



May 6, 2019

Mayor Michael Hancock  
1437 N Bannock St. Rm 350  
Denver, CO 80202

Dear Mayor Hancock,

On behalf of the Denver Streets Partnership (DSP), we wish to congratulate you on the successful Denveright planning process! We greatly appreciate the extensive amount of community engagement, data analysis, and thoughtful discussion that informed the development of the new Comprehensive Plan, Blueprint Denver, and suite of Denver Moves plans, as well as the Vision Zero Action Plan. Together these plans establish a clear, community-supported vision for the future of Denver, and the DSP looks forward to actively partnering with the City to implement the final plans.

To realize the Denveright vision for complete, multimodal transportation networks and achieve specific targets laid out in the plans including zero traffic fatalities and 50% single occupancy vehicle (SOV) mode share, the City must make a substantial investment in pedestrian, bicycle, and transit infrastructure, as well as retrofits of Denver's most dangerous streets. The DSP therefore strongly supports the Blueprint Denver strategy to "explore funding tools to enable increased investments and long-term funding for mobility projects and services."

With the Denveright goals, policies, and strategies in mind, the DSP offers the following recommendations for the City's 2020 Annual Budget, as well as the 6-Year Capital Improvement Plan. The 6-Year Capital Improvement Plan should aim to not only continue, but accelerate the progress the City has made to date on building out a truly multi-modal transportation system.

**Transit Improvements on the Vision Zero High Injury Network and Community Corridors**

A striking pattern that emerged from the Denveright planning process was the extensive overlap among corridors identified as 1) part of the High Injury Network (the 5% of streets where 50% of traffic fatalities occur), 2) priorities for high capacity, very high frequency transit, 3) Community Corridors where higher-density, mixed-use development is encouraged, and 4) Communities of Concern (areas with low income and education levels, high concentrations of seniors and people with disabilities, low rates of vehicle ownership, high obesity rates, and high numbers of schools and community centers). In stark contrast to the vision for these corridors, many of

these streets are currently designed and operate as car-centric freeways, with minimal accommodations for people traveling by other modes. Investments in major transit improvements are therefore essential to improving safety and accessibility while supporting growth and continuing to move high volumes of people along these corridors.

#### *Recommendations for the 2020 Budget - \$4M*

In conjunction with the Denver Moves Downtown plan and with support from RTD, Denver has the opportunity to make immediate, relatively low-cost improvements to transit service along corridors serving central Denver and the highest density neighborhoods in the City.

- Speed and reliability improvements, including dedicated transit lanes, on Federal Boulevard, Lincoln Street, 15th St, 17th St, 18th St, and 19th St
- New, frequent transit service on Park Ave
- Bus stop dignity improvements on these and other priority corridors

#### *Recommendations for the 6-year Capital Improvement Plan*

Over the next six years, the City of Denver should move quickly to implement the vision of a gridded network of high-frequency transit that connects neighborhoods across the City.

- Full build-out of high-capacity, high-frequency transit on the following corridors: Federal, Broadway/Lincoln, Colorado, Colfax, Alameda, Speer/Leetsdale, Park Ave
- Speed and reliability improvements, including dedicated transit lanes, on the following corridors: Quebec, 38th, Mississippi, Jewell/Evans/Iliff, and Hampden

### **Completion of the Sidewalk Network**

Blueprint Denver unequivocally states, “on all streets, prioritize people walking and rolling over other modes of transportation.” Yet at current funding levels, it would take literally hundreds of years to build out a complete sidewalk network, the most basic infrastructure required for people to safely walk and roll.

#### *Recommendations for the 2020 Budget - \$15 million*

Together with bond funding, this level of funding in the annual budget will help ensure Denver meets the 2020 target established in the Vision Zero Action Plan of building 20 miles of new sidewalks. This funding should be focused on the highest priority sidewalks identified in the Denver Moves Pedestrians & Trails plan:

- Tier 1 projects – projects along the High Injury Network
- Tier 2 projects – high-frequency transit access projects; projects that are within 600 feet of a rail station, bike share station, or high-frequency bus stop or station (15 minute or better frequencies throughout the day) and have a high-priority destination (school, park, grocery store or health care center) within that 600 feet

#### *Recommendations for the 6-Year Capital Improvement Plan*

- Full build-out of new sidewalks to complete missing sidewalks across all Tiers identified in the Denver Moves Pedestrians & Trails Plan
- Expansion of the City’s sidewalk program to include not only new sidewalk construction and sidewalk repair, but also widening of sidewalks that are too narrow (currently 30% of

Denver's streets network). Funding for sidewalk widening should be targeted to Tier 1 and Tier 2 projects as identified in the Denver Moves Pedestrians & Trails plan (same as new sidewalk construction).

### **Completion of the Bicycle Network**

With Mayor Hancock's commitment to building out 125 miles of bike lanes over the next five years, Denver is on its way to completing the build-out of the bicycle network envisioned in the Denver Moves Bicycles plan from 2011. At the same time, the City should address the need for additional enhancements to ensure Denver's bicycle network keeps pace with current standards for high-comfort facilities. We further encourage a commitment to fully connect the bike network to DIA to increase non-SOV and recreational options for residents and visitors and help put DIA on the map as one of the world's most bike-friendly airports.

#### *Recommendations for the 2020 Budget - \$7 M*

- This funding should be targeted to rapid build out of local networks, prioritizing the following areas in 2020: northwest, central, and south central
- This funding should also include matching dollars to activate the 5.5 million FLAP Regional Trail Project to connect 1st Creek towards DIA along Pena Boulevard

#### *Recommendations for the 6-Year Capital Improvement plan*

- Upgrades to existing bicycle facilities to be more attractive to cyclists of all abilities (i.e., the 60% who identify themselves as "interested but concerned").
- Complete build-out of the high priority off-street trails, crossings and connections identified in the Denver Moves Pedestrians & Trail plan
- Focus on key connections between routes to better connect the network, including completing the north-south link between the Brighton and Broadway bike lanes.

### **Additional Vision Zero Projects**

Denver's Vision Zero Action Plan establishes very clear targets for annual infrastructure improvements focused on the High Injury Network (HIN) and Communities of Concern (CoC) that will make our streets safer for everyone. In 2018, Denver hit only about half of these targets, resulting in an overall "C" grade on the DSP's Vision Zero Action Plan Progress Report Card.

#### *Recommendations for the 2020 Budget - \$6 M*

This funding should be allocated to safety treatments along the HIN - streets such as Colfax, Federal, Alameda, Colorado, Hampden, Quebec, Broadway, Lincoln, etc. - and within CoC to achieve the 2020 targets identified in the Vision Zero Action Plan.

- Continued investment in the Safe Routes to School and Neighborhood Transportation Management Program
- Traffic calming measures on 2 corridors
- Geometric improvements at 3 intersections
- Operational intersection improvements at 10 intersections
- Pedestrian crossing treatments at 5 locations

- Enhanced street lighting (conversion to LED and addition of new lighting) on 3 corridors
- Widespread deployment of quick, low-cost design treatments (e.g., paint and bollards) to address immediate safety concerns before more substantial, long-term infrastructure improvements can be implemented

*Recommendations for the 6-Year Capital Improvement Plan*

- Continued annual investment in the infrastructure improvements identified above, consistent with the targets in the Vision Zero Action Plan
- Full build-out of the grade separated crossings over freeways, railroads, and rivers identified in the Denver Moves Pedestrians & Trails plan (Tiers 1, 2 and 3)

**Staffing, Planning, Maintenance and Evaluation**

To ensure the successful and timely completion of transit, pedestrian, bicycle and street safety improvements, Denver must have adequate staff dedicated to planning, designing, and engineering these projects. Ongoing maintenance and evaluation of these projects is also important to ensure projects achieve the community goals identified through the Denveright planning process, and to prioritize future investments accordingly. Denver also needs to invest now in a Strategic Transportation (STP) Plan, to involve other city agencies and stakeholders in the work to develop multimodal transportation planning priorities, and create scenarios and modeling that will inform mobility network build-outs.

*Recommendations for the 2020 Budget - \$8.95 M*

- 5 new multimodal planning staff - \$600 K
- 3 new multimodal engineering staff - \$600 K
- 3 new Vision Zero staff - \$300 K
- Vision Zero marketing and evaluation - \$1.5 M
- Widespread deployment of bicycle counters, pedestrian counters, and speed data collection, including a permanent bike counter at Speer and Broadway on the Cherry Creek Trail - \$500 K
- 2 new street maintenance operational crews for maintenance, plowing, and summer paving needs - \$600 K
- New bike lane maintenance equipment (2 Toolcat Plows) - \$850 K
- Strategic Transportation (STP) Plan - \$4 M

Attached is a summary of our recommendations for the 2020 Annual Budget and 6-Year Capital Improvement Plan. If you have any questions about these recommendations, please contact Piep van Heuven at [piep@bicyclecolorado.org](mailto:piep@bicyclecolorado.org) or 303-514-8389.

Thank you for your consideration,

Piep van Heuven  
 Denver Director, Bicycle Colorado  
 Chair, Denver Streets Partnership

Jill Locantore  
Executive Director, WalkDenver  
Vice Chair for Vision Zero, Denver Streets Partnership

James Waddell  
Executive Director, BikeDenver

Cindy Chang  
Executive Director, Groundwork Denver

Jaime Lewis  
Transit Advocate, Colorado Cross-Disability Coalition

Hilarie Portell  
Mobility Working Group Chair, All In Denver  
Executive Director, Colfax Mayfair Business Improvement District

Naomi Amaha Gollnick  
Community Advocacy Director, American Heart Association, SouthWest Affiliate

Danny Katz  
Executive Director, Colorado Public Interest Research Group

Stuart M. Anderson  
Executive Director, Transportation Solutions Foundation

Gabriel Guillaume  
President & CEO, LiveWell Colorado

Dan Shah  
Executive Director, West Colfax BID

Don Novak  
Board President, Bluebird Business Improvement District

Kate Williams  
Executive Director, Denver Regional Mobility and Access Council

cc: Evan Dreyer  
Eulois Cleckley  
James Fisher  
Nicholas Williams  
Jennifer Hillhouse  
Emily Gloeckner

David Pulsipher  
Rolf Eisinger  
Brendan Hanlon  
Emily Snyder  
Rafael Espinoza  
Kevin Flynn  
Paul Lopez  
Kendra Black  
Mary Beth Susman  
Paul Kashmann  
Jolon Clark  
Chris Herndon  
Albus Brooks  
Wayne New  
Stacie Gilmore  
Robin Kneich  
Debbie Ortega

**Summary of Denver Streets Partnership recommendations for the  
2020 Annual Budget and 6-Year Capital Improvement Plan**

	<b>2020 Funding</b>	<b>2020 Priorities</b>	<b>6-Year CIP Priorities</b>
Transit Network	\$4 M	Speed and reliability improvements on Federal Blvd, Lincoln St, 15th St, 17th St, 18th St, and 19th St. New, frequent transit service on Park Ave. Bus stop dignity improvements on these and other priority corridors.	Full build-out of high-capacity, high-frequency transit on Federal, Broadway/Lincoln, Colorado, Colfax, Alameda, Speer/Leetsdale, Park Ave. Speed and reliability improvements on Quebec, 38th, Mississippi, Jewell/Evans/Illiff, and Hampden
Sidewalk Network	\$15 M	New sidewalks (Tier 1 and Tier 2 projects).	Full build-out of new sidewalks. Widening of sidewalks that are too narrow (Tier 1 and Tier 2 projects).
Bicycle Network	\$7 M	Rapid build out of local networks in northwest, central, and south central	Upgrades to existing bicycle facilities to be more attractive to cyclists of all abilities. Complete build-out of the high priority off-street trails, crossings and connections. Key connections between routes to better connect the network, including completing the north-south link between the Brighton and Broadway bike lanes.
Vision Zero	\$6 M	Safe Routes to School and Neighborhood Transportation Management Programs. Traffic calming (2 corridors). Geometric improvements (3 intersections). Operational improvements (10 intersections). Pedestrian crossing treatments (5). Enhanced street lighting (3 corridors). Widespread deployment of quick, low-cost design treatments to address immediate safety concerns.	Continued annual investment in infrastructure improvements consistent with the targets in the Vision Zero Action Plan. Full build-out of the grade separated crossings over freeways, railroads, and rivers identified in the Denver Moves Pedestrians & Trails plan (Tiers 1, 2 and 3)
Staffing, Planning, Maintenance and Evaluation	\$8.95 M	8 new multimodal planning and engineering staff. 3 new Vision Zero staff. Vision Zero marketing and evaluation. Bicycle and pedestrian counters, and speed data collection. 2 new street maintenance operational crews. New bike lane maintenance equipment. Strategic Transportation (STP) Plan.	N/A