Transportation is not an end – it is a means to having a better life

a more enjoyable life

The real goal is not to improve transportation

but to improve the quality of life.

-Enrique Peñalosa
Living Streets Initiative
The Policy Basis...

Denver Comprehensive Plan 2000

Blueprint Denver

Greenprint Denver

Strategic Transportation Plan
1/3 of Americans do not drive.

21% of those over 65.

All children under 16.

Many low income individuals who cannot afford automobiles.
Denver Person Trip Demand

2005 2015 2030
Enable Pedestrians – They Can Make a Big Difference

### Trip Purpose – Percentage of Total Trips

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>% By Trip Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work</td>
<td>18.0%</td>
</tr>
<tr>
<td>Work Related</td>
<td>2.6%</td>
</tr>
<tr>
<td>Shopping</td>
<td>20.2%</td>
</tr>
<tr>
<td>Doctors &amp; Dentist</td>
<td>1.5%</td>
</tr>
<tr>
<td>Family &amp; Personal</td>
<td>24.2%</td>
</tr>
<tr>
<td>Church &amp; School</td>
<td>8.8%</td>
</tr>
<tr>
<td>Social Recreational</td>
<td>24.5%</td>
</tr>
<tr>
<td>Other</td>
<td>0.2%</td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

"Errandsville" approximately 70% of all trips occur within 3 miles of the household

The **challenge is...**

...physical infrastructure...

...operations...

...behavior...
More than 110 US cities, counties and states have made a commitment to complete streets.
Complete streets are designed and operated so they are safe, comfortable, and convenient for all users... of all ages and abilities.
Living Streets are about performance
Transportation
Community Development
Economic Development/Fiscal Return
Public Health
Sustainability
Living Streets are about performance

Transportation
Living Streets are about performance…

But measure capacity differently
Living Streets are about **performance**…

But measure **capacity** differently
Living Streets are about **performance**…

But measure **capacity** differently
Living Streets are about performance…

But measure capacity differently
“Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt”

- Glen Heimstra, Futurist
NEW YORK CITY:  
_Safety in Numbers_

_Bicycle Ridership and Casualties, NYC_

<table>
<thead>
<tr>
<th>Year</th>
<th>Daily Ridership</th>
<th>Annual Casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>100,000</td>
<td>1,000</td>
</tr>
<tr>
<td>1999</td>
<td>120,000</td>
<td>1,500</td>
</tr>
<tr>
<td>2000</td>
<td>140,000</td>
<td>2,000</td>
</tr>
<tr>
<td>2001</td>
<td>160,000</td>
<td>2,500</td>
</tr>
<tr>
<td>2002</td>
<td>180,000</td>
<td>3,000</td>
</tr>
<tr>
<td>2003</td>
<td>200,000</td>
<td>3,500</td>
</tr>
<tr>
<td>2004</td>
<td>220,000</td>
<td>4,000</td>
</tr>
<tr>
<td>2005</td>
<td>240,000</td>
<td>4,500</td>
</tr>
<tr>
<td>2006</td>
<td>260,000</td>
<td>5,000</td>
</tr>
<tr>
<td>2007</td>
<td>280,000</td>
<td>5,500</td>
</tr>
<tr>
<td>2008</td>
<td>300,000</td>
<td>6,000</td>
</tr>
</tbody>
</table>
You only have X' to work with …
What would you choose?

- Sidewalks: 5-8’
- Tree lawn: 8’
- On-Street Parking: 8’
- Planted Median: 16’
- Bike Lane: 6’
- Travel Lane: 10-12’

http://vancouver.ca/engsvcs/streets/design/index.htm
Living Streets are about performance
Community Development
What are your favorite streets in Denver?
The pedestrian mall?

The neighborhood street?

The shopping district?
Why?
- Signs and Information
- Pedestrian Considerations
- Great Urban Design
- High Quality Street Maintenance
- Appropriate Volume/Speed of Traffic
- Population Density
- Streets Designed for all Uses
The goal...

Strengthen the relationship between the corridor and the adjacent land use and neighborhoods.
Main Street Vision...

Transform Auto-Oriented Uses
Main Street Vision…

……to Integrated, Mixed Land Uses along Transit Corridors
Living Streets are about **performance**

**Economic Development**

**Fiscal Return**
In 2002, the average family spent 18% of their income on transportation.

“Realizing the Potential; Expanding Housing Opportunities Near Transit,” Center for Transportation Oriented Development, 2007.
New Growth in Corridors is More “Location Efficient”

“Realizing the Potential; Expanding Housing Opportunities Near Transit,” Center for Transportation Oriented Development, 2007.
Economic Benefits from Living Streets

National and International Case Studies, 50 sources in the context of five inter-related planning contexts...

- Public Health & Wellness
- Place-Making, Urban Design & Quality of Life
- Transit
- Bicycles
- Cars and Congestion

LSI Market Opportunity Analysis
Progressive Urban Management Associates, July 2009
Economic Benefits from Living Streets

- Increased values of property located near walkable, mixed-use environments
- Increased tax revenues & job creation
- Reduction in health costs associated with obesity, pollution
- Reduction in roadway maintenance costs
- Reduced expenditures related to pollution mitigation

LSI Market Opportunity Analysis
Progressive Urban Management Associates, July 2009
Economic Benefits from Living Streets

- Homes in neighborhoods with goods, services, and entertainment options within walking distance command $4,000-$34,000 sales price premium (Cortright, 2009).
- A 10% increase in walkability is associated with a 5-8% increase in values, depending on land use (Pivo & Fisher, 2009).
- In Minneapolis-St. Paul, for every 1,312 feet closer a median-priced home is to an off-street bicycle facility, its value increases by $510 (Krizek, 2006).
- Vacancy rates for retail and office space is 4% lower in walkable areas (Leinberger, 2008).
Living Streets are about performance
Public Health
US Public Health Facts

Annual health care spending $6405 per person (1st place)

Life expectancy a full year less than peer-countries (30th place)

Neighborhood to neighborhood differences in life-expectancy exceed ten years

People who walk or bike daily reduce their risk of coronary heart disease, stroke, and other chronic diseases
This may be the first generation of children who have a shorter life span expectancy than their parents.

Preventing Childhood Obesity: Health in the Balance
(Institute of Medicine 2005)
Obesity Trends* Among U.S. Adults

BRFSS, 1995

(*BMI ≥ 30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 2006

(*BMI ≥ 30, or ~ 30 lbs. overweight for 5’ 4” person)
Walking or biking to work, even part way, is linked with **fitness**
Internal Medicine (2009)

People living in **neighborhoods with sidewalks** are more likely to **choose walking for all trips**, get recommended physical activity

Transit users are 3x as likely to get the **suggested daily minimum** of physical activity than non-users

Having **shops and services near one’s residence** is best **predictor of not being obese**
Living Streets are about **performance**

**Sustainability**
Greenprint Denver GOALS

- **REDUCE:**
  - VMT
  - Greenhouse gases 10% by 2012 & 25% by 2020
  - Auto trips by 15%

By 2030, 41% of Denver’s job growth (70,000 jobs) and 30% of Denver’s population growth (22,000 households) will be located in Denver’s new transit zones.
The Charge...

Mayor Hickenlooper's Goal – By 2018, 10% of commute trips will be made by bike.

2006-08, 1.6% of commuters biked to work in Denver

(Source: US Census American Community Survey)
Living Streets are the KEY to making our transit goals VIABLE
Enhanced Transit Corridors

1. Speer/Leetsdale Dr
2. 38th Ave
3. Colfax Ave
4. Alameda Ave
5. Evans Ave
6. Hampden Ave/Havana St
7. Federal Blvd
8. Broadway/Brighton Blvd
9. University Blvd
10. Colorado Blvd
11. Monaco Blvd
12. Quebec Blvd
Enhanced Transit Corridors

- High volume arterials
- Varying degrees of bus service
- Mix of uses, horizontal & linear
- Diversity of adjacent neighborhoods

ALL UNDERPERFORM in certain areas

<table>
<thead>
<tr>
<th>Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Speer/Leetsdale Dr</td>
</tr>
<tr>
<td>2. 38th Ave</td>
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<td>5. Evans Ave</td>
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</tbody>
</table>
So who pays?

- Capital Improvement Programs?
- Federal dollars?
- Local Districts?
- Private Property Owners?
- Increased taxes?