THE RIVER MILE INFRASTRUCTURE MASTERPLAN : SHIFTING THE PARADIGM
THE GOAL: To Build an Urban Neighborhood to Serve Denver’s Future and to be a Global Model for Urban Riverfront Development.
Great Neighborhoods Are...

**PARKS**

Looking to the Future, the Denver Parks and Recreation System Must be Understood Both on its Own and Within the Context of a Changing Community and Environment

*Denver Game Plan 2017*

**STREETS**

Streets Compose 80% of Our Public Space in Urban Areas

*NACTO*

**AMENITIES**

94% of Americans Responded That Supporting and Maintaining Public Buildings Was Important to the Future of Their Community

*2016 AIA Build America Summit*
We Need To Get Out Of The Loop!

Parks, Streets And Amenities Are The Place Makers

Density Is Needed To Pay For And Activate These Amenities

Infrastructure Standards Can’t Kill The Places They Were Designed to Support
From Streets to Stormwater, Everything is Related. It Will Take Cooperation and Resolution of **Conflicting and Outdated Standards** to Achieve the Goals of this Neighborhood.
THE BIG PICTURE

This is the most important moment for the South Platte River since the 1965 flood.
AS OUR CITY GROWS, OUR CITIZENS ARE DEMANDING WE DO BETTER
As our city grows, our citizens are demanding we do better.
AS OUR CITY GROWS, OUR CITIZENS ARE DEMANDING WE DO BETTER
As our city grows, our citizens are demanding we do better.
AS OUR CITY GROWS, OUR CITIZENS ARE DEMANDING WE DO BETTER
THIS PROJECT HAS THE POTENTIAL TO FULFILL MANY OF THE CITY’S OBJECTIVES AND ITS RESIDENTS’ GOALS FOR LIVABILITY

...BUT THE STATUS QUO WON’T GET US THERE!
This Project is **The Opportunity** to take Denver’s Aspirations **From Plans To Reality**: 

Currently 73% of trips in Denver happen in a car with just one person. The city will fail to cut that number to 60% by next year, which is its stated goal.

*Streetsblog Denver, April 18, 2019*
City Council Passes Transportation Level-of-Service Reform Bill

By Stephen Fesler - January 15, 2019

Dedicated Transit Only Street On 3rd Avenue In Downtown Seattle. Mode Split Goals replaced Level-of-Service
‘The cars just disappeared’: What happened to the 90,000 cars a day the viaduct carried before it closed?

Since the closure of Highway 99 through Seattle on Jan. 11, commute times have been slightly above average — but have fallen far short of the most dire predictions.
We are over-building road infrastructure to cater to phantom trips that never occur.... In a sprawling metropolitan region, new high-density, transit-oriented housing will probably reduce total vehicle travel.

Adam Millard-Ball, Access Magazine, Fall 2014
“The cars just disappeared. 90,000 cars a day the vital road was closed?"

Originally published January 31, 2019 at 12:00 am | Updated February 3, 2019

Since the closure of Highway 99 through Seattle on December 16, 2010, travel times have been slightly above average — but have most dire predictions.

A Denverite organized the #RedCupProject, which was galvanized after a driver killed an unrelenting D.C. bike advocate.

A truck knocks a cup during as the #RedCupProject is set up along Wynkoop Street’s bike lane, April 26, 2019. (Kevin J. Beaty/Denverite)

David Sachs
Apr. 26, 2019, 3:09 p.m.
(Amsterdam) will also remove up to 11,200 parking spaces from its streets by the end of 2025. THE CLEARED SPACES WON’T BE LEFT EMPTY, however. As room for cars is removed, it will be replaced by trees, bike parking, and wider sidewalks...

City Lab, March 29, 2019

We are over-building road infrastructure to cater to phantom trips that never occur...In a sprawling metropolitan region, new high-density, transit-oriented housing will probably reduce total vehicle travel.

Adam Millard-Ball, Access Magazine, Fall 2014
At Event Remembering 88 Victims of Traffic Violence, Mayor Admits to Inadequate Response

After listing the street safety measures the city installed last year, Mayor Hancock said, “That’s not enough. And certainly not fast enough.”

By Andy Bosselman | May 16, 2019 | 3

We are over-building road infrastructure to cater to phantom trips that never occur. In a sprawling metropolitan region, new high-density, transit-oriented housing will probably reduce total vehicle travel.

Adam Millard-Ball, Access Magazine, Fall 2014
Supply and Demand of the ROW:
People Will Use the Facilities that are Provided.

“By Controlling And Making Changes To The Street, We Can Redistribute The Space Given To Cars To Make Transit, Walking, And Biking More Convenient, Safer, And More Welcoming… The Street Design Really Does Shift Behavior…”
Corinne Kisner, Executive Director NACTO

Wynkoop Street
Shows The Extreme Pedestrian Demand That Exists Around Denver’s Most Vibrant Urban Space
...NACTO will give five cities—Atlanta, Boston, Denver, Minneapolis, and Philadelphia—something of a crash course in building out bike and transit infrastructure at scale, and incredibly quickly. NACTO, along with the natural resources defense council and delivery associates, will work in close concert with the cities’ transportation departments to design and implement high-quality bike and transit corridors by the end of 2020. The idea is to boost bike and transit ridership across the cities, get people out of their single-occupancy vehicles, and proactively work to meet climate goals.
What it Will Take

- Aspirational Mode Split Goals instead of Level-of-Service
- Design for Desired Travel Modes of the Future, not the Past
- Avoid Creating Induced Demand
- Don’t Design for Phantom Trips
EXISTING PROPERTY LINE

FUTURE PROPERTY LINE

SOUTH PLATTE RIVER

50' MIN URBAN LOOP TRAIL

50' MIN URBAN LOOP TRAIL

20' 10' 12' 16'

2-WAY BIKE LANE

BUILDING SETBACK

URBAN LOOP TRAIL

1" = 10'-0"

PRIVATE
**Denver Standard** Elitch Circle
100’ Row

**Proposed** Elitch Circle – 100’ Row
**Denver Standard** Elitch Circle
100’ Row

**Proposed** Elitch Circle – 100’ Row
Loading Area
Denver Standard Elitch Circle
100’ Row

Proposed Elitch Circle – 100’ Row
Off-peak Mid Block
Denver Standard Elitch Circle at Cross Street, Looking North
Proposed Elitch Circle at Cross Street, Looking North
Denver Standard Elitch Circle at Cross Street, Looking North
Proposed Elitch Circle at Cross Street, Looking North
Denver Standard Elitch Circle at Cross Street, Looking North
Proposed Elitch Circle at Cross Street, Looking North
For city streets to meet the needs and demands of everyone using them, intersections—both large and small—need to function as safely and efficiently as possible. Good intersection design, however, goes beyond making streets safer. Well-designed intersections use street space to bring people together and invigorate a city, while making traffic more intuitive, seamless, and predictable for those passing through.

NACTO

What it Will Take

- Design for People not Cars
- Private Streets
- Angled Intersections
- Smaller than Standard Curve Radii
- Smaller than Standard Lane Widths
- Bike and Circulator Lanes where Best Suited to the Project and Region