Colorado Streets
RE:Imagined

Jay Renkens: AICP, Principal, Director of Denver Area Operations, MIG Inc.
Kathleen Krager: PE, PTOE, Manager of Traffic Engineering, City of Colorado Springs
Russ Ware: Business Owner, The Wild Goose Meeting House
Cole Gehler: Associate Planner, MIG Inc.

One corridor, many functions

Washington Avenue
Golden, CO
A half a mile on Washington Ave

Exit off of HW 58, new bridge
Signalized intersections, landscaping

Clear Creek crossing
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Supporting greenway

Landscape and identity elements
Business supporting features

Transition out of district
Various perspectives of a street

- Perspectives of streets and sidewalks differ across professions
  - Engineers
  - Business Owners
  - Planners
- Open ended question: how should a street operate?
- Three philosophies of street functionality
- Colorado projects
The role of a street from an engineer’s perspective

Kathleen Krager, PE, PTOE
Manager, Traffic Engineering, City of Colorado Springs
Who needs to use the street?

• Definition of Complete Streets: Complete streets are streets that have been built for safe and convenient travel by all road users, including people on foot and bicycle, as well as transit users. Complete streets policies call for routinely providing for travel by all users when building and reconstructing streets and roads.

City Ordinance, November 3, 2005

What is the street’s function?
Planning for bike lanes and sidewalks on new streets

Centennial Blvd Extension
Retrofitting bike lanes

- Repurpose Thoroughfare Lanes
- Repurpose Parking
- Make Lanes Smaller

Cheyenne Blvd.
Retrofitting sidewalks

- Secure funding
- Add pedestrian areas
**Street Sections**

Vermijo Avenue: Premier Street

- The goal of the Vermijo Avenue public realm improvements is to provide a pedestrian-friendly corridor for transit, bicycling, and walking.
- The street design promotes safety and accommodates the varied uses of our multi-use, mixed-use environment.
- Vermijo Avenue will be a Green Street constructed of high-quality materials, as part of an overall strategy to incorporate more green space in our city's streets.
- Additional details for each street can be found in the Pedestrian Design chapter.

[Diagram of Vermijo Avenue showing street sections and improvements]
Street Sections
Sierra Madre Street at Vermijo Avenue: Signature Street

- Sierra Madre Boulevard, Vermijo Avenue pedestrian plazas at street level with wide sidewalks and pedestrian walkways.
- High performance retail, restaurants, and cafes for the Vermijo Mall
- High performance retail, restaurants, and cafes for the Sierra Madre Playa
- High performance retail, restaurants, and cafes for the Signature Street
- High performance retail, restaurants, and cafes for the Vermijo

SOUTHWEST DOWNTOWN PARK / COLORADO SPRINGS, CO

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The role of a street from a business owner’s perspective

Russ Ware
Business owner of the Wild Goose Meeting House, Downtown Colorado Springs

video
Businesses such as corner stores and cafes—third places, to use Ray Oldenburg’s term—from the social center of a community. They should be considered as infrastructure...

_The Smart Growth Manual_ by Andres Duany and Jeff Speck with Mike Lydon
In 1983, 87 percent of nineteen-year-olds had driver’s licenses; by 2010, that number was below 70 percent. And more are opting for rented or shared cars and riding bikes instead of buying a car, as automobile sales to Americans under thirty-five dropped 30 percent from 2007-2012.

*Street Fight* by Janette Sadik-Kahn and Seth Solomonow pg. 26
Streets for the last century have been designed to keep traffic moving but not to support the life alongside it.

*Street Fight* by Janette Sadik-Kahn and Seth Solomonow pg. 1
Every city resident is a pedestrian at some point in the day. A city whose streets invite people to walk, bike, and sit along them also inspires people to innovate, invest, and stay for good.

*Street Fight* by Janette Sadik-Kahn and Seth Solomonow pg. 3
The role of a street from a planner’s perspective

Jay Renkens, AICP
Principal and Director of Denver Area Operations at MIG Inc.
36%
Vacant Parcels
Parking Lots & Streets

Total Vacant Parcels
49 acres

Total Surface Parking Lots
78 acres

Total Street ROW
250 acres

Total Acres
690 acres
Streets for living, not just for driving!

An assembly of more than 800 best practices in 9 categories as an online reference for planners, urban designers, engineers and community advocates.
Mobility
Wayfinding
“People are more willing to walk if they clearly understand direction towards their destination and the duration of time it takes to get there”.

[Image of street signs indicating walking times to different places]
"Mobile media are the new environmental sensors in a digital city."

[Image of a street scene with digital elements, such as smartphones and virtual reality glasses, superimposed on the street.]
Maybe break out great streets onto its own? Pull more from latest re: Streets - + Ostende, Belgium, etc.
Pikes Peak East – potential
Transit Center - existing

Transit Center – potential
City Repair, Portland
Play and Recreation
Urban Agriculture
Sahwatch Street – existing

Sahwatch “Community Green Street” – potential
Las Ramblas, Barcelona

Hemisfair Park, San Antonio
Hemisfair Park, San Antonio

MIG Design
**Q&A**

Jay and Kathleen:
At a minimum, what should be included a downtown streetscape?

**Q&A**

Kathleen and Russ:
How do your views on streets differ from others in your industry?
Russ and Jay:
What can business owners do to encourage good street design?

Questions from the audience
Q&A

Jay and Kathleen:
What types of streets do you most enjoy designing/influencing?

Q&A

Kathleen and Russ:
Define street vitality. What can be done to encourage street vitality?
Q&A

Russ and Jay:
In which ways should downtown streets accommodate businesses?