



Blueprint Denver Community Visioning Input Summary: Denverright Visioning Workshops and Blueprint Denver Visioning Survey



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Prepared by:
MIG, Inc.

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Denverright Community Visioning Workshop Summary

Introduction

On October 4th and 5th, 2016, a series of five community workshops were held at locations throughout Denver. Sign-in sheets recorded 375 participants across the two days. The agenda for each of the workshops consisted of a 30-minute large group presentation introducing the Denverright planning effort, highlighting historical context and outlining recent and future trends, followed by a 60 minute breakout session where participants could visit each of the four stations and learn about the four Denverright plans. Each workshop concluded with a 30-minute facilitated large group discussion.

All the workshops offered childcare and Spanish translations.

The five community visioning workshops occurred at the following days, times and locations:

1. October 4 at 7:30am: McNichols Building (Central Location)
2. October 4 at 3:00pm: New Hope Baptist Church (Northeast Location)
3. October 4 at 6:30pm: North High School (Northwest Location)
4. October 5 at 3:00pm: Jewish Community Center (Southeast Location)
5. October 5 at 6:30pm: College View Elementary (Southwest Location)

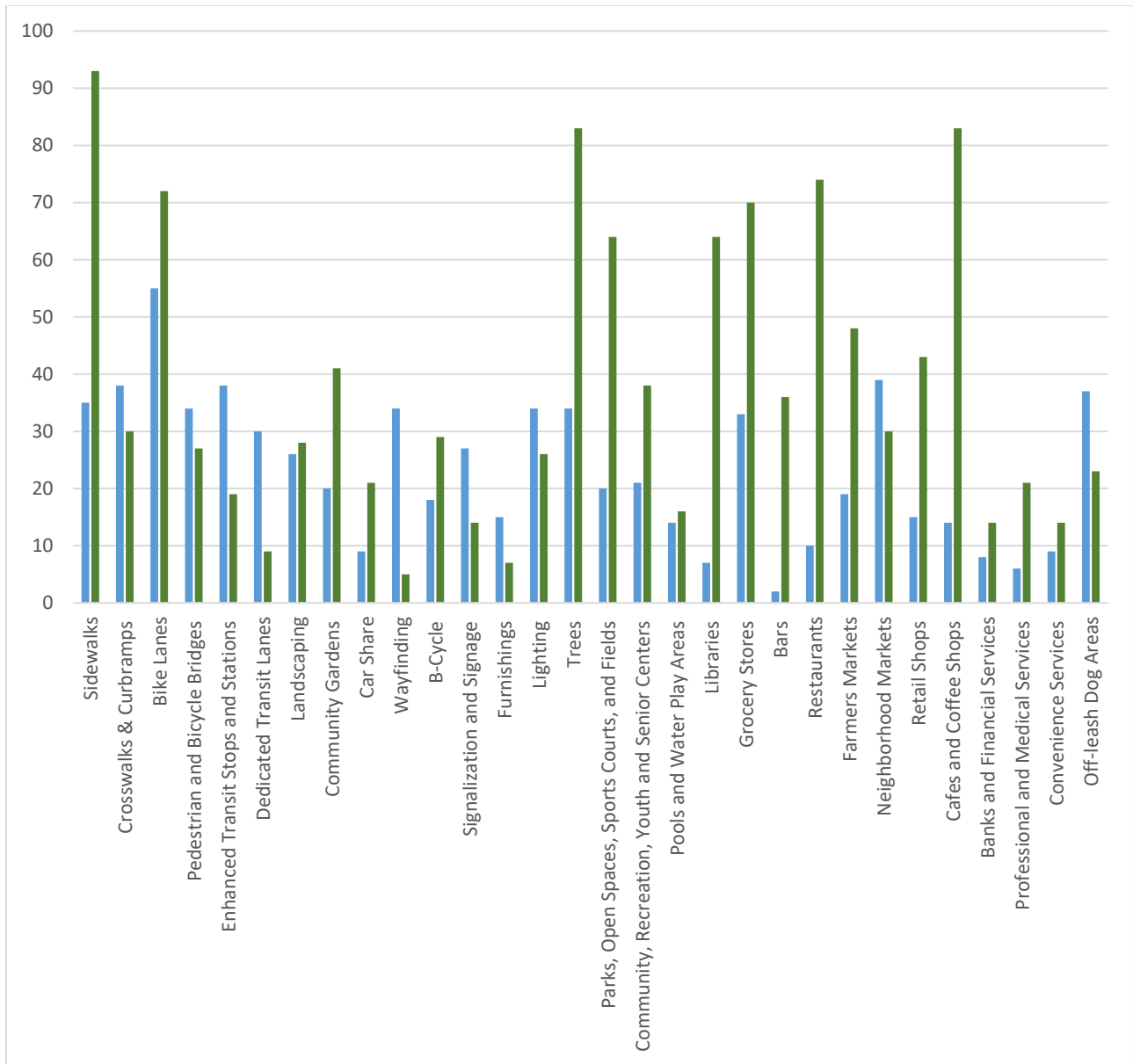
Blueprint Denver Station

Each of the four plans that make up Denverright had stations at the workshops with interactive and educational activities to engage community members. The Blueprint station had activities designed to elicit feedback from participants on the emerging vision and values, understand the amenities people desire in their neighborhoods, and educate participants on the goals of the Blueprint update. Following are the summary results by station.

Ingredients for a Complete Neighborhood in Denver Station

For this station, participants were given two colors of stickers (blue and green) and asked to identify from a list of 30 amenities those that make a neighborhood complete and those that are missing from their neighborhood. Blue stickers represented 'amenities that are missing from your neighborhood'; Green stickers represented 'amenities that make your neighborhood complete'. Findings from this station are highlighted here:

- Bike lanes were the mostly highly identified missing neighborhood amenity;
- Sidewalks, trees, and cafes and coffee shops were identified as the top three amenities that people believe make a neighborhood complete; and
- There is an apparent disconnect in how people report preferences- 1/3 of the amenities ranked high on the 'missing' list but low on the complete neighborhood list.



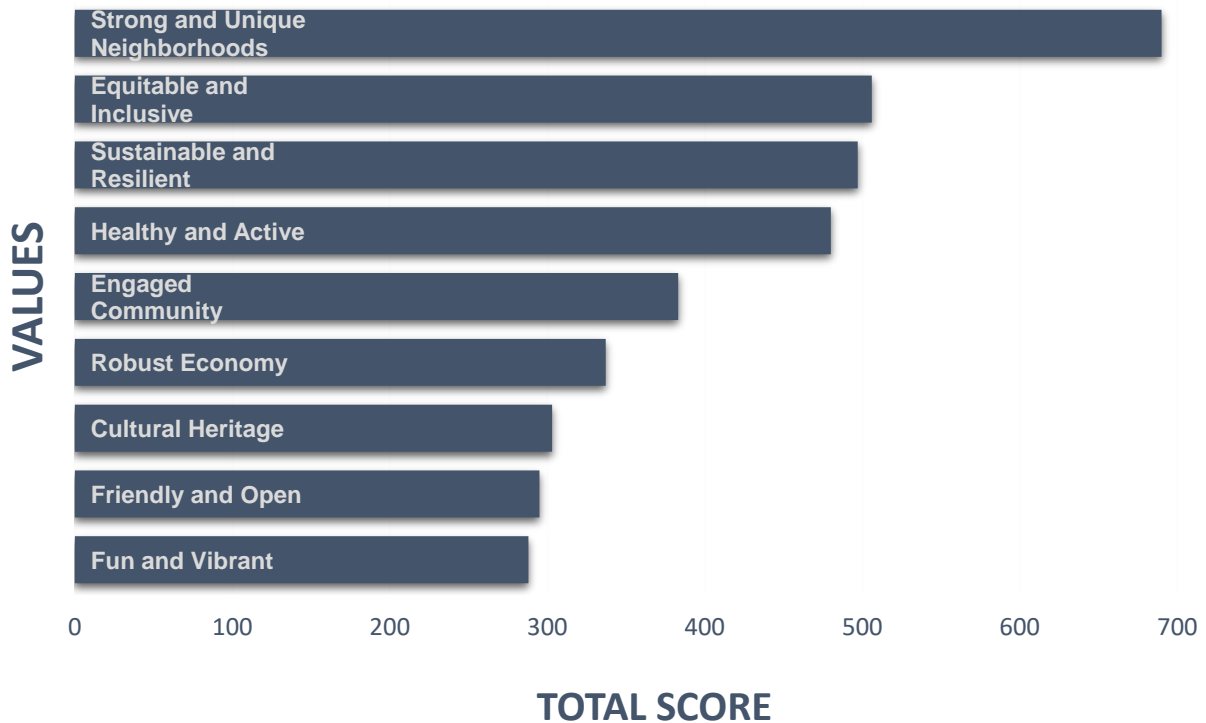
The figure above demonstrates the collective results from the 'Ingredients of a Complete Neighborhood' station. The blue lines represent feedback received for amenities that are missing from your neighborhood and the green lines represent feedback received for amenities that make your neighborhood complete.

Values Station

At this station, participants were presented with 10 jars each containing emerging values identified out of responses to the surveys, discussions with the community during engagement events this summer and fall, and from feedback received from the Task Force. Each respondent was given 5 sticks (numbered 1-5) and asked to 'vote' for those values with which they felt most strongly represent the Denver they envision in the future. High level results from this station follow. Complete results are included in the end of this summary.

- Across all the locations, participants identified 'Strong and Unique Neighborhoods' as the highest priority value

Community Values Prioritization



Maptionnaire Questionnaire Summary: Blueprint Land Use and Transportation Vision

Introduction

An interactive online mapping questionnaire was developed to collect place-based input from the public about their vision of Denver in the future. The questionnaire consisted of one overarching vision survey and four supplemental questionnaires – one for each of the four plans that make up Denverright. This section summarizes Blueprint, the land use and transportation component of the Denverright plans.

The Blueprint questionnaire was made available to the public from July 27-October 14, 2016 and resulted in 1,008 responses.

The questionnaire asked participants to respond to a series of map-related and non map-related questions that addressed where they live and how they travel around Denver, the types of neighborhoods they envision living in and the amenities that make their neighborhood better. Overarching themes that emerged from this survey include:

- There is a desire for additional transportation options, both extensions of what currently exists in Denver and a call for new routes, modes, and infrastructure.
- Questionnaire respondents overwhelmingly favor living in urban contexts over suburban contexts.
- When envisioning the future, many respondents described car-light or car-free zones; highly walkable and bikeable infrastructure; a complete rail network; and well-connected and complete neighborhoods.

Map-Related Questions

Two maps were produced from the map-related questions. The following questions each correspond to an individual map that was created from collected data from Maptionnaire. Findings from each map are highlighted here:

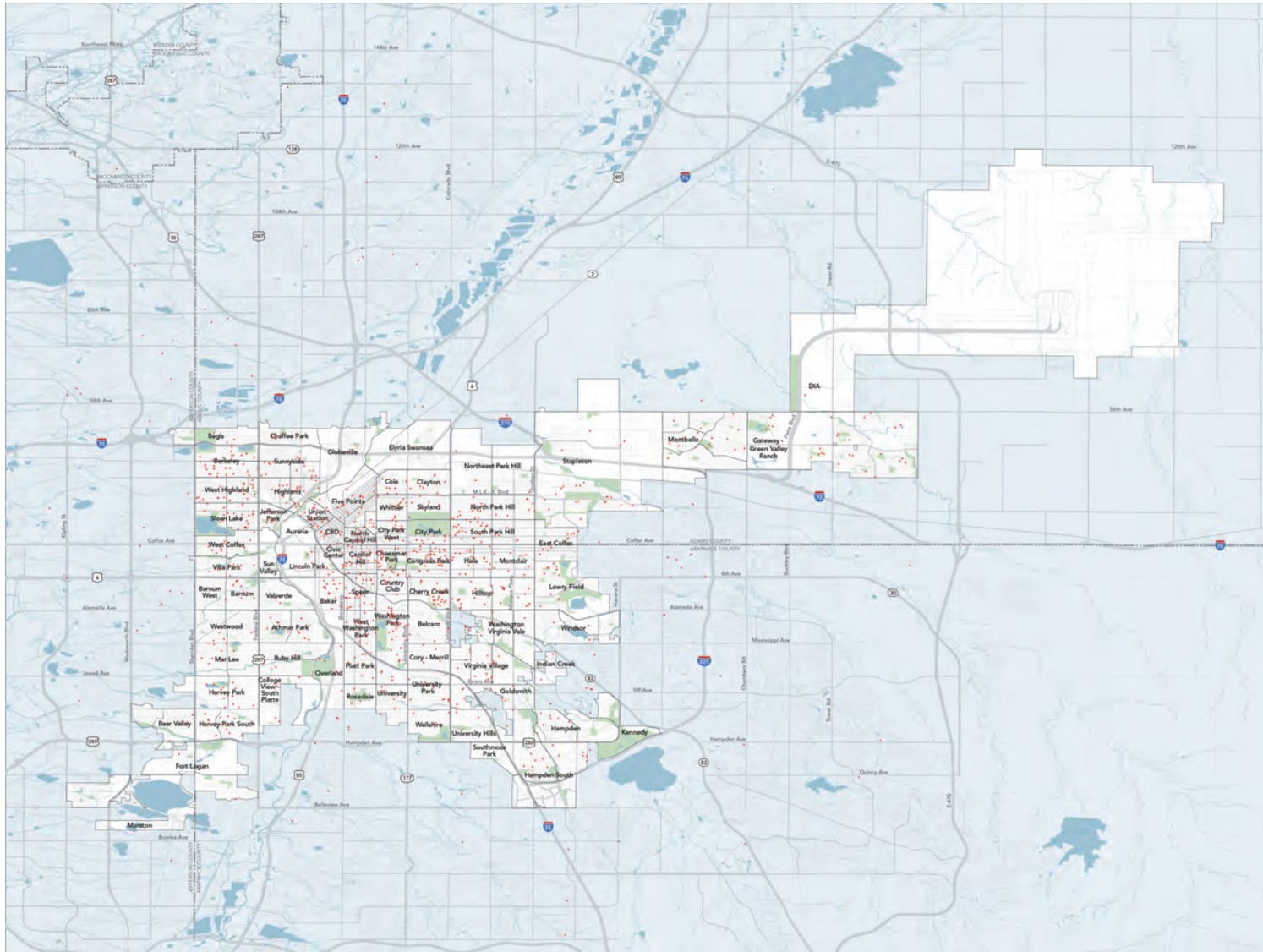
Where do you live?

- There is an even distribution of questionnaire respondents throughout Denver's central neighborhoods including Capitol Hill, Cheesman Park, and Congress Park;
- Washington Park, West Washington Park, and Speer neighborhoods had the largest concentrations of questionnaire respondents south of Speer Blvd.;
- Highlands had the highest level of participation outside of the I-25 corridor; and
- Very few or no responses came from people living in Elyria Swansea, Globerville, Belcaro, Cory-Merrill, Fort Logan and Marston.

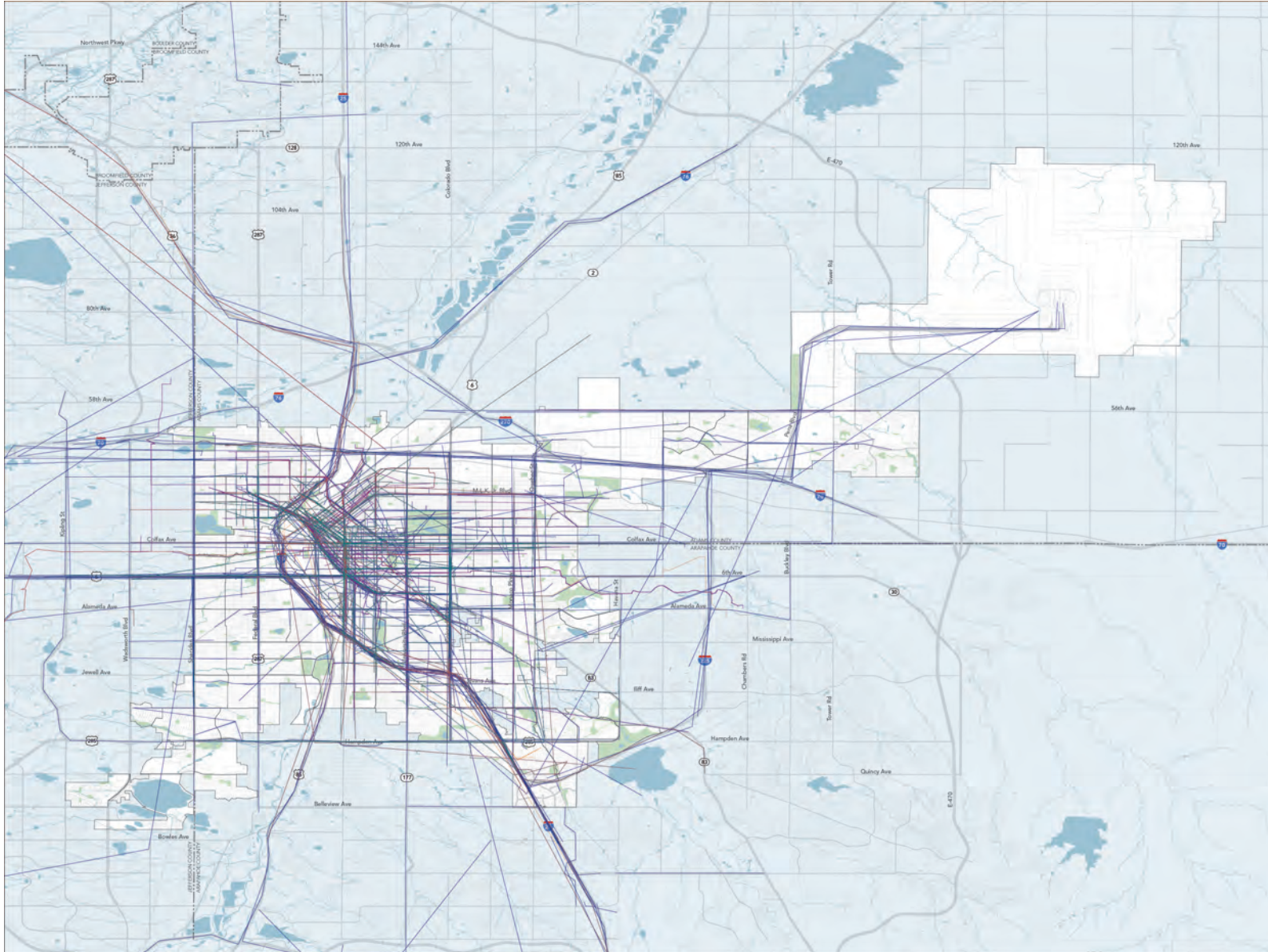
What corridors do you travel on most frequently?

- The most frequently travelled East to West connections include: West 8th Avenue, West 6th Avenue, West Colfax, and Speer Boulevard; and

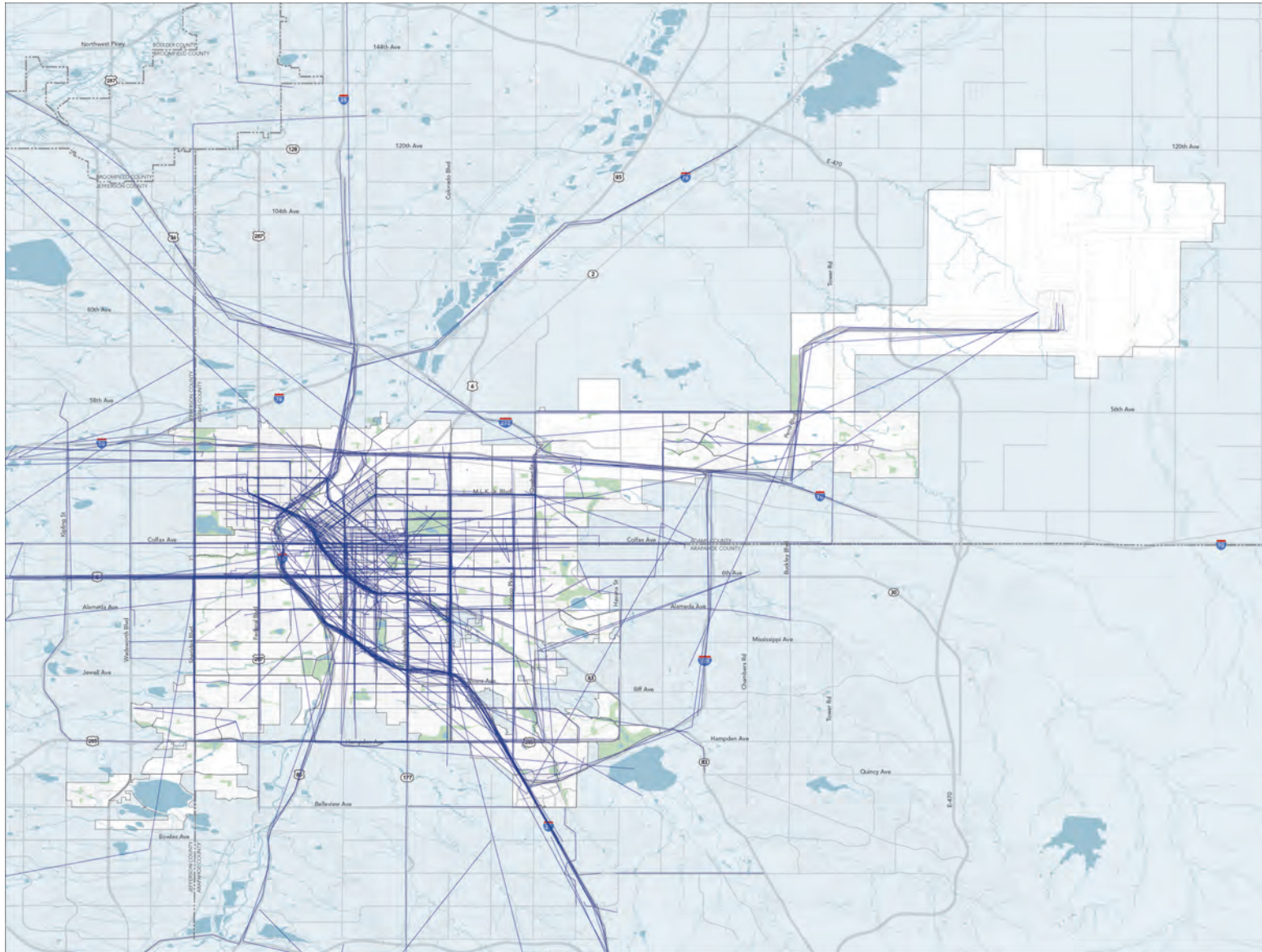
- The most frequently travelled North to South connections include: Colorado Boulevard, York Street, Broadway, Lincoln Street, I 25 and Federal Boulevard.



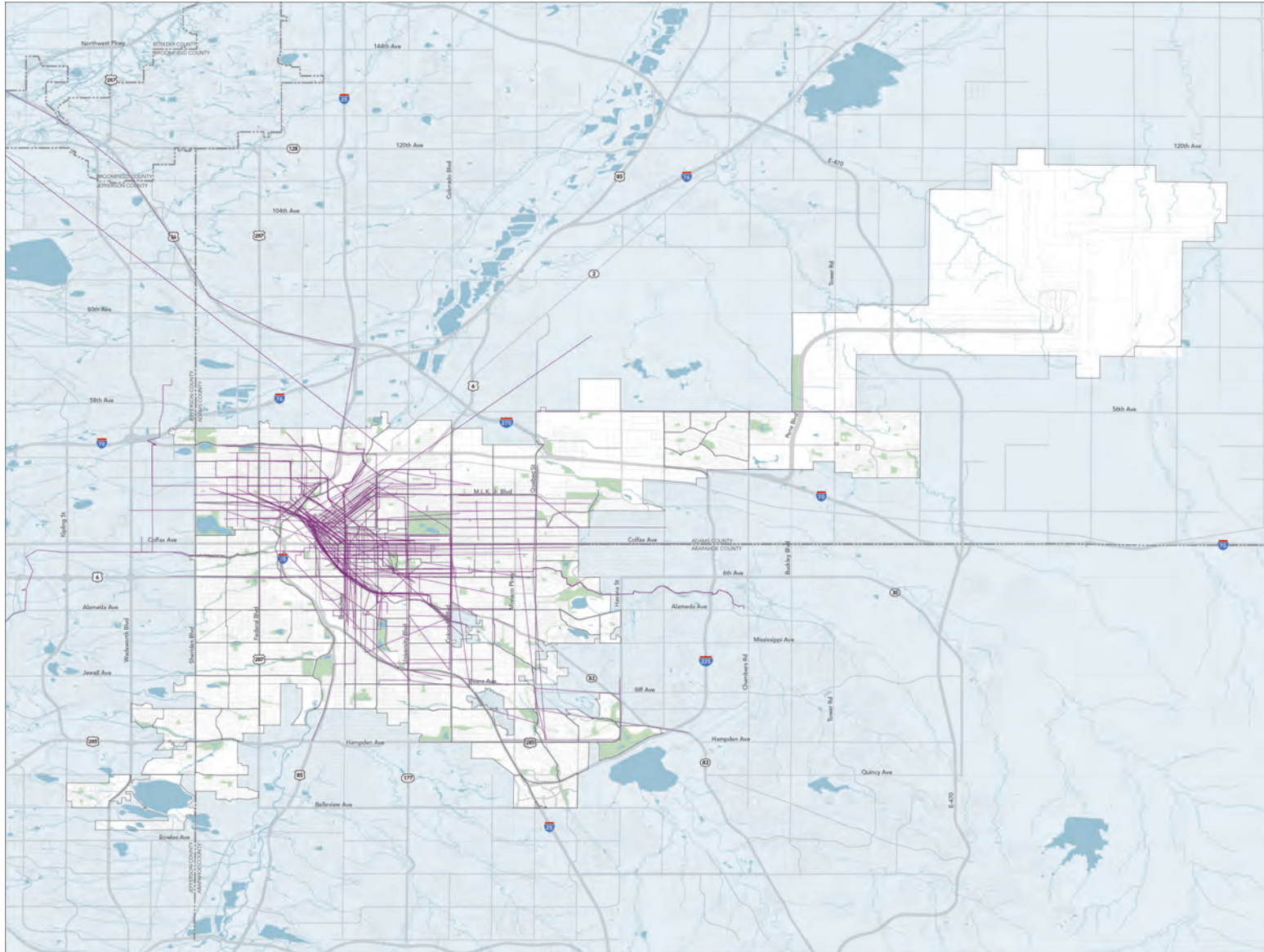
What corridors do you travel on most frequently?



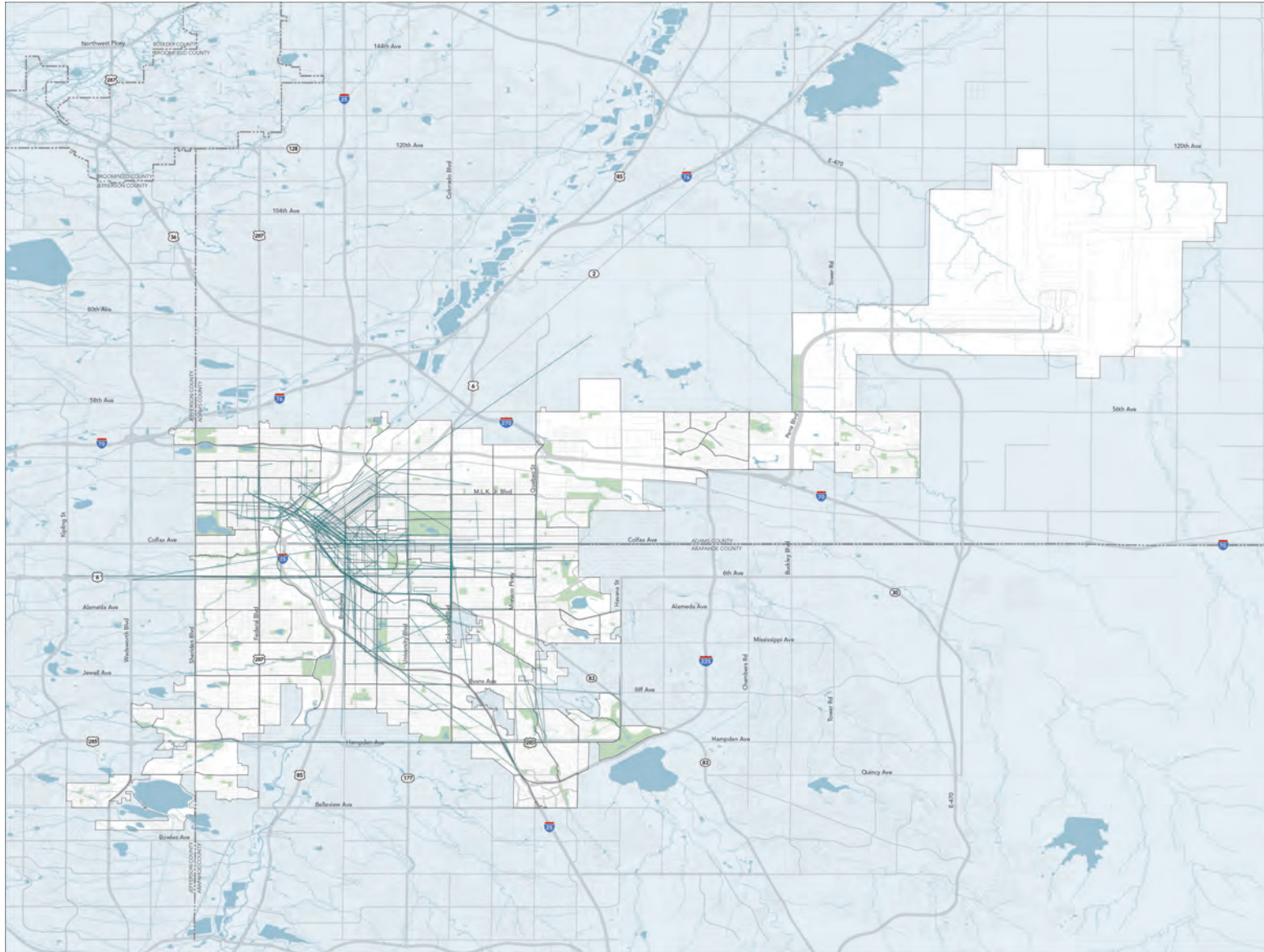
Corridors travelled by automobile



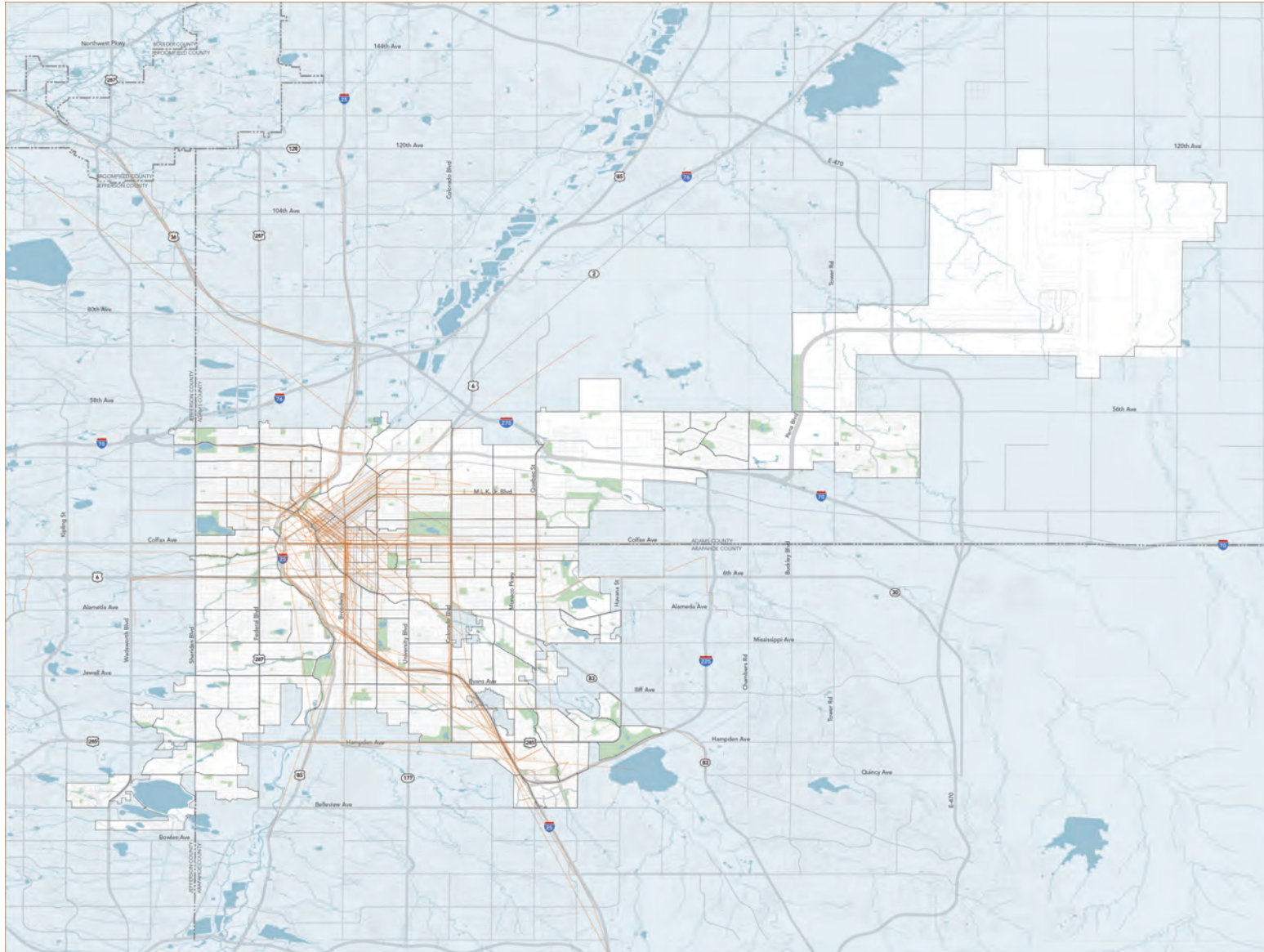
Corridors travelled by bicycle



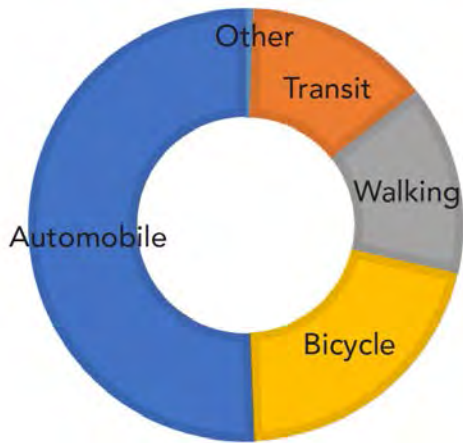
Corridors travelled by walking



Corridors travelled by transit



How do you travel on these corridors?



How do you use these corridors?

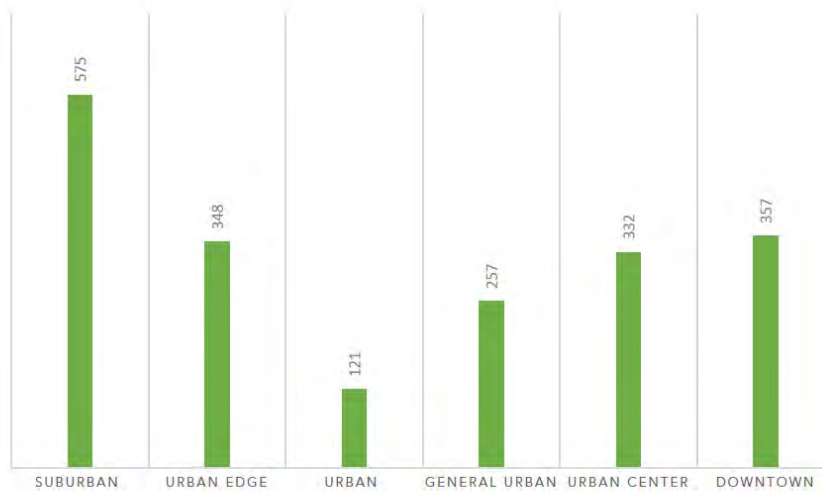
- The majority (51%) of respondents travel on these corridors by automobile; and
- Utilize transit, walking, and biking almost evenly on these corridors.

Non Map-Related Questions

Denver's Neighborhood Contexts

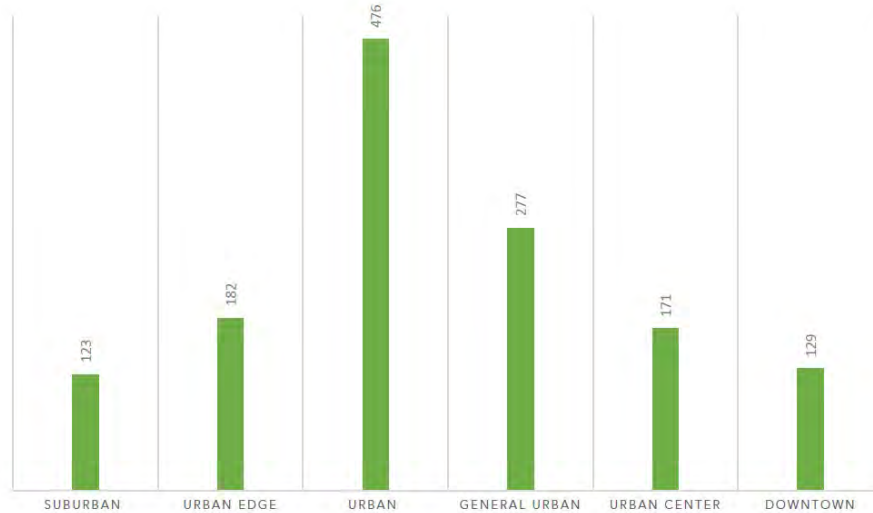
Respondents were provided summary descriptions and visuals of Denver's 6 neighborhood typologies (Suburban Context, Urban Edge, Urban Context, General Urban Context, Urban Center, and Downtown) and asked to evaluate if they would like to live in these neighborhoods: Today; In the future; Today and in the future; Never; and Unsure. Following are the summary results:

- Over half (58%) of the respondents replied they would 'Never' live in a suburban context neighborhood



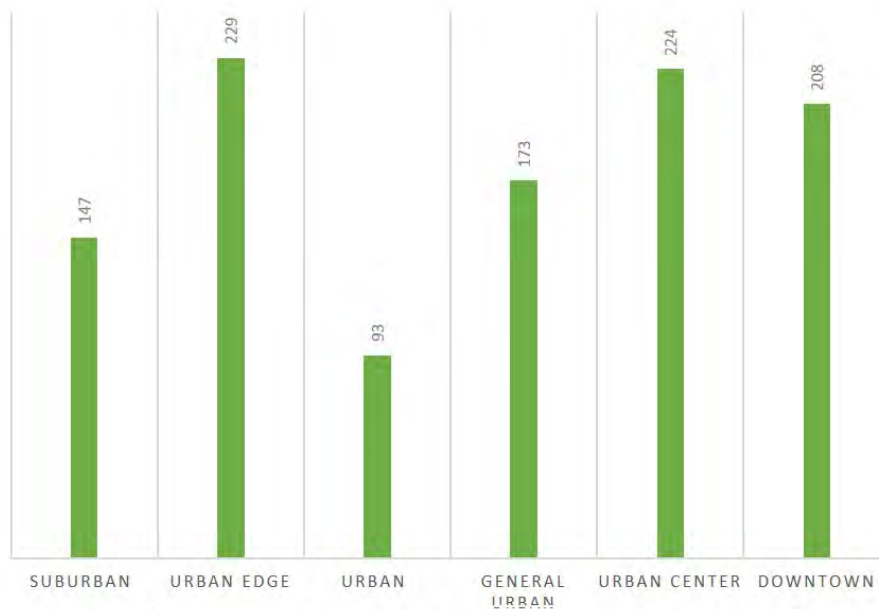
Number of respondent's who replied they would 'Never' live in a _____ context.

- Just under half (48%) of the respondents replied they would live in an urban context neighborhood 'Today and in the future'



Number of respondent's who replied they would live in _____ 'today and in the future'.

- Respondents were most 'Unsure' if they would live in Urban Edge neighborhoods (23.5%) and Urban Center neighborhoods (23.3%) and least 'Unsure' about living in a Urban neighborhood (9.6%)

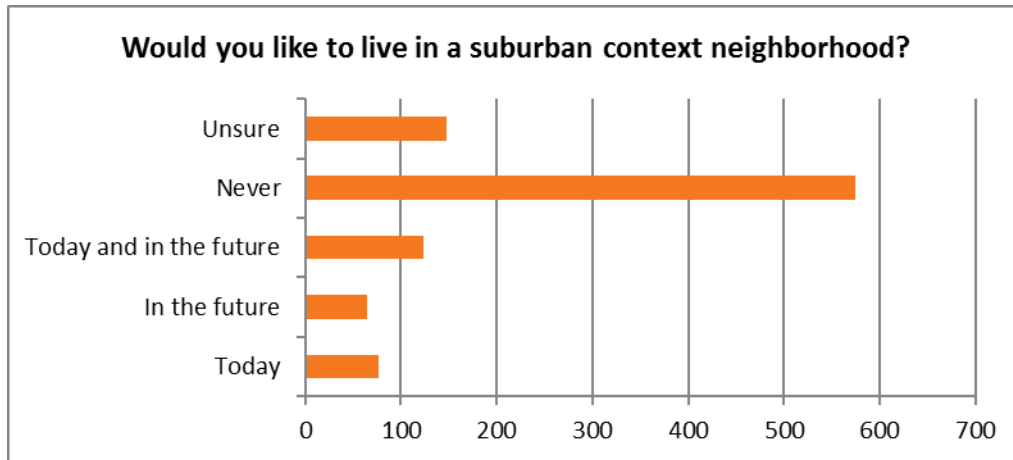


Number of respondent's who replied they were 'Unsure' if they would live in a _____ context.

Following are detailed response breakouts for each of the 6 neighborhood typologies.

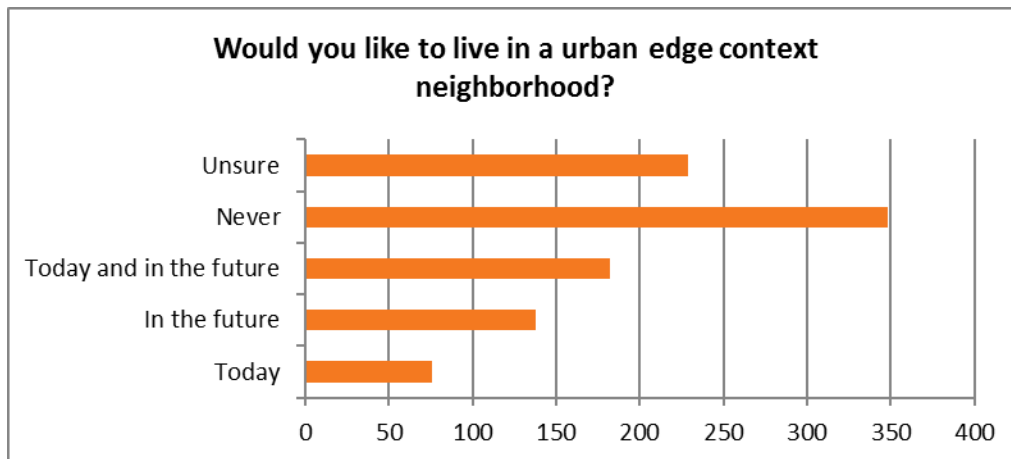
Suburban Context

These neighborhoods are defined by street facing driveways, single family residences, large lots/yards, no or narrow sidewalks, and are the most reliant on cars.



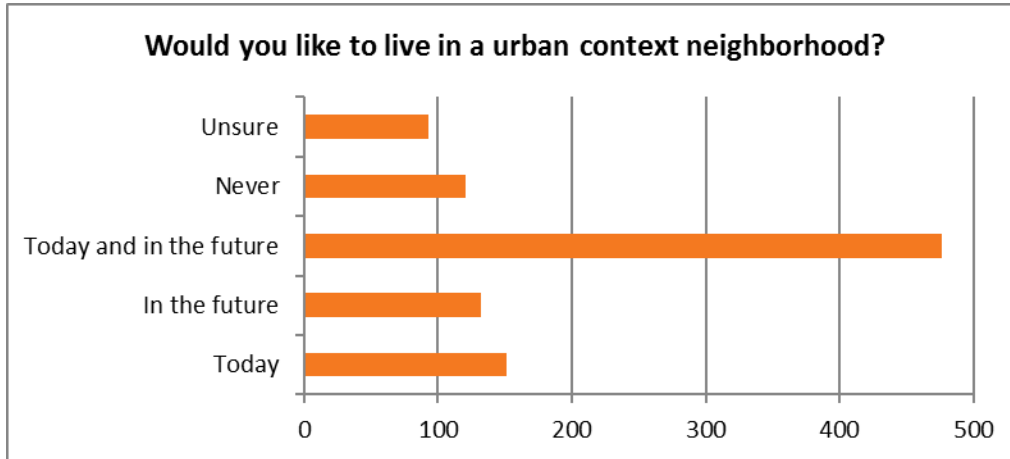
Urban Edge

These neighborhoods are defined by narrower sidewalks, a mix of street parking and driveways, single family homes, and medium sized lots/yards.



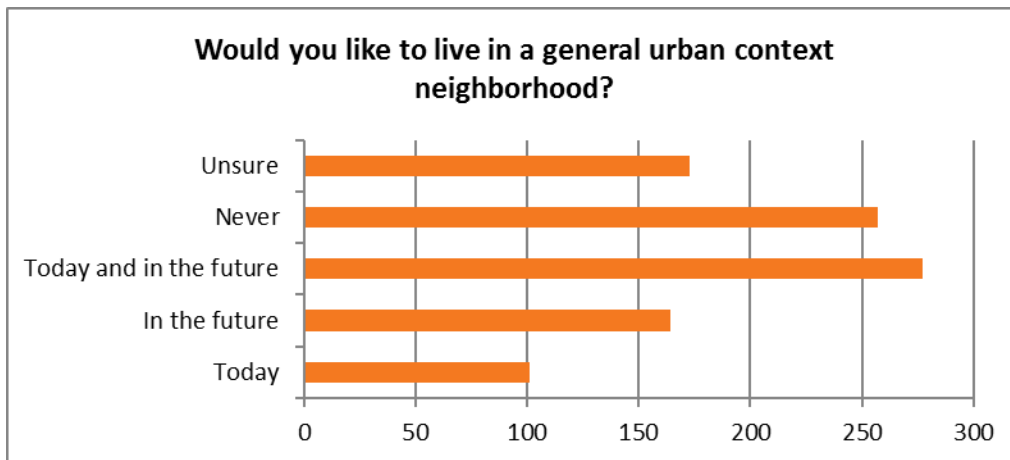
Urban Context

These neighborhoods are defined by single family and duplex homes, alley access, smaller lots/yards, and main streets.



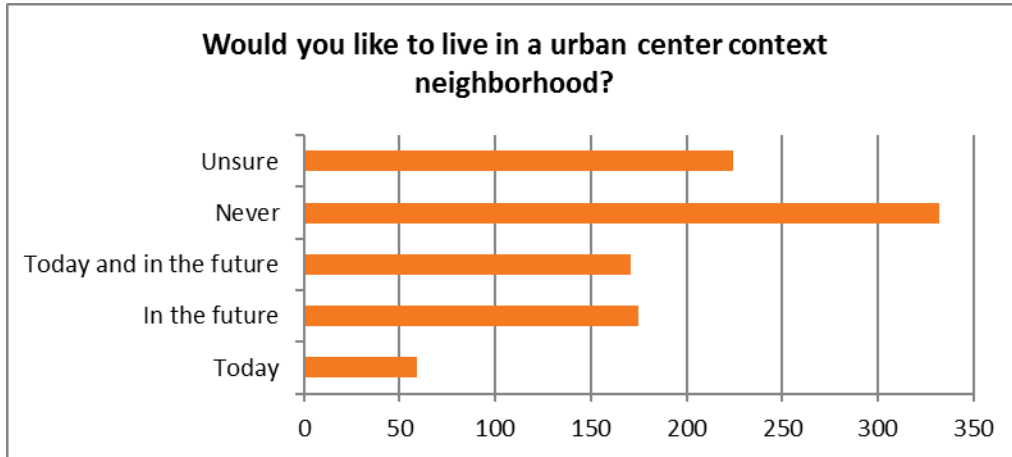
General Urban Context

These neighborhoods are defined by predominantly multi-family housing, well integrated transit, on street parking, little or no lot/yards.



Urban Center

These neighborhoods are defined by a mix multi-family residential and commercial; highly walkable; high transit connectivity, and limited permit parking.



Downtown

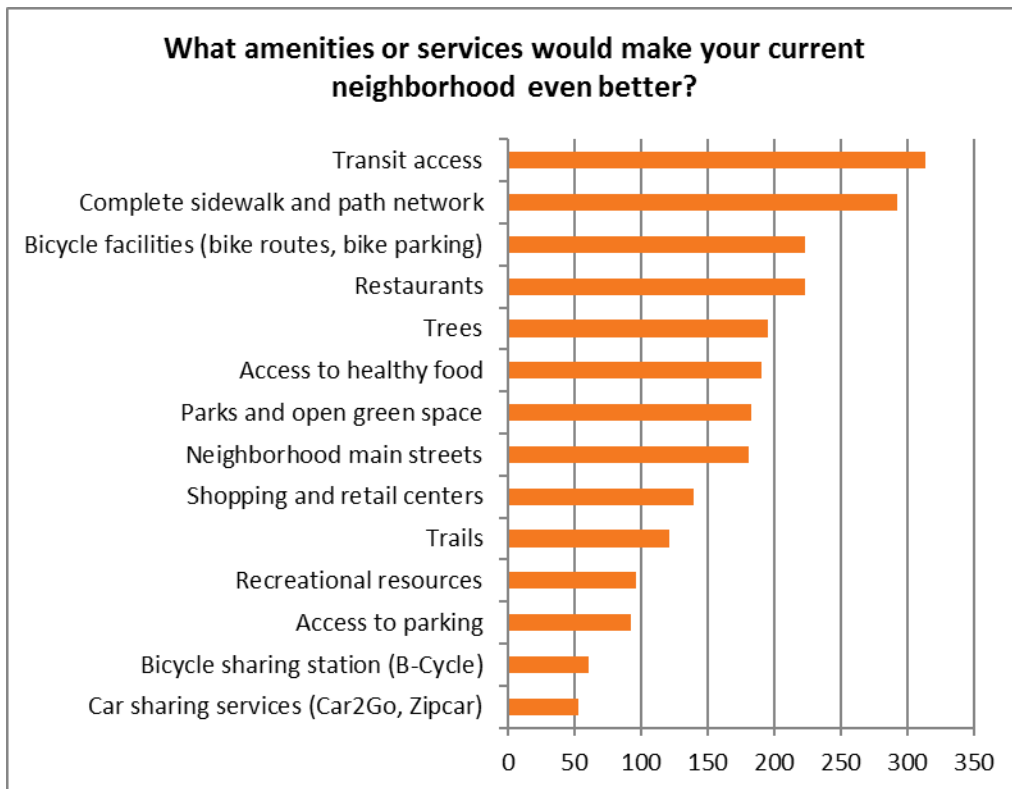
These neighborhoods are defined by high-rise multi-family residential, transit hubs, highly walkable areas, and the lowest availability of parking.



Neighborhood Amenities

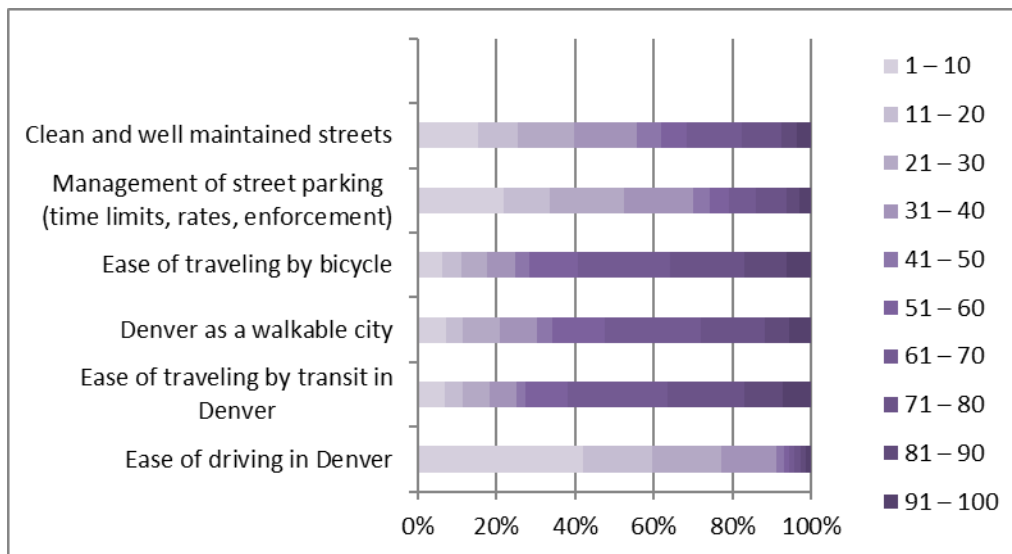
Questionnaire respondents were then asked about the amenities or services that would make their current neighborhood better.

- 'Transit Access' and 'Complete Sidewalk and Path Network' received the most votes for amenities that would improve respondent's current neighborhoods.
- Car sharing and Bike sharing received the fewest votes, however the need for 'Bicycle Facilities' was frequently identified as an amenity that would make their neighborhood better.

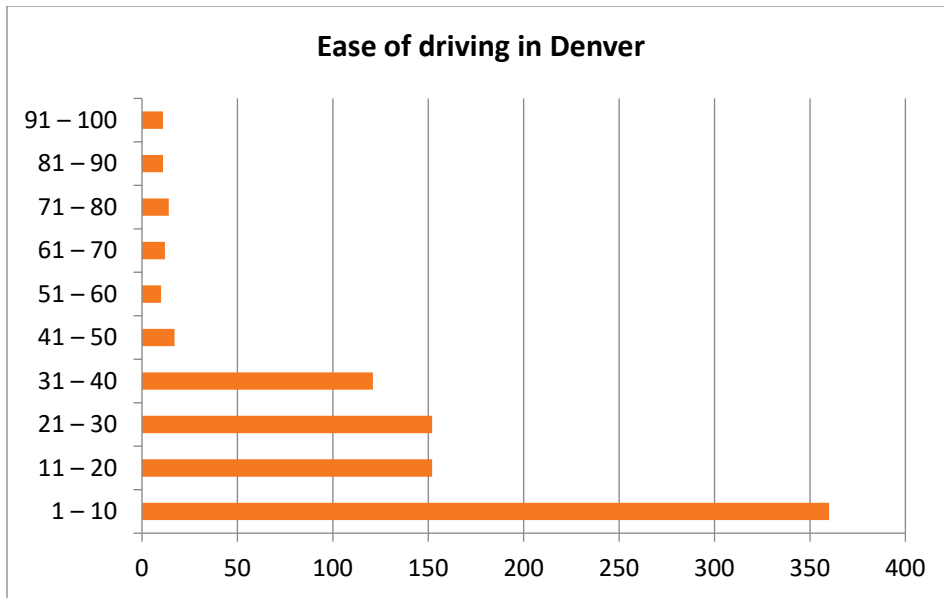


Transportation Services in Denver

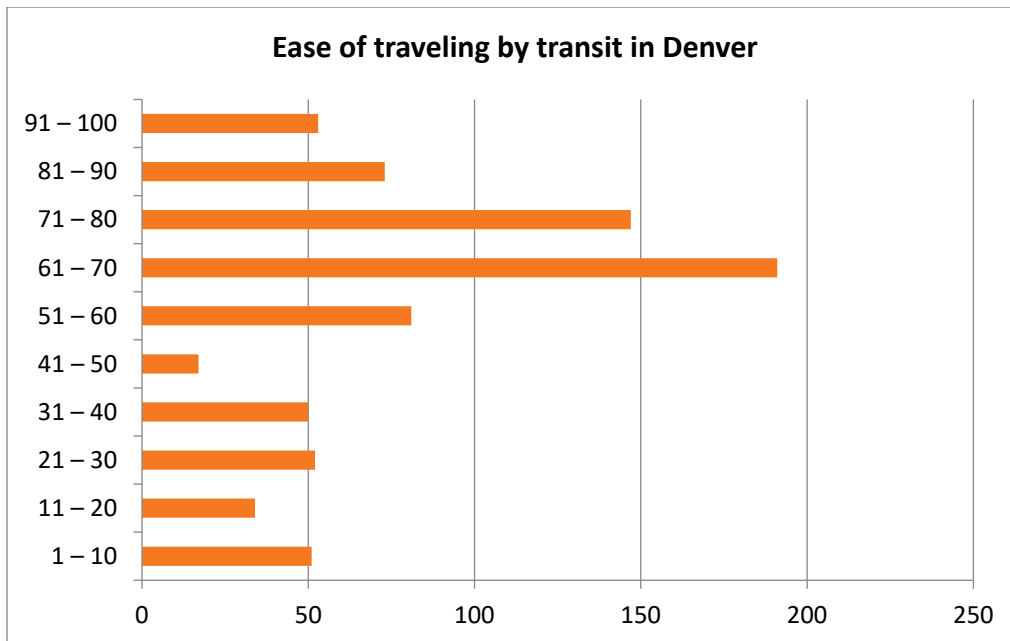
Questionnaire respondents were asked a series of questions related to the ease of navigating Denver by automobile, transit, bike and foot, as well as the management of street parking and the cleanliness of streets. The questions asked respondents to rank each of these on a scale of 1 (Getting Worse) to 100 (Getting Better). Below is a cumulative chart of all six transportation service questions depicting the total percent of responses in each 10-point spread. The darker the line the better the service is perceived.



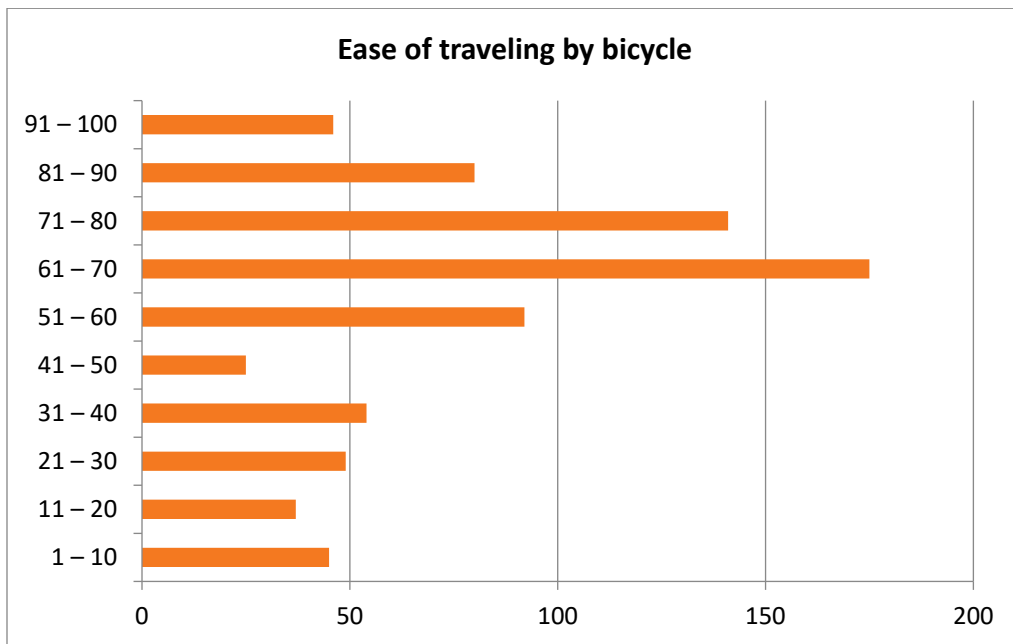
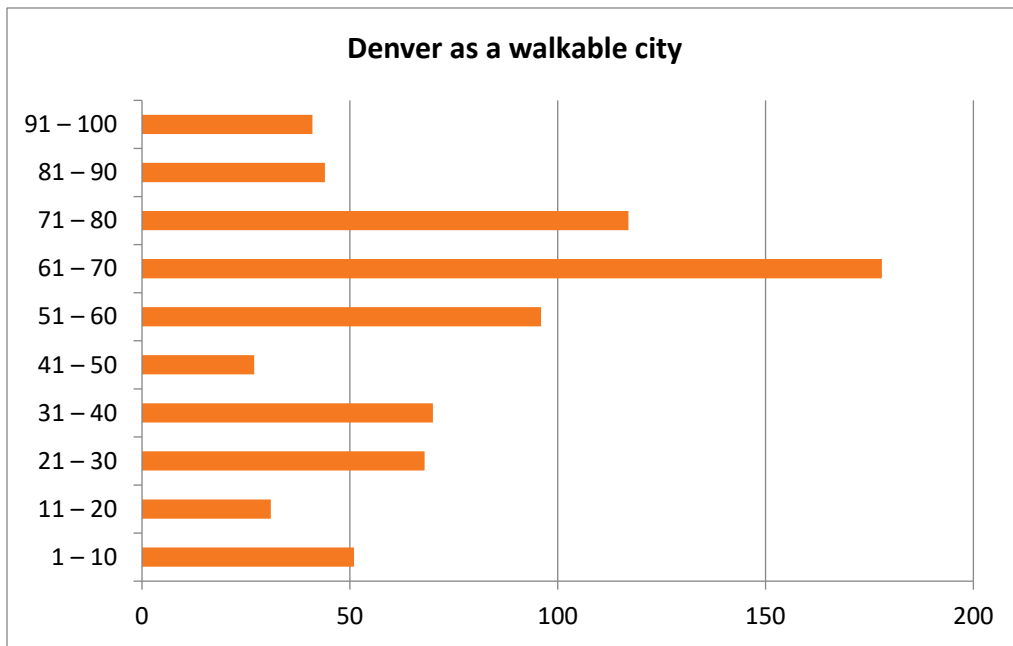
- Traffic congestion and increased automobile traffic remains a concern for Denverites, over $\frac{3}{4}$ of the questionnaire respondents (77%) gave 'Ease of Driving in Denver' a score of 30 or lower.



- Getting around Denver via transit is improving but there is still work to do, just under half of the respondents (48%) responded with scores between 61-80 when asked about the ease of travelling around Denver by transit.



- A similar trend exists with perceptions surrounding walkability and bicycle travel.



Denver in 2040

Questionnaire respondents were asked to “Imagine Denver in 2040 and describe what you think our city should be like”. The top responses to this question are summarized in a word cloud below. The size of each word is proportional to the number of times it was mentioned in these open-ended responses. The full text of the responses is included in the end of this summary.

Overall, respondents envision a future with well-connected and integrated transit infrastructure. Many indicated the need for a complete regional rail network and better intra-city transit. They frequently described the desire for amenities and services that lead to more livable communities and complete neighborhoods with access to restaurants, shops, and parks linked by walkable and bikeable transit lanes.



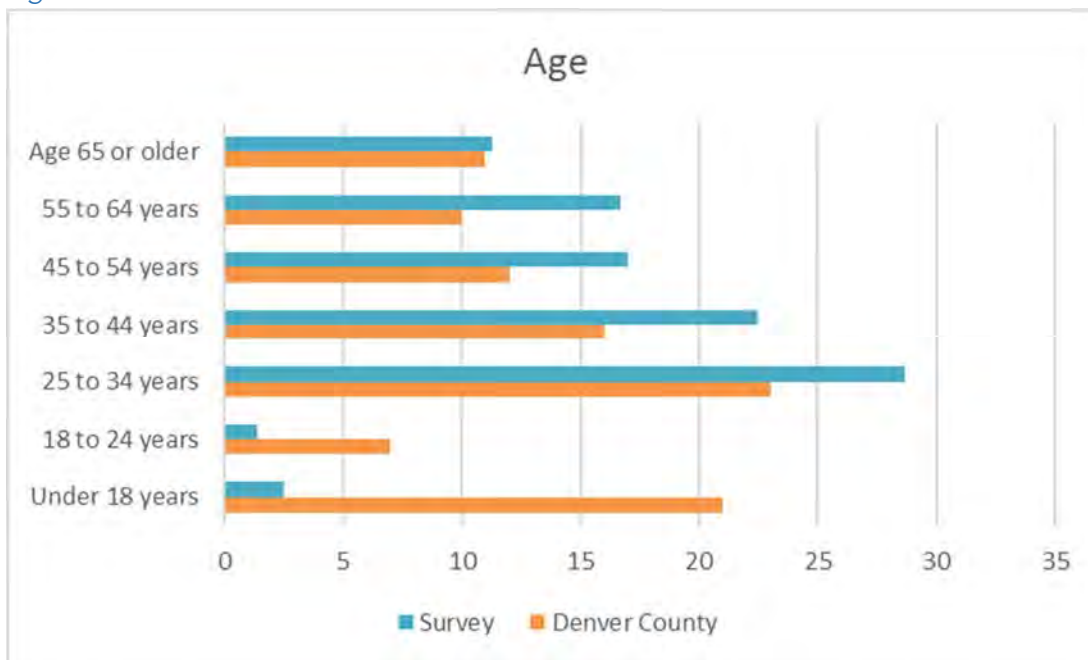
- The word ‘transit’ appeared 290 times when responding to this question
- ‘Urban’ appeared 84 times
- ‘Dense’ appeared 75 times
- ‘Bike Lanes’ appeared 61 times
- ‘Walkable’ appeared 53 times

Questionnaire Demographics

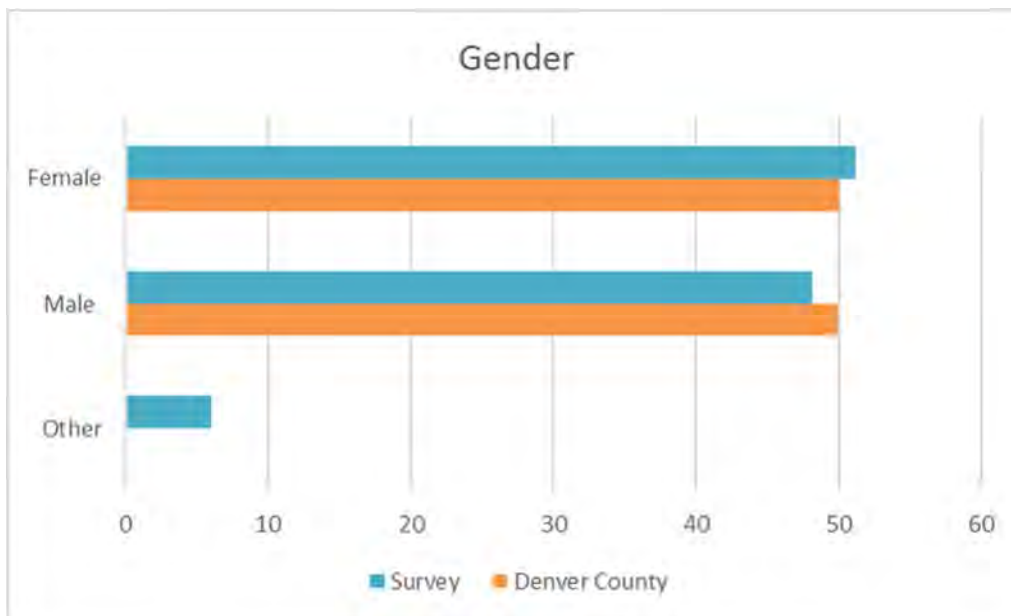
The questionnaire concluded with a series of demographic questions to help assess the level of engagement across age, race, and household make-up.

- Like Denver’s population, respondents were overwhelmingly Caucasian (84%), and evenly distributed between males and females. Denver is 78% Caucasian (US Census 2014 ACS 1-Year Estimates) and is 50% female (US Census 2010).
- Over 30% of Denver’s population identifies as Hispanic or Latino (US Census 2010) but only 7% of respondents self-identified as Hispanic or Latino.
- Over half (51%) of the respondents were aged between 25 to 44 years. Comparatively, only a third (36.7%) of Denver’s population is aged between 25 to 44 years ((US Census 2014 ACS 1-Year Estimates).
- A majority (50%) of respondents have household incomes over \$100,000; Denver’s average household income is \$81,880 (US Census 2014 ACS 1-Year Estimates).
- Over 60% of respondents have no children in the household.

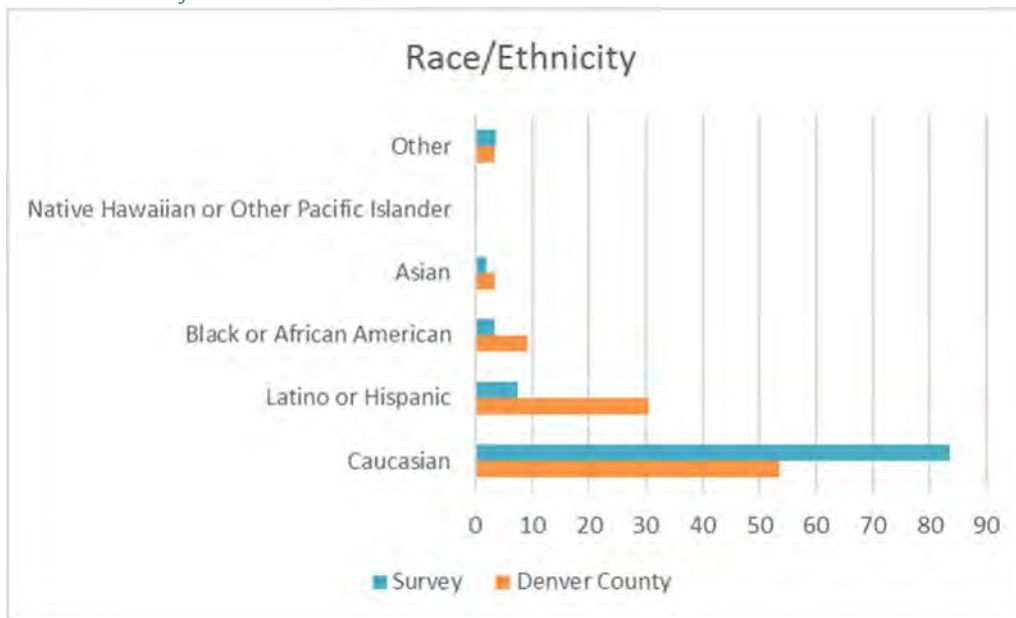
Age



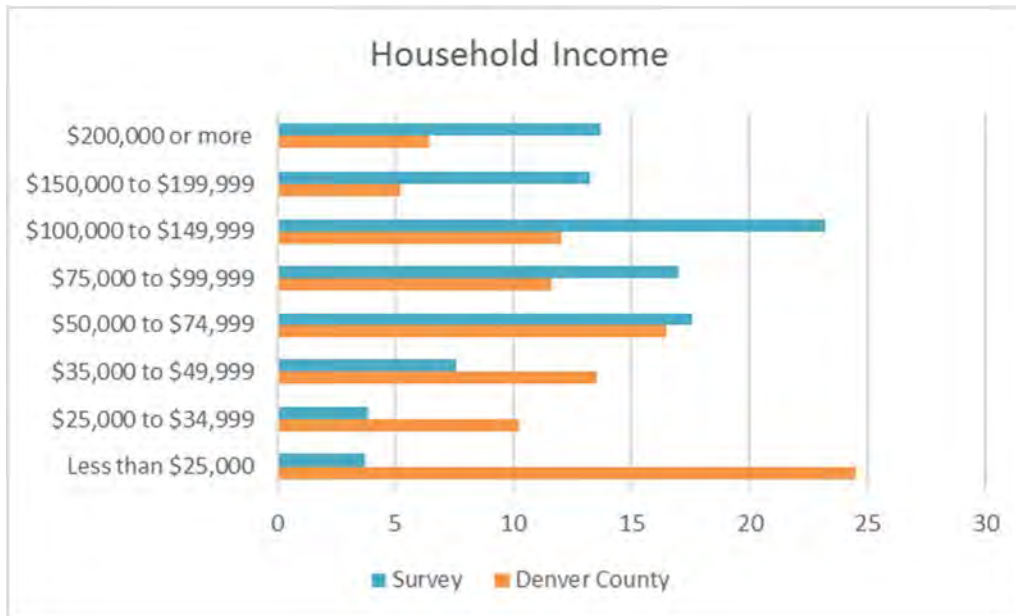
Gender



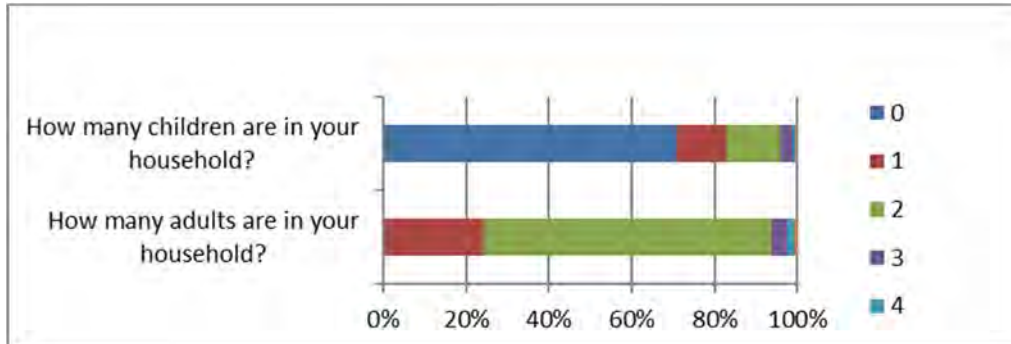
Race/Ethnicity



Household Income



Household Make-up



Appendix A: Supporting Documentation and Results from Denveright Visioning Workshops



Community Visioning Workshops

Blueprint Ingredients for a Complete Neighborhood Station

	McNichols Building		New Hope Baptist Church		North High School		Jewish Community Center		College View Elementary		Community Workshops Total	
	October 4, 2016		October 4, 2016		October 4, 2016		October 4, 2016		October 5, 2016		October 5, 2016	
	Blue Dots	Green Dots	Blue Dots	Green Dots	Blue Dots	Green Dots	Blue Dots	Green Dots	Blue Dots	Green Dots	Blue Dots	Green Dots
Transportation and Infrastructure Amenities												
Sidewalks	4	23	8	19	13	16	5	26	5	9	35	93
Crosswalks & Curbramps	3	2	7	6	14	10	9	5	5	7	38	30
Bike Lanes	9	10	5	14	18	29	17	7	6	12	55	72
Pedestrian and Bicycle Bridges	3	2	8	10	11	1	8	9	4	5	34	27
Enhanced Transit Stops and Stations	13	4	4	3	11	1	7	5	3	6	38	19
Dedicated Transit Lanes	8	1	4	2	6	3	9	1	3	2	30	9
Landscaping	4	6	3	7	9	5	5	9	5	1	26	28
Community Gardens	2	6	1	9	13	10	4	11	0	5	20	41
Car Share	2	6	2	2	4	5	1	8	0	0	9	21
Wayfinding	9	1	6	0	8	2	8	0	3	2	34	5
B-Cycle	1	3	8	7	1	10	6	7	2	2	18	29
Signalization and Signage	3	1	7	5	7	0	7	5	3	3	27	14
Civic Amenities												
Furnishings	2	2	3	1	2	1	5	3	3	0	15	7
Lighting	3	5	8	0	8	8	10	6	5	7	34	26
Trees	17	2	6	16	6	26	4	27	1	12	34	83
Parks, Open Spaces, Sports Courts, and Fields	11	1	1	9	4	25	4	19	0	10	20	64
Community, Recreation, Youth and Senior Centers	8	1	2	6	4	14	5	11	2	6	21	38
Pools and Water Play Areas	3	4	2	3	3	5	4	2	2	2	14	16
Community Destinations												
Libraries	0	7	0	15	3	17	3	13	1	12	7	64
Grocery Stores	4	16	9	15	15	14	2	17	3	8	33	70
Bars	1	6	0	4	0	13	1	10	0	3	2	36
Restaurants	1	16	2	12	2	25	5	16	0	5	10	74
Farmers Markets	2	9	1	6	8	17	6	12	2	4	19	48
Neighborhood Markets	10	6	7	3	9	14	10	4	3	3	39	30
Retail Shops	8	10	2	5	2	11	2	13	1	4	15	43
Cafes and Coffee Shops	6	18	3	12	2	29	2	19	1	5	14	83
Banks and Financial Services	1	4	3	2	1	4	3	3	0	1	8	14
Professional and Medical Services	2	2	0	4	0	5	3	9	1	1	6	21
Convenience Services	3	1	1	1	3	4	2	6	0	2	9	14
Off-leash Dog Areas	6	3	2	4	12	7	13	5	4	4	37	23

	McNichols Building October 4, 2016						New Hope Baptist Church October 4, 2016						North High School October 4, 2016						Jewish Community Center October 5, 2016						College View Elementary October 5, 2016						Community Workshops Total October 5, 2016						Total Score					
	1	2	3	4	5	Other	1	2	3	4	5	Other	1	2	3	4	5	Other	1	2	3	4	5	Other	1	2	3	4	5	Other	1	2	3	4	5	Other	5	4	3	2	1	(Pts)
Fun and Vibrant	2	4	4	5	5		1	3	4	5	4		1	6	7	5	14		3	4	5	5	4		0	2	9	9	5		7	19	29	29	32		35	76	87	58	32	288
Strong and Unique Neighborhoods	8	4	4	9	7		12	4	5	6	3		18	20	8	15	5		18	7	7	5	6		11	10	0	5	2		67	45	24	40	23		335	180	72	80	23	690
Equitable and Inclusive	4	5	0	3	3		11	8	4	3	4		14	11	12	5	7		14	6	4	3	4		6	3	4	3	5		49	33	24	17	23		245	132	72	34	23	506
Friendly and Open	3	2	3	5	4		3	6	4	7	5		2	4	7	9	4		0	5	6	6	12		3	1	5	4	6		11	18	25	31	31		55	72	75	62	31	295
Cultural Heritage	5	4	3	1	6		1	6	4	1	5		10	5	5	6	6		3	4	2	2	4		3	4	4	2	2		22	23	18	12	23		110	92	54	24	23	303
Sustainable and Resilient	2	6	3	3	5		3	8	3	4	3		12	11	16	8	12		6	17	11	7	8		2	4	2	3	5		25	46	35	25	33		125	184	105	50	33	497
Robust Economy	4	2	4	2	0		4	0	5	8	6		5	3	13	8	10		5	6	2	5	12		2	8	3	2	2		20	19	27	25	30		100	76	81	50	30	337
Engaged Community	2	2	7	4	4		1	2	7	6	5		7	13	4	11	9		1	5	8	13	12		5	1	6	6	5		16	23	32	40	35		80	92	96	80	35	383
Healthy and Active	5	7	6	4	2		5	4	7	2	8		11	7	8	9	8		9	6	11	6	6	12	6	4	4	4	6		36	28	36	25	30	12	180	112	108	50	30	480
Other						6																														6						
Number of Participants:	35						42						78						61						38						255											
"Other" Comments:	Arts! (visual, music, theater)						Economically and socially diverse neighborhoods						Clean air, water, land, move to 100% non-fossil fuel in 20 to 30 years						Focus on reducing cars and enhancing alternate forms of transportation						Sustainable - I think of economy Resilient - I think of people																	
	Need affordable housing!						Prepare for climate change refugees in about 10-12 years						Affordable housing Rents in \$600.00 price range						Public Safety						Race and Equity lens to all projects and programs																	
	Affordable housing						SAFE in all areas of the city						The changing nature of this city- the potential of the city						Water Usage																							
	Fund the arts, not the zoo						More transparency placed on largest real estate development projects						Historic Preservation						Affordable housing. I live in Sunnyside and there are new condos up for several years still vacant.																							
	Preserve history						Neighborhood resiliency						Historic development patterns						Women focused issues! Place-making and safe environments for moms/women																							
	Citizen control vs. citizen input						We need easier permitting for RNOs in all areas of the city						Young, old together in neighborhood						Affordable Housing																							
							Connected trail network						Really need (cheap) affordable housing for single parents						Stewardship of our infrastructure																							
	Location within the U.S.; DIA; climate						Affordable housing						We need to include low income micro housing (CANNOT READ)						Mountain views for everyone to enjoy																							
													Strong and active cycling culture. Important for commuting, health, trail maintenance/build active voice in future transport design.						Family Friendly																							
													A sustainable/resilient community lets us build a strong economy, more equitable city and more! Step 1 - Sustainability!						Safe! Enough to walk around after dark																							
													City services fire and police to match increased residential density						Sustainable development																							

			Make RNO's more Attentive (sp?)	Affordable			
			Use \$1.2 billion for 2.5 miles of ditch on I-70 to make our city more in-line with climate change!				
			Climate change prepared				
			Neighborhood design distinction Architectural Interest				
			Clean, well connected, easy to get around				
			Parking				
			Stop widening highways - Impossible to make them wide enough				
			Buildings compatible with neighborhood				
			Strong K-12 education				
		Safe	Keep our historic buildings! And Houses	Family Friendly			

My Vision for Denver in 2040 is...

Denveright Community Visioning Workshops (Blueprint) Central	City easy to live in; cool streets - more street trees; integrated transit options - better transition for bicycles from bike routes/paths into neighborhoods; neighborhood transit options; keep the near downtown neighborhoods "not so tall" - tandem/duplex houses same height as single family.
Denveright Community Visioning Workshops (Blueprint) Central	A vibrant urban city with many urban hubs and an active downtown. City hubs/nodes are connected by frequent and reliable transit including streetcars, (true) BRT, and enhanced branded bus services. Pedestrian and bike facilities are well maintained and part of a connected network. All neighborhood contain mixed use buildings, including condos townhomes, and offices. We are no longer afraid of density and building over four stories.
Denveright Community Visioning Workshops (Blueprint) Central	A place where kids and grandkids feel safe and want to return to. It is a place where neighborhoods are destinations and have their own sense of vibrancy. It retains its small city roots, but offers big city amenities.
Denveright Community Visioning Workshops (Blueprint) Central	A city that is here to stay with a lasting presence much like London, Paris, Chicago and New York... yet on the medium-scale that we are. Pulling out and emphasizing retail corridors, mixed-use patios, connecting bike trails and parks and being the best in certain industries. Making us a hub.
Denveright Community Visioning Workshops (Blueprint) Central	A sustainable, vibrant community. Powered completely by renewable energy. Nature ribbons and parks throughout. All clothing and other consumables are repurposed (circular economy). Voices are heard. Strong human-scale organizations - churches, affiliation clubs, etc. An organic structure replicating the natural environment.
Denveright Community Visioning Workshops (Blueprint) Central	Diverse, vibrant, and authentically local architecture, retail, recreation, etc. Multi-generational, multi-industry, multi-socioeconomic. Connected and sustainable for pedestrians, transit and vehicles. Environmentally and economically sustainable. Doesn't look/feel like any generic city.
Denveright Community Visioning Workshops (Blueprint) Central	An inclusive, equitable, and strong community that supports cultural and scientific institutions. Access to these institutions through a well-connected transit system is key. A community that is willing to financially invest in its parks and open spaces.
Denveright Community Visioning Workshops (Blueprint) Central	I'll be 65. I'll want diversity of services, transit, housing and culture. I'll want to know Denver didn't rest on its laurels.
Denveright Community Visioning Workshops (Blueprint) Central	A place where people, food, energy, water, wildlife, and all life systems interact to create a healthy, vibrant, and resilient ecosystem.
Denveright Community Visioning Workshops (Blueprint) Central	An inclusive city where anyone can afford to live, work, eat, and enjoy! All residents have options to walk, bike, ride, and access their favorite places.
Denveright Community Visioning Workshops (Blueprint) Central	Sustainable urban design and architecture with a network of parks, parkways, green streets and a great system of transportation options: small buses, streetcars, walkable streets, bikeways.
Denveright Community Visioning Workshops (Blueprint) Central	To continue to be the best city in the country to call home.
Denveright Community Visioning Workshops (Blueprint) Central	It would be wonderful if Denver evolved into a more European style of metro collection of villages/communities that function until themselves and integrated as a whole. Some of what was great about Denver in the 19th century). Services, parks, transit.
Denveright Community Visioning Workshops (Blueprint) Central	A city that has successfully and meaningfully addressed the issues of displacement and equity concerns that is grappling with today while maintaining the quality of life that defines it.
Denveright Community Visioning Workshops (Blueprint) Central	Real intracity transit!
Denveright Community Visioning Workshops (Blueprint) Central	Connected, walkable, beautiful, transit-oriented, community-based.
Denveright Community Visioning Workshops (Blueprint) Central	A combination of: small town - walkable; community-oriented; culture; streetscape; and new york city/central park

Denveright Community Visioning Workshops (Blueprint) Southeast	A city of distinct neighborhoods, each with their own unique character; design quality has been maintained in both old and new buildings; density is centered at TOD and on corridors in proximity to transit stations; it is easy to get around without a car - complete street scapes; a socioeconomic, demographic + ethnic mix; a mix of housing options
Denveright Community Visioning Workshops (Blueprint) Southeast	A sustainable community that encouraged and guided density in order to preserve open space and access to mountains. This community preserved the ability for affordable housing and thereby is diverse with ethnicity, age, \$, etc.
Denveright Community Visioning Workshops (Blueprint) Southeast	Homeless eliminated through access to resources, not by criminalization.
Denveright Community Visioning Workshops (Blueprint) Southeast	Walking and biking are more intuitive and easy than driving/riding in a private car.
Denveright Community Visioning Workshops (Blueprint) Southeast	More affordable housing, less homelessness!
Denveright Community Visioning Workshops (Blueprint) Southeast	A city with great transit, walkable neighborhoods, affordable housing, and a good economy with great jobs.
Denveright Community Visioning Workshops (Blueprint) Southeast	A city where streets have maintained pavement, markings, signage, properly timed traffic signals. Sidewalks are continuous, clean, level lighted and wide. Less third world infrastructure - more first world quality and safety.
Denveright Community Visioning Workshops (Blueprint) Southeast	Powered by 100% renewable energy, affordable for, and home to, people of all ages and work roles/jobs/retired. Filled with sidewalks, street cars/subways/etc. and bicycle safe. A center for culture creation and industry beautiful.
Denveright Community Visioning Workshops (Blueprint) Southeast	Create a dedicated pedestrian mall in the C.B.D.
Denveright Community Visioning Workshops (Blueprint) Southeast	A city that caters to all housing and lifestyle options for all generations.
Denveright Community Visioning Workshops (Blueprint) Southeast	A community open and affordable to all, including more marginalized groups. Trying to serve older adults especially, and connecting generations. Helping older people to age in place. Offering transportation in all forms to all with reasonable cost, safe access, education to use, and diverse, beautiful moments along the way.
Denveright Community Visioning Workshops (Blueprint) Southeast	Fair and egalitarian. Everyone is welcome , regardless of class. All are treated by the city with kindness. Education and the arts are central to civic life, and the city is run on 100% green energy.
Denveright Community Visioning Workshops (Blueprint) Southeast	To still be able to enjoy Denver as much as I do today! A growing, vibrant city that is inclusive and forward thinking, Sustainable and people (resident) focused!
Denveright Community Visioning Workshops (Blueprint) Southeast	Safe affordable transportation options and convenient accessible; places for communities to enjoy being with each other; access to opportunities for education, discussion, resources, recreation, libraries, schools, parks in every neighborhood; environmentally responsible options for energy conservation; access to healthcare and nourishment of physical and mental health in all neighborhoods; ease of access/outreach for services/institutions/entertainment; places for art, music, culture as part of daily neighborhood life.
Denveright Community Visioning Workshops (Blueprint) Southeast	Quality of life - affordable housing for people whose neighborhoods are being 'gentrified'; less traffic in the city=less stressful than big cities; care for those left behind - job loss + need to update skills.
Denveright Community Visioning Workshops (Blueprint) Southeast	Safety in neighborhoods; homeless resolution; small business support
Denveright Community Visioning Workshops (Blueprint) Southeast	Wonderful mobility and connectability; a place with lots of protected biking; safe walking and wonderful things to walk to; I think more of a European flare where there is little need for a car!
Denveright Community Visioning Workshops (Blueprint) Southeast	Affordable owner-occupier housing in all neighborhoods

Denveright Community Visioning Workshops (Blueprint) Southeast	A city that all residents are proud of and civically engaged; for a more inclusive city that addresses negative aspects of gentrification, provides an ample stream of affordable housing funds, and includes all people in decision making. Priorities "grand" civic investments (e.g. cultural facilities to boost tourism), but also adequate funding for schools and services; also retain vibrancy, funky, fun, artsy, edgy, non-pretentious, badass, active; reduce sprawl.
Denveright Community Visioning Workshops (Blueprint) Southeast	A complete Cherry Creek Drive: both North and South!; homelessness 'outlawed' in downtown Denver
Denveright Community Visioning Workshops (Blueprint) Southeast	More bike lanes! Strong neighborhoods with trees, sidewalks and vibrant retail nodes; multi-modal transportation is prioritized; our cultural treasures and public amenities are honored and prioritized - libraries, zoo, etc.
Denveright Community Visioning Workshops (Blueprint) Southeast	A network of unique "self-contained small towns" that are well-connected via transit and affinity. All are within a vibrant, diverse city with world-class cultural attractions and ample opportunities for jobs and other forms of enrichment and engagement.
Denveright Community Visioning Workshops (Blueprint) Southeast	A city with housing affordable to all where no one sleeps on the streets (nor is subject to night sweeps), no one panhandles on street corners. It will be a city where all jobs pay a living wage and workers are an equal consideration to "jobs" in the city's economic development initiatives. It will be a place free of ethnic, cultural and economic discrimination.
Denveright Community Visioning Workshops (Blueprint) Southeast	Walkable; safe; diverse; more transit options; fun; affordable
Denveright Community Visioning Workshops (Blueprint) Southeast	A realistically dense city. One that is equitable, diverse and sustaining.
Denveright Community Visioning Workshops (Blueprint) Southeast	Guided by Robert Frost's idea from America is Hard to See, "When we would have to put our mind on how to crown and still be kind"; filled with people of all ages, races, backgrounds because it is livable - economically and culturally vibrant, dense, walkable, exciting, with neighborhoods we love and are proud of.
Denveright Community Visioning Workshops (Blueprint) Southeast	"Daily use" retail at street level within walking distance - food, flowers, clothes, hardware store, kitchen staff, etc.; Green and clean - clean air/streets/sidewalks/green parks/cars/lifestyle/green transit options; Sound Economy - Diversity of job opportunities, diversity of education opportunities, work options for diverse ages.
Denveright Community Visioning Workshops (Blueprint) Southeast	Better air quality; quality choices in transportation (it doesn't take an extra hour to take the bus!); East Colfax has the same investment as Stapleton; Bluegrass is banned outright; Composting and recycling service is mandatory
Denveright Community Visioning Workshops (Blueprint) Southeast	Legalize tiny houses!!!
Denveright Community Visioning Workshops (Blueprint) Southeast	To walk out my front door and easily and quickly be on a nice pedestrian dedicated route to various destinations that we all want/need to access.
Denveright Community Visioning Workshops (Blueprint) Southeast	A beautiful city with a mix of development and green space where diverse communities can feel safe in their neighborhoods and throughout the city and where their input counts.
Denveright Community Visioning Workshops (Blueprint) Southeast	Streetcars on the big streets - better than BRT buses!
Denveright Community Visioning Workshops (Blueprint) Southeast	Dense, equitable living opportunities; lots of trains and public transit that's easy and cheap; many neighborhood centers, fueled by small and local business and anchored in walkable areas; robust community funded job training and trade schools; grow vertically not horizontally.
Denveright Community Visioning Workshops (Blueprint) Southeast	Responsible development - not just for profit, increase accessibility. Preserve diversity by keeping housing affordable
Denveright Community Visioning Workshops (Blueprint) Southeast	A community that values all members and aids in their success and livelihood! Women, homeless, minorities, battered, poor, etc. - let's be inclusive/let's be better!
Denveright Community Visioning Workshops (Blueprint) Southeast	Keep on working with DRCOG for regional coordination.

Denveright Community Visioning Workshops (Blueprint) Southwest	Better homes
Denveright Community Visioning Workshops (Blueprint) Southwest	Bring back the American Dream. Affordable housing for all. Help college graduates achieve their goals. Keep the stock show and the Great Western Alpaca show in Denver. Allow two alpacas in Denver.
Denveright Community Visioning Workshops (Blueprint) Southwest	Rent control.
Denveright Community Visioning Workshops (Blueprint) Southwest	Incentivize green construction with all this added density! More people, more a/c, more heat, electricity = more pollution
Denveright Community Visioning Workshops (Blueprint) Southwest	More transit-oriented development.
Denveright Community Visioning Workshops (Blueprint) Southwest	A city what has grown well -not forgotten its past. Respects all people, provide affordable housing and transportation along with accessible parks, libraries, museums, and trails. The city is not too expensive to live in and has great schools and amenities for all.
Denveright Community Visioning Workshops (Blueprint) Southwest	I want to be able to afford to buy a home in Denver. I want some of the things that make Denver unique to be preserved.
Denveright Community Visioning Workshops (Blueprint) Southwest	The residents will reflect the makeup of the national population across race/ethnicity, income-levels, education
Denveright Community Visioning Workshops (Blueprint) Southwest	Top public transportation city (at least in the west); clean air city/less pollution; continue to be amazing.
Denveright Community Visioning Workshops (Blueprint) Southwest	City has 20 years ago stopped privatizing the planning process and focused planning resources on the citizens more than on the developers.
Denveright Community Visioning Workshops (Blueprint) Southwest	All homeless cared for and agents in our shared future.
Denveright Community Visioning Workshops (Blueprint) Southwest	The most walkable city in the country.
Denveright Community Visioning Workshops (Blueprint) Southwest	Are the people of Denver willing to pay (\$ and discomfort) to create a connected city (more public transit and tech infrastructure)? Big long term projects and goals. Do we want to be world class?
Denveright Community Visioning Workshops (Blueprint) Southwest	A place with numerous cultural identities and attractions, all inter-connected. A place desireable to raise a family. A place known for beauty and healthy lifestyle.
Denveright Community Visioning Workshops (Blueprint) Southwest	Green and beautiful very attractive!
Denveright Community Visioning Workshops (Blueprint) Southwest	Treat the homeless, low income and elders with respect. Where is the low income housing mayor speaks of? Traffic is getting worse every day. Slow down growth of city!!
Denveright Community Visioning Workshops (Blueprint) Southwest	Traffic relief!! More people using public transit. More affordable housing. To enjoy a growing, energetic and vibrant city!
Denveright Community Visioning Workshops (Blueprint) Northeast	Access to commerce and transit in all neighborhoods. Quality schools. Preserved neighborhood, character and historical buildings. Walkable. Green space. Public art. More connected to rest of Metro area. Still be able to see mountains (height restrictions)!
Denveright Community Visioning Workshops (Blueprint) Northeast	Less pollution.

Denveright Community Visioning Workshops (Blueprint) Northeast	A city with strong, unique neighborhoods. A city where historic preservation is a priority and adaptive reuse is valued/emphasized over demolition and new construction.
Denveright Community Visioning Workshops (Blueprint) Northeast	A city where development quality (architectural excellence) is achieved through a variety of design guidelines; landmark, conservation overlays, neighborhood plans. Detached sidewalks and street trees everywhere!
Denveright Community Visioning Workshops (Blueprint) Northeast	To daylight Westerly Creek. (Stapleton to Lowry)
Denveright Community Visioning Workshops (Blueprint) Northeast	A sustainable and inclusive community that honors all its members and the earth. This means that folks living here aren't pushed out by newcomers, that cultural heritage is respected (not like what was done to 5 Points), infrastructure is built to make sure everyone has access to housing, education, transit, parks and fair wages, and the poor aren't criminalized.
Denveright Community Visioning Workshops (Blueprint) Northeast	Pedestrian-friendly; many transit possibilities; vibrant downtown; neighborhood commercial areas; affordable housing opportunities; senior living communities; active, supported neighborhood.
Denveright Community Visioning Workshops (Blueprint) Northeast	Equitable with opportunity for all incomes to live here.
Denveright Community Visioning Workshops (Blueprint) Northeast	Vibrancy.
Denveright Community Visioning Workshops (Blueprint) Northeast	More grocery stores in North East Denver and more transportation for us seniors to and from doctor, grocery store, shopping.
Denveright Community Visioning Workshops (Blueprint) Northeast	A fully developed park/trail system without auto traffic along the Platte end Cherry Creek.
Denveright Community Visioning Workshops (Blueprint) Northeast	A diverse (income/race/resources/professions) city. A safe place to live. More respect for citizen comments and needs. Green/lush/compatible streets.
Denveright Community Visioning Workshops (Blueprint) Northeast	A city of stable neighborhoods where all people have access to good schools, vibrant public spaces, safe biking and walking facilities and housing they can afford.
Denveright Community Visioning Workshops (Blueprint) Northeast	A city where people of all incomes can afford to live, and all people feel safe walking and biking.
Denveright Community Visioning Workshops (Blueprint) Northeast	A place for everyone.
Denveright Community Visioning Workshops (Blueprint) Northeast	More diverse with more affordable housing options... easier to walk, ride and drive.
Denveright Community Visioning Workshops (Blueprint) Northeast	Affordable housing for all people including those that work at McDonald's as a worker bee. Affordable meaning under \$200K. Park Hill circulator (bus).
Denveright Community Visioning Workshops (Blueprint) Northeast	Historical buildings will be preserved and in use! There will be a "downtown" area in all neighborhoods. Residents will not have to choose between the city life and the outdoor and mountain life!!
Denveright Community Visioning Workshops (Blueprint) Northeast	Connected- to business; to all people; to events and culture; bringing diversity together, not isolated. Beautiful! - Arts, local arts! Interactive arts to get people safely outside. Trees and shared.
Denveright Community Visioning Workshops (Blueprint) Northeast	Affordable housing. Park Hill calculator.
Denveright Community Visioning Workshops (Blueprint) Northeast	Vision zero, ped/bike city with walkable neighborhoods with access to transit.

Denveright Community Visioning Workshops (Blueprint) Northeast	We will still be able to see and enjoy the mountains from the city!!
Denveright Community Visioning Workshops (Blueprint) Northeast	Liveable
Denveright Community Visioning Workshops (Blueprint) Northwest	Retains its neighborhood distinctions and pays attention to the people who live here and not just developers who don't live locally but make money on our loss.
Denveright Community Visioning Workshops (Blueprint) Northwest	Zero energy; sustainable; enough water; still have a future vision; continue to be awesome
Denveright Community Visioning Workshops (Blueprint) Northwest	Dense; connected; architecturally interesting; tech savvy; green; human driving cars - don't exist
Denveright Community Visioning Workshops (Blueprint) Northwest	A nice retirement plan!
Denveright Community Visioning Workshops (Blueprint) Northwest	Hopefully a global leading city with an eye toward efficient and inclusive transit. Not focused primarily on the automobile. I would hope for the growth and retention of neighborhoods with character and creativity not bland inefficient sprawl. Clean, green, active, forward and human-centric.
Denveright Community Visioning Workshops (Blueprint) Northwest	A city that promotes ECA literacy and is based in design that honors sustainability and natural process, equity and diversity, art and innovation, and communal empowerment.
Denveright Community Visioning Workshops (Blueprint) Northwest	A city of mixed-income neighborhoods with a variety of destinations connected by sidewalks., bike lanes and a convenient transit systems that maintains its uniqueness and the places that make it special: RiNo, Cap Hill, etc.
Denveright Community Visioning Workshops (Blueprint) Northwest	Vibrant Ped. corridors; trees; 5' ADA compliant walks; trees
Denveright Community Visioning Workshops (Blueprint) Northwest	A world with no exhaust.
Denveright Community Visioning Workshops (Blueprint) Northwest	The city will recognize and protect Denver's valuable history... buildings, neighborhoods and communities.
Denveright Community Visioning Workshops (Blueprint) Northwest	Preservation of lots of historic homes and buildings (1-2 stories).
Denveright Community Visioning Workshops (Blueprint) Northwest	A city where vulnerable families aren't forced to move because they can't afford the community anymore.
Denveright Community Visioning Workshops (Blueprint) Northwest	A world without discrimination.
Denveright Community Visioning Workshops (Blueprint) Northwest	I want as many people out of their cars as possible. Make it as convenient as possible to get around car-free.
Denveright Community Visioning Workshops (Blueprint) Northwest	Very healthy! Fun, active prosperous and engaged and easily mobile.
Denveright Community Visioning Workshops (Blueprint) Northwest	A city where the main arteries such as Colfax and Broadway are a hub of activities that can be safely accessed by all means of transportation (walking, biking, riding public transportation) and the "bad" portions of it are no longer "bad."
Denveright Community Visioning Workshops (Blueprint) Northwest	Healthy, equitable, the place to be!!

Denveright Community Visioning Workshops (Blueprint) Northwest	Economic diversity
Denveright Community Visioning Workshops (Blueprint) Northwest	Happy, healthy and diverse
Denveright Community Visioning Workshops (Blueprint) Northwest	That I can "walk-to" achieve and get all I need for everyday living.
Denveright Community Visioning Workshops (Blueprint) Northwest	To still have some of the historic buildings stock still standing.
Denveright Community Visioning Workshops (Blueprint) Northwest	Raise taxes so we can make all this happen.
Denveright Community Visioning Workshops (Blueprint) Northwest	Stop developers (and the Mayor) from destroying my wonderful neighborhood.
Denveright Community Visioning Workshops (Blueprint) Northwest	Strong community minded neighborhoods with strong centers, parks and trails for transportation, recreation and nature abounds - strong economy with diverse industry and demographics. Where one can age in place!
Denveright Community Visioning Workshops (Blueprint) Northwest	A safe city with amenities for all age groups; more pedestrian friendly (able to get wherever you need without use of a car); affordable for working folks, as well as those with greater means.
Denveright Community Visioning Workshops (Blueprint) Northwest	More adventure spaces!!!
Denveright Community Visioning Workshops (Blueprint) Northwest	Trees! More bike trails; better, more interesting architecture for new buildings; solutions for homeless population; equity; open space.
Denveright Community Visioning Workshops (Blueprint) Northwest	Strong, diverse communities anchored by opportunity. Focus on ease of use and ease of access. Consideration of all areas of resident lifestyle - early and advanced education, robust economy, access to aging services. Better integration - this is a great start!
Denveright Community Visioning Workshops (Blueprint) Northwest	Greater diversity; affordable housing
Denveright Community Visioning Workshops (Blueprint) Northwest	Walkable
Denveright Community Visioning Workshops (Blueprint) Northwest	Diverse and vibrant - in its people and spaces - culture and heritage - plant and places! Not only affordable housing for few and time limited, but forever and integrated into middle and high income. We cannot be great without diversity.
Denveright Community Visioning Workshops (Blueprint) Northwest	I am disappointed by what Denver - particularly North Denver is becoming. It was a very mixed place to live and raise a family. Many cultures, many ages, many economic levels. West Highlands is now starting to look very young, affluent, and housed in more dense and higher and higher housing. I liked the diversity and felt it is what we should strive for.
Denveright Community Visioning Workshops (Blueprint) Northwest	Climate change prepared: Plan for adaption in all areas.
Denveright Community Visioning Workshops (Blueprint) Northwest	This is a scam. It is wrong and useless to ask people to make decisions among alternatives without a context and discussion of the pros and cons of each alternative. This is just the form of public outreach without real substance. It lets the people feel good but doesn't add anything meaningful to eventual
Denveright Community Visioning Workshops (Blueprint) Northwest	To know your neighbors that can be trusted
Denveright Community Visioning Workshops (Blueprint) Northwest	A well connected, diverse, friendly, pedestrian-scaled community!

Denveright Community Visioning Workshops (Blueprint) Northwest	Young, old, families; historic maintain, quality buildings; less density; parks, trees, less traffic.
Denveright Community Visioning Workshops (Blueprint) Northwest	Young, old, families; historic maintain, quality buildings; less density; parks, trees, less traffic.
Denveright Community Visioning Workshops (Blueprint) Northwest	Respect for history! Support for a connected multi-modal transit network.
Denveright Community Visioning Workshops (Blueprint) Northwest	Better mass transit; better cuisine; more diversity; greater community engagement
Denveright Community Visioning Workshops (Blueprint) Northwest	Stable, diverse neighborhoods (housing types, price points, character people); vibrant neighborhood centers; thoughtful density (not at the expense of our historic neighborhoods); strong multimodal connections
Denveright Community Visioning Workshops (Blueprint) Northwest	Designated left turn signals on 38th Ave. from Federal East; also 32nd & Lowell
Denveright Community Visioning Workshops (Blueprint) Northwest	That we have sidewalks where they don't exist now.
Denveright Community Visioning Workshops (Blueprint) Northwest	That we have some houses left that are affordable in my neighborhood.
Denveright Community Visioning Workshops (Blueprint) Northwest	A place where we can interact with the buildings rather than walking by blank facade walls (Texas Donut wrap buildings).
Denveright Community Visioning Workshops (Blueprint) Northwest	Clean air for my daughter; access to the mountains/traffic concerns reduced; no homelessness; good paying jobs for all of our community; beautiful parks and pathways; happy people!
Denveright Community Visioning Workshops (Blueprint) Northwest	We need walkable sidewalks throughout the city, especially on Sheridan between 17th Ave. and Colfax!
Denveright Community Visioning Workshops (Blueprint) Northwest	Real, true mixed use in our neighborhood commercial districts! Residential over office over commercial.
Denveright Community Visioning Workshops (Blueprint) Northwest	We need full time nurses in every school in the city! We need full time counselors in every school! Take out the police officers that arrest students when they sass or are truant!
Denveright Community Visioning Workshops (Blueprint) Northwest	Unified Vision; unity through cooperation - individuals, groups to community
Denveright Community Visioning Workshops (Blueprint) Northwest	More trees along our streets
Denveright Community Visioning Workshops (Blueprint) Northwest	Taller, less homogenized - Dedicated, covered walkways and trails. More 24 hour lifestyle.
Denveright Community Visioning Workshops (Blueprint) Northwest	More connected bike routes not only to trails but protected bike lanes on major routes. Multi-modal transportation. I want a safe way to get to a light rail station with my bike.
Denveright Community Visioning Workshops (Blueprint) Northwest	Improve public transit by sponsoring ride public transit one day a week - leave your car at home one day each week. Improve our air quality. make Denver 100% non-fossil fuel by 2036!
Denveright Community Visioning Workshops (Blueprint) Northwest	Bike only thru-ways like in Europe; more mass transit; limited cars in downtown corridor; green spaces connecting all neighborhoods

Denveright Community Visioning
Workshops (Blueprint)
Northwest

Clean and green

Appendix B: Supporting Documentation and Results from Blueprint Denver Visioning Survey, Blueprint Land Use and Transportation Vision

Detailed Results: Neighborhood Context Question Series

Would you like to live in a suburban context neighborhood?	Count	%
Today	76	7.707911
In the future	65	6.592292
Today and in the future	123	12.47465
Never	575	58.31643
Unsure	147	14.90872
	986	100

Would you like to live in a urban edge context neighborhood?	Count	%
Today	76	7.810894
In the future	138	14.18294
Today and in the future	182	18.70504
Never	348	35.76567
Unsure	229	23.53546
	973	100

Would you like to live in a urban context neighborhood?	Count	%
Today	151	15.51901
In the future	132	13.56629
Today and in the future	476	48.92086
Never	121	12.43577
Unsure	93	9.558068
	973	100

Would you like to live in a general urban context neighborhood?	Count	%
Today	101	10.39095
In the future	164	16.87243
Today and in the future	277	28.49794
Never	257	26.44033
Unsure	173	17.79835
	972	100

Would you like to live in a urban center context neighborhood?	Count	%
Today	59	6.139438
In the future	175	18.2102
Today and in the future	171	17.79396
Never	332	34.54735
Unsure	224	23.30905
	961	100

Would you like to live in a downtown neighborhood?	Count	%
Today	50	5.219207
In the future	214	22.3382
Today and in the future	129	13.46555
Never	357	37.26514
Unsure	208	21.7119
	958	100

Detailed Results: Neighborhood Amenities Question Series

What amenities or services would make your current neighborhood even better?	Count	%
Parks and open green space	183	7.734573
Trails	121	5.114117
Transit access	314	13.27134
Bicycle facilities (bike routes, bike parking)	223	9.42519
Bicycle sharing station (B-Cycle)	61	2.578191
Car sharing services (Car2Go, Zipcar)	53	2.240068
Shopping and retail centers	140	5.91716
Restaurants	223	9.42519
Neighborhood main streets	181	7.650042
Complete sidewalk and path network	293	12.38377
Access to parking	92	3.888419
Access to healthy food	191	8.072697
Trees	195	8.241758
Recreational resources	96	4.057481
	2366	100

Detailed Results: Transportation in Denver Question Series

Ease of driving in Denver	Count	%	
1 – 10	360	41.86047	Getting Worse
11 – 20	152	17.67442	
21 – 30	152	17.67442	
31 – 40	121	14.06977	
41 – 50	17	1.976744	
51 – 60	10	1.162791	
61 – 70	12	1.395349	
71 – 80	14	1.627907	
81 – 90	11	1.27907	
91 – 100	11	1.27907	Getting Better
	860	100	

Ease of traveling by transit in Denver	Count	%	
1 – 10	51	6.809079	Getting Worse
11 – 20	34	4.539386	
21 – 30	52	6.94259	
31 – 40	50	6.675567	
41 – 50	17	2.269693	
51 – 60	81	10.81442	
61 – 70	191	25.50067	
71 – 80	147	19.62617	
81 – 90	73	9.746328	
91 – 100	53	7.076101	Getting Better
	749	100	

Denver as a walkable city	Count	%	
1 – 10	51	7.053942	Getting Worse
11 – 20	31	4.28769	
21 – 30	68	9.405256	
31 – 40	70	9.681881	
41 – 50	27	3.73444	
51 – 60	96	13.27801	
61 – 70	178	24.61964	
71 – 80	117	16.18257	
81 – 90	44	6.085754	
91 – 100	41	5.670816	Getting Better
	723	100	

Ease of traveling by bicycle	Count	%	
1 – 10	45	6.048387	Getting Worse
11 – 20	37	4.973118	
21 – 30	49	6.586022	
31 – 40	54	7.258065	
41 – 50	25	3.360215	
51 – 60	92	12.36559	
61 – 70	175	23.52151	
71 – 80	141	18.95161	
81 – 90	80	10.75269	
91 – 100	46	6.182796	Getting Better
	744	100	

Management of street parking (time limits, rates, enforcement)	Count	%	
1 – 10	136	21.79487	Getting Worse
11 – 20	74	11.85897	
21 – 30	118	18.91026	
31 – 40	108	17.30769	
41 – 50	27	4.326923	
51 – 60	30	4.807692	
61 – 70	44	7.051282	
71 – 80	48	7.692308	
81 – 90	20	3.205128	
91 – 100	19	3.044872	Getting Better
	624	100	

Clean and well maintained streets	Count	%	
1 – 10	101	15.39634	Getting Worse
11 – 20	66	10.06098	
21 – 30	93	14.17683	
31 – 40	105	16.0061	
41 – 50	40	6.097561	
51 – 60	44	6.707317	
61 – 70	91	13.87195	
71 – 80	67	10.21341	
81 – 90	26	3.963415	
91 – 100	23	3.506098	Getting Better
	656	100	

Imagine Denver in 2040, describe what you think our city should be like.

awesome

Our city should be more dense, offer better transit options and have a mix of housing types for a wide range of incomes and households.

:)

Updated infrastructure, improved transit connections, well maintained streets, parks and trails, vibrant, quality restaurant options outside the downtown area, great place to raise children, and supportive of the increasing older adult population.

Sustainable and livable

Denver should be a city that reflects an active lifestyle and the diversity of its citizenry while bringing people together to truly feel at home in their communities. Accessibility to more transit options that are affordable and provide better, direct access to more parts of the city, a well-developed network of trails for bike commuting, and thoughtful placement of parks and green spaces to build opportunities for community members to gather, interact, and build connections with each other will make this one of the most desirable places to live in the Nation.

Our City should have more density. Along with that density, we need more dynamic neighborhood centers composed of retail, restaurants and small service businesses in our existing historic neighborhoods (not more fabricated suburban wasteland 'main street' outdoor malls). The City will be walkable and bikeable and we will have figured out how to get the cars out of the way so that the City is finally about the people and not the cars.

Dense, walkable, people-first (as opposed to car-first), with many small businesses spread as widely as possible.

The City of Denver does what it should do what cities do best, build and maintain infrastructure. I love the idea of complete streets, trails that link to parks and open spaces.

Having responded to whatever needs may have been revealed back in 2018-2020 to best accelerate, accomodate, & support changes due to 2 upcoming INEVITABLE transport realities in full use well before 2040: autonomous driving & all-electric vehicles. Too early to know exactly what will be needed, but keep an openness to big transportation changes enabled by new technologies like Tesla brings.

Less industrial areas, more urban living and shopping/dining areas. Cleaner, less graffiti and abandoned falling apart buildings, especially off major transit routes like major highways. Less chain restaurants in central neighborhoods. More trees. More of a dog friendly city with nor off leash parks in central Denver.

Efficient use of public space, well connected trains/buses/bikeways, cars no longer treated as only road users

Open, prosperous accessible, evolving and walkable.

More frequent buses, BRT down colfax and colorado blvd and all major connecting streets so that we can easily get around town without cars. We will also have protected bike lanes on these corridors because there will be more room on the streets. When we embrace driverless cars and that system plugs into uber and taxi services, we can remove street parking and use so much more of the street. I think it will be a healthy place to live, where people walk around town to their work and home and can easily bike from north to south. I also think that the neighborhoods will keep their character. I hope that the city will have more pocket parks and trees and connected sidewalks so people can walk everywhere or get around on transit. We will have more transit oriented development and become more dense.

Too dense, not enough parking, too many people, not enough parks, noisy multistory neighbors crowding out the light, too much spent on lazy people and not enough housing for low income WORKING people, rich developers crowding out residents with boxy, ugly buildings that don't fit in with the neighborhood, mayors/planning department that don't care about the residents' wishes and loss of all the quiet current neighborhoods.

Much, much more public transport. Run light rail where people are actually reliant on the bus, not just where well off suburbanites can park their cars and commute into downtown. Light rail or some kind of train service belongs on Colfax and Colorado Blvd and Broadway where the 15, 40, and 0 buses serve, respectively. Also, plant more trees. Lots more trees.

More bike lanes/bike accessibility, more pedestrian friendly sidewalks, city funded sidewalks, more trees, more trains in the city (like Chicago), more 4 way stop signs (rather than 2 ways), more boulevard streets with trees in the middle, more buses to the mountains, less cars, preservation of architecture, more historic preservation districts, more inventive for building of accessory dwelling units

Consistent and frequent access to transit. Distribution of restaurants, businesses, and jobs. Not a simple concentration downtown, but mixed-use neighborhoods throughout. Zoning that allows businesses to thrive near where people live.

more multimodal, better neighborhood architecture to preserve character

I don't know too old to foresee.

I can safely walk to the services and amenities I use. My neighborhood contains a full range of services and feels like a complete small town within a larger city.

Zealously protected older neighborhoods and historic districts in central and east Denver, which means inappropriate denser in-fill development will have been halted years earlier; pedestrian enhancements (including well-maintained sidewalks, tree lawns and street trees, and separation of sidewalks from traffic lanes) will have been provided for; growth will have been concentrated in places like downtown and redeveloped parcels NOT in low-density neighborhoods; pedestrian access and improved public transit will have been favored over widened or additional roads that damage settled neighborhoods.

Accessible for all modes, easy to get to transit and trails with diverse neighborhoods

Lots of walkable hubs connected by multiple convenient and accessible means of transit. Fewer housing regulations and business regulations (or faster permitting) encouraging more dense and vibrant neighborhoods. Less expensive options exist to draw young people and diverse families. Parks and trails preserved. Ability to bike anywhere in the city without traffic being dangerous.

Lots of options for mobility besides the car. Clean streets. No graffiti. Local shops where the owner works the shop. Friendly neighbors who look out for each other.

more green space, less cars, clean energy, dynamic architecture, more investment in the arts, better public transit to all major neighborhoods

More public transit (electric streetcars, light rail, smaller electric buses that run more frequently). Electric recharging stations in shopping areas, city services buildings, cultural attractions. Thanks to a new push to link city parks, there are now green corridors with walking and bike paths. Thanks to a strong demand for cleaner air, gasoline-powered vehicles are heavily taxed. Polluting businesses like the oil refinery in Commerce City have been shuttered and are now under EPA oversight and remediation to clean up the old sites. I-70 no longer cuts through North Denver but has been re-routed onto I-270 and links back up west of Wadsworth along I-76. The old path of I-70 is now a boulevard bordered by a green corridor/bike trail on one side and new housing and shops on the other. The Center for the Performing Arts has been renovated completely and the ugly convention center replaced with a multistory, beautiful convention center (stone and glass rather than the previous styrofoam roof wedge look of its predecessor). The city has created more venues for the Colorado Symphony and Colorado Ballet to play throughout the city, where its performances are accessible to neighborhoods outside the city center. (All this has been accomplished because Tabor has been rescinded--finally!) New neighborhood schools (public schools, not voucher schools) have been built to handle the increased population of children born to the millennials who moved to Denver 25 years before and settled down to have their families. More vocational schools have also been created to teach special technical skills to meet the demands of new mini-manufacturing businesses, including the many products created from industrial hemp. Colorado has led the way with the growing and processing of this environmentally sound crop (less water, no herbicides, no insecticides needed) for everything from clothing to wall board and paper and cosmetics. The ban on city-wide wi-fi has been finally broken and Denver has high speed internet access for all its neighborhoods, schools, and libraries. (It took a Supreme Court decision to break the hold of Verizon et al.) Thanks to Medicare-for-All being enacted, affordable health clinics are within walking distance of most neighborhoods, some specializing in pediatrics, geriatrics, or OB/Gyn. Two new public hospitals have been built and are training the next generation of doctors, nurses, and other health workers. How's that? Would you like to live and work there? Oh, and there are vegetarian restaurants all over the place!

More public transit options, less car traffic, more cultural diversity across the city, rather than pocketed. High end transit to the mountains

Distinct neighborhoods, public transit driven, tree lined corridors.

Heavily bike and transit focused. Great shops, restaurants, breweries and coffee shops. Big beautiful trees. People would stop parking in the bike lanes. Streetcars on Colfax and Broadway. No Surface parking lots, they feel like a horrible gap in the urban core. Overall a reduced reliance on cars, I own a car but really wish Denver didn't require car ownership.

On the business end, Denver would be a tech-focused city. Focused on innovation. Strong urban places for gathering. A rising arapahoe Square as a new dense neighborhood.

More comprehensive public transportation, neighborhood social centers

Vibrant and diverse

More mass transit. More parks and open space. More parking.

Have fast easy public transport in the city. Excellent facilitation of biking and walking, a solution to the I70 to the mountains issue, a lot less homeless people, and as now, great restaurants bars entertainment etc

Clean energy. autonomous electric vehicles. Internet for everybody for free. Government transparency.

More dense mixed use development, but with a return of street cars, and a highly developed bike trail system for central denver to manage the consequences of density and to make it feasible. Or maybe ride sharing service instead of street cars--in any case, Denver should get more dense (intelligently) so that all who wish to live here can, but it should be a place where you don't need (or even want to) own a car to get around easily.

We need better transit options, particularly with buses, way finding, and their stop amenities such as shelters and street furniture. This needs to change soon. Also stop calling the Mall ride 'free' it can remain in service but that word cheapens the whole downtown experience. We aren't a newspaper coupon.

Bus and light rail service to all parts of the city 24/7 every 10 to 15 minutes. Sidewalks to every location. Bike paths on every street. Less street parking. Fewer cars. Higher density. More access to groceries and other necessities in underserved neighborhoods. More diversity of people both in ethnicity and age.

Slower development, good design for what is built. Cleaned up streets, no graffiti, fewer homeless people, fewer pot shops, more bike parking AND more car parking.

More mass transit, higher density, improved education system, walkable

Self Driving Cars; In-fill housing that is not large apartment complexes; Families and long term residents; More green space where churches used to be. Mass Transit that is affordable; Work hubs; Commercial Hubs; Communities of active citizens.

World-renowned autonomous vehicle network. Diverse

Expand and make as efficient as the bus to rail system, the surface street to highway corridors.

No surface parking lots downtown, instead high rise apartments, condos, public spaces. A world class transit system that includes: A subway that runs North/south along Broadway, East/West along Colfax, and NW/SE from Cap Hill through downtown to the Highlands. A train from downtown to Boulder, Colorado Springs, and Fort Collins. The I70 that dissects North Denver is removed and traffic is diverted around Denver via the 270. Increase the walkability and unique identity of each neighborhood.

Clean, friendly neighborhoods..mountain traffic issues figured out for weekend enjoyment, safe downtown areas, somebody got smart and got rid of the embarrassing 420 friendly laws to help us be family friendly again

Community Urban lifestyle, everyone walks, rides bikes, and takes public transit. Local restaurants, shopping, and basic amenities within walking distance. People that live in Denver should enjoy it and not have to deal with all the automobile traffic from the suburban dwellers. Eventually, roads for automobiles will become avenues for walking and bicycling with public transportation running on them. If I could wish for one thing in the future of Denver...grant access to Denver only with public transportation, walking, bicycles and get rid of the cars!

With historic and traditional neighborhoods intact; what has historically made Denver special is single family home neighborhoods. When increasing density, keep in mind transportation patterns and parking needs.

Increased transit, biking, and walking. Decreased dominance of cars. More public space for people, not cars. Denser housing, walkable, mixed use neighborhoods.

Accessible, Diverse, welcoming

better public transportation!

Fully built out streetcar network connecting neighborhoods and employment centers

Fewer residents own cars as you are able to call an autonomous vehicle on demand to take you where you need to be. Street parking is adapted for this situation with wider sidewalks or more trees. Incentives for companies to put offices in suburban "cities" are reduced, or options for transit to these areas are improved.

More dense, more walkable, with better progressive bicycle infrastructure and more intra-city transit options (circulators, BRT, streetcars). More neighborhood pocket parks and plazas.

Open spaces. Less apts. wide roads.

I hope Denver is more connected and built up. I currently see a city with disadvantaged groups concentrated in the Central West and Northeast. In large part, these areas seem cut off from the rest of Denver by poor or exclusionary planning. I hope Denver breaks down these barriers to travel into and out of these areas, both via car and pedestrian/bike means. I also hope that these areas see more cultural developments (restaurants, shops, entertainment) and an increase in housing density.

Lots of public transportation.

No cars

One thing I love about Denver is the low building heights around most of the city. I hope that by 2040 the city is not full of skyscrapers. The view of the mountains is an asset for our city and now and in the future we should work to enhance that connection.

Less congested, Better transportation options especially by car and light rail. Better parking in commercial areas especially Cherry Creek North. Less high rise development. More responsive local government. Better access to the mountains. I70 is a joke. e.g. there should be No trucks on I70 on weekends and holidays. Perhaps some kind of mass transit to ski areas and recreational areas. Basically there are just too many

I hope it will be a progressive city with well thought out public transit that many people utilize. I hope that there will be renewable energy sources powering much of what the city infrastructure is. I also hope that we find a way to coexist with lower income as the gentrification has been painful thus far. Hopefully some of the pot traffic has died down with legalization across the nation.

Diverse, vibrant and unique.

Automated transit, all electric transportation (bus, light rail, carshares), vertical gardens and 2x the current green space.

In the city you don't need a car. The city preserves historic buildings and streets continue to be walkable. Affordable for as close to all as possible. Parks and trails remain a priority. Clean air and water a priority.

Streets, roads and adjacent public spaces have been designed & upgraded for pedestrian-first, best bike infrastructure with protected lanes and priority at intersections, & no-charge transit with access within 1/4 miles of every developed area in the city.

Our infrastructure is updated & upgraded for low impact development, health, fiscal & environmental sustainability, high quality maintenance & designed to resolve issues like storm water and transportation at the most local scale to prevent major projects that cut into & across the urban fabric that cost huge amounts today and set us up for huge costs for maintenance in the future.

Parking lots and large-scale commercial areas have been redeveloped into mixed-use, mixed-type, mixed-income, mixed-cost, high quality and walkable/bike able neighborhoods with employment for all the resident types within their own neighborhoods.

Clean air, an abundance of trees, less reliance on private automobiles

More affordable senior housing, better human service support for the "working poor" (lower income, working residents) and aging. More city resources for renters as the few that exist are extremely unresponsive.

Ample options for public transportation. Train reaching out and connecting east and west of the city, not just making downtown the hub of all activity.

Denser residential neighborhoods in the city center, with street cars or trains connecting downtown to Cherry Creek & Glendale, Sloans Lake & Highlands, and South Broadway.

restored street car service, dedicated and protected bike lanes that reach all edges of the city, work/live neighborhoods, increased/renovated recreation facilities and amenities

A place where every home, business, or other destination is easily accessible by walking, transit, and biking. Owning a car is no longer a requirement to participate in society. Our streets are safe for kids to play in without fear of being hit by a car.

It should be properly zoned. It should have public transit options for everyone, not just to connect downtown with the suburbs. It should have middle and upper middle class housing options. It should have lots of families, not just single people.

More dense neighborhoods with more restaurants and stores to walk to

Walkable, pedestrian oriented, density in station-areas, downtown, Cherry Creek

Light rail through the city instead of just around/out of it, a complete network of dedicated bike lanes beyond current major arteries, increased reliability of bus system, and generally have the hardest option be driving and the easiest (and most convenient and TIMELY) option be walking, biking, or taking mass transit.

The massive apartment complexes have been torn down and home ownership (condos, town homes, etc.) returned to the landscape where Denverites have an investment in their community. A place where demographics are not chased after, a place that knows what it wants to be, embraces its residents, and cares about its long term future as a place where people would want to buy a house.

Probably a mess not unlike southern California traffic but with worse weather and no oceanfront. I won't be here because I can't imagine things getting any better and I want to retire somewhere peaceful.

Less people and less traffic.

Diverse. Friendly. Walkable.

Ease and convenience of taking mass transit when unable to drive or bike, especially for elderly.

Compact, mixed-use neighborhoods with vibrant locally owned businesses, a variety of housing options, and great parks and public spaces all connected by first class pedestrian, bicycle and transit facilities.

More dense and with better public transit

Smaller roads (for cars - more room for walking and biking), more trees, better transit options, more local shopping/main street activation.

Less traffic congestion more transit

WAY better lightrail system. Ubiquitous. Like the El in Chicago. And dirt cheap. Like the El in Chicago, or NYC's subway.

even more transit options, lots of TODs, more sidewalks (that are kept cleared of snow and ice)

More dense - particularly at transit station and frequent service bus corridors. A LOT more mixed use development in more locations throughout the city so that more residents can reasonably bike and/or walk to mixed-use developments from their homes or wherever they happen to be in their daily city life (ie: so they don't feel like they have to drive for every trip). More frequent transit options that make taking transit far more competitive and convenient than a personal automobile for more trips (but not necessarily all trips). Complete high comfort bicycle network spanning the ENTIRE city.

I would love to be able to walk to downtown from my house without having to battle car traffic and aggressive drivers.

It would be so cool to be able to take a trolley/BRT across town on Colfax, Federal, or Speer.

If Elitch Gardens moved out of the space it's in now, you could put such cool stuff there.

An actual city who protects the quality of life of its residents.

Massive increase in public transportation - ban on ugly new apartment buildings that are going to fall apart in 20 years, anyway - more cultural diversity (outrageous rents and home prices are driving out minorities and working class) - NBA championship for Nuggets

More dense and urban to absorb growth that we know is coming, and not a city that pushes it away to suburbs like Boulder has for the past 50 years. And an economically diverse community - not just a place for the wealthy.

Contextual architecture; narrower streets, wider sidewalks; dedicated bike lanes; seamless transit MORE TREES & PUBLIC GREEN SPACE (does not have to be parks -) Pervious alleys

I may not stay due to overgrowth of the city and crime. Not sure it's where my grandchildren should live. There definitely needs to be more public transportation options in the southwest portion of town. Buses rarely run and none are at convenient times for a person who works downtown 8-5. I either have to drive in the opposite direction to a park-n-ride or three miles in another direction to get to light rail. These options add over an hour to my commute, so I drive downtown daily.

The all neighborhoods in the city, including lower income neighborhoods would have access to healthy food and grocers other than just King Soopers and Walmart. They will be also integrated with community events, parks, shade trees with easy transportation options (bicycle rental, zip car, trains).

more dense with greater options for transit and mobility (cycling infrastructure). this will allow for more defined neighborhoods with increased retail/restaurants/commercial. increased investment in parks/open spaces.

Fewer cars, trails connecting amenities, treed neighborhoods, great schools, accessible parks and open spaces, engaged citizenry, little crime, diverse and harmonious neighborhoods, plentiful public art and vibrant public spaces

The city by then should have retained sprawl. Main street areas for each of the major neighborhoods that have retail/office space for local small businesses. Increase the number of live/work space options. Have a more widespread light rail system (be better connected east to west). Continue to preserve existing open space areas.

Tons of large bike trails, enforcement of keeping bike trail clean and free of urban campers
Inclusive, friendly, dense, sustainable, affordable, attainable.
<ol style="list-style-type: none"> 1) Street cars and Light Rail as main transportation 2) Real protected bike lanes everywhere (not just paint on the road) 3) Walkable neighborhoods, no threats from cars 4) Powerplant closed down
I'll be dead
More connected protected bikeways and businesses along bike-pedestrian dominated streets. More public plazas.
Less congestion, more open space and reduced neighborhood density where families don't have a huge building overlooking their yards, safe, reliable transit,
Less automobile dependent. More mass transit for residents of Denver, less focus on regional rail access. much more rapid transit... automated car lanes, access to first mile, last mile options in MY neighborhood.
Our city needs to be much more walkable/rideable and reliant on transit or traffic will be paralyzing. There needs to be a robust network of PROTECTED BIKE LANES. Unless bike lanes are protected, most people will avoid using them out of justifiable safety concerns. Also, we need an intra-Denver bus network. RTD's system simply makes it too difficult to get around town unless you are headed Downtown. I would also like to see some check on developers. I am a big believer in development to increase density, but right now it seems that developers are free to do what they want, which usually results in ugly buildings built from cheap materials that will be a blight on the landscape in the not to distant future. Finally, the I-70 ditch should not be built. It will further destroy the nearby neighborhoods and encourage more driving. It should be rerouted onto I76 and 270.
There should be ample public transportation options so residents can go without their own personal automobiles. Families should have on-demand autonomous shuttle services that can take children to and from schools, practices, etc., and parents/workers should have the ability to work from home (due to gigabit, terabit or wireless broadband), or access to the same autonomous transportation services. The land currently devoted to the automobile should be reclaimed for other land uses such as affordable housing, flexible work spaces, entrepreneurial start-up/maker spaces, and open-space.
Less surface lots, more infill but accommodate car parking, lots of transit options including nostalgic items such as trolleys up and down Colfax.
It should have vastly improved governance, with a tax base sufficient to support the full range of city services and investment in future infrastructure - not a stripped-down city government that spends most of its time rolling over to developers, and making excuses to residents why services can't be provided as needed.
Fewer people, less building without thought to design or people's SPACE and affordability

A completely rail friendly city and suburbs, including Boulder, Highlands Ranch, and Parker with additional bike paths and trails connecting major areas. I-25, C470, and 70 will have been reworked to make traveling by car easier and areas that have frequent (non-accident related) back-ups will have been alleviated tremendously. 6th Ave and 285 will have been extended out to the east side of Denver as highways.

More high plain type plants will be in green and open spaces, and watering those places will be cut down to conserve water. Access to these areas in dense population areas will be easier, and more parking will be available. These parks will have more shade trees.

Businesses will continue to be diverse and unique. Parking Downtown will be more plentiful and restrictions for street parking will be more accommodating.

Should be??? It will be overcrowded and mired in traffic.

Safer, less crowded, less new construction.

This survey is already asking that

Transit and bike lanes everywhere. No large urban mega (i70) highways

Far more public high speed and efficient transport, designated bike lanes that are a safe distance from traffic on all main roads, better walk-ability with neighborhood restaurants and shops.

Less crowded, beautiful, no illegal immigrants, friendly, less crime.

A vibrant, cosmopolitan city with a world class transit system.

Biking and walking are the primary forms of transportation for a large share of residents. We have a diverse community and affordable housing options.

A major technology center with several successful exits. A thriving city where one does not need a car to get around due to car sharing, bike paths, walkable streets, and additional light rail. The older neighborhoods and historic houses have been preserved, while there has been more high density, affordable housing added. This all leads to more restaurants, including ones that stay open later. We continue to lead the nation in fitness. With our high tech economy, we continue to attract the best and the brightest to move here. As a result, we are more ethnically diverse than today. We also are dedicated to making sure our kids receive great educations.

more density and affordable transit- better strategies for homelessness, neighborhood schools that don't suck, less potholes, better rec centers, more shade, better playgrounds in city park, less apartment buildings that all look the same

Hopefully the border of Denver and it's suburbs will not have grown from what they are today. Downtown and the close-in neighborhoods will be walkable and vibrant with a mix of retail, commercial, office, and residential uses. For those who live in the city it will be normal not to own a car because it will be easy to get around by bus, train, and bike.

controlled growth and improved transportation

Better routes, less congestion, still a lot of green space, trees, and parks

A main road that goes east and west between C470 and Sixth Avenue. Those of us that live around Hampden, have to travel through so many stop lights to go east and west.

Less congestion... More diverse opportunities for transportation... More extensive RTD... More freeway routes

More parks and more accessible parks

Off-the-street parking

High-density living kept to specific neighborhoods & not spread throughout the city.

No cars!

Safe, accessible to all ages, positive, and clean.

Variety of affordable housing for everyone, clean air, access to healthy food and quality education for all citizens, parks and trail access for all citizens, vibrant communities with lots of diversity... basically Utopia!

Pockets of small, medium, and large mixed use centers surrounding a strong and unique downtown and interspersed with low rise residential neighborhoods strongly protected from inconsistent development and parking impacts from the nearby mixed use areas

Better east-west access across the city (6th avenue), increased investment in parks,

My image of Denver in 2040, would be less congested, affordable for the average person, hanging onto its history, with architecture of the past, in homes and buildings, hanging onto the vision Speer had for the city, with all its beautiful parks. Keeping some open ground, that not all space is covered by structures. Requiring a plan for its

building of homes and commercial buildings that has quality architecture, not industrial looking structures that will change the charm of the city. Keeping an eye on our resources of energy, and water, by not building housing that is two story, and taking up entire lots, leaving no yard for children to play in.

Attractive buildings and streets. Clean air. Safe. Easy to navigate by car, foot, bus.

Walkable, lots of transit options, state of the art community for aging meaning that older adults are engaged in civic life, creative life and healthy. Colorado is 2nd fastest growing state for +60 population -- that includes Denver even though we have lots younger adults. The older adult population is increasing its share of the population.

Fewer cars, narrower travel lanes, walking, biking and transit (all types) connecting neighborhoods and destinations

The city should have made significant improvements to the pedestrian environment, with wider sidewalks, more trees along them, protected bike lanes, and reductions to the bizarrely wide streets that characterize the city today.

more affordable housing, better schools, easy flow of traffic.

Lots of trees because it is getting hotter. Trains and Light-rail will take everyone to everywhere.

Walkable, developed transit through the heart of the city -- not just the periphery.

A city that has many transportation options to get citizens from one area of the city to another, without it taking a very long time. Car/Bus/Train traffic is a bit busy but is NOT overwhelming with too many cars on the roads slowing things down, lots of delays, traffic jams, and accidents. A city where there are many options for bicycle travel. A city that is beautiful to walk, bike, and drive in from place to place.

I'm starting to age and not able to ride my bike as quickly to keep up with automobile traffic, but bicycle facilities are everywhere so I am not limited to certain areas and able to ride at a leisurely pace. My family and I live near a park and a grocery store in a mixed-income, mixed-ethnicity, multi-generational neighborhood. I'm able to walk out the front door of my condo building and see my neighbors, enjoy a cup of coffee or lunch at a local restaurant nearby, and at night take in a play or concert downtown without having to drive there.

I would love it if having a car were truly optional in the future. Right now I see it as a necessary evil because there just isn't a practical way to get day to day things accomplished without one. I think Denver has made great strides, but most of the investments in public transportation have focused on getting people in and out of downtown, and while that is a great first step, it doesn't really address day to day issues like going to the grocery store or running basic errands. Plus, the network has left some neighborhoods (like southwest Denver) completely out. If I want to take public transportation, I have to walk about half a mile and then catch a bus that comes once an hour (or twice during peak times) and that's just not very helpful. Plus, if I have to pay more than \$5 to make a round trip to the grocery store that's 2 miles away... well, it's much cheaper to drive.

I wish that all of our neighborhoods were dotted with "mini urban centers" - places that were located within easy walking/biking distance from most of the housing - that were walkable/bikeable districts (think no seas of parking lots) built on a human scale - including retail, restaurants, high density housing, a public plaza or gathering space, and access to high quality public transportation - meaning something that comes every 10-15 minutes - not once or twice an hour. These could be neighborhood "main streets" like Old South Pearl or Old South Gaylord, or they could be smaller versions of developments like Belmar. In my area (Westwood/Mar Lee) I see Morrison road, the shopping area at Florida & Tennyson, as well as the area around Federal & Evans as likely candidates.

By spreading these sorts of developments throughout the city, it would help to increase population density without losing the character of the existing neighborhoods. And having pockets of high density housing scattered throughout the city would make it much more practical to invest in meaningful neighborhood public transportation systems - like small shuttles connecting all of these "mini urban centers" to each other and to light rail/bus service. A development plan like this would also help to create more affordable housing options throughout the city.

Complete sidewalks, Denver Moves Bicycle Network completed. Lower speed limits, more neighborhood bikeways, better bike bridge connections to connect West Denver.

Culturally rich and diverse. A preservation of the CO traditions, landmarks and history of original neighborhoods, its' inhabitants and their contributions to this city. I envision a city that ALL can afford to live in where gentrification does not have to equal the demise and displacement of communities.

walkable, bikable, way fewer cars, more buildings and houses, more community spaces, more mixed-use

Lots of mass transit integration (bike to rail etc)
More international nonstop flights to China and EU destinations (Rome, Madrid, Paris)
Increased vibrancy of city neighborhoods farmer markets etc
Develop more historic identity - maybe bring back trolley cars on 16th street, enhance beat nick heritage, north Denver little Italy? globeville multi culture,
Save more older buildings, Also work to add a more distinct architectural buildings to skyline (i.e. Space needle)..

Fewer cars and more bikes and trains

MORE HIGHWAYS WITH MORE LANES. YET WITH LESS AUTOMOBILE TRAFFIC BECAUSE OF INCREASED AND IMPROVED PUBLIC TRANSPORTATION, WHETHER THAT IS LIGHT RAIL/SUBWAY/GONDOLA-LIKE TRANSPORT.

Light Rail Street Car Network that makes it easy to travel between neighborhoods. Every neighborhood should have a shopping district with neighborhood commercial uses and park space. Network of bike trails that make it easy to not just go East & West but North and South too.

Walkability and the train system are the most important aspects of Denver in the future, to me. With older, smaller streets and densely populated areas of town it will be important not to have to rely on cars. Think NYC or San Francisco today - it can actually be more of a pain to own a car than not.

Limited need for automobiles, open, and park-like. Access for all necessities for all people.
if the life limiting factors of basic survival are taken care of, people can concentrate on making the world a better place

quick access to the mountains and figure out Red Rocks and parking- it's too crazy, need a shuttle system from places close by as well.

Easier to get around for any trip at any time of day without a car

My vision of Denver in 2040 would be a city that is much more densely developed with a multitude of high intensity Transit Oriented Development Neighborhoods surrounding the newly developed Fastracks network stations. The city needs to focus on developing more dense, environmentally friendly, transit oriented, walkable/bikeable neighborhoods, zoning codes, and incentives to deal with the influx of people.

I would also like to see the city take the lead in developing and inter-city light rail and subway network that is integrated into the Fastracks system, and provides quick and easy access to many of central Denver's leading attractions without dealing with the hassles of traffic. This would add value to both Denver and the Region at large by providing "last \mile" connections missed by Fastracks, and connect many of the major amenities of the city such as LoHi, City Park, Zoo, Science Museum, Broadway, Cap Hill, Cherry Creek, Glendale, etc to the rest of the region by rail.

This system could be accomplished by a small mile subway/light rail system that begins in LoHi at 17th and Tejon, travels along and underneath 17th st, and splits at 17th and Broadway. The north line will head east along 17th to City Park, while the south line heads south on Broadway, then east along Speer Blvd to Cherry Creek and Glendale, with each line terminating at Colorado Blvd, and connecting to an improved BRT line along Colorado Blvd. With a length of 7.5 miles and an estimated cost of \$1.5 billion (\$200 million/mile), this system would provide rapid inter-city transport that is faster than automobile traffic or buses that get stuck in traffic, safer, more environmentally friendly, economically efficient, and provides the "last mile" connection that is so desperately needed in the inner city of Denver. I would even be willing to pay an additional tax to support this project because of its desperate need, and ability to significantly improve the congestion and connection problems in the inner city.

Major revamp of current light rail system, modeled more on Chicago El, or New York subway. the current system sits too long at stops therefore makes the trip too long and overall bad way to travel. Add WiFi to the new system and find a reasonable way to make sure that people pay to use it and make it cheaper.

More light rail lines IN the city -- along Colfax, along 23rd, along Colorado, along Monaco. Bike lanes that are true dedicated bike lanes -- not just part of a car lane (look at San Francisco for a model of this). More bus routes -- cleaner buses. Traffic that is slower and that yields to pedestrians. Public spaces that are beautiful and well used. Corridors that are beautiful -- like more trees along Colfax -- a pretty median along 23rd. A Colorado Blvd that is used for local traffic only. The rest of the traffic is buried -- ala the big dig in Boston. A diverse population with excellent public schools. Affordable housing. New builds that fit in with existing structures.

More, and safer, bike lanes on streets. Parking on perimeter of the city with active transportation and buses to the urban core.

Has a good balance of high density vs. lower density areas that retains historic buildings and neighborhoods. Public transit is accessible from all over the city. Population is diverse and integrated.

Much better transit, beyond buses, elevated or underground train down East Colfax and North and South on Colorado Blvd. Traffic lights that are timed to allow for the smooth flow of traffic (opposite of Colorado BLVD from Colfax to I25 today).

Improved aesthetics of corridors, especially east Colfax, rid of used car lots and cheap motels, replaced with retail, restaurants, personal services and multi family housing.

Parks are not to be diminished but are grown in size at every opportunity, I'd like to see eminent domain exercised to add green space, not malls or condos.

Bike transit is safe and commuters choose the bike over the car greater than 20% of the time. The trail/lane system is expanded 5-fold from today

Homelessness is no more, downtown doesn't smell like a toilet, young men with clipboards do not hover along the sidewalk hawking for signatures for their latest cause.

Less people! Less cars! More bike roads and paths, more sidewalks. Less noise. More parks and trees.

I think the city should have better and safer routes for non-automobile traffic, especially bikes and walking. Better, but still small neighborhood commercial centers that let you stay in the neighborhood for primary needs such as grocery, household supply, dining, etc would be appreciated so one doesn't have to go so far to access the basics (reduces traffic and makes for a more walkable neighborhood).

A walkable and bikable city where cars take a back seat to other forms of transportation. Good mass transit, e.g. frequent busses and rail that make good connections to minimize waiting. Shopping and dining areas in all Denver's neighborhoods to help cut down on air pollution caused by driving to get to services. More good public art and gathering places. Continued excellent cultural institutions. Affordable housing so all incomes can live and work in Denver! Excellent schools in all neighborhoods to attract and retain families.

My truck will not need to move until I want to go far out into the mountains or somewhere else far out. I can connect to all the transit routes much easier and will have a more reliable transit route on Colfax to use. The city will be larger in population but hopefully will be more dense instead of sprawled out further.

Much denser, people are walking everywhere. We've weathered the snake oil salesman of autonomous vehicles well and actually planned for the simplest modes of transportation - walking and biking. People are less stressed as they make their way to and from work, school, sports, errands and events, and there are urban villages everywhere that are actually accessible to people from all income brackets.

The should have a compact, walkable downtown area with ground-level uses on all blocks. It should have streets that accommodate more uses than they today, so that cyclists and pedestrians have more space. It should also have easy connectivity between neighborhoods with buses or light rail.

More underground parking, massive rail system (subway under 6th Ave, CO Blvd). Not a single additional square foot of suburban or exurban office or retail space that only serves to impose negative externalities on the masses.

Increased mass transit, most likely a subway system in the part of Denver east of downtown where light rail doesn't currently go. More bike routes and trails. An incredible downtown with more people living there, a real shopping district, a year round farmers market.

There should be more people out walking to places (or biking), and fewer car accidents encountered at intersections!

A walkable/bike friendly city with neighborhood gathering spots like South Pearl, Old S. Gaylord, and Platte Park's district. It won't be car free, but will lure people out of cars.

Lots of cars and traffic. I25 and 70 be crowded

Our city must have smarter roadways that allow for smooth flow of traffic with a larger and more vibrant downtown. All people must be able to travel quickly and affordably across town for work and recreation. Denver public schools must improve so that families can grow in diverse neighborhoods.

Gardens grow where cars used to be, as well as from the sides of buildings. People can afford to buy homes, even if they are smaller than early century homes. Individuals work in cooperatives (owning a stake in their business), live in cooperative housing (owning shares of equity in denver real estate) and shop at consumer cooperatives (receiving wholesale and discounted prices due to collective action)

Subway and light-rail service should stretch to every neighborhood in the city with bus service that connects rail lines running at no more than 5 minutes apart during peak hours and no more than 25 minutes apart during non-peak hours.

Bikes and Buses everywhere, and a denser downtown - WAY too much of downtown is taken up with parking lots!

It should be easy to go anywhere without owning a car.

Increased density within 1 mile of downtown; more neighborhood centers with small groceries, etc.; more green space - create density and convert more area to green space; stronger architectural identity; more diversity; superb k-12 educational system that supports local community (need to invest and refocus public school system); minimize water use and move towards low water landscape and xeriscape; reduce energy (electricity and gas) consumption by more than 50%; safe city offering residents more stability through a strong job base and community support...

Denser, more transit and bikes, less parking, more affordable, more diverse.

clean, green, not congested, beautiful parks and open space, transportation infrastructure in place to go anywhere in city and outlying counties without a car

More transit resources making it easier to get around (not only in a car); Better bike facilities; Affordable housing; Strong economy; Leader in sustainability and better prepared for a changing climate

Motor vehicle use reduced by half; no above-ground highways within city limits; buses on major corridors (Broadway, Colfax et al) either converted to streetcar OR overhead catenary-powered BRT with 24-hour dedicated AND protected/divided lanes; not one single surface parking lot; more homeless shelters with daytime centers that provide showers; protected bike lane network on par with Amsterdam, or, at least, Portland, Oregon; shade trees on every major pedestrian corridor; 16th Street Mall without those godawful buses; free WiFi in and around downtown; drug-free Cherry Creek; an iteration of Confluence Park that is usable; affordable housing mixed with market-rate throughout city...

Buses run more frequently and to more destinations, not just downtown Denver, same for light rail. More protected bike lanes, incentives for people to use alternative means of transportation, mass transit to the mountains, affordable housing integrated into all neighborhoods, rent control.

More culturally diverse, affordable, and less car-dependent/dominant

Better traffic management. More affordable housing. More single family homes rather than all the apartments/condos with no parking.

One where everyone, even those that can't afford a luxury condo matter.

Less reliance on the automobile; use of more renewable resources; growth limitation;

A complete and reliable transit system that connects Denver with most of the Front Range from Fort Collins to Pueblo. Improved walkways to reach transit stops. Affordable housing.

It should be what it is today only with an adequate north-south corridor. The 'urbanization' development of multi-unit dwellings came to an end in 2016 when city planners realized how damaging having too many people crammed into one place was to all of our quality of life. After this realization, Denver planners made local parks (within walking distance) for the people who live in these multi-units to play with their children and walk their dogs.

Still many parks and walking options but more business and apartment parking

Healthy neighborhoods (in all sense of the word). Dense, well designed, well connected job centers and TODs. Street car system supplementing light rail and commuter rail. Focus on historical preservation. Complete sidewalk and urban trail system with tree, shade component.

Better designed new developments, more bike/pedestrian options, keep historic buildings intact.

Easy to get around by car, bike, and walking. Less population density in the urban core.

A well managed city with access to public transit anywhere in the city.

More housing density in many neighborhoods, served by frequent bus lines and other mass transit options. Parks well-preserved and neighborhood walkability preserved.

Seamless transportation by foot, bicycle, and public transportation for most or all activities.

Way less car traffic, especially in the city; more frequent buses and wider-reaching trains. Housing will be more affordable so a diversity of people can live here--way more subsidized housing, tax credit housing, and lower-rent housing on the market. Bicycle amenities will be increased and drivers will respect cyclists on the road, and cyclists will follow appropriate regulations and respect other vehicles and pedestrians. Parks will include way more shade trees, and there will be more off-road bicycle trails and pedestrian trails with separate facilities for faster-moving cyclists vs. slower-moving pedestrians.

Scandinavian Europe - bikes, bikes and more bikes. Bike lanes, bike paths, bike lights, bike stations, bikes everywhere.

Less parking conversations, more drop off point conversations for driverless cars. More conversation about what we will do with all the monstrous parking garages that will more than likely be obsolete

Greater cultural and racial diversity. The city is very friendly to native Spanish speakers, the blind, and . Bicycles, pedestrians, and public transportation overtakes personal cars to deal with urbanization: large sidewalks and pedestrian streets as well as separate bike lanes from automobiles (à la Copenhagen). Well-connected transportation network with no disconnected neighborhoods or nearby suburbs. Locally owned & ran businesses dominate. Brutalist apartment complexes do not ruin the housing market because transportation is so good that living in urban centers is not a requirement for enjoying all that Denver has to offer. Property values are under control, so it does not become ultra-gentrified end-to-end. The food scene matures to be as good as other similar cities in America.

fast and affordable public transportation

Still have interesting neighborhoods, parks, ease of getting around, healthy resources, Diversity of culture, arts and communities,

Easily accessible by Light Rail and bus. Better Parking options. Safer walkways and more trees.

Streetcars with limited traffic on Colorado Blvd and Colfax Ave. Faster access to U of C Hospitals,

still true to it's historical roots and culture but accessible and well maintained

Tree lined streets. Garden levels apartments and townhomes. Single and duplex homes. Great bike paths. Better access to the mountains(possibly a light rail to the mountains) Great cultural venues.

Much more high density housing and retail areas. More green areas with shade trees. Complete sidewalk system. More taxis, more frequent buses, and more intra-city light rail lines to encourage greater use of transit system, and ease traffic congestion and parking.

It should be clean, safe, with less traffic jams, improved public transportation, more bike lanes, with well balanced neighborhoods- not overgrown with office buildings in the more residential neighborhoods (like Cherry Creek for example) and not overloaded with multiunit homes were they don't belong.

I wish each neighborhood was unique. Progress is a good thing, but there should be a balance in everything. People should be a priority.

Bikable, walkable, reliable and effective mass transit. No need for cars to travel within the city.

Neighborhoods that have character and where people live and close to work and know their neighbors. Diverse. The poor aren't excluded from our prosperity.

Denser, with a distributed set of multiple neighborhood centers (gathered around transit/recreational/cultural/shopping and dining hubs)--making neighborhoods more like self-sustaining villages inside the larger city.

Full of trees Denver would have a rider friendly transit system any one could access within a half mile walk, with a ring or two around the city. Water would be plentiful and the people would be careful it. Most people would speak more than one language, ethnic restaurants would fill the streets and flower and food gardens would replace lawns. Children would laugh and play. Schools would teach all children. Homeless would not exist because shelter would be found for all. Wind and solar would power most homes and transportation.

MORE DOG PARKS!. Less auto traffic. Cherish our parks. Keep the free public libraries,. Encourage AFFORDABLE recreation and entertainment as well as housing. Much more effort put into making sure low income areas have affordable opportunities. Sticking them all together in distressed neighborhoods does not encourage civic responsibility.

I would imagine a city where most residents can easily walk or bike to work and stores, as well take care of all their needs with in and 2 mile radius. For those living further away, I would imagine an enhanced public transit network, making commutes easier in in clement weather. Finally, I would like to see a large and expansive bicycle network reaching all the way out to the suburbs of Golden and Aurora, Highlands Ranch and Thorton, allowing those who want to ride their bikes to work to do so.

Excellent walkability in all neighborhoods, good bicycle access. Mature trees and shared green spaces. Green roofs. Small businesses.

more diverse, more RTD routes (with lightrail from Denver to Boulder), more bike trails, homeless off the streets and employed/contributing to society

WE should have walkable green trails instead of streets. Encourage biplane and other car companies so we can share rides.

Green spaces, fully integrated bike infrastructure, intact and thriving neighborhoods

No additional high rises. More trees. Less parking lots. homeless problems reduced with additional health facilities including mental health.

Cheaper living options (I would love to live closer to the inner city but cannot afford it), cheaper and more accessible transit. Given that the cheaper housing is further from LRT stations, median-lower income people have to travel further than the "first-mile, last-mile" to get to the stations. Taking Uber twice a day to and from transit is not an affordable option. If I lived further from a transit station but the transit options were quick and affordable, I would not have a problem with that.

Much more walkable, RECYCLING throughout the city, reusable energy options, composting is normal, plenty of shade trees for pedestrians, enhanced bicycle lanes...

Bikes, pedestrians, and mass transit options far outnumber personal vehicles on the roads. Affordable housing options in a variety of structures and buildings scattered throughout the city's neighborhoods, not just new high rises on the outskirts. A diverse population of age, race, and socioeconomic background. Unique and historic buildings and structures.

Continue to create walkable neighborhoods, connected by public transportation - light rail or trolleys/trams in urban areas, such as Colfax or Speer.

Ease of movement to and from other neighborhoods by foot, bicycle and public transport. Every neighborhood would have it's own "mainstreet" with shops, bars, restaurants but all would be connected to Denver's Downtown by trails and public transprotation.

More architecturally interesting buildings with ease of getting around from a transportation standpoint.

A city where one does not have to rely on a SOV to successfully participate in society. Time is money. Very rarely is transit faster than driving alone.

There should be more space. Because more people seem to be coming to Denver or Colorado as a whole, it really seems to get busy and there's less space.

Safe and resilient. Easier to get from place to palce.

Similar -- single family homes, duplexes, neighborhood centers with 2-story building limits, parks, bike route improvements that encourage safer commuting. Stable neighborhoods of the 2002 Blueprint should REMAIN stable and older and less affluent people will be able to remain where they are and not be pushed out by greedy mayors and their corrupt planning boards. Denver will reject its current push to oust socio-economic diversity in desirable neighborhoods and will figure out how to balance affordable homes in ALL neighborhoods. Developers won't have been allowed to tear down old buildings to replace them with buildings out of character with the rest of the neighborhood. Neighborhood centers will remain places with charm and history and will be preserved not "updated". Developers will have to build quality affordable housing in the same neighborhoods they build McMansions or tandem houses, etc. Denver government will actually listen to neighborhood citizens and development will not take precedence over majority will. Laws will change so that neighborhoods can fight back against aggressive over-development and overly-dense architecture. Micro apartments will not exist in stable neighborhoods, and, regardless of the push toward non-car transportation, 1 parking space per apartment will be required. Multi-story buildings will have green roofs, water recapture requirements, solar and other passive energy on-site. Denver will recognize that not all citizens want to live in look-alike buildings and will actually have a design requirement for all new builds that ensure stable areas aren't destroyed by non-conforming architecture types. All homes will have either on-property or close-by urban agriculture opportunity; apartments, tandem houses, will have to include increased tax assessments based on density per lot. The people who provide the most important services in Denver (police, fire, teachers...) will be able to afford housing in Denver.

Better-maintained sidewalks and trees

Stop the population growth and stop the destruction of our city! It's already too late for many areas of the city as the character and community has already been ruined by the building out of context, out of proportion and without consideration for the homes and buildings in the surrounding areas. It is tragic what has happened and everyone I know is furious and grieving the loss of the city they once loved!

- (1) A city where driverless cars are illegal.
- (2) A city and state where recreational marijuana is once again illegal.
- (3) More restrictions than currently, and for the first time, excellently enforced, on city's and state's medical marijuana industry.
- (4) A city that continues to ban fracking in its city limits, and with fracking banned throughout the state.
- (5) A city that lobbies to reduce population growth and encourage other cities around the country to do more to retain their population, rather than have their people decide to come here.

Car free central Denver; mass transit to mountains, Boulder, outlying areas; more density and affordable housing; ability for most ordinary folks to live without a car

In 2040, the metro area from Golden through Denver to Aurora is connected by multi-lane bicycle highways in a network that connects all of the neighborhoods.

* The light rail will finally have been completed to Boulder. (It should have been completed first in my opinion.)

* A high speed rail corridor just east of Watkins that runs north-south along that line with a series of connecting lines to I-25. This rail would tie into a national high speed rail network that is yet to be determined in 2016.

* Wind power on the plains and community solar gardens will provide 100% of power.

* Denver will buy water rights so that there is adequate food production to feed Denver's population + 10% surplus. This food production would be purchased throughout Colorado to ensure a good mix of growing areas and to help keep all economies healthy. The water rights would be set aside to ensure that in case of drought or calamity, Denver had the resources to feed all the people who live here.

A bit denser - with infill in non-dense areas. More localized neighborhood amenities like eating, food (farm and store), doctors, etc. Much better small bus network, smarter. 4 to 5 ft sidewalks everywhere.

More rail service throughout the city, not just buses. Single family homes in neighborhoods should still be available with tree lined streets and inner city parks

Major upgrade to light rail and bus lines. The city needs to be safe.

4 million strong with much improved interstate, highway, light rail system. I70 from Pena to Vail will be completely redone with additional lanes or rail system. Denver skyline will continue with 40+ story buildings.

Multimodal, but not discriminating against cars; dense; economically and culturally vibrant with high quality design

Densely populated with great public transit, walkability and world class park system.

Highway traffic routed around the city as much as possible. More rail options for commuting and bike travel that is accessible and safe. More walkable neighborhoods! Ongoing access to parks and trails.

This City should have easy access in around the neighborhoods where you are safe. A downtown where you go and be safe. More law enforcement, foot patrols in communities, connections with Youth and Seniors. More activities for Seniors. More neighborhood inspectors specifically for our communities that will actually look for violations and uphold City statues. Zoning should reflect our neighborhoods, for long term use. Upgrade, sewer, flood zones, etc

Safe, clean, affordable, better highway systems

Our city should be diverse, vibrant and well planned. Neighborhoods should be a priority so that families, couples and individuals can build communities that contribute to Denver's healthy growth. There should be no more quickly planned and cheaply built apartments with boxy architecture. The character of each historic or modern neighborhood should be well preserved. Safety should be on everyone's mind with a huge reduction in traffic accidents and gun violence. Well travelled and human scaled streets should be well planned for pedestrians, bikers and vehicles.

better transit options, better homeless population management, better trash service / attend to alley issues in the city

The majority of large builds done in more unused (former industrial) areas where streets with at least 2-3 lanes of traffic each direction can be created to carry the flow of the condensed population WITHOUT widening smaller neighborhood streets by removing their parking strips. Stop destroying established neighborhoods just because they are close to downtown. Provide excellent bus service with frequent trips and adequate shelter, especially to the densely populated apartment packed neighborhoods. Taking 2 hours to travel 10 miles is NOT satisfactory if you want people to use mass transit! Being splashed by slushy snow and maneuvering over foot high blocks of ice to climb into a bus are not satisfactory, and neither is sitting on a bench for a half hour in 95 degree weather. Stop trying to concentrate so much in the core of the city...it is causing horrible congestion. Spread it out...various directions with wide feeder streets similar to Speer to get to those complexes...downtown is a nightmare and the building is still in full force with no way for the traffic to be reduced, it will only get far worse.

walkable with great transportation options! Culturally diverse with a strong identity and sense of community.

Denser, bike highways, more transit (tons of BRT).

Walkable, bikable, with great parks and a dense vibrant core city and great transportation from the suburbs so cars in the city center are a thing of the past.

Over populated

quality construction, a place that isn't getting rebuilt from the poor quality construction being built today. a land of happy fit people again, not losers who moved here for pot.

Very walkable, bike friendly, many transportation options. Neighborhoods are easily connected. Less car traffic, more main street shops and businesses. More density. Clean, and safe. Most importantly affordable for all.

A city with diverse neighborhoods that all have walkable environments and access to grocery, restaurants, and retail

Responsibly denser

Generally more affordable

Way more walkable (i.e. the last mile)

Available to all

More trees than there are now; really cool architecture - that is widely varied in context and design (not like today's tacky tacky boxes passing for multi-family); SAFE; more walkable - fewer cars

clean, safe, walkable, educated, green, healthy, friendly

Overhaul city road infrastructure, additional and efficient public transportation. Transportation network that supports the people

Limit traffic on roads.

Infrastructure is a major problem here. Traffic is out of control. I-70, especially near the foothills and leading up into the mountains needs MAJOR expansion (additional lanes). I don't want to pay anymore damn tolls, either. A high speed light rail that stops at every major ski resort (e.g. Vail, Breck, Beaver) would alleviate major road congestion during the winter months, maybe even help during summer.

Lots of opportunities for different subsets (families, children, youth, teens, seniors/elderly, etc.) to participate in educational activities, cultural events, recreational activities, etc. Lots of trees, water and tranquil spaces. Accessible "outdoorsy" opportunities.

A city that supports alternative transportation options, especially the bike. The light rail and trains will have bike cars that allow users to bike to a stop and ride the train while sitting down, not stacking 4 bikes at an entry to a train car. Access to the mountains, the City's main attraction, is improved and easier to accomplish. The regional network between neighboring towns is retained which opens up more affordable housing options but allows for ease of access to the City core.

Much more friendly to transit users, bicyclists, and pedestrians; better city transit service (to equal it's current suburban service, particularly for rail); affordable; better maintain its historic character while continuing to increase density

better transit that is predictable and functional, more pedestrian zones like the 16th street mall, better roads for cars (though hopefully also better management of traffic to keep cars from being as dominant as they currently are).

Accessible and affordable transit for everyone. Solar and micro wind on every building. Lot's of green space, walking and biking (off street) trails. Nobody should be without a home.

There should be way more mass transit options going to more places and ride fares should be lower.

well maintained stormwater and sewer systems, complete sidewalks, less scummy system where the neighborhoods INC don't have a voice due to all the shells and gaming of the system. property taxes are going up and the coffers are getting fat for state wide projects (not for the benefit of denver citizens)

More transit, using smaller vehicles, probably autonomous, with the SOV remaining as the primary vehicle of choice for most people

A city without the need for cars. It would have easily accessible street cars on Broadway, Colfax, and Leetsdale. A train to the mountains that runs year round. It is a city that focuses on bike paths, clean open space and parks, and is more walkable. It has a dense, growing, modern urban core. And, it protects its historical buildings and neighborhoods.

It should include robust transportation, including trains, that access Denver, not just bring people to/from suburbs. Busses would run more frequently and neighborhoods would be walkable. It would also be great to have transit connecting adjacent neighborhoods (i.e. The Circulator in DC) that way you don't have to travel into the core then out or make multiple connections. This would help allow for all neighborhoods to be accessible and hub. There would be little need for cars except to travel to the mountains (and public transit there would be great too). There would be more cultural centers and options for things to do. There also needs to be both affordable and market rate housing available. Development needs to be managed better. Scrape and builds destroy the history and culture of neighborhoods and should be better managed. Though in order to be a truly big city with population density you have to build up so I'd hate to see limits on development that way. It just has to be well thought out.

Trees, limit on low-quality development, strict limit on building height/view obstruction, zoning to prohibit overtaking of established neighborhoods and to preserve existing character, safe streets, affordable services and amenities. I'll be long gone by then but hope the future will reflect thoughtful planning and development now. Blueprint Denver has been subverted to developer interests.

A trolley or other frequent, free shuttle (every 5-10 minutes during the day; every 15 minutes other times) back and forth on Colfax, Colorado Blvd., 6th Ave., Broadway/Lincoln, 26th Ave., University/York, Speer, Federal, Sheridan, etc. These shuttles would be able to carry/hold at least 8-10 bicycles. Our light rail system would reach from Fort Collins to Colorado Springs and from Denver to Glenwood Springs and points throughout the Denver Metro area and Boulder. The gasoline tax would be at least \$.50 a gallon to support transit. Bike paths and designated bike lanes would be everywhere and bikes would get priority in new transportation and residential project planning.

A bicycle and pedestrian centered city with zones of no cars. With a variety of interesting architecture! No fugly, cookie-cutter, faux-modern apartment buildings

Fewer cars, significant bike infrastructure, racially and economically integrated schools and neighbourhoods.

Reroute I70 and get rid of it. Clean up the city including piss allies throughout downtown. Hire more police. Not crooked ones. Create a lot more affordable housing so less people are homeless. Create free or low cost drug rehab programs funded by the state. Invest in mental health counselling. Pass amendment 69. Add more protected bike lanes. Reduce bus and train fare to be comparable to say Austin, TX. People would ride more if it cost less than gas or owning a car, but it doesn't for us. Clean up the waterways and pass legislation to cut the solution and smog. Denver has a brown cloud around it. And lastly, rent control and increase laws for a percentage of all new units built.

In the urban core, all new multifamily construction will include retail, enough parking for the residents and patrons of these buildings. Traffic flow designed for the efficient movement of the current dominant mode of transportation, the automobile, with accommodation made for alternatives. And unless the density of the inner core has tripled, and the fountain of youth has been discovered where everyone is forever 25 by 2040, the automobile will still be king. Stop impending traffic flow, look at the mess Boulder has made of getting around.

Lots of trees, lots of buses, light rail, no traffic, lots of trails/parks/open space, lots of free parking, affordable housing.

Lots of trees, parks/trails/open space, good transportation, low traffic, free parking, affordable housing, jobs.

I think we should strive to be what we are now. We have big city amenities, we are diverse, traffic is not too bad. I would like to be able to live in a house with a yard and not have my neighbors houses scraped and ugly buildings put up. I want to be able to live next to professionals and working class folks and retirees. I am afraid that our city planners are asleep at the wheel right now/in over their heads, and that we are facing change that we won't be able to undo.

Friendly, affordable, favors pedestrians and bicycles over cars. Lively, walkable, neighborhood main streets that reflect the individual character of the neighborhood.

Rail, rail everywhere. Denver was a great streetcar city and I think it's worthwhile to look at bringing a modern streetcar network to the city. We don't need to make driving easier, we need to make transit without a car easier to be a truly great city. I imagine a streetcar network based on two major lines- one that travels from Fice Points all the way to Englewood along Broadway, and another along Colfax from Aurora to Lakewood or Golden, with a major hub at the Colfax/Broadway station currently being transformed. A smaller inner city system could then be spurred from these lines in the city as well as each of the serviced suburbs. This connection would make transit to and from the suburbs a breeze, as well as revitalizing the thoroughfares the travel along, and modernizing a piece of Denver nostalgia. It's time to stop thinking about cars and start thinking about people and their public transportation needs, that will make life in Denver infinitely better.

<p>Have single family neighborhoods Preserve neighborhoods</p>
<p>Increased and improved infrastructure to support the number of people who have moved here; specifically, light rail connections to all neighborhoods, downtown and airport. Double the acreage of parks/greenspace. Stricter quality standards for multi-family dwellings and more affordable housing; including provided parking and safe access to residents and neighbors. More all around accessibility to quality food (whether grocery stores or restaurants).</p>
<p>A well connected city via street car, light rail, car sharing, bicycles. Fewer parking lots. More walkable areas..</p>
<p>Less sprawl. Quality design and crafted buildings. More boulevards. Move I70 upto 270 Train to bail Trolleys down colfax and Broadway</p>
<p>increase cross-city transit (like a lightrail from downtown running southwest to south aurora), better bicycle connectivity, increased multi-modal transportation</p>
<p>ALL sidewalks created and maintained by the city. WIDE sidewalks next to bike-dedicated lanes, visually and physically separated from car lanes. More/neighborhood small, walkable shopping/dining/grocery store opportunities. (Denver BLEW it when they had zoning codes that converted commercial space [closed for 1 year] into residential space.) NO MORE GRASS PARKWAYS. Mandate ALL city-owned space be xeriscape ONLY. An A Train that does NOT break down AND has MORE stops to make it a viable alternative for traveling east/west. A large boulevard with all the above characteristics replacing I-70. LESS support and use of auto transportation.</p>
<p>walkable, heavy tree cover, mix of housing choices, more main street/neighborhood districts to visit</p>
<p>more transit. less cars.</p>
<p>Affordable</p>
<p>Less people, hopefully! Increased, safe public transit offerings for children and adults. Think Uber/Lyft for kids, pre-screened drivers to help get children to after school programs, practice, etc. Better language and arts schools that the general population can afford. Better schools in general. More recreational centers with a bigger voice in the community. Less apartments and large developments.</p>
<p>Mixed income, mixed racial & ethnic populations, preservation of historical buildings and neighborhoods</p>
<p>Homelessness and public drug dealing eradicated. Better system of buses. Urban development that includes mixed use for a more community oriented urban core.</p>
<p></p>
<p></p>
<p>Diverse, welcoming, walkable, tree-filled, access to healthy food and recreation equitably throughout the city, safe, free from litter, culturally responsive</p>
<p>more public transit. more permanent housing for homeless people. less economic segregation.</p>
<p>Automatic cars, no drivers needed. Underground utilities instead of telephone poles.</p>
<p>Mixed income housing, continually diversified culultural attractions, bike access to the whole city, increased beautification of urban corridors (Federal, Colfax, etc.)</p>
<p></p>
<p>Safe; Clean; Beautiful blend of old and new architecture; Easy access to transportation and transportation options; well maintained parks; accessible on-street parking</p>

- 1) more walkable and rideable with more local shops and restaurants, a great sidewalk and bicycle network
- 2) more urban with concentrated urban amenities and densities and readily accessible transit options
- 3) green, with a healthy tree canopy and well maintained parks and trails within easy reach of all households
- 4) a city of healthy, green neighborhoods that together provide a diversity of housing and urban design alternatives

more options to travel by bus in dedicated lanes, large and connected network of bicycle lanes and ways that are safe and convenient, more affordable and close-in housing options

More bike accessibility, safer bike and ped routes,

Preserved older neighborhoods with minimal changes in density; impose stricter standards on height, density, setbacks, and off-street parking requirements for new construction in established neighborhoods; dramatic improvement in walkability by giving more attention to pedestrian access and amenities AND timing lights to accommodate pedestrians rather than the current emphasis on moving traffic; improve quality and availability of public mass transit; improved maintenance of parks and parkways and a return to the ethos of parks as a place of restful beauty rather than the current wrongheaded emphasis on "activation" with private usurpation of public space.

More urban agriculture and a robust food system that is capable of producing healthy, affordable, locally produced, chemical free food to all residents regardless of economic standing.

Lots of transit, lower percentage of residents driving their own vehicle, jumping nightlife, high energy. Denver will be a "self contained" city that people live/work/play in much like San Francisco.

Walkable, safe, and clean.

Cultural center for performance arts and music. Travel destination. Kind, welcoming people.

Better connected by train, can get to all of the cities attractions by train

Fewer cars, fewer chain stores, fewer homeless persons, fewer panhandlers, less marijuana in the parks

Clean with easy access to affordable, safe transit. Trolley in older neighborhoods might be used for local shopping etc. with connections to light rail etc. for travel. The city center, specifically 16th street mall, need to give people a reason to go downtown, better shopping and safer areas for families. I can't imagine what tourists must think of our "Main Street" in its current condition.

Fully and easily accessible by mass transit. Charming neighborhoods and neighborhood mainstrems maintained, safer with more attention paid to drug addiction and mental health. Better public school systems and options

More walkable, less traffic. The City should have more harmonious architectural styles and design standards. The City will also remain affordable on all levels and not just housing.

The character of our historic neighborhoods has been protected, through design guidelines for infill/redevelopment. A broader diversity of new housing has been added over time and have kept the city from becoming a place where only the young and wealthy can live. Residents have a sense of pride and community about where they live. Neighborhood main streets continue to thrive, although they have gotten more intense over time. More people have embraced the ability to live in central locations (or near transit stations in outlying neighborhoods/neighboring communities) and take transit or walk/bike in their daily life. Employment remains strong and has continued to diversify, protecting us from ups and downs we have experienced in the past.

A job hub centralized in downtown with transit option for those who live and work within Denver city limits. Transit options for those living in the city are very limited.

Better intra-city transit (eg. Speer light rail between downtown and Cherry Creek, Colfax BRT), high density/pedestrian oriented development at all rail stations, conversion of downtown off street surface parking to buildings, less car dependent, complete and maintained sidewalk network, more neighbourhood main streets with pedestrian oriented shops (eg S. Pearl).

Better way to get around the city. Housing that has some room, most coming out of the ground is just too small.

Busy and economically progressive without losing sight of what matters to most Coloradans i.e NATURE!

Much more dense up to 2 or 3 miles from the city core. Two new light rail lines in the cardinal directions from downtown used for inner-city travel rather than going from suburbs - city. Commuter rail to Boulder! Improved sidewalks. Clean and safe downtown. Revamped 16th St mall focusing on local businesses, move the bus shuttles so the entire mall can be used as a public space. Keep the character of the old brick buildings and neon signs.

Like most American cities, between the 1940s and 1990s, Denver neglected the urban core and culturally embraced the suburbs. We even reshaped the inner city to be more like the suburbs. In the early 2000s, that began to change. By 2040, I would expect Denver to be far denser than it is now, both in the urban core and in suburban areas. Our city should stand up to bullying homeowner groups who want to preserve their neighborhood in its original form and instead embrace democratic the reality that cities are constantly changing. Upzoning the entire city and allowing consumer choice to determine where density will go will produce a city that is more affordable and it will provide the right amount of housing and commercial space where it is desired. Denver should not protect the vested interests of, say, single family homeowners in Highlands or Congress Park at the expense of market rate housing to be built. I'd love to see a 2040 Denver where our alleyways are more like woonerfs, full of pedestrians and bicyclists reaching their backyard apartments.

Additionally, I would hope that by 2040 Denver would have a true mass transit network for the inner city. This system should be grade separated and have fewer stops to allow higher speeds. Something like Vancouver's Sky Train would be a good solution. The main corridors crying out for this level of service are Sloans Lake-Highlands-Downtown-Civic Center-Colfax. Another corridor should follow Broadway and/or Speer through Capitol Hill and toward Cherry Creek. Streetcars are not enough. A Sky Train type solution would not be cheap, so let's start tomorrow on building a highly efficient bus network. Let's look to Seattle for some of those improvements. More bus lanes, fewer bus stops on the main routes, and easier boarding (pay prior to entry, no slowing down the process at the fare box).

Cleaner air, quality public education, and a more diverse population.

Affordable and comprehensive public transit to ALL areas of Central Denver and the suburbs. Buildings that look like they belong in Denver, not general boxy structures on every corner and in every neighborhood. I hope it looks like we were thoughtful about development and not easily bought.

Underground interstates, well-planned, frequent and on time trains connecting to downtown and to mountain towns that makes cars unnecessary, many urban areas made for walking

Ideally, less emphasis on squeezing in more people with more emphasis on world class transit systems, particularly public transit... that works reliably, includes frequent options, has safe stations and stops, and is eminently affordable.

Oh goodness. I would dream of it still being a tree filled city. By the hopefully more people bike so one lane of all major streets is for bikes. No cars actually. Where old houses are cherished.

Less cars, more bicycling, better transit options, street car down Colfax, higher housing density, housing across all income levels, good food.

More extensive and safe bicycle traveling with ease to schools, parks, and to the more improved transit system. Easy pedestrian access to and from transit stations. Better bike routes and auto routes that route the associated vehicles separately through and around the city. Give bicycles (and skate boards) right of way at such places as intersection of Rockmont Drive and the trail on the west side of Cuernavaca Park. The trail stop sign needs to be removed and the a yield to bed/bike/skateboard or a stop sign placed on Rockmont Drive.

city connected by a wheel of suburban light rail, a grid of intercity light rail and bus rapid transit and walking/bike trails connecting parks and shopping, social areas.

Urban density is fine, but allowing for parking space is critical. The City can't keep building like crazy and not require parking spaces from the developers. I live near City Park and the streets are narrow and constantly crowded with cars, making driving a nerve-wracking experience. The height restrictions outside of the immediate downtown area should be kept to a 5 story maximum to preserve the views. Parks should be well maintained and more created. Transit needs to be fixed and bike lanes should be expanded.

Detached sidewalks everywhere with trees

It should have increased tree canopy, with preservation and increased accessibility of more open spaces and natural areas.

Dense, smart, accessible to everyone regardless of whether or not they have a car, walkable neighborhoods, a leader in public transportation, healthy stock of historic buildings, diverse neighborhoods

City funded sidewalks

Distinct neighborhoods, each with its own character. Mature trees everywhere. Bustling downtown.

Maybe like Portland - A healthy and beautiful moderate-sized city with a sense of identity, culture and fun - but with diverse economic opportunities and industrious people who work for a living (unlike Portland).

I do not want to see a transit-reliant city in 2040 and here's why -

Transit from suburbs/airport to downtown is important. However public transit, very-dense walkable neighborhoods, and bicycles are not solutions for our mid-sized city within many of our urban and urban-edge areas. Unless you provide underground or elevated trains everywhere, one needs to travel to/from limited stations and it's not worth making a 10-15 minute drive into a 45 minute commute where you drive eight blocks to a station, park, and then take a train for three stops to get downtown. Denver has MANY beautiful neighborhoods MINUTES from downtown that are fairly dense, are mostly walkable, but still need vehicular access to other neighborhoods, shopping and commercial districts. The transit strategies being implemented here are borrowed from other cities and do not appear to fit this specific city!! I see what's being attempted to improve transportation for suburbanites, transportation for the youth and poor, transportation for fit bike-riders and people living downtown who need a (Smart) car on occasion to get to an appointment. I DO NOT SEE the preservation of the avenues, boulevards, and parkways as effective vehicular thru-routes through the Denver neighborhoods! I believe most Denver residents live in the city-neighborhoods near, but not bordering downtown, and rely on thru-streets. The moderate-density along thru-streets is being lost to high-density that will make these non-viable as city avenues. With better planning this would not be a necessary sacrifice for growth. We're not becoming Manhattan, Paris, etc. and we should not need to lose effective vehicular transportation within the metro area.

Open spaces, reduced air pollution, reduced single person transport/ more public transport, electric vehicles predominate.

I'd like to see much more integration of rail lines across the city - once the 225 line is opened, I should be able to bike to it and then ride it to work and then bike to work.

More urban, more compact, better sidewalks and transit

more high frequency bus routes, denser housing near downtown and work center, more trains, bike lanes, more affordable housing for all residents

Half the stoplight that are currently on Colo Blvd would be gone (Please God!), I-25 will have three additional lanes each way, I-70 will have three additional lanes each way. They will be 'smart' highways, which will help reduce the number of accidents. I don't believe in driverless cars because they will only get hacked into, putting peoples' lives in grave danger. The rail will be even further extended and it will also be affordable (it currently isn't). Denver companies would be incentivized to subsidize employees' light rail passes. Also need to find a way to deactivate texting while driving. I guarantee most accidents in the freeways that I encounter daily are due to people on their phones. Keep green spaces and hopefully add more. Make parking in these cool neighborhoods that want/need our business more accessible.

Walkable, high quality transit, full bike network. Much less street space dedicated to car traffic. Slow car traffic leading to safe streets for walking and biking and thriving business districts.

public flexible transportation, managed population density, neighborhoods with focus and life, work options, walkability to restaurants, work, shoppings.

I'll (maybe) be eighty years old in 2040. It's safe to say my wants/needs will be considerably different than they are now, and while you may not intend for me to take this question that personally, nonetheless I am.

That said, I realize city planning requires the longer view you imply. So I have this nugget: We need better public and non-personal car transportation. While it has gotten better over time, it still sucks. Don't think so? Then you should've been with me the other night when it took me two hours, forty-five minutes to get home from Fiddler's Green. Yes, Fiddler's Green is in Greenwood Village, but nearly the entire trip was made within Denver city limits. Fiddler's Green is 10.5 miles from my house. That works out to 3.82 miles per hour. Google Maps says I could make the trip in three hours, thirty-eight minutes by walking. I can usually beat their time by a few minutes. I could almost have gotten home in the same amount of time by walking. That's friggin' ridiculous...

Hopefully not a lot more expensive than it is now to keep diversity of residence. Comprehensive bike network connections for commuting. Way to ride share to the mountains on the weekends.

Well paved streets manage traffic that flows easily, ample parking at destinations. Or great public transit that makes leaving the car at home easy. Well maintained parks with events and amenities. Architecture that supports neighborhood living and draws people together, not overwhelms the area (ugh, those stacked condos!!!).

Mass transportation that works, subway, management of homeless. Families, quality education, and diversity.

Additional green parkways similar to Monaco, 6th Avenue, 17th Avenue, etc. Neighborhoods with good zoning that isn't constantly changed to accommodate development wishes

Maintain unique neighborhoods, better access to transit for all parts of the city, a better, more creative plan for beautiful downtown architecture (not just big square boxes), more parks & green space to accommodate all the people moving here, require reasonable parking for new structures. Even Portland, which has better public transit, allows for parking for the many people who may not use their cars during the week but want them to get out of town on the weekends. Require developers to pay for the strain they are putting on infrastructure, especially streets. Improve the "third-world" appearance (potholes, bad patching, etc) of our streets currently.

It's a fantasy, but I would love to see all the roads replaced with small, above ground mass transit like Israel's proposed SkyTran. I would like no high rises blocking our views of the skylines, lots of parks and open space, and a healthy, thriving community living in harmony with our land.

highly accessible and affordable transit, pedestrian access is safe, convenient and goes everywhere, protected bike lanes in 80% of trails

LoDo specific: No busses on 16th street mall, well maintained sidewalks, fewer drivers, less parking, more bike lanes, cleaner parks, better looking architecture that looks like it was designed for Denver.

Streetcar lines on most major streets, including Broadway, Colfax, Speer, Colorado Boulevard, Federal and Alameda. Much more high rise development, especially within a 4-mile radius of Downtown. 24/7 city living, including shopping, dining, entertainment. Much better public schools. Much less urban street crime. A 4-million-plus metro population, with the entire South Platte River Valley redeveloped as parkland continuous throughout the city.

Walkable and easy access to entertainment and parks.

Preserved but also modernized neighborhoods with walkability and access to public transportation and trails that are still affordable and have cultural amenities and retail/restaurants. Denver needs to ensure that the character-defining architecture, structures, and context of our neighborhoods, buildings, and green spaces aren't lost to development pressure.

Government officials who honestly care; less congestion; protection of historic urban neighborhoods, better transportation of all sorts; protection of parks (keeping them public and not selling out to event promoters), more parks and public spaces; better road and sidewalk maintenance; better snow plowing; controlled population growth.

good transit with more light rail, high quality of architecture, mix of historic neighborhoods/ housing with new denser housing with high design quality, neighborhoods retain individual character, more trail systems

More transit, better walkability, less cars

should have better transit.

More bike use to and from work. More buses on main streets. More trees wherever possible. More small homes for young families. Better income for working class. Fewer homeless people. More jobs for unskilled and semi-skilled workers. More affordable higher education. More arts and music in our schools and streets.

Need to encourage more alternative transportation. More cars and expanded roads and parking are not the answer. Even driver-less cars still take up the same amount of space. Need more, safer bike routes. Need to prioritize transit to make it more frequent and faster and make it a viable alternative to those currently driving.

Need to slow traffic and de-emphasize one-way street. 13th and 14th Avenues are a scar through my neighborhood and only serve to quickly move people through, not within, the neighborhood.

Walkable and transit oriented not just for the downtown neighborhoods and not just for nightlife, but for families and people of all ages and lifestyles.

More friendly pedestrian walkways, increased light rail, small neighborhood retail,
I'm hoping Denver will continue to be a vibrant, youthful city which has an emphasis on outdoor space.
Trains Trains Trains! Get the trains more interconnected and have them be more frequent. Give people good, viable alternatives to the car. Have the city continue its efforts to be greener and become more strict with air pollution laws.
More rail lines... subway line under 16th street mall that goes down Colfax. Not enough Rail lines in central part of city.
Hopefully maintain its "Denver" flavor and not look just like Anywhere USA
I-70 East: no cap and cover, but the ReRoute of I-70 on I-270 and I-76; much more affordable housing; sensible land use planning by avoiding over development. Mayor having less power
Police do community policing. Better access to alternative energy. No billboards. Abandoned signs removed.
I am afraid to even think about that,
Car-free downtown. Walkable neighborhoods. Frequent transit access to all neighborhoods. Safe streets where kids can play without fearing cars.
???
Significantly better public transit [rail and trolley], smaller freeways, more walkable and more bikeable.
A city for everyone, not just those who are upper-income, with diverse, high-performing schools; arts, trades and physical education in the schools, a balance of affordable housing and mixed-use developments, preservation of existing architecture from 2016 with balanced mix of modern architecture; appropriate services for all levels of income, and an approachable city council.
Plethora of light rail lines to get to the major hubs, then ride sharing or bicycle to ultimate destinations. Electric car friendly with charging stations at light rail park & rides and for ride sharing.
Vibrant, diverse, bikeable and walkable, friendly, safe, historic, green
Busy
a greatly diminished driving city that is culturally rich and diverse that's neighborhood's have walkable amenities with healthy choices, lots of trees, easy access to trails and parks.
More transit available without having to walk over a mile to a bus or transit stop.
wider lanes on I-70, I-25 and I-225
I'm in favor of metropolitan government, so it should include all of today's suburbs and unincorporated urbanized areas. The city should have transportation solutions better than buses for residents of the City & County of Denver; RTD's efforts have been entirely geared toward suburbanites. We need streetcar lines connecting downtown, Cherry Creek, Colorado Boulevard, northwest Denver, northeast Denver, and southwest Denver.
I think it should be like today but have better transportation, better restaurants, better roads, and be more affordable and support artists and the arts more.
More transit, more affordable housing. More trees, greenspace and productive urban landscapes.
Denver should continue to add cultural amenities.

BY 2040 DENVER SHOULD BE AN ECONOMIC POWER HUB THAT SERVICES MULTIPLE SECTORS OF OUR ECONOMY. IT SHOULD BECOME THE MOST INFLUENTIAL AND POWERFUL CITY OF ALL WESTERN MOUNTAIN STATES.

Getting a better grasp on the efficiency of ALL modes of transportation for ALL people not just the trendy feel good modes.

More interesting architecture, "real" bike lanes, much better parking, much better snow removal, better city government

more density in selected areas, better transit options, variety of cultural events

Bike and transit everywhere, pedestrian friendly, and a tree lined boulevard where I-70 is now.

Good air quality, easily get from one end of the city to the other without investing hours of time for the trip.

The trend makes me nervous -- pretty soon we will be a City that can only house wealthy people. By 2040 i hope we will have maintained the neighborhoods that are currently affordable and have incorporated affordable housing into the areas currently gentrifying. There will be more bikes on the road and if any roads are expanded, the expansion will be to add dedicated bike lanes, not vehicle lanes. Our public transportation system will be affordable (i.e. why don't we subsidize RTD so that fares are affordable? More people will then use the service, which will take vehicles off the road, which will actually save everyone time and money in the long run). Every neighborhood will have ample community garden plots and reasonably priced grocery stores - no more food deserts in Denver! Residents will have financial incentives for lowering their generation of trash - currently, the reverse is true. E.g. i generate on average, a produce size bag of garbage each week, because i pay for City-sponsored composting service and utilize the City's recycling program.

The city should have a completed/build infrastructure with complete and accessible sidewalks and crosswalks and bike lanes, access to affordable and reliant public transportation, affordable homes, mix used neighborhoods where all residents have the opportunity to prosper and success and take part of the entire city and their communities, open spaces and recreation areas.

Excellent public transportation, clean air and water, excellent education, diverse and active neighborhoods, accessible and well used parks and open space, innovative and high quality housing, affordable and accessible recreation.

An actual international city in stature not just hype that retains its DNA and extraordinary roots in a vigorous clean, healthy environment

Much, more more affordable public transit that is convenient and on time! Plus, a retention of the beautiful historic homes, interesting neighborhoods and green spaces.

RE: #10 I had trouble with the line drawing in the previous question.

Better looking architecture which would blend better into the old. Traffic issues majorly improved by various public transit/ride sharing options. Not so expensive that a good spectrum of people could afford to live here.

Better sidewalks in Urban Edge neighborhoods. More bike paths. Expanded areas of commerce.

Safe, clean and easily accessible to grocery stores and markets.

Easy public transportation and increased connectivity for pedestrians and bicyclists. There is equity regarding what neighborhoods get attention from the City - Examples include: economic development opportunities, potholes filled, bike lanes painted

Cherry creek parkway completed between the dam and downtown with overpasses across Colo Blvd and University/Josephine

Extend park avenue as tree lined boulevard to Platte connecting to chessman & quercvera parks

Over 70% of people use Transit every weekday and Suburbs have been built up into more urban neighborhoods with their own downtowns all of which are connected with rail or rapid bus. I envision Denver as a city that others will look to when planning for their future.

I think Denver should maintain its laid back, neighborhood character, but have incorporated other cultural influences and worked extremely hard to make it easier to travel between the neighborhoods through transit to visit each's "main-street" and unique offerings. The city should have moved on from the block long, monolithic, and cheaply made apartments to more of the missing middle with a more easily walkable fabric that makes being a pedestrian and citizen more interesting on a day to day basis. I think a good change in philosophy would be moving on from the idea of getting people from the suburbs through the city as fast as possible, to really embracing the people who call the city home and improve the city on their behalf.

Better mass transit, which should be free to encourage use. More well marked bike lanes for people to use to make biking safer in the city. Hopefully we'll stop this overdevelopment which is making our beautiful neighborhoods homogenized, I hope they can maintain their character. Continue to develop and maintain our parks and trails, require new developments to have adequate parking.

I would like to continue to see Denver as a thriving cosmopolitan city, with great access to culture and outdoor activities, and a new transportation system that moves people extremely well so as to severely cut back on vehicular traffic. As an example, Prague has an excellent, above-ground trolley system that runs throughout the entire city. It is very easy to use, and is highly frequented by residents and visitors alike.

Too crowded

Better transport other than car

The damage is beyond recovery. The only possibility is greater extremes in income and housing costs, greater hazards, and greater blight.

convenient, affordable and easy to use public transportation. plenty of parks and trails.

Clean and safe.

Much more robust transit system with a far higher density downtown. Ability to build condos without fear of lawsuit.

Fixed transit on the major corridors (Broadway, Colfax, Speer, Colo Blvd,) to handle increased density. Better intra-neighborhood connections. 24-hour Downtown with a massively increased residential element.

Denser, better transit, policies that actively discourage driving.

Denver's urban centers (ie Cap Hill, Uptown, Five Points, RiNo, Whittier, Baker, etc) would be reintegrated to be diverse in terms of race, ethnicity, culture, and socio economic level. All new high rises, condos, apts would be mixed income with adequate affordable housing/units. Rent control laws will be successfully passed to maintain the diversity of our city and stop the displacement of longtime residents. Neighborhoods will be busy with block parties, festivals, bicycles, kids playing, people walking to eat, go to parks, shop, and for nightlife. Neighborhoods will be city hubs with everything a residents needs - groceries, restaurants, bars, parks, bike lanes, sidewalks, schools, etc.

More artists and musicians will be drawn to our city and be able to live/work in creative areas like the Santa Fe Arts District. Marijuana tax revenue will be redirected to restore infrastructure, fund K-12 schools. People of color led organizations such as Su Teatro and Survivors Organizing for Liberation (SOL) will receive adequate funding to serve local constituents.

An affordable train, light rail route will run between Denver & Copper Mtn (less than the ridiculous \$49 each way to Winter Park) to cut congestion on I-70. More people will use Lyft, Uber, transit and fewer will own cars.

More urban and walkable with many civic areas with distinct neighborhoods to shop/hang out in

If there is to be more density, then there has to be more focus on Parks. I also would like Denver to have the cultural facilities it currently has; beautifully maintained Parks; preservation of our historic place and parks; and housing for all.

- In every neighborhood, a large community gathering place for neighborhood picnics, parades, holiday events, etc., such as a park.
- In place of large box stores and shopping centers, old-fashioned neighborhood retail centers to meet basic needs so people don't have to drive to large stores out of their neighborhood. These local neighborhood shopping areas would provide more opportunities for knowing neighbors and store owners.
- Expanded sidewalk networks that lead to services, schools, shops, jobs, etc.
- Clear street signage for walkers and drivers. For drivers, street signs at large intersections a block or two ahead of intersection so drivers can plan and make safe lane changes.
- Walking trails around perimeter of every park for walkers, dog walkers, strollers, etc.
- Well-maintained and well-used parks and increased number of rec centers.
- Stop building the mammoth condo and apt. complexes and loosen up the housing, being SURE to include natural features such as trees, grass, flowers, walkways.
- No more homeless people and people on Denver's street corners begging for money with cardboard signs. Whatever it takes . . .

I'm tired of all the development which removes the requirement to provide reasonable parking and a balanced level of green space. I'm not opposed to development, but think we've gone way past what is beneficial to people who live in this city in order to take in more tax dollars. I don't have the time to ride my bike to complete my business and frankly, am afraid to take some of the buses that aren't at all convenient for my lifestyle. I will be driving and I expect my politicians to take my lifestyle into consideration instead of trying to force me out of my car.

More biking and transit options.

Improved air, water, and soil quality

More ADUs

I would like to see the city transition from primary reliance on single occupancy vehicles by improving intra-city transit and increasing density in the downtown and city-close neighborhoods. I believe the city of Denver should take charge in offering transit options that supplement what RTD currently provides and determine strategic areas to up-zone to support ridership on new and enhanced transit lines.

Fewer cars, more bicycles, more open space, less commuting, and less single car drivers

A city where everyone has a decent, affordable place to live.

I would love neighborhood food shops available in every neighborhood so you could walk to the grocery or market without needing a car and everyone would have access to healthy affordable food. Having more amenities available throughout the city so you would be able to walk to most things actually would be fantastic. Denver in 2040 would ideally also have enough affordable housing that we haven't lost our diverse culture to become a mono-culture of rich white people who can still afford housing or amenities here. Our city should also be integrating this affordable housing and valuing the cultures that make up our city, even celebrating them instead of pushing them to the outskirts and away from amenities or other people of different incomes. To this effect, the entire city should be zoned to allow for Alley houses, or Carriage houses so people could keep the integrity of their neighborhoods while still building space, staying in their homes and creating amenities in their own backyards. Neighborhoods should not be allowed to opt-out of this option without a significant majority of their neighborhood (not just the RNO) voting or petitioning against them. There should also be a document helping people through the process and clearly laying out how/what/where etc. for these Alley houses. The architecture of the city should have increased in variety and interest with new buildings having significantly higher building quality standards and both architectural and material integrity so they aren't sore thumbs in an otherwise gorgeous place. Denver should now be the most walkable and bikeable city in the nation and a leader in connectivity by pedestrian and bike paths focusing on the human element and human scale in the city. The City should also have learned to listen and honor the lower income neighborhoods of the city and increase both connectivity, amenities, and attention to their needs instead of just focusing where the people with money live.

few cars, lots of bikes and shared ride services, shared cars. lots of green. free parking everywhere (bc won't be a lot of cars); lost of low income housing and places to care for and treat homeless and addicted people.

Denver needs to seriously start planning FasTracks II.

The Gold line needs to be extended to downtown Golden, the B Line needs to be funded and built out to Boulder, the current light rail extensions need to be completed, and Denver needs to invest in a downtown streetcar system that connects Downtown with neighborhoods like LoHi to the Northwest, south to Capital Hill, Cherry Creek, and many other neighborhoods.

Denver has started to build a great commuter rail system - it should build on this and expand it further but it has neglected transit between different sides of downtown. Denver needs a streetcar system and it needs to start planning it now.

Denver also needs to find way to encourage infill in upper downtown. A city's skyline is really important, and Denver has not invested in this properly since the 1980's. Denver needs to use zoning and transit to encourage a denser downtown that becomes the icon and image of the city's international reputation.

Americans know it is a nice place to live, the world knows it is close to the mountains. Denver needs to be put on the map for more than residents, it needs to attract international guests and business. Denver needs to continue to become a destination city, not just a city you go through to get to the mountains.

More public transit and bike transportation, less people driving cars; Continued protection of our parks and open spaces; public transit to the mountains to avoid winter driving along I-70. More cultural diversity; rent control and affordable housing for all people;

More walkable spaces, more public transit, fewer cars. More connections between neighborhoods.

The entire city should be safely, comfortably, affordably and desirably accessible by walking, biking, or transit. Housing, transportation, development, and public spaces should support people, jobs, and local businesses rather than accommodating cars, particularly in historically denser and central parts of the city. Everyone who wants live here should be able to afford to do so. Every home, business, and building should be equipped to minimize its environmental impact as much as possible.

public transportation options increased, alternative clean energy fueling the city (NO FRACKING), neighborhood schools that provide quality, small attentive programs, community gardens and parks, a biking mecca

I think Denver needs to maintain its unique neighborhoods with walkable retail areas and enhanced parks and recreation opportunities. Denver needs to increase the ability to not use or own a car and to travel to more than just downtown but to also grocery stores, hospitals and other places that people need to go in their daily lives.

With the current style of development taking place, Denver will be a generic city by 2040.

Keep bicycles off the sidewalks.

My current neighborhood is transitioning from urban context to general urban. I'm in a condo canyon and will probably feel forced out of my new fish bowl.

All areas easily accessed via car or public transportation. Many more route options to get places.

Housing is affordable, jobs are easily available for all, everyone including homeless have access to training and housing. Transportation is such that one does not need to have a personal vehicle to get around.

More train transportation that will take you around the city and to neighboring cities (Boulder, Colorado Springs, Ft. Collins, to the mountains). Neighborhoods still have their historic charm, not all converted to high rises. Better sidewalks in smaller outer neighborhoods. More affordable housing and shelter systems for our homeless population. Livable wage matches cost of living. Less distance between healthy food options. Keep all of our green space. Better bike lanes and routes to make biking safer in the city.

Less pot

in 2040, Denver is not known as the last place transients want to come and lay around, smoke weed, and conduct criminal activity because they know that illegal behavior and incessant loitering is not tolerated. Denver will be known for it's great citizens and the way they maintain their properties and their city. they treat all with respect and dignity but don't hide behind that mantra to tolerate behaviors that put undue strain (economic stresses caused by vandalism/theft/criminal activity) on their many tax-paying, law-abiding residents.

Fully bikeable/ walkable city with nodes of retail/restaurants/ work space sprinkled throughout urban neighborhoods.

There should be far fewer automobiles, would love to see trams or something similar for people to get all around the city. Better public transport to the outer neighborhoods.

I am hoping that Denver recognizes the need for sustainable jobs that benefit all neighborhoods with better pay health care and retirement training options provided as those seen in the organized Union sectors. I'm also hoping that we see more light rail, heavy rail, and/or other mass transit options. I also hope that we recognize our population is increasing so therefore we're open space and Parks should increase as a vital investment to her reasons why people move to Denver Colorado. We need to be Progressive and not regressive in order to stay ahead of the curve in order to create and Preserve our beautiful city.

Very pedestrian and bike friendly, with lots of street trees and transit and street cafes, and no one sitting in cars on congested roads.

Taxis - gone. Uber and Lyft dominate.

Bus routes being abandoned due to improvements in driverless cars.

Roundabouts, bike roads, chain of parks, robust trails, healthy rivers and air

primarily mass transit for moving people. lots of parks and open space, bike trails. safe and affordable place to live.

More dense, more walkable, more transit, less automobiles, less parking. More Seattle, less Atlanta. At this point in time, Denver is at a bit of a crossroads. A sizable contingent of Denver residents have a vision for Denver that will lead to a city that is choked by automobile traffic. These residents are opposing any projects that increase density, reduce parking, and contribute to a more walkable Denver. They have banded together to help elect anti-progress Councilpeople, such as Wayne New, Paul Kashmann, and Raphael cleaner, easier to get around without a car, less boxy slot houses (which will all be falling apart by then anyway)

Dense, connected city. multi-generational and multi-income residents. Resilient & efficient infrastructure. Sufficient density to ensure long term financial viability

I70 routed north, replaced with boulevards; Downtown 16th street mall pedestrian with under ground people movers from union station at 17th and 15th streets to civic center park proper. Street cars 16th ave and 14th east combined with bike and pedestrian only segments. 60 feet strip of open space at St anthony's Redevelopment planted with trees on the lake. 16 story structures toward colfax. A train high speed to Summit county vail and Aspen

Dense, sustainable, and efficient.

Beautiful architecture (more brick) and car-free days.

The high Denver housing density would have stopped in 2016. Created more traffic issues, lack of blue skies & green space.

Dense downtown core, surrounded by medium density neighborhoods. Focus on downtown for density, providing good transportation options including bus, bike lanes. Quality architecture and architectural materials that respect the old neighborhoods. Stop trying to focus on airport development. Stop focusing on development for cars.

Better walkability to restaurants, bars, and shops throughout the entire City. Better bike lanes and infrastructure. Wide/interconnected sidewalks/routes

Denver really needs to invest in alt transport options. I don't drive myself but I see traffic getting awful. Having the mountains to the west makes Denver unique and limits expansion in one direction. I see Denver becoming a tech hub with a lot more companies moving here. To commute people will need to rely more on Rail. RTD prices will come way down because a regional ticket is pretty expensive. I want Denver's neighborhoods to maintain their charm. I see regulations being put in place to ensure builders cannot build ugly apartments and townhomes that don't fit their surroundings.

Like la

Vibrant neighborhoods connected throughout city

Bike friendlier

Nicer architecture, no fuglies. Better mass transit- more affordable to the last mile.

Responsive to resident's concerns

Automated transit systems, bicycle sharing on every block, wide and extensive network of vehicle separated bike lanes

Fully pedestrian and transit-oriented, only focus on improving existing automobile corridors through the city (such as Colorado Blvd, Speer Blvd, MLK Blvd, etc., with improved signal timing and permitted speeds, but also with much improved pedestrian crossings) but don't focus on new roads/highways for automobiles. Improve transit standards (for instance, declaring minimum 4x per hour bus service in each direction on routes alone would improve ridership and connection times, not to mention if actual effort and thought went into improving all these elements holistically). Improve north-south bike lanes throughout central Denver. Enforce no bicycles on sidewalks, except where explicitly permitted. Install zebra crossings at ALL street crossings/corners, regardless of whether light signals, pedestrian signals, or stop signs exist.

Affordable durable housing (not crackerjack condo's built by developers for big \$), thriving cultural scene (art, music, museums), diversity of population, functional highway systems and public transit, better animal welfare policies and support (tethering ban and spay/neuter services), and increased access (even by air) to mountain destinations to ease traffic. Green initiatives are supported, as well as alternative energies, community gardens, and decreased impact by corporate interests.

Lots of efficient ways to get around without cars, especially to downtown and across downtown. Retention of older neighborhoods and homes. Community gardens. Vital downtown.

Neighborhoods should be better connected by bike lanes and reliable transit options. Perhaps instead of buses smaller shuttles that run every 10 minutes on North-South and East-West main streets and avenues. Each neighborhood would have it's own small 'town center' with recreation and retail making each neighborhood more walkable and sustainable

Neighborhoods are safe with quality grocery stores, restaurants, cafes, breweries, bars, schools, etc within walking or biking distance. Focused on independently owned businesses. Bicycling is easy within many areas of the city and there is more of a focus on telecommuting.

STILL OPEN. STILL ABLE to FEEL LIKE YOU'RE NOT BOXED IN. Don't need to do high rises everywhere like New York and Chicago. better bus/trolley/train system that is fast cheap reliable and gets people places.

More inventive. This includes the way we manage parking in our urban neighborhoods, street parking, etc. Well maintained green spaces...which are activated. Unique and lively architecture. No faux balconies! Who wants a faux balcony!? They look horrible as well, architecturally. I imagine the city is experiencing an arts and culture renaissance, even more than we are today. Unique and interesting places (placemaking) all over the city. Think Millennium Park in Chicago. Public art that can be touched and interacted with. I imagine that our food scene will also continue in the renaissance it is also currently experiencing. More affordable housing and a real solution to our homeless population. Not just moving them, but finding tangible solutions to the growing poverty. Roads, sidewalks and bike lanes that really make this city easy to move around in.

Very congested with cheap contemporary multifamily structures in every nook and cranny.

Clean and good

A better realized mass transit network, greater density (40 to 60+ story) buildings in the downtown core, with corresponding higher density housing fanning out from downtown. Denser neighborhoods bringing greater amenities (stores, restaurants, bars, etc) across town. A vibrant downtown that's a center for work, culture, entertainment, and more, and not just along the 16th street mall and at the civic center, but across the downtown landscape. A Denver that's more than just the city tourists fly to before heading up into the mountains, a Denver that is a destination in and of itself. A city that's home to 1 to 1.5 million people!

I imagine a city in which it is so easy and safe to bike down paths (not shared with cars) that most people don't drive at all. I envision a city with a dense urban core featuring a robust transit system that thoroughly connects the city. Trips that people don't make on a bike will be made on subway trains, street cars, and/or TRUE Bus Rapid Transit lines. I envision a city full of trees to shade housing and public space, and yards of native plants that reduce strain on our water supply.

Be able to easily and conveniently live anywhere within 5 miles of downtown without a car.

Amazing

I would like to see a public transportation system that accesses more areas. The light rail is great, but it doesn't get you into Cherry Creek. I want to see our established parks being maintained and expanded, not eliminated.

Cars should be de-prioritized to push mode share to transit, walking and cycling. Every street should have a sidewalk and dedicated bike lane at minimum. i-70 should be rerouted north of its current location instead of digging a ditch with a stupid cap-park.

Way more pedestrian areas, even in the more suburban areas. Neighborhoods like Montbello, Green Valley, Hampden and South more should all have neighborhood main streets that are walkable. A person should be able to go from light rail to bike and get across the city without a car for work, shopping or entertainment.

EVERY Neighborhood should have grocery shopping and restaurants that are within a mile or two and are safely walkable. Mass Transit, Bike Infrastructure and Roadways should continue to be expanded and improved so when people do need to get around it is easier - but this is going to be difficult with our population booming the way it is. The first part is much more feasible. Change zoning so small restaurants and smaller grocery stores can pop up in neighborhoods. You'll reduce overall traffic because people will walk or drive a lot less to the local grocery store or restaurant. No one wants to live next to a big King Soopers, but people don't mind living next to a smaller grocery store, a quiet restaurant, or a few cute shops. Take South Pearl Street or Tennyson, and apply that "mini main street" or a "neighborhood downtown" to all other major neighborhoods in Denver. Then make sure there are good safe bike routes between them with good sidewalks for people that would like to walk - and it would be terrific.

I imagine a city with: diverse, stable population; a strong public transit system; clean air.

Parks are well maintained, still with trees, gardens and walking paths. No druggies or gangbangers. Light rail and buses make reach all neighborhoods and run day and evening hours so that people will not need cars to work or go out at night. They will also be safe to use because there are always police patrolling stations and on trains. Gangs will have been controlled so that normal people can use the city. It will be possible to bike everywhere a person needs to go because there are off-street bike paths or protected bike lanes all around the city which actually connect to each other rather than suddenly ending in heavily trafficked areas.

The above will be true even for the edges of the city.

A vibrant, active city that is a great place for families, young professionals and small business owners. A place where Denver's Hispanic, Black, Asian, Native and Immigrant communities and culture are visible and supported. A place with reliable public transportation and sidewalks and trails that are built with disabled community members and pedestrians in mind. A place less reliant on car transportation and invested in renewable energy. Where education scores are up and the homeless are given access to housing.

connected network of protected bike lanes, reduces parking lots and more people spaces

Authentic neighborhood character still intact- retail nodes retained/improved. More expansive cycle network (best cycling city in the nation). Major multi-modal barriers removed. Improved Trouble corridors (Colorado Blvd.!) Walking paths in all neighborhoods- still see some where people have to walk through yards or out into streets. Better access to mountain areas.

More people, but fewer cars on the roads. More, better transit and especially more, wider, better separated bicycle routes.

> No loss of our open outdoor areas (parks/trails/etc.);

> Increased community involvement and engagement within neighborhoods, fostering a sense of belonging and welcoming;

> Increased transit (I think this plan is amazing: <http://denverinfill.com/streetcar/> -- I want to move to west highlands and/or athmar and/or sloans lake but am hesitant because of the commute by car... I am from Seattle and the city is experiencing terrible traffic congestion as a result of rapid growth);

> Affordable housing - as a home owner I love the price appreciation, but I think a lot of people are resistant to this growth because of the decrease in affordable housing. I think that by increasing affordable housing in city areas and border neighborhoods, the neighborhoods can experience price appreciation without poorer families feeling forced out... People that can afford it can pay the market price and the government can help some others. Also, the housing needs to be kept up and those that live there need to be welcomed into the community and engaged, thereby creating a rewarding cycle of community involvement, ideally decreasing crime - neighborhood watch? - and the "run down" look some of these neighborhoods have);

> Increased safety

> Denver is a very clean city and I would love for it to stay that way.

> Denver is very diverse and there is a lot of division within various population groups. I think increased community engagement will help, but I would like neighborhoods to be ethnically diverse without that resulting in resentment and/or crime

> Maintain economic health and stability

> No neighborhood left behind. There are poorer neighborhoods that feel forgotten and stuck. They need public and private investment and hope. Increased transportation options will also help them move on.

> Continued investment in technical and/or specialized non-college training (like Galvanize)

> The public school system in Denver is appalling. If I am to ever to have children and raise them here, I would hope there would be more public schools I could consider. At this stage I would opt for private schools and that is sad, as I went to public school in my home state and it was better than most private schools

We need a major no/so road besides 1-25. Something will have to be done with I-70 thru the mountains for Denver to thrive.

modern, safe
It would be nice and great
The biggest building.
Out of control due to legalizing drugs
Flying cars no pollution.
Carless
Futuristic
It is growing fast
I think that it is a good place to live in
People would understand the importance of the city
Less people, more play time, more schools, more creativity
Futuristic
Crazy
Kid friendly
Clean and less populated
Denver
More sustainable , more focus on education
A deter place.
Green and less crowded
I think out city would be more advance
Clean, active and easy access to the mountains
It should have affordable recreational activities and affordable prices on the public transit area.
Good home
It would be having robots
There will be allowed t of cars
Technology helping Denver
Like los angles
More bike and more walking paths
Diversed
Very populated
Better world
Less crowded
Crazy packed
Clean roads clean no cracks in the street safe schools easy way to get home

More and bigger roads less traffic

No more complete tear down & sell out redevelopment, but families, churches, and communities being helped to invest & support each other where they're at for the long term.

Much much different. Reduce density. It is killing our city. Your lack of caring about the neighborhoods you so tout is not understandable. You allow scrapes and throwaway mc mansions to be built in single story neighborhoods. Driving up taxes to pay for the new rich thirty somethings desire to be bigger and better than the local residents. You have no apparent idea of what it is you are doing. Unless feeding developers fresh real estate is your goal. You are destroying the fabric of long established neighborhoods. The people who are moving in are largely arrogant and self absorbed. They do not connect with the long time residents and do not seem to want to try. How many coffee shops and restaurants can we have. No real value business services are available as they cannot absorb the extreme costs you cramming down their throats. You have no equilibrium in your mix. Taxes on fixed income homeowners to pay for the rich cats, business taxes on small mom and pop backbone businesses. Your city council is way off. Your land use is way off. When is our city going to be big enough? It is, stop this insane development that is destroying our city. When the bubble breaks the developers will run and you will have a high maintenance ghetto all ready to go.

fewer cars, easier mass transit, lots more cyclists

More complete transit system, cheaper transit options, more sidewalks & bike lanes

Increased use of public transit, so that traffic doesn't get worse. Train to the mountains along I-70 as traffic in that highway is terrible. Bus rapid transit along Colfax.

A city that has balanced the pressures of increased development and the associated impacts from increased transportation needs in innovative ways that have allowed nature, which is so important to the true Denverite, to play a critical role with street trees cooling and connecting neighborhoods to public spaces.

Wider roads for less traffic. Continued preservation of open space/parks. More light rail lines.

Overall the City is on the right track --- our roads are in terrible shape.

I think it should have affordable housing and apartments so that people can live and work in or near their own neighborhood even if they have a low to medium paying job. Increased density is probably necessary, if painful, and improved transit opportunities are a must, not just to downtown, but in a more creative manner. Of course, if growth stops or slows down significantly, things may fix themselves. And we need to maintain parks and open space, and walkable city options

Denver should have reliable public transportation options that are frequent enough to rely on throughout the day. Denver should have neighborhoods that have services and public transit within walking distance. Denver should be diverse with a mix of affordable housing options throughout the city, not just in certain neighborhoods. Sidewalks should be wide enough, in good repair, and complete so that people of all levels of mobility can rely on them throughout their neighborhoods.

High density in downtown, golden triangle, cap hill area. Grocery stores within walking distance of urban neighborhoods. Hardly anyone drives

I think Denver should try to retain the old, small town feel. It makes me sad to see trendy and modern changes replace authentic elements of Denver's personality.

Much bigger police force, better response time. Make drugs illegal; enforcement in parks so people can enjoy the open space instead of avoiding it due to homeless people, drug users, crime.

FULLY BIKEABLE!

Transit should link neighborhoods together much better than it does today, and allow for efficient and practical connections between key destinations.

I think we should have full public transit and bike paths with little to no cars or selfdriving cars outside the urban core to the mountains. This will allow for more development and more green spaces

Dear god i worry how bad traffic and pollution will be. Our roads are not equipped to handle the amount of people coming here. Many of our roads need widening and repair. Many need sidewalks and connectedness to retail shops etc. many of our roads are dirty, weed infested and crumbling such as curb and gutter. We also need somw type of streetcar system.

This may sound corny but a city should be an integrated live, work, shop place like Disney World. Disney World has excellent transit, great restaurants, shops, theaters, hotels to stay at, etc. Everything is integrated and you never need a car. I believe cities should be the same way. We should invest in great parks, transit, business corridors and make our city family friendly. It might not even be a bad idea to make the entire city a pay to enter kind of scenario.

Advocates for density have been overridden, developers who raze old homes only to put up plywood boxes have been run out of town, downtown skyline has been preserved. "If we don't build it, they won't come and that's the way we want it." has been heard by our city leaders (though we had to toss out once and for all those who supported the developers' Ponzi scheme. Denver has become a walkable, breathable city with highways relegated to its outer environs, ecars (and chargers) plying the tree-lined roadways with electric shuttles and light rail, wide bike lanes and sidewalks. Free internet access provides all citizens a way to use online services (the monopolistic law lobbied for by Verizon, et al. having been rescinded in the legislature) and regulated, government-provided broadband is available to all. Since we finally have universal health care, hospitals only handle more severe cases; neighborhood clinics provide care from wellness checkups to broken bones. Public education flourishes (voucher and charter schools de-funded and left to run on private funds).

I hope we will have lots of small independent business, cars will be far and few between and there is a lot more cultural diversity!

a walk-able, rideable, transit orientated community that does not locate all the homeless services in prime downtown Denver areas.

I would like the city to: maintain and expand its urban parks and recreation facilities, allow the city neighborhoods to densify with accessory dwelling units, no parking requirements, etc. I would like Denver to be a TRANSIT city first. Bikes provide good mobility for short trips, but anything over 2 miles is better served by great transit.

less dependent of single occupancy vehicles, but our transit network needs to greatly improve to make this happen. fasttracks has focused on suburban commuting, but travel within the city and between neighborhoods is just served by transit. the city bus is too slow, makes too many stops, confusing routes, isn't friendly to use. a better solution is needed.

bicycle use is up but it is still a dangerous option for all but the most confident riders. our neighborhoods are compact, close and flat, excellent for biking but serious infrastructure is not there. protects bike tracks should connect all neighborhood centers.

More housing options for young families wanting to stay in Denver. It is easy for 20 somethings to move to Denver and rent an apartment, but when it comes time to settle down, it is difficult to buy a house and feel like Denver is a permanent home.

Walkable/Bike friendly paths, less homeless on the streets and parks. Easy and reliable transportation.

dense. walkable. better transit (many streetcar lines). Less focus on the automobile, which still dominates this city.

curb-separated bike lanes on ALL major streets.

no surface parking lots. All infilled with mixed use projects.

multiple streets/area becoming no car streets (like 16th). (Wynkoop is perfect for that).

follow copenhagen and portland's examples.

Green, Walk-able/Bike-able, Livable that doesn't become too dense or dominated by cars

Multiple neighborhoods, walkable and bikable in themselves, connected to other neighborhoods and downtown by public transit. 16th St Mall needs total conceptual redo, buses are an annoyance and with 19th St buses 16th St shuttle is redundant. Need to restore public use of parks and public spaces by implementing a mandatory works/rehab program for homeless/vagrants.

Transparent, accountable to the citizens a democracy instead of a place where citizen voices are shut out and where "public meetings" are micro managed by paid handlers and exclude citizen voices. A place where rich developers don't dictate who will live and who will die from ill conceived highway expansions. A city where corruption does not reign supreme. we dream of living in a democracy. we need a different form of city government where one puppet doesn't control our government.

if things remain how they are today streets filled with pot holes that are far too small for the number of cars on them

Children can walk, bike, and take public transit to all their recreation and school destinations, including a large mega recreation center with ice rinks in the Globeville/Sunnyside part of town.

Options for the elderly, including public transportation that addresses the last mile. Zoning laws that take parking, transportation infrastructure and population density into consideration.

I want more walkable neighborhood main street destinations, pocket retail areas for communities. Less large scale jumbo retail areas that force people to drive every where. I would like to see more transit options at a very reduced cost to encourage people to use it instead of their cars.

Inclusive, walkable, bikeable, accessible. Safe

Food should be better integrated into our landscapes and neighborhood nodes

cars should not be the primary means of experiencing the city.

I think we should be working towards creating density in the existing downtown and surrounding neighborhoods. I think we need to work harder to provide more affordable housing for all members of our growing population. I think we need to think smarter about how to incorporate green spaces into these dense areas because it can be done. I think we should be making intelligent but very conservative decisions about developing in open spaces. The draw of this state is it's landscape, and we need to be very mindful of preserving that. No one comes here because of "Denver", we are not New York and shouldn't strive to be. We are a beautiful mountain state and that is why people love to live here. We should make our cities about living, and leave our landscape for everyone's enjoyment. There are a number of beautiful and well done cities on the West Coast that we should be looking to as an example. Cities, with higher populations than our own. Clean and modern living does not have to be elite living, and that is an error here that needs to be corrected. In summary, create density in the urban areas that's clean and sustainable for Colorado, provide incentive for affordable and clean housing, preserve the landscape.

Free of panhandlers, walking to shops and good food , pedestrian friendly, love Union Station and free 16th st. Mall ride on 16th street, bicycle Cherry Creek safely, use our parks without homeless groups camped out, better architecture, good blend of modern architecture , trees, parks, paths

Infrastructure supporting the development, complete streets , comfortable ways to get around, friendly neighborhoods

Better public transit

Mix of urban commercial and general urban residential with nodes of urban residential near transit. A robust fixed route transit system within the city

great transit systems, more trails for bikes, neighborhood centers with great dining, grocers, shopping, walkable, SAFE.

I think our city has already been destroyed and is becoming a place that is no longer inviting, attractive or a place where people will want to live in the future. We are becoming San Francisco where only the filthy rich can afford to live near the city center. You are pushing the middle class out. Shame on the planning department, our city council and mayor for allowing this to happen with a smile on their face due to all of the greed and desire for more tax dollars. Shame on you! Blueprint Denver has NOT worked. The areas that were not supposed to change are changing as much as the areas designated for change and no one is doing anything to stop it. All you offer is excuses and platitudes. People's neighborhoods, homes, lifestyles and experience of living in Denver are being destroyed, one by one - and you're not doing anything to stop it! Shame on you! Your PR machine is not convincing anyone of anything. You are pushing out the middle class, the singles, the poor, the small families and the elderly and inviting new people to take their place. This is called gentrification and it is everywhere around Denver now. YOU can no longer hide or deny it. You are actively destroying the lifestyles of Denver citizens while pushing your agendas on everyone. You need to change the zoning to stop this, so that huge monster homes cannot be built next to tiny bungalows. So that McMansions are not allowed in humble neighborhoods. So that the rich cannot push out long-time residents who have invested in our city and paid the taxes that have kept our once lovely neighborhoods intact. You are to blame. All of you. Shame on you. Shame. Shame. Shame. And your stupid Denveright is merely a way to pretend you are listening, but the destruction will clearly continue based on the questions you're asking!

More dense with walkable amenities within neighborhoods.

Densely populated with ugly apartment buildings everywhere

Dense, places the pedestrian above all other modes, diverse people and housing stock, sustainable, innovative, creative.

Dense, cheap, high quality public transit and bicycling infrastructure (dedicated bike lanes, multiuse paths, bike stop lights and pavement paint, etc.). Very limited parking near the city center. Narrow 2-way roads with dedicated bike lanes protected by parked cars. High density residential areas along major transit corridors with close access to good grocery stores, restaurants, and parks. Easy connections to regional transit (especially along the front range and through the I70 corridor). Very good air quality, water quality, quiet soundscapes, visible night skies.

More high-speed, extended public transport. Better access to outdoor recreation, for a healthier and happier population. A well educated public on matters of safety, health, and our environment. Public compassion for those in need of help with food, physical health, mental health, and housing.

Denver should strive to maintain its current density, single family homes mixed with some multifamily in most areas, individualized small neighborhood feel. Improvements to transit and a safer bicycle network will allow for a more balanced transportation system and alternatives to cars and ease the rapidly growing congestion and parking problem. Transit options and bicycle network has to be improved. Denver will never be a city that its residents do not have or use a car, the mountains and region requires a car and people will always have one, so parking and roadway improvements will need to continue to be improved and a maximum density quantification will have to be created for each neighborhood, some have already reached this density!, and then any development that increases density will not be allowed. Denver cannot continue to increase density with no increase in parking, road capacity, transit increases and bicycle lane/trail increases. Denver in 2040 cannot continue as it is doing today with unfettered and unmanaged growth in density.

diverse, walkable, good mixture of residential, commercial, retail, & office. With a much larger % of affordable housing.

Hopefully full of self driving cars with little congestion due to the idiot factor being removed from usage of car phones and trying to follow GPS maps on the phone. The central core is going to be fantastic if people can afford it... and small neighborhoods of 6-8 blocks will dominate vs 1-2 miles of neighborhoods

More bike/ped friendly, mixed use nodes of development around transit. Vibrant walkable neighborhoods with intermingled residential and retail, better schools to support young families staying in the City and raising kids here.

available public transit, taxi/uber/lyft, shuttles, etc that can be used to get around on demand allow to use a car only for trips, etc.

shopping , recreation , etc easily accessible.

Schools easily accessible by bike, walking or shuttle.

Diverse, safe neighborhoods (diversity of age, income and race/ethnicity

Substandard sidewalks are extinct. Complete, safe bicycle network and all mode users understand the rules. No more run down asphalt alleys with axle-breaking sink holes. Residents use fewer natural and other resources. Mass transit systems are reliable. Colfax isn't a nightmare with prostitution and drug use spilling into adjacent residential neighborhoods. Stapleton isn't using up three times the water as the surrounding neighborhoods and there is a little more color living in those market rate houses. A Democrat has been mayor for the past 30 years.

Every neighborhood should have viable transit options. No more gaps like Cherry Creek and Park Hill. Require developers to allow greenspace even around big projects. Too many are built curb to curb. All development, commercial and residential should provide parking at a much higher rate than we now see.

- Overall there would be a much more robust bus system with frequency of no more than 15 minutes along major arterials and collector streets.
- Major arterials with high transit would be identified and density along these corridors would be increased significantly (i.e. Broadway from Speer going south). Thus the close-in neighborhoods would not need to sacrifice single-family residential, which is needed along with multi-family for a balanced housing inventory.
- Electric car charging stations would be developed in Downtown and at all neighborhood centers.
- There will still be a need for individual cars, so to reduce wasted time looking for a parking space the City would develop both Downtown and neighborhood center garages.

A vibrant city with a blend of old and new that's ever more bike-friendly and walkable. A city that has great schools, has protected and nurtured its green spaces (we love our parks!), has remedied crumbling infrastructure while shifting toward more mass transit and green transportation options. A city that is more integrated socioeconomically and racially and supports artists, makers and entrepreneurs. A city that retains its laid-back, active and friendly attitude.

more dense, walkable streets, triple the street tree canopy, less car lanes and sidewalks and bike lanes, triple the bus & train routes and times, vibrant riverfront (continue the commons park/riverfront feel up through Rino), make the Stock Show a year round destination/farmers market/local product market/incubator

More frequent clean bus options, safe bicycle parking, bus stops the cross the downtown area without stopping through the major hub stations... ie: up Lincoln without turning left at downtown, up Clarkson through Colfax, down Washington through Colfax connecting north and south between major corridors.

no more "Denver Ugly" apartments; bike/walking lanes connecting all major parks; limited need for cars; large residential downtown population; San Antonio-style river development; clean air

Way less cars. Transit is convenient, fast, and free. Auto Parking is extremely limited and expensive. 16th street mall is a pedestrian only corridor. All residential areas are located within walking distance of vibrant commercial areas. People walk more. People know their neighbors more. New residents and long time residents can easily engage in civic life, and contribute to the betterment of the community. Civic pride is all around.

More open space with connecting bike routes, better public transportation and continued support of the arts. The public school system supported in a better financial way.

Walkable, far less traffic and pollution, low crime, more green space, attractive to creative class, fewer homeless, diverse clean business, better control over development and architecture. Rated top place to live.

The alternative transportation system would be integrated enough to allow for safe and efficient walking, biking, riding of public transportation to move anywhere around town.

Business friendly, clean, efficient, lots of green space, mass transit oriented, socioeconomically diverse (not solely for the 1%ers), innovative, continuing to bolster and diversify the economy, health oriented (e.g- lifestyle, food, etc) affordable (not San Francisco in 24 years)

Some historic neighborhoods preserved. Eliminate on-site minimum parking requirements. Greater transit use. More density. eliminate single use zoning. Mixed use development residential/commercial/business/manufacturing.

Safer, Cleaner, less open parking lots, more parking buildings and activated land (Esp around Pepsi Co), The water from the Platte is so clean you can drink it, the public transit is stronger going up and down Larimer downtown, the bungalows all over the city are well maintained and brought up to code, and Colfax is pedestrian friendly.

Even better than it is today, with more mass transit options

Open spaces where families can gather with plenty of activities. Lots of trees, don't want nothing but cars, houses and roads. I want enough roads, major roads for the growth that is going to happen (the next generation is going to be leaving school and their are going to be more cars on the road and more housing needed) Need to worry about transportation NOW. No more POT, more police presence enforcing the rules.

Me imagino a Denver en el 2040 una ciudad con buses eléctricos que se autoconducen por carriles especializados en las vías arterias, una ciudad más densa en las áreas donde se necesita la densidad, con mejor acceso a parques, con una red completa de vías peatonales y de bicicleta, una ciudad en donde los pobres y los enfermos mentales son tratados con dignidad.

Based on current trends I envision a now green space, lawns nor trees and 10 foot housing all over with what few stores remain on the ground floors or within the buildings. (straight from the SF novels)
What I would like is open space, lawns, home gardens, trees, 1 or 2 story buildings.

More mixed-use, more multi-modal (including bicycle and pedestrain infrastructure), maintained parks and open space

In 2040 our city should have enhanced mass transit and cycling/scooter/moped access such that people living within a 6 mile radius of the downtown can easily access these methods of transportation. In addition, the city's personality or identifying characteristic should have modified to that of a commuter-centric populous. Currently, Denver lives in the "west" and those feelings of autonomy and single vehicle occupancy are rampant. With a well-thought transit plan and continual commuter messaging, the behavior of the city should change to that of a commuter or one who looks for mass transit options for work and social travel.

More dense, but with better design of buildings and more thoughtful and appropriate use of building materials. Better transit. Better sidewalks. Better bike trails. More daylighted creeks that currently run underground. Hopefully, historic preservation efforts will pay off and we'll look back and say "I'm glad we saved that," as opposed to "Why'd we demolish that? What were we thinking?" The rundown midcentury motels of today could be the historic 100-year-old destinations of 2040. We need planners and developers to be thinking long-term.

Eco friendly, walkable, safe streets and neighborhoods, good jobs with a high level of cultural amenities

Much less single occupancy auto dependent. Majority should be walk-able, bikable and responsive mass transit.

Much less reliance on cars. The streets and highways are now a major source of delays and frustration. Continue to add trees, bushes, parks, and other open and green space so people can enjoy their own neighborhoods within a pleasant walk or bike ride. Adopt light-rail cars so bicycle users don't have to stand, uncomfortably and un-safely, at the back of the car. Make for better inter-city, and inter-county, cooperation, for example with Aurora. I'm near the new Gaylord Resort and it seems as if this huge development is taking off without much thought to surrounding infrastructure in either city.

A great mix of transit, bikes, lightrail, car share, bus, etc.

A mobile city ease to get around less cars or no cars, a self sustaining community with urban garden's and open parks and trails to get around

There should be increased public spaces, both through new parks and amenities as well as ground floor retail. Transit opportunities will allow anyone to travel easily car-free to avoid traffic. Intersections will be easily accessible for pedestrians creating a city-wide walkable feel. Meaningful infill will replace parking lots and parking garages (or they will be tastefully hidden), to create a continuous feel. Cavernous streets will no longer be life-threatening to cyclists and pedestrians, and Denver will have policies aimed at improving the lives of residents, not just accommodating suburban commuters.

Affordable, with historic neighborhoods, lots of trees, excellent public transport and walkability, Lots of small shops, beautiful parks, fewer cars, good schools, a diverse population

The biggest challenge facing Denver, in my opinion, is the increasing traffic. Drivers are increasingly angry, aggressive and inattentive, due to the increasing congestion. Lowry is a fairly walkable neighborhood, yet it is downright dangerous to cross streets on foot or bicycle. And it's not just Alameda and Quebec: stressed-out residents drive way too fast on neighborhood streets as well. My husband and I have had three incidents in the past month alone when drivers failed to yield to us when in crosswalks, resulting in near-misses.

Better maintained roads, reliable public transportation, recycling pickup weekly instead of bi-weekly.

More bike lanes and support for bike transportation. Pedestrian friendly changes - like more crosswalks (with signage and lights). Less cars and highways. I-70 has been re-routed outside the city. More cultural activities. Affordable for all levels of society - housing and education! More integration of the universities with the image of the city. More world-class cultural events and festivals.

Stricter regulations on driving, more costly to drive, hubs of neighborhoods where people live, work, and entertain. Hopefully better schools, and a solution to I70.

It should have less traffic. It should respect existing neighborhoods. It should obey Blueprint Denver instead of ignoring it. It should not put high density into low density areas that lack transportation. It should not create situations that force the abandonment of cars.

Better management of residential parking in densely populated areas like West Wash Park, LoHi, etc.

Well maintained landscaping around the city; including timely clean up of damaged trees following large storms. Last winter it took almost two weeks for dead branches to be removed from the green space on Speer Blvd near Cherry Creek and that is supposed to be a premiere boulevard for the city?!?!

Veggie and cut flower gardens in City Park, Wash Park...maybe even a weekly "farmers market" in the park for the neighborhood.

I think Car-2-Go and B-Cycle are an excellent start for the central city. Would love to see larger parking lots for Car-2-Go at Union Station and Light Rail Stations to allow for easier access to the airport trains from the city central.

More restaurants, clean, safe, health food options, wider streets more lanes on main roads. Parks in gvr, more police stations in far ne.

Places better located for better access via various modes of transportation with scale to better accommodate.

It should be resident and visitor friendly. People should feel safe and comfortable living here. The laws that are in place should be enforced. The streets should be in good repair and well lit. There should be a visible police presence to deter criminal activity.

High density, public transportation dependant, low car use. Like NYC.

Homeless, transient and drug addicted people should be nonexistent. Everyone should be commuting via public transit. Cars should be almost nonexistent as well.

Excellent and frequent public transport available throughout city (think London, England)

Vibrant local neighborhoods

Keep open space for wildlife: what will become of our non-human beings?

Additional surface rail in city neighborhoods. Transformation of some neighborhood streets to green space/bike pedestrian only.

Better sidewalks and more street trees.

Should be a world leader in transit, (i-25 passenger rail, use technology to improve effectiveness of roads, without needing to add lanes, self driving cars etc.) an example city for smart growth, transit oriented development and preventing further sprawl. A city of walk able bike able neighborhoods. Renewable energy powered high effective buildings. and a city with a strong sense of history by preserving the historic buildings and sites, particularly downtown.

We have to preserve our wonderful views, so hopefully no tall, new buildings outside of the downtown core. Interconnected bike and walking paths. Expansion of RTD transportation options everywhere in the city and its suburbs.

LotPleny

decreased auto traffic, better mass transit, more sidewalks and bike lanes, well planned neighborhoods, affordable housing

Amazing and affordable public transit, nationally recognized traffic and water management, world class museums and music culture, leaders in showing others how to manage growth, strong emphasis on conservation, recycling green energy and sustainable lifestyle, pristine trails, rivers and creeks, tons of urban gardens!

see previous

It should have an increased light rail network along with widened highways and another main road similar to 6th avenue going east west.

Clean running transportation options, both transit and cars. We've protected the air and water quality. More near-mountain space protected and preserved from out of control growth. Higher costs for building new homes to slow the sprawl.

Like Vancouver

Population-growth control. Higher priority on crime rate so it is safe to walk. Discourage loitering of homeless people as they harrass people who are working and paying for services.

More advanced options for public transportation (more train stops and connector options), bike trails and lanes.

Less people less traffuc

It should be safe, with way more police. We should have affordable housing by then, to help get people off the street, where they cause problems for EVERYBODY. We need to do more to encourage commuting and riding transit. We should crack down on crime. We need to push the gangs out of denver. We need to repave about every damn road in the city, especially Colfax. And we need to open that Mall back up again, get rid of all that clutter in the middle, make an enjoyable place to be instead of giving the homeless art installations to sleep in and creating hiding places for criminals.

High speed trains, like Europe has.

Housing will be much denser to accommodate the additional populace. No more front lawns for the remaining single family homes due to scarcity of water, there will be a tree requirements for those who can afford single family homes. Space will be dedicated to trees; park space will be strictly regulated so it cannot be occupied by the homeless. More city sponsored housing for low income families and residents. Schools will be multi floor structures like office buildings in order to maximize space. Light rail will be the primary means of making long commutes.

Model for clean energy/clean city. Low crime, visionary for jobs of the future. Leader in education. smart infrastructure. Diverse economy, diverse community.

Vastly changed and most any change would be an improvement

A city full of transportation option to meet the needs of a diverse city

Neither a world power like Paris or New York, nor a starlet like Portland or an oasis like Austin, Denver should be a place where the pace and quality of life compliments its setting. Let the big deals happen elsewhere; I still want to see a little of the prairie grass.

High-rise living concentrated downtown and the area immediately surrounding downtown. Density concentrated near DU, Cherry Creek, and along light rail. Streetcar lines connect major destinations. A Denver run (not-RTD) transit service is up and running providing neighborhood-connecting buses, streetcars, and yes, even a subway! Existing stable/historic neighborhoods remain stable. Affordable housing doubled.

Transit options similar to Chicago and New York. Many shop and dining options. Neighborhoods that are seamlessly integrated and high population density.

100% self-sustaining. 20% reduction in vehicles run by fossil fuels. Greater access to public transportation and faster travel time and reliability of public transit. Preservation of parks and trails. Additionally more economical ways to get to the mountains in a reasonable amount of time. Smarter (more efficient and effective) use of roadways that focuses on length of travel versus environment (specifically in regards to the lack of use of the HOV lanes on Santa Fe Dr. and all HOV lanes in general as they are under utilized).

More affordable housing, community feel

walkable with many trees

free flowing FREEways!

More public transportation (bring back the trolleys!!) and bike lanes.

We have a great outdoor culture but a terrible network of bike lanes. We have an active population that would bike more if they felt safer doing it. I'd like people to think of Denver as a bigger friendly city.

Workable mass transit system to get vehicles off of currently inadequate road system. Affordable housing. Thought out expansion, including services, infrastructure, for future development that is not quick fixed after the buildings are up. Educational training/ opportunities for those not attending traditional college.

Mandatory recycle of wastes. Access to medical support/health initiatives easier and less \$ than today. Easy access to mountain towns and recreation. Serious reduction of air pollution levels especially in the winter.

Diverse/ expanded economy resistant to economic downturns.

I think it will be very crowded, but I fear that urban sprawl will continue as well. I could honestly see the metro population getting to ~5 million by then. Mass transit will help to alleviate traffic & pollution, but it will still be a major problem. I'd like to see more options for people that earn median, or slightly above median income. I feel the squeeze right now because I make too much to qualify for subsidies, but don't make enough to afford most of the places right now.

Less factories, mass public transit, like Chicago

A transit oriented city for people that live in Downtown Denver and it's urban neighborhoods. A place where it is more common to take public transportation around Denver then take a car. It should be easy to get around all of the neighborhoods with the same amount of ease as it is from going from a neighborhood to downtown.

Additional rail or actual traffic-separated BRT in the city center proper (6th Ave, Colfax, Colorado, Federal, Sheridan) to allow for fast travel between neighborhoods. A comprehensive and interconnected sidewalk and bike network with no gaps. Fewer six lane roads and more urban neighborhood ownership of that street space.

Clean, fun, dynamic

More connected and more mobility options. And more beautiful public realm.

vibrant, walkable neighborhoods. Mix of housing types and prices. Much better bus transit service and routes.

More bike paths connecting urban neighborhood and down town. Better sidewalks. Cheaper and more frequent light rail. Train to the mountains and red rocks

Fully integrated transit--you should be able to live in Denver and not own a car and still be able to get to work, grocery shop, and visit friends/family.

City protected by Sheriffs Department, Police department, fire department and EMT support which can arrive within 5 minutes of a 911 call. Main arteries for driving need width size to increase including egress from City to areas outside of Denver City limits.

smooth, accessible, and affordable mass transit with safe pedestrian access more trees and open/park space, alleviating homelessness and begging, clean up, repair roads

More light rail options and/or other mass transit. Less bike lanes taking up roads in major corridors, such as Broadway or Lincoln. Redo the Denver sewer system for a metro.

Denver should produce, within the city limits, its own energy and food.

More walkable! Less driving more biking.

Sidewalks on all blocks. Two lane bike lanes.

Denver in 2040 is walkable and bikable. You don't have to have a car because there are ridesharing and carsharing options. Tons of free street parking has been replaced with bike lanes and wider sidewalks. People can get around safely and for free. There are bike boulevards not just on trails but throughout downtown. Transit has greatly expanded, with light rail and rapid bus service throughout the city. People generally don't drive into the city core because it is expensive and there are better, easier options.

Housing is more affordable, with limits on luxury buildings. Density has increased to make way for multi-use neighborhoods where people have easy access to amenities like groceries and shops.

The park system is even better - cleaner and maintained. The Platte River trail in particular is a bustling corridor of activity on the weekends, with people walking, biking and running, with art installations, food trucks and places to stop along the way.

Denver has fostered local businesses so downtown isn't a bunch of generic chains, but local Colorado businesses and food.

It has also encouraged diversity by creating welcoming, affordable spaces for people of color and all ethnicities.

Better north south thoroughfare, cheaper and more frequent light rail, train to mountains and red rocks top 20 in nation, size, transit, everything

I imagine Denver as a much denser and more walkable city, with an emphasis on creating beautiful and vibrant destinations around both the current

Seamless bicycle and foot traffic. Less cars on the street. Low building height, more trees along streets.

Completely linked infrastructure of mass transit options such as light rail and trains linking the I-70 corridor to Glenwood Springs and from Ft Collins to Pueblo. Cars will be a much different concern as by 2040 the vast majority will be driverless vehicles thus turning highways into a very different place requiring much less space. We need to plan for this future not automobile focused design. With human emotion and error taken out of driving car infrastructure can become more simple and thus effect all aspects of our design. We should not have parking focused thought. Our design should be human focused and experiential. Also more bike transit will be key.

Fewer cars on major highways, those that are there are automated driving with some form of ride/vehicle share. Everyone will live in a connected but walkable neighborhood with its own amenities (stores, restaurants, schools), people with long commutes will have first and last mile options that eliminate need for car, we will have the flexibility of the car without ownership costs and current congestion it causes.

Streets with protected bike lanes and walkable connected sidewalks filled with people. Small amount of off-street parking will be greatly reduced and not occupying valuable street facing real estate.

Way more public transportation options with an emphasis on rail lines, not buses. More safe options for biking all over the city, with resources for cyclists like tools, bike pumps, etc. throughout. Less fast food and chain restaurants and more neighborhood restaurants.

A well connected network of dedicated, protected bicycle lanes and pedestrian corridors that link well with thoughtful transit planning. A network of bus rapid transit (BRT) serving main corridors such as Colfax, Sheridan, and Wadsworth (true BRT, not the 36 half-baked version of it) to make getting around the city on transit quick and convenient. Transit access should also include access to Open Spaces (such as Green Mountain, North Table Mountain, Apex, etc) with secure storage so those that wish to recreate with limited car usage can do so.

More transit options that allow all ages and abilities to travel through the city easily.

Integrated

Easy to get everywhere without the use of a car. Lots of walking trails with plenty of shade. Easy access to shopping and dining.

Robust transportation infrastructure and services to serve our growing population. Neighborhoods should continue to keep their character and population density should be considered on a neighborhood by neighborhood basis.

In 2040, Denver should be a City that has grown into its status as a major American city. This means that it has embraced urbanity and invested in the infrastructure that allows large cities to be livable and vibrant. This means a robust transit and walking network, enabled with technology. It is a city that has embraced the opportunity and challenge of growth and implemented change management that keeps the City's goals and broader vision in mind and has worked to achieve it even in the face of short term difficulty and thinking. It will still be recognizable to people who have been away for awhile, but there will be much that is different.

More space between homes. More options to work from home or local to neighborhood. Less demand for main thoroughfares. More parking at major events.

More established Highway system. Expansion to I-70. Well developed rail transport system. High speed rails long I-25 and I-70.

Extremely affordable city, top in the country for parks and open green space, clean and safe vibrant downtown full of interesting shops and local restaurants, downtown as a neighborhood, public transit (lightrail based) that is comprehensive throughout the city and suburbs and operates on a date system that is fair and attainable for all. I hope Denver will be a city that models green energy as the standard in all new buildings.

Less people! Legalize cannabis in all 50 states so that people stop moving here! Better transit options, affordable housing, clean air and water. Diverse communities - not just white, wealthy people, which is where the city is headed now. The gentrification of traditionally diverse, minority communities is pushing whole segments of of the community out. Denver should look at some development limitation as it appears that development is happening at an exponential rate that is not sustainable and not necessarily forward-thinking.

More affordable and diverse housing options, family friendly with well connected and efficient transit, bike routes and complete streets that activate neighborhoods. Increased in-fill of parking lots.

Washington DC

More/better public transit, fewer cars.

Support for self-driving cars and ride sharing.

Housing solves homelessness. Check out Salt Lake City. They are making revolutionary changes regarding their city's view of homelessness.

A Back to the Past City where people are friendly and neighborly, there is less traffic congestion, cleaner air, no legalization of marijuana, empathy towards and a plan to assist the homeless in whatever capacity is required, educating citizens (especially those who are not Denver natives) about slowing down and enjoying the city, its people, and implementing basic etiquette on the roads, while waiting for public transportation,

The city cannot rest on its laurels. I live in a wonderful city and metropolitan area. And the economy is booming. But the city must think of the future. Established neighborhoods must be preserved. New housing should take place all across the region. Too much growth in Denver may result in a glut of multifamily units 15 years from now, when or if a bust occurs. Busts have always been a part of Denver's history. Our streets are crumbling. As much as I love and live my life by walking and bicycling, not everybody can do that. Off-street parking must be a required part of all new buildings and developments.

High energy & cultural downtown, wide range of interesting neighborhoods with a diversity of housing types & prices, connected by frequent transit, safe sidewalks, bike routes and parks/open space.

Should improve parking downtown by requiring all new buildings to have underground parking lots.

MORE TREES, LOTS OF INFILL DEVELOPMENT, LOTS OF BIKE TRAILS, LOTS OF PRESERVED STRUCTURES WITH BEAUTIFUL CHARACTER. THINGS BUILT TO SCALE, NOT MASSIVE.

Clean, lots walkable neighborhoods, safe, focused on children, diverse, options for all socioeconomic levels to live in Denver, excellent education across the board, people growing their own food at home or in community farms. Child and pet-friendly.

Each neighborhood should have shopping and dining options that don't require people to drive down town anytime they want a night out. These neighborhood areas can combine shopping/dining with recreation and parks similar to Stapleton's development and the proposed RINO riverwalk.

Clear land use plans and zoning maps that protect existing neighborhoods and prevent developers from changing or manipulating existing zoning. Zoning designations should be stable and not subject to manipulation by developers and politicians. People rely on existing zoning when they buy homes. Blueprint Denver is unclear and subject to manipulation by planners/consultants who invoke "strategies" to try to force change on stable neighborhoods. Denver has not respected zoning in "areas of stability."

Metro Denver needs to find effective ways to limit growth. We don't have enough water for current growth patterns to work. We should expect that long droughts will occur, comparable to what California has been experiencing, and plan for those.

Reasonable limits on growth and population density that reflect limits on water supply. Public transportation that is effective and serves all areas well.

In 2040, we're the greenest city in the country. We have lots of trees and green space, with many roads replaced by light rail and bike paths that make it easy for everyone to move around safely without needing individual cars (driverless or not). There are urban public gardens throughout the City, providing even citizens in the densest neighborhoods the opportunity to grow their own fresh produce - some of these urban gardens are on roofs of multi-family residential structures. We've innovated and implemented the best new ideas in energy generation and water conservation. We're not just green though: we're brown, and black, and white, and every color a human being comes in, and we've figured out how we can pool our resources to help the City bring opportunity to everyone.

affordable, inclusive, diverse, sustainable, not over policed

Highly integrated greenspaces (connected by green bike / walk paths) within urban and periurban environment. Maintenance of neighborhood feel, mixed with denser mixed-use housing and development in a balance. Enhanced bicycle routes and public transport. public transport options to the mountains (train on 70??) Vibrant downtown.

Compact in the center, with empty lots built on. Low rise scale kept in older neighborhoods. Greater neighborhood commercial activity. All parking garages underground or gone. And better bus service. Denver should be a vibrant mix of people of all ages, incomes, colors, and creeds. It should keep the unique character of its neighborhoods, and it should not grow too big. If it does, it will spin apart and lose the very character of place drawing people here.

SAFE bike lanes down all major corridors - people respecting the law and following lights. Large activated sidewalks - limited vehicle traffic throughout downtown. Easy rail access to the mountains.

Super green and colorful with trees and flowers; beautiful architecture and high speed transit to all areas of the city. Diverse and mixed retail in all neighborhoods with excellent grocers in Green Valley Ranch subways along Colorado Blvd and Colfax.

We have to become a much more dense city and we have to find a way to make that transition that eases the stresses, takes advantage of the opportunities and brings us together as a community. This much more dense city will be vibrant and exciting - filled with great neighborhoods and housing, diverse in many ways - income, age, race, ethnicity, etc., it will still be a place that is welcoming and kind and easy and relaxed and outdoor-oriented, and the economy will be booming - lots of opportunity, jobs, retail, restaurants - great cultural institutions and opportunities for creativity and the arts

Far less cars, not widening roads anymore, but rather having a more frequent, equitable transit system. Affordable housing options in all neighborhood contexts described previously. Opportunities for all type of workers to live near where they work and play. Dynamic, economically driven main streets in communities that draw a diverse crowd.

frequent bus service to major transit stops.

Comprehensive public transport that can get you affordably to any part of the city without a car. Parks and preserved green spaces. Well-lit bike-only bike trails that a person can use to safely travel to any part of the city, especially downtown (not just bike lanes, since people, including parking enforcement vehicles and city-owned cars, constantly park in those lanes, endangering bikers). Inclusive city planning and zoning that favors small, locally-owned businesses and housing projects like the one in Lincoln/La Alma Park, with blended housing, urban gardens, and space/subsidies for nonprofit community groups that enrich and engage the community (like all those in the Lincoln Park development, for example Youth On Record, Bike Together, etc.)

I wouldn't picture the city itself to look too different, but would expect public works respecting transportation to be better. Downtown will be built up with more skyscrapers and mid-rise density pushing into adjacent neighborhoods. Otherwise, I pray we improve the sidewalk and bike lane networks to provide easy to use (think a child and/or grandparent can use them) and realistic connections. I also hope to see better transit for getting around within the City of Denver. I also hope to see this human transportation network focus on connecting parks, schools, and other destinations, because if we focus on that everyone one wins...that starts with accommodating our children to walk and bike as they will be the future of Denver!

Frequent, reliable transit, with reliable transfers regardless of weather or day of the week. People should be able to not just travel to their jobs during rush hour peak periods, but travel to hobbies, travel west of I-25 from east of I-25 without having to travel into downtown. It should be an actual well-connected transit city, where owning a car can truly be optional. Not just for going to work and coming home.

A world leader for all that is good, great and noble in humanity

A city where affordable housing is abundant, sidewalks are ample in EVERY neighborhood (not just the wealthy ones), people are walking and biking and taking public transit, and healthy food is accessible no matter what your zip code.

Less duplexes and apartments within neighborhoods; maintain single-family houses.

More sidewalks and maintenance to encourage walking to destinations.

Homeowners will hopefully be allowed to convert existing structures (garages, etc) to dwellings, providing more affordable housing and income for the homeowner. This would also preserve the existing character of the neighborhood.

A truly connected city. Multiple local mass transit options - street car, BRT, light rail, commuter rail. Fewer cars. More safe walking and biking options.

Integrated and connected; anyone can get around without a car.

FULLY CONNECTED SAFE BIKE NETWORK. More people living in the actual downtown to make it more diverse than business and alive at night. All suburbs connected to downtown by trains. My ideal vision is one lane of every street that is more than two lanes given over completely to bike lanes. MORE STREET TREES DOWNTOWN. A city where the streets are full of pedestrians and bikers and people strolling through tree lined lanes. Also access to affordable healthy food for EVERYONE within a quarter mile of their home.

Historic neighborhoods intact, with robust bike lanes on which I could get anywhere in the city.

More public transportation, self driving cars that act as taxis, more parks and open space, no more parking lots taking up space, more in-fill for affordable housing, train to mountains to ease I-70 traffic with reasonable rates.

compact downtown remaining with underground parking, more frequent transit system reaching out in the Denver Metro area. "Neighborhoods" having a main street with local businesses, grocery stores that are walking distance. More trails/bike paths connecting people from the neighborhoods to downtown and surrounding areas. I-70 viaduct being buried and enlarged.

Flying cars. Driverless cars. More green space. Less single-family homes. Well-built multi-family housing (without the ordinance that protects shoddy builders from lawsuits over their negligence). Better public transport

It should have a mix of large old single-family homes on big lots, and high-density areas downtown and in limited areas in neighborhoods (along high streets, etc.). Very walkable and with clean, efficient public transportation. Better and more roads into the mountains (and more train/light rail systems), so that I-70 isn't the nightmare that it is currently. More trees would be great, if they can work with xeriscaping, because there won't be very much water then (certainly not enough for the growing population). So, carefully managed growth, updated infrastructure, and hopefully affordable living. Also, more emphasis on interesting architecture instead of the bland beige boxes going up everywhere. Architect-designed instead of developer-designed.

diverse population by income, gender and identity, age, ethnicity, race, religion, ideas, lifestyles, etc.;

architecturally and artistically interesting and comfortable (stop the cheap little boxes on the hillside all made of ticky tacky that all look the same);

lots of open space and places to be in nature;

lots of trees;

walkable neighborhoods with access for the disabled and elderly;

livable wages for all people;

etc.

More light rail and trolleys, more protected bike paths, fewer SOVs, and subsidized mass transit. Mass transit has become incredibly expensive. . .

More (and safer and frequent) public transit options that get me where I need to go. Cars will hopefully be fewer in number because there's no need for them because public transit is so good. Denver has figured out the right balance of single family dwellings and multifamily dwellings. No more max density developers building ugly, overpriced rental apartments!

Try to preserve the in city neighborhoods. Replacing everything for more density just increase traffic, makes the neighborhoods less family friendly, less safe and noisier.

Good public transportation, good bike lanes, lots of trees and parks and open space, diverse populations living in the same neighborhoods, and sufficient affordable housing

Well-planned, with neighborhoods that have multiple transportation options, not just automobile use. There will be active neighborhood associations in as many neighborhoods as possible. Traffic congestion will be less than in 2016 because many residents will use options other than automobile use. More people who work in Denver can afford to work here (more affordable housing). The availability of parks and recreation centers will keep pace with the increasing population density. Schools will offer a good education with multiple career tracks for older students.

More affordable public transportation.

A city of beautiful streets that are easy for cars, on street parking, bike lanes, wide sidewalks, clean, well maintained pavement, properly timed traffic lights, better signage, and more landscaping.

Full of light rail, connecting bus lines, fast train to airport from city center, fast train to Grand Junction, with connecting stops in all major towns in the I-70 corridor.

Full of green spaces, well maintained streets, trees, farmers markets, grocery stores in current food deserts. Public schools which provide excellent education to all students, not just in wealthy neighborhoods;

No homeless hanging out in downtown.

Very frequent public transportation with peak/off-peak pricing. car and pedestrian friendly, more dense and safer.
We should start being like a world class city, with a more frequent and dependable busses. Right now RTD is undependable, ineffective, and infrequent. The public will not use public transportation until it is dependable and easy to use. We should be doing everything to discourage auto use and encourage cycling and public transportation. Busy one way streets take away from the quality of life in neighborhoods. Our city should think about converting them back to 2-way streets.
Not Sure
retail centers located in neighborhoods, light rail going all the way to Pueblo. Housing will be available to all and no homeless on the streets
I imagine a vibrant city with a filled in urban core. The city should be connected by rail, including a subway from the highlands, through downtown, to cherry creek and Glendale. Perhaps other subway lines could move beneath Colorado Blvd. and Colfax.
Where the majority of people do not use a car to get around. Where bikes and cars are separated, bus and train are so inexpensive you'd be crazy to not use them, and it feels safe and relaxing to walk or bike through town. I'd love to see more overpasses and underpasses for pedestrians and bicyclists to help avoid drivers. In 2040 Denver should have more open space than in 2016, where vacant lots are converted to community gardens and parks rather than another development. I'd like the city to be a place where low-income families have the option to buy rather than rent. I'd like to see clean rivers and riparian open spaces that are protected from crime and high-end development.
Mixed-income housing, more public transit options (and more affordable!), less car traffic, less construction, more open space/green space.
Better light rail coverage, drug culture moved out of neighborhoods, more ease of biking and walking, thoughtful growth (DU) area has thoughtless growth.
I probably won't be alive! Hopefully, it will be a city where diversity (in various forms) will be evident and possible.
The way it's going now, it'll be horrible... The ugly boxy/cheap looking buildings.. Denver is already overcrowded... Horrible traffic... It's already ruined.
Clean, low crime, tech industry center
Good planning,no more high rises in residential neighborhoods. Follow the proper parking rules for new construction. I avoid Cherry Creek and I live a mile away. The planners have completely screwed up development in that area by allowing way too much densification and not enough parking. Realize that Denverites travel to the mountains on a regular basis. We have cars and need parking. We are NOT New York City and never will be. Stop pretending like we are.
Fewer cars, more walkable neighborhood centers, more working from home
more light rails on busy corridors, light rails that are low to the ground like Portland, OR so it is easy to load your bike, wide and safe bike lanes like in Amsterdam
Dense. More public transit use. Rich culture and art
small neighborhoods...single units
more big high rise commercial buildings downtown, less sprawl only self driving cars permitted turn five points into a park by demolishing it and planting stuff
Better transit, more mixed use, denser.

Fewer people, fewer cars, better timed traffic lights, better enforcement of speeding vehicles and stop-sign runners!

Affordable and inclusive, more walkable, with more/better transit options--the kind of city anyone can live in and enjoy living in, including people who choose not to have cars.

People can walk to places for basic services including grocery and other needs.

High frequency transit serving major destinations available to all urban residents.

Better transit, good looking architecture, cultural and recreational opportunities.

More open green space with off leash dog trails, better public transit options, less traffic

Clean and well maintained

More inner city transit options. Better police coverage.

More vertical, more dense. Affordable housing. More transit and alternate modes, fewer streets. Improved I-70 and I-25 corridors to support business community and job development. Proximity to work and recreation near housing.

more light rail

Easy and comfortable for me, my wife, and my children to get around Denver on foot, by transit, or by bike without having to fear for our lives or feel like we have to ride our bikes 25 miles per hour at all times. Multiple restaurants within walking distance and more retail in our neighborhood (which would likely come from more residential development).

Even more accessible and frequent public transit. More diversity and a wide selection of housing options.

Use of personal automobiles would be significantly reduced. More neighborhood main streets would facilitate access to grocery stores and other shopping needs by pedestrians and bicycles. Jon Caldera moves to Uruguay and we build light rail/cable or elevated monorail on Colorado Blvd from Hampden to I70 (I can dream!). Million Tree goal begins to show the fruits of our investments in the 2000s. Neighbors understand the false dichotomy of natives vs newcomers and we thrive on the diversity of our populace. Homeless citizens are a sad memory of the past and we have enough mental care facilities and funding hand-in-hand with affordable housing and jobs to help them off the street. Everyone keeps their dogs on a leash and recycles. ;-)

Could be like Groningen, or other city in which car travel has been profoundly restricted, thus increasing quality of life immeasurably. We seem to be going the other direction, however, and quality of life is suffering. BTW I am a driver by trade.

There should be increased roadways for access across the metro area, more roads like 6th ave. Introducing tolled road will do absolutely no good. Just look at the E470, people just avoid it and go down Arapahoe or I225 and Parker. There should also be larger expansion of the light rail going east and west through Denver and the southern metro area.

Am working on vision paper from October 5th workshop

Multiple "mini" urban cores and easy mobility to them.

There should be massive education of all about driving, biking and walking, the laws & regulations so that in the future we all get along because everyone obeys the laws and is respectful of each other. The different neighborhoods should remain different, with enough sunlight for everyone, not huge houses built too close together. It should be easy to get around because laws are enforced (like red lights & speeding). Neighborhoods should not be decimated & replaced by big, ugly, box apartments. The city should pay attention to architecture, both in neighborhoods and downtown.

Self driving cars, multiple use cars like Lyft and Uber, light rail, bike paths, pleasant pedestrian paths without choking fumes. Maintain some neighborhood identity to make the city desirable and interesting place to live.

People should be able to get around. The planning of Denver seems non-existent. It should not be so expensive to live, to drive or to take a bus like it is now. There should be trees & places to hang out & if it's illegal for people to be homeless then don't let people become homeless! There should be a focus on education & doing everything we can to educate people from the beginning, not setting them up for failure later on.

Very few cars, mostly bikes and transit. Denser and more walkable neighborhoods. Easy access to the mountains for people who don't have cars (the majority of people) through trains, buses, shuttles, and car-sharing.

Detailed Results: Demographics

How old are you?	Count	%
Under 18 years	22	2.511416
18 to 24 years	12	1.369863
25 to 34 years	251	28.65297
35 to 44 years	197	22.48858
45 to 54 years	149	17.00913
55 to 64 years	146	16.66667
Age 65 or older	99	11.30137
	876	100

Gender:	Count	%
Male	420	48.16514
Female	446	51.14679
Other	6	0.688073
	872	100

Race/Ethnicity:	Count	%
Caucasian	720	83.52668
Latino or Hispanic	64	7.424594
Black or African American	29	3.364269
Asian	16	1.856148
Native Hawaiian or Other Pacific Islander	2	0.232019
Other	31	3.596288
	862	100

What is your total household income?	Count	%
Less than \$25,000	31	3.73494
\$25,000 to \$34,999	32	3.855422
\$35,000 to \$49,999	63	7.590361
\$50,000 to \$74,999	146	17.59036
\$75,000 to \$99,999	141	16.98795
\$100,000 to \$149,999	193	23.25301
\$150,000 to \$199,999	110	13.25301
\$200,000 or more	114	13.73494
	830	100

	0	1	2	3	4	5 or mo	Sum
How many adults are in your household?	3	204	601	33	16	6	863
How many children are in your household?	573	96	105	25	6	3	808
	576	300	706	58	22	9	1671