



SAFE STREETS FOR ALL

May 19, 2016

Crissy Fanganello
Director of Transportation
Denver Public Works
City and County of Denver

Dear Crissy,

Thank you very much for your leadership on Vision Zero for the City and County of Denver! We are looking forward to working with you and the other members of the Vision Zero Task Force to develop a Vision Zero Action Strategy for Denver.

We are writing today on behalf of the Vision Zero Coalition to recommend the following specific items for inclusion in the City's 2017 Budget that will further progress toward the goal of zero traffic fatalities and serious injuries:

- **A staff position dedicated to Vision Zero data collection.** Reliable data is critical to understand traffic safety issues, prioritize resources based on geographic areas and issues of the greatest need, measure progress, and maintain transparency. Specific information that would be essential to analyze includes crash-related information from first responders and trauma centers; information on the location, condition, and use of bicycle and pedestrian facilities; demographic data; and public health data.
- **Increased use of photo red light and photo speed enforcement.** Automated enforcement is a proven, cost effective measure for reducing dangerous driving behaviors, traffic crashes, injuries, and fatalities.
- **Fleet management safety initiatives.** Fleet management is another proven strategy for reducing traffic injuries and fatalities. Fleet managers can set the bar for safe driving through driver training, vehicle design and technology adoption.
- **Implementation of neighborhood traffic calming projects.** The City's 2016 budget included funding to "complete traffic analysis within neighborhoods in an effort to provide a more proactive approach to implementing traffic calming measures and infrastructure that provides safe pedestrian access throughout the City." The 2017 budget should provide funding to implement specific projects identified through this analysis.
- **Implementation of infrastructure improvements on Colfax.** Colfax Avenue is one of the deadliest streets in Denver, the site of six fatalities in 2016. Several of the Business Improvement Districts along Colfax, WalkDenver, BikeDenver and other partners have identified specific infrastructure improvements that would increase safety, including:
 - A new pedestrian crossing at Fairfax Avenue.
 - A pedestrian activated signal with median and left turn controls along with pedestrian bulbouts at Madison Avenue.
 - Pedestrian bulbouts, enhanced pedestrian signals with a leading pedestrian interval and pedestrian crossing countdown timers, and a median island at Adams Street.
 - Restriping to allow for on street parking between Jackson and Harrison streets on the north side of Colfax.

- Pedestrian bulbouts, median islands, and enhanced pedestrian crossing signals with a leading pedestrian interval and pedestrian crossing countdown timers at intersections between Utica and Osceola Streets.
- North/South bike infrastructure improvements & traffic calming features on Perry Street, Lowell Boulevard, Knox Court, and Irving Street.
- East/West bike infrastructure improvements on 14th Avenue.
- **Implementation of Safe Routes to School infrastructure improvements.** Traffic crashes are the leading cause of death for school-age children, and most of these crashes happen near schools and public parks. WalkDenver has completed walkability audits of the neighborhoods surrounding four Denver elementary schools (Munroe, Smith, Swansea, and Valverde) and developed recommendations for infrastructure improvements that would increase safe pedestrian access to schools and other neighborhood destinations (view the full reports at <http://bit.do/DenverSRTS2016>). Recommended improvements include the following:
 - All four schools
 - Enhance pedestrian crossing treatments at intersections surrounding the school by adding bulbouts; raising the crosswalks to reinforce safe travel speeds and the residential nature of the streets; and using artistic crosswalk designs to further increase visibility and contribute to the neighborhood's sense of place.
 - Create pedestrian priority corridors for each neighborhood (Knox Court and Virginia Avenue at Munroe Elementary; 35th Avenue at Smith Elementary; 47th Avenue, Columbine Street and Clayton Street at Swansea Elementary; Alameda Avenue and Tejon Street at Valverde Elementary) by repairing existing sidewalks that have become significantly cracked and uneven, adding new sidewalks where missing; widening substandard sidewalks to be at least 5 five feet wide; narrowing the travel lanes; introducing curves or chicanes to calm traffic; adding street trees and quality landscaping to provide shade, enhance the pedestrian "microclimate" and calm traffic; and adding pedestrian-scale lighting to improve pedestrian safety at night.
 - Munroe Elementary
 - Redesign the intersection of Morrison Road, Knox Court, and Alameda Avenue by reducing the number of left turn lanes from Alameda Avenue onto Morrison Road from two to one, adding a median refuge for pedestrians crossing Alameda Avenue, and eliminating the right turn lane from Morrison Road onto Alameda Avenue and extending the curb to shorten the distance pedestrians must travel to cross Morrison Road.
 - Smith Elementary
 - Add a pedestrian path to the median along Monaco Parkway.
 - Enhance and add pedestrian crossing treatments along 38th Ave and Martin Luther King Jr. Boulevard by adding curb extensions and painted crosswalks to all existing four-way stops and signalized intersections; providing additional crossings between signalized intersections; and ensuring existing medians have ADA accessible ramps at all marked pedestrian crossings.
 - Swansea Elementary
 - Provide a grade-separated pedestrian crossing at 47th and York
 - Valverde Elementary
 - Eliminate the third westbound travel lane on Alameda Avenue and repurpose this space for on-street parking and curb extensions at the intersections.
 - Add crosswalks and traffic signals along Alameda at Bryant St and Raritan St.
 - Improve pedestrian access to the Alameda Light Rail Station.



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If you have any questions about these recommendations, please contact Gosia Kung at gosia.kung@walkdenver.org or 720-883-5520.

Thank you for your consideration,

Gosia Kung, Founder & Executive Director
WalkDenver

Mark Chapman, Board of Directors President
BikeDenver

Joel Noble, Transportation Committee Co-Chair
Inter-Neighborhood Cooperation

Lisa Diaz, Vision Zero Coalition Representative
Mayor's Pedestrian Advisory Committee

Kevin Williams, Chair
Mayor's Bicycle Advisory Committee