

A background image of a Denver cityscape, featuring various buildings, trees, and a park area with a person on a bicycle.

Denverright.

Your Voice. Our Future.

Blueprint Denver

Task Force July 12, 2018



1. Blueprint Denver Process Update

Blueprint Process Update

A. Denveright Kickoff
City visionaries talk Denver's future

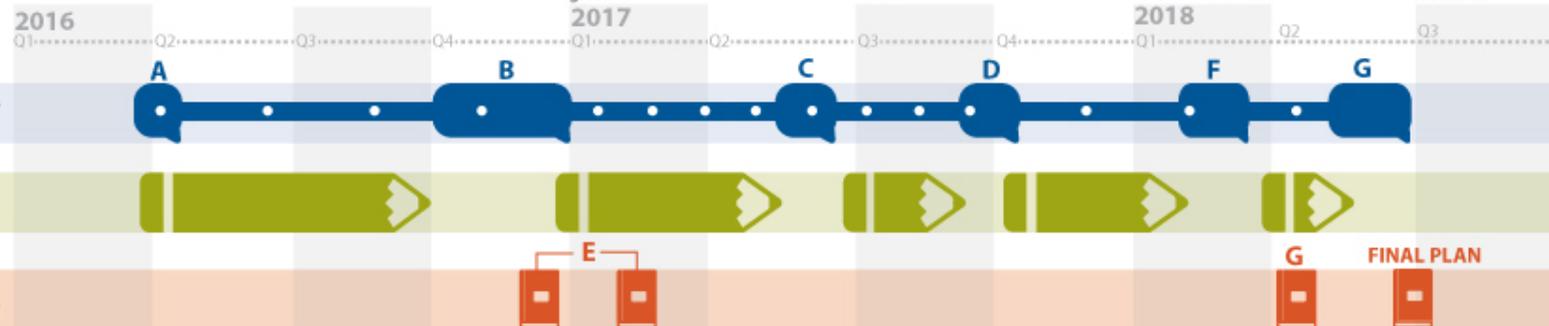
B. Denveright Workshops & Surveys
To hear your vision for Denver

C. The Growth Game
Workshops and online map game on how Denver could grow

D. Creating Great Places
Workshops & map surveys to begin classifying Denver's places

F. Change and Evolution
Workshops on how to guide change to create complete neighborhoods.

G. Draft Plan
Open houses & online surveys to collect your feedback



Community Task Force
Appointed community leaders meet on a regular basis to guide the planning process

Street Team
Denveright's Street Team meets Denverites where they are to share updates & capture input on Denver's future

E. Community Profile & Diagnostic
Existing conditions report and analysis of the 2002 Blueprint Denver plan

G. FINAL PLAN

Upcoming Schedule

- Denveright plans release date: August 6th
- Community Engagement Window: August thru October
 - Denveright Community Open House – August 28
 - Office Hours held in different parts of the City – Sept/October
 - Online survey and comments
 - Other Community Events
- Planning Board
 - Draft Plan Released – December
 - Planning Board Hearing – Late January
- City Council - February

THE *Vision* FOR DENVERIGHT IS:

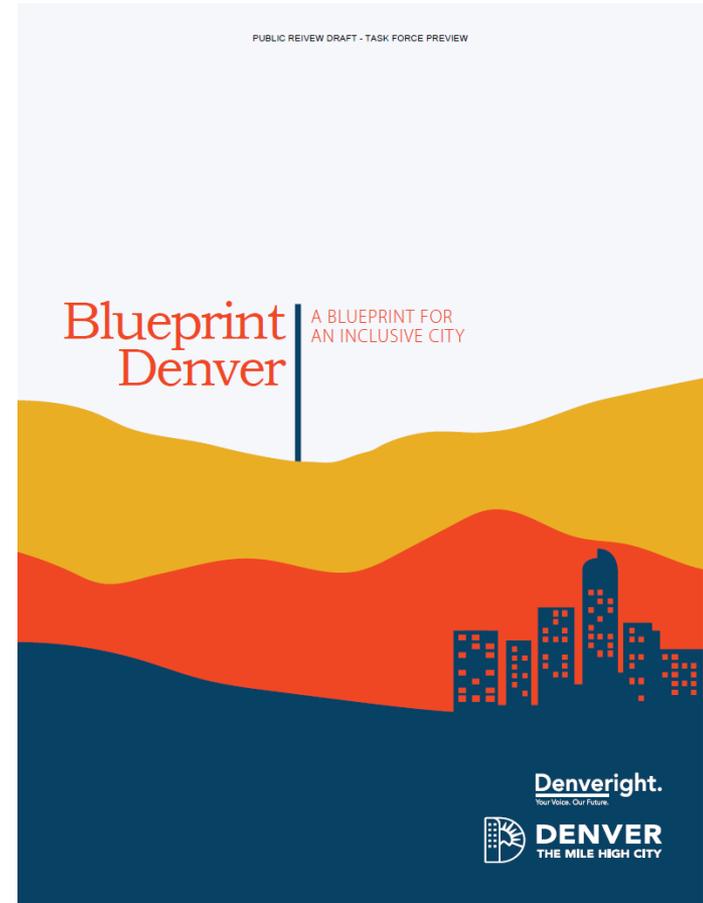


Blueprint Denver

Public Review Draft

Land use and transportation plan for growing an inclusive city:

- Creating complete neighborhoods and networks
- Measured, common-sense approach to growth
- Consideration of social equity factors to tailor solutions by neighborhood



Complete Neighborhoods and Networks

Blueprint Denver's vision and goals are realized through the planning and implementation of complete neighborhoods connected by a complete multimodal transportation network.

Complete Networks

Denver will have a complete multimodal transportation network across the city to provide more choices to get to our jobs, schools, homes and leisure activities.

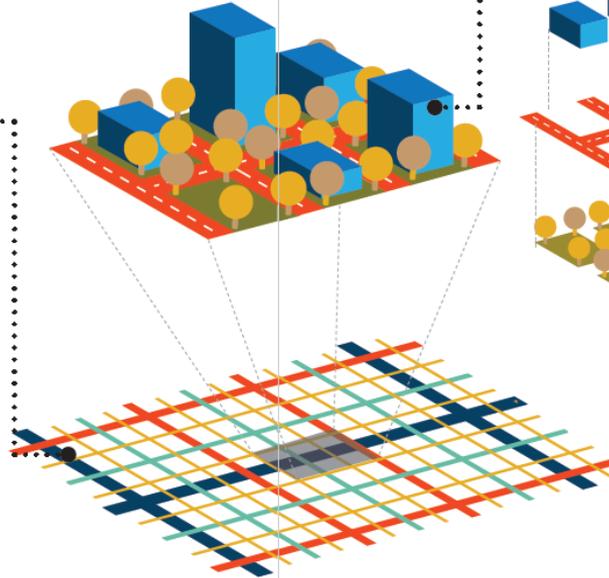
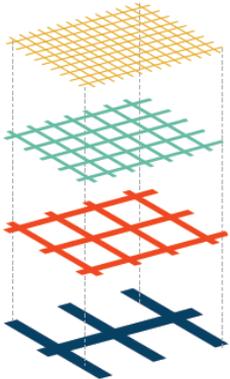
Elements of a Complete Network

Pedestrian Network
All streets are designed to prioritize people walking, including those using mobility devices. Certain streets can be further enhanced to create vibrant public spaces.

Bicycle Network
Bicycle priority streets prioritize comfort and convenience for people biking.

Transit Network
Transit priority streets create a complete local transit network that complements the regional rail network.

Auto and Goods Movement
The network that promotes efficient auto and goods movement. Vehicle technology and how goods are delivered and received are rapidly changing.



Complete Neighborhoods

Denver will be composed of complete neighborhoods accessible to everyone, regardless of age, ability or income.

Elements of a Complete Neighborhood



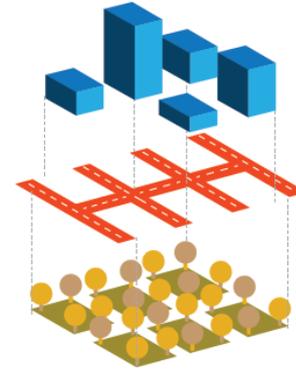
Enhance the character and quality of neighborhoods.



Connect people to the neighborhood places where they live, work and play.



Provide neighborhoods with natural features, active recreation opportunities and social spaces.



Elements of a Complete Neighborhood

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Mobility

The multimodal transportation elements to connect people to the places where they live, work and play.

Walkways

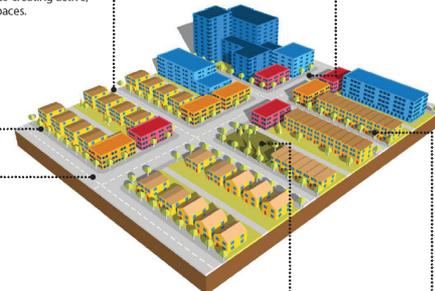
Walkways enable everyone, including those who use mobility devices, to access destinations. They include sidewalks and street crossings. As all persons will be a pedestrian at some point, walkways are a fundamental element of the transportation system. They are also critical to creating active, vibrant street level spaces.

Bikeways

Bikeways make streets comfortable for people biking of all ages and abilities, reinforcing biking as an attractive transportation choice. They include bike lanes, protected bike lanes and neighborhood bikeways.

Transit Facilities

Transit facilities ensure that transit in Denver is rapid and reliable. They include transit-only lanes, queue jump lanes, transit signal priority and a variety of stop and station enhancements that make transit an attractive transportation choice.



Travel Lanes

Travel lanes move people in cars and buses or people biking.

Green Infrastructure

Green infrastructure includes a network of parks, open spaces, drainageways, floodplains and constructed facilities that use natural systems and processes to mitigate the impacts caused by hard surfaces, including higher flood risk, increased erosion and pollution.

Amenities

Several urban amenities contribute to a high-quality transportation system, including street trees, bike racks, furniture (such as benches), wayfinding signs and street lighting.

EQUITY

Every neighborhood deserves access to quality, affordable multimodal transportation options. Creating more equitable access to quality streets and multimodal infrastructure is key.

URBAN DESIGN

Vibrant streets are an essential ingredient to good urban design. In particular, streets should be well designed, safe and comfortable for pedestrians, thereby promoting social interaction and walking.

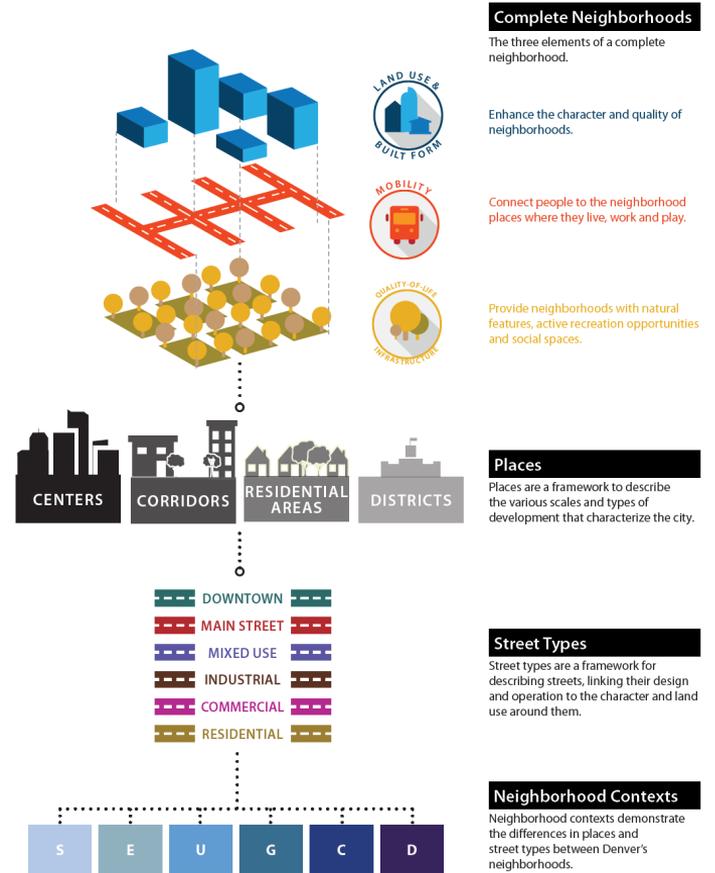
WATER & CLIMATE

Our transportation system has a large impact on climate change. Convenient and safe transportation options that do not require driving in a car alone will lead to fewer greenhouse gas emissions.

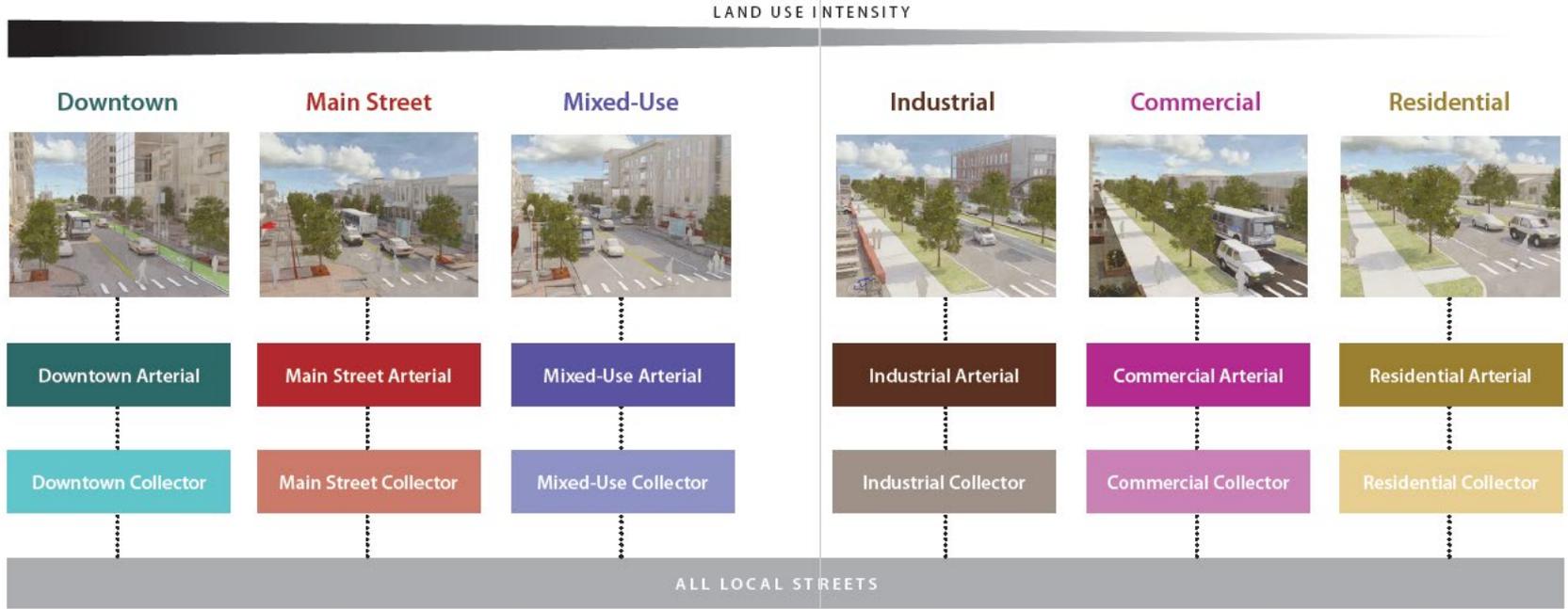
Elements of a Complete Neighborhood

Vary by

- Place
- Street Type
- Neighborhood Context



Street Types



Street Types

DOWNTOWN



Surrounded by the most intense land uses including hotels, street level retail and office, residential and mixed-use towers. Pedestrian-oriented with maximum building coverage of the site. Narrow setbacks and strong engagement of the street.

Many trips are local or the first and last mile of regional trips begin or end downtown. Curb space is highly managed. High focus on pedestrian connectivity.

Cafe seating, hardscaping, lighting, street trees, public plazas, planters and green infrastructure make for vibrant place on downtown streets.



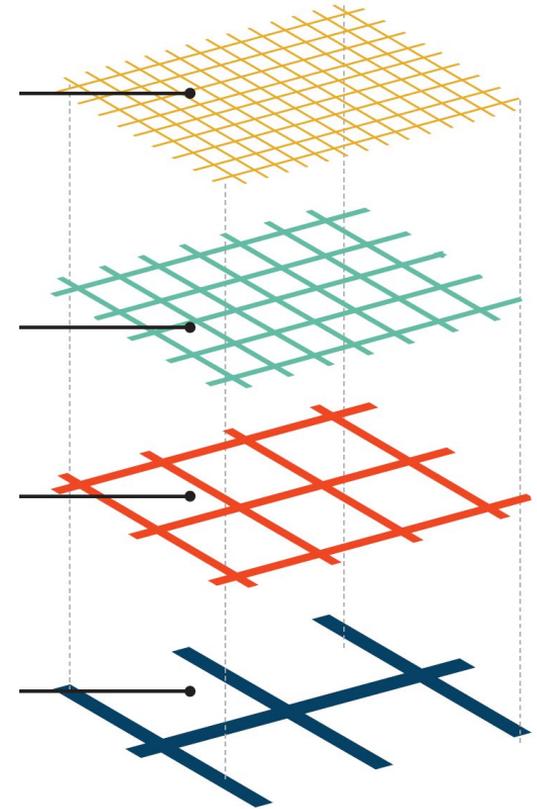
Elements of a Complete Networks

Pedestrians

Bicycles

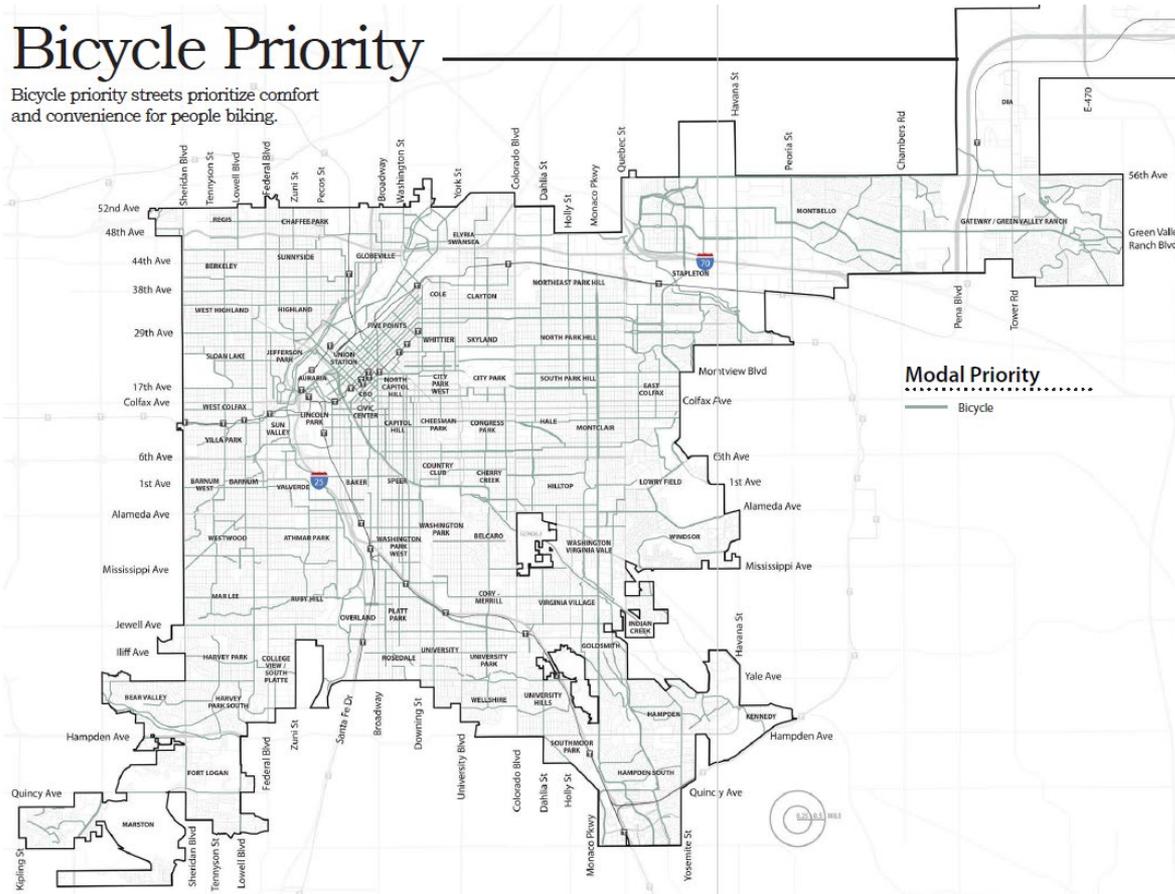
Transit

Auto and
Goods
Movement



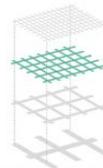
Bicycle Priority

Bicycle priority streets prioritize comfort and convenience for people biking.



Bicycle Priority

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On bicycle priority streets, design and operation prioritizes people riding bicycles over other modes.

These bicycle priority streets are the high and medium ease-of-use bicycle facilities identified in the *Denver Moves: Bicycles* plan. Ease-of-use refers to the level of comfort experienced by the user of the bikeway. This includes bikeways where people riding bikes are separated from moving traffic by a physical barrier and busy intersections are designed to easily be crossed on a bike. These facilities encourage biking by increasing the comfort for those who may not otherwise choose to ride a bicycle on a city street. Low ease-of-use facilities such as a shared roadway are not considered bicycle priority streets. Bikeway designations in Denver are typically selected based on a street's width, number of travel lanes, vehicle volume and speed.

Intersections

Maintaining the comfort of a bikeway along a street requires appropriate intersection treatments. These treatments, which occur at cross streets and driveways, can include features such as bike boxes, two-stage turn queue boxes, traffic signals, or exclusive signal phase. These treatments The selection of specific intersection treatments requires engineering study.

The following sections highlight some examples of how bicycles may be prioritized on bicycle priority streets:

01 Protected Bike Lane

A protected bike lane makes biking more comfortable and safe by providing a buffer between moving traffic and people on bikes. Sometimes physical barriers are used such as curbs, bollards or parked cars.



02 Intersection Treatments

Green pavement markings can increase the ease and comfort of people riding bicycles by showing the safest path through the intersection. These markings also help increase drivers' awareness of people on bikes.



03 Signage

Strategically placed signage helps people on bicycles navigate to popular destinations.



04 Bike Signals/ Detection

Bike signals are special traffic lights that give bicyclists time to move across the intersection.

Plan in Action

Recommendations: Mobility



The following policies and strategies will help to create well-connected places throughout the city. The recommendations acknowledge the relationship between land use and transportation by considering context-sensitive street design and the role of the *Denver Moves: Transit* plan in achieving the city's growth strategy. Denver has a finite street network, but greater demands are being placed on the public right-of-way. These recommendations address how to balance the competing needs for space on streets including safety, moving people and creating attractive public spaces.



"Streets and their sidewalks—the main public places of a city—are its most vital organs."

—Jane Jacobs

Draft Mobility Policy Recommendations

POLICY

01

Encourage mode-shift — more trips by walking, biking and transit — through efficient land use and infrastructure improvements.

POLICY

03

On all streets, prioritize people walking over other modes of transportation.

04

Implement the vision for street types and the layered multimodal network to create complete streets.

06

Reduce impacts from development to pedestrian and bicycle mobility during construction.

08

Connect centers and corridors across the city through a variety of modal choices.

12

Pursue funding mechanisms to raise revenue to fund multimodal infrastructure improvements and maintenance.

**Next Step:
Public Review starts Monday!**

A background image of a Denver cityscape with various buildings and a park area with trees and a person on a bicycle.

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