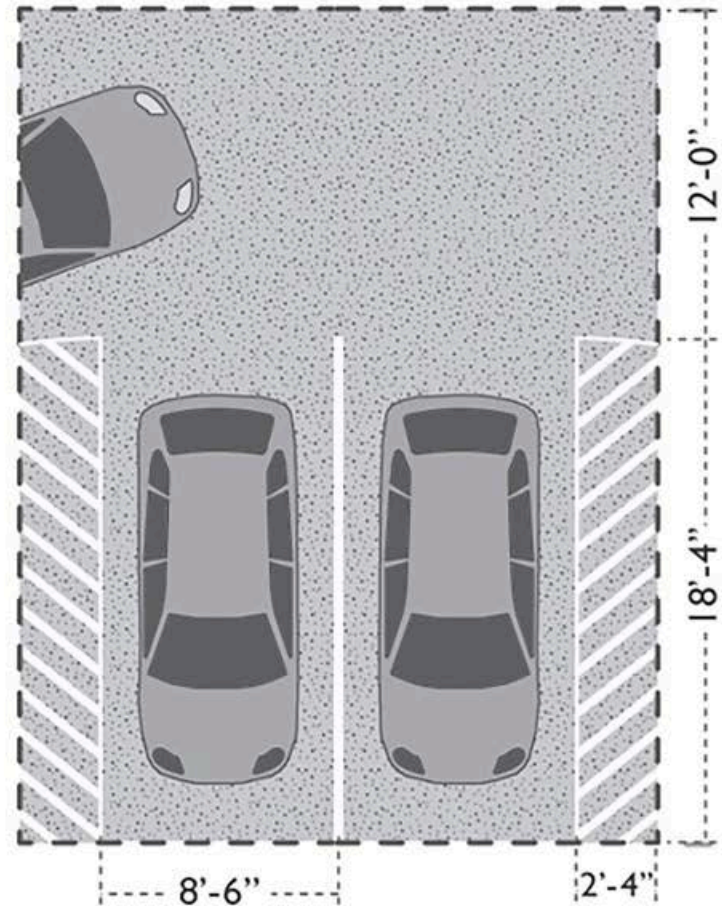




# Clear Priorities: Land Uses



size for 2 bedroom apartment: 675 FT<sup>2</sup>



size for 2 parking spaces: 650 FT<sup>2</sup>

Sources: Transportation Cost and Benefit Analysis II – Parking Costs Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org))  
Graphic Adapted from Graphing Parking (<https://graphingparking.com/2013/07/23/parking-across-cascadia/>)

Mid-rise density, mixed uses make walking, biking, and transit easy





But what about  
**traffic and  
parking?**

# Embrace congestion

*Congestion = slower traffic = safety  
= economic vibrancy*





We can't build our way out of congestion.



We can provide options other than driving.



# Capacity: Cars vs People





# Capacity: Cars vs People



# Capacity: Cars vs People





# Capacity: Cars vs People



# Stop treating free parking as a fundamental right



Let the market provide the supply that people demand, and are willing to pay for



# The paradox of change

- No one likes it
- People are very good at adapting

Atlanta I-85 collapse: The word on Monday's commute? Not so horrible



Alexis Stevens - The Atlanta Journal-Constitution  
Updated 10:11 a.m. Monday, April 3, 2017 Filed in Atlanta News



It's our choice:  
What is the character of the city we want?



What changes are we willing to make?



# We get what we intend, not what we wish for

If we intend to be a **more people-oriented, less car-oriented city** Blueprint Denver should adopt the following **policies for our major arterials**:

- Dedicate public right of way to prioritize pedestrians, transit, and biking over driving alone
- Promote densities of 30-50 units per acre
- Eliminate parking requirements