

# Alameda Station

## TOD

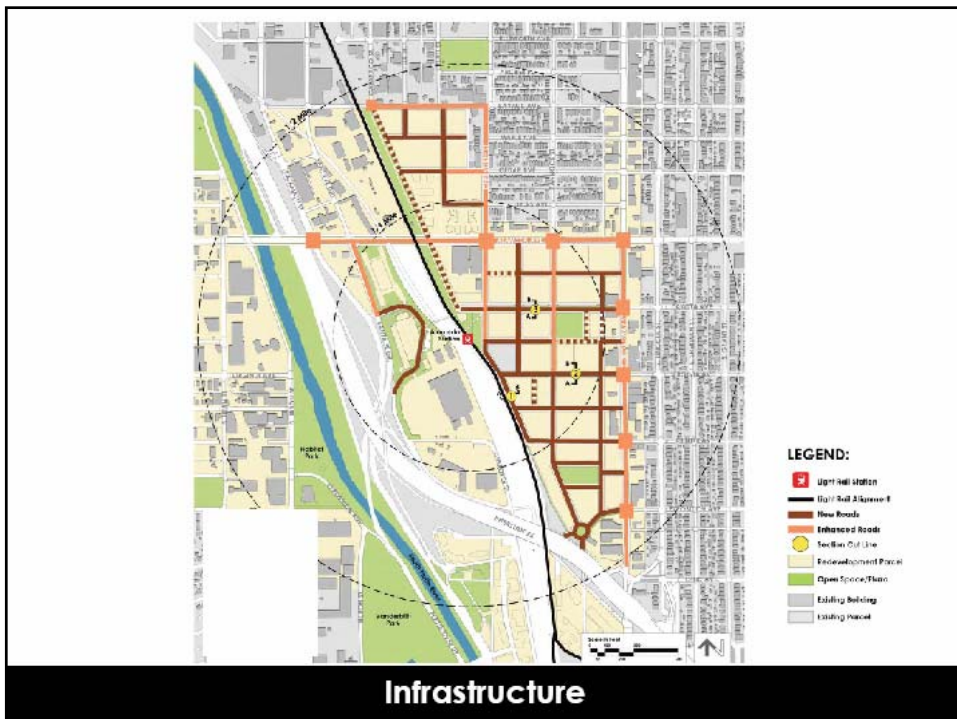
### Public Works

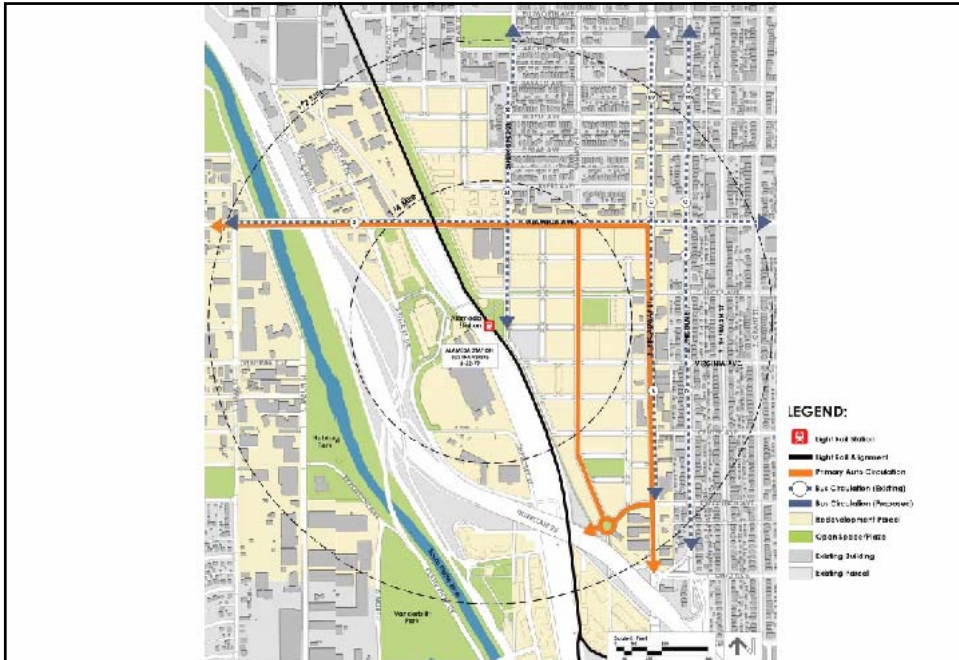
## Public Works Priorities

- Identifies infrastructure needs and priorities
  - Wastewater
  - Drainage
  - Traffic
  - Pedestrian
  - Bicycle
  
- NOT –detailed analysis, but preliminary analysis

## Complete the streets for safe, convenient and pleasant pedestrian, bicycle, bus and vehicular circulation

- Plan for all modes
- Connect east-west neighborhoods
- Enhance pedestrian experience along & crossing Alameda & Broadway/Lincoln
- Coordinate existing and proposed access points to improve connectivity
- Create a clear street network that connects to the neighborhood





**Primary Auto and Bus Circulation**

## Implementation Fundamental

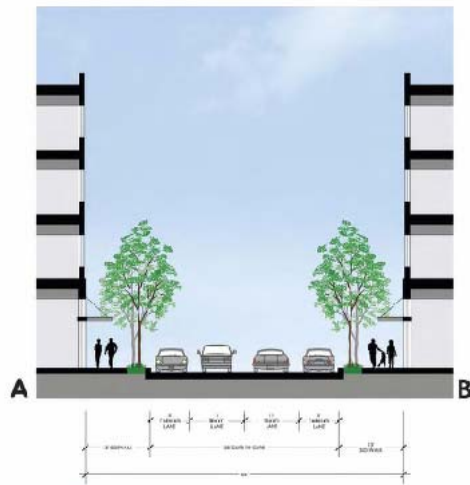
Adopt a pedestrian and bicycle friendly street grid



**Primary Pedestrian & Bicycle Circulation**

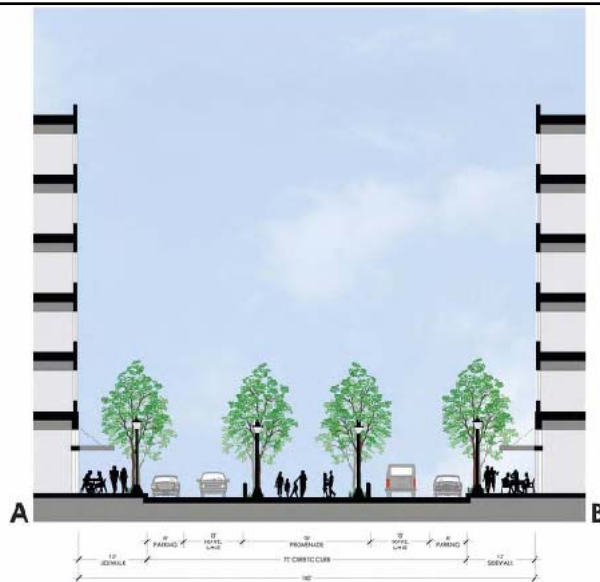


**Street Sections**



**2 VIRGINIA STREET (TYPICAL)**

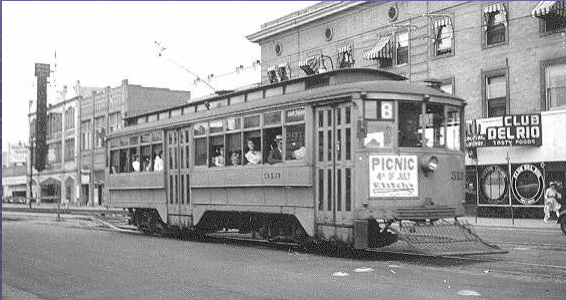
**Street Sections**



**3 WEST DAKOTA AVENUE PROMENADE**

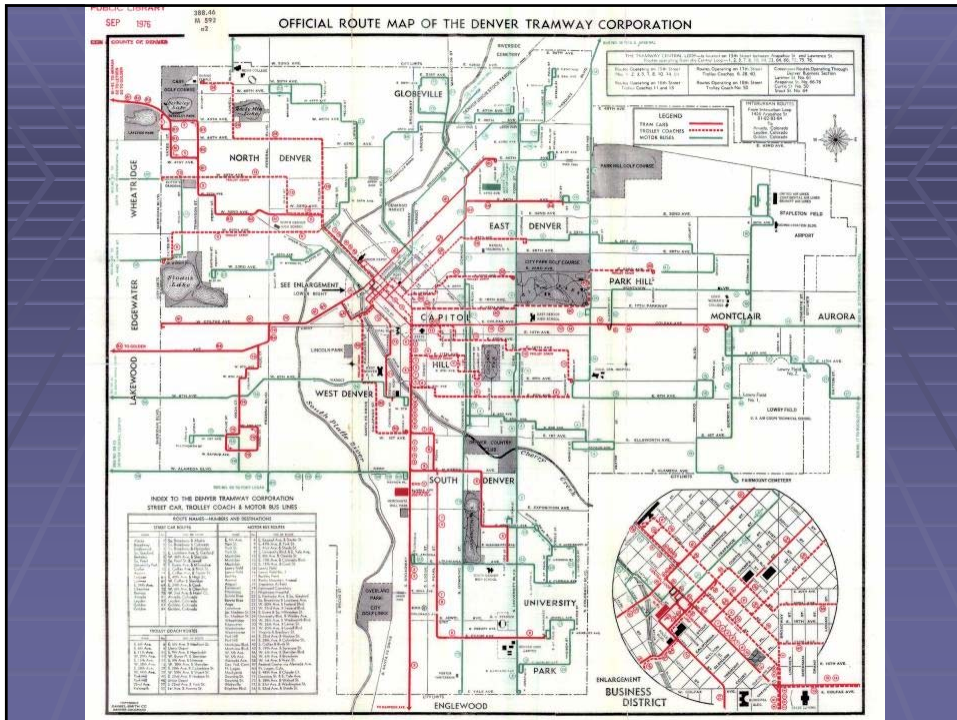
**Street Sections**

# Great Ideas from the Past for the Future



## Past & Present

- In the late 1800's, streetcar service was a major catalyst in the development and vitality of Denver as the Queen City of the West.
- Today, proposals have been generated for the reintroduction of trolley routes.
- One of several options would include a line running along Broadway from the Civic Center to I-25. The Broadway line was at one time the busiest line in Denver.



## Streetcars Promote Positive Land Use Effects

- Frequency, type, and scale of service is very user friendly
- Development historically follows streetcar lines
- Streetcar lines are redevelopment catalyst
- Principal Impact Area –three blocks to either side of line
- Streetcar lines are compact, walkable, mixed use & pedestrian friendly

More to come?!

