How Our Mobility Past Informs Our Mobility Future
Why Do Cities Exist?

To maximize exchange and to minimize travel.
Mobility has always shaped cities

Copenhagen

5 and 20-min. walks
Mobility has always shaped cities

Rail / Streetcar + 5 and 20 min walks
Mobility has always shaped cities
What about the shared economy and autonomous vehicles?
What about the shared economy and autonomous vehicles?

REALITIES
- Safer environment
- More efficient roads
- Lower car ownership
- Lower parking demand
- Lower cost transit
- Lower cost freight

FEARS
- Increase in VMT
- Increase in freight trips
- Lower use of alternative modes

UNKNOWNs?
- Continued increase in on-line retail?
- Deliberate vs. spontaneous trips?
- Commercial corridors
- Park-once districts
- Food / entertainment
- Curb space use and demand / competition?

What about the shared economy and autonomous vehicles?
Cities change

Is Denver’s Transportation System Resilient and Flexible?

Strasbourg Cathedral
Strasbourg Cathedral

34th Street

600'

200'

5th Avenue

469'

Otis Elevator

Steel Construction

Karl Benz Patents Automobile

Waldorf-Astoria Subway Opened

Ford's Assembly Line for the Model T Starts Rolling

1811

1853

1871

1885

1893

1904

1913

1931

Empire State Building

Astor Mansion Built

Steel Construction

1871

Waldorf-Astoria Subway Opened

1904

Karl Benz Patents Automobile

1893

Otis Elevator Brake

1853

Ford's Assembly Line for the Model T Starts Rolling

1913
Improving the efficiency of the network
Denver’s Transportation Future

Maturing Community

- More Lanes
- More Roads
- More Pavement
- System Management
- ITS / A.V.
- More Efficiency
- Move People, Not Cars
- Improve Quality of Travel
- Move Less People, Fewer Miles
- Manage, Not “Solve”

- Transit
- Bicycling
- Walking
- HOV/HOT Lanes

- Context-Sensitive Design
- User View and Comfort
- Traffic Calming
- Personal Security

- Mixture of Uses
- Connectivity
- Pedestrian-Oriented Environment
- Compact Development
- Parking Management
- TDM

- Lane Limits
- Change Standards
Induced Demand: Mature Communities - Chain of Impacts

Higher Congestion

FIRST ORDER
- Increase Delay
- Increase Cost

SECOND ORDER
- Improve Home
- Use Alternative Modes

THIRD ORDER
- Keep Business & Jobs
- Community Reinvestment
- Main Street
- Improved public health
- Less VMT
- Drive Less
- Reduced Energy Demand
- Lower Carbon Footprint
- Own Fewer Cars
- Decreased Household Transportation Costs
Transportation choices provide capacity, improve livability, create resiliency, and ensure flexibility.