A coalition of community organizations advocating for people-friendly streets in Denver
On People-Friendly Streets, walking, biking, and transit are the first choice of transportation for all people regardless of age, income, and ability.

People-friendly streets are more than just layers of concrete and asphalt. They are living conduits that connect us to jobs, schools, services and amenities, and they enable everyone to participate in and benefit from Denver’s growth.
The DSP mission is to improve active transportation and transit infrastructure, accessibility and use to support healthy, inclusive, connected, and sustainable communities.

The DSP coordinates advocacy and community engagement focused on:

- **Transportation funding**: At least $40 M/year for ped/bike
- **Policy development**: Blueprint, Denver Moves, etc.
- **Vision Zero**: Eliminating traffic fatalities and serious injuries
- **Complete streets**: Colfax, Broadway, Federal, etc.
What’s the Problem?

Denverites need to be able to get around without driving
What’s the Problem?

One third of the population can’t or doesn’t drive
What’s the Problem?

Transportation is typically the second biggest household expense.
What’s the Problem?
Walking, biking, and transit aren’t safe options for many people

• 40% of Denver’s streets have missing or substandard sidewalks.
• Less than one-third of planned bicycle lanes have been built.
• Only 36% of residents have access to frequent, all-day transit service.
What’s the Problem?

Real mobility options have been woefully underfunded

<table>
<thead>
<tr>
<th>City</th>
<th>Funding</th>
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<tbody>
<tr>
<td>Seattle</td>
<td>$30 million</td>
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<tr>
<td>Oklahoma City</td>
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<td>Cleveland</td>
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<td>$9.5 million</td>
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<tr>
<td>Denver</td>
<td>$5 million</td>
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At current funding levels, it would take more than 100 years to build safe sidewalks and bike lanes in every neighborhood.
What’s the Problem?

Poor street design has created a public health crisis

In Denver, compared to a motorist:

- Pedestrians are approximately 30 times more likely to die in a crash.
- Motorcyclists are nearly 13 times more likely to die in a crash.
- Bicyclists are 6.5 times more likely to die in a crash.

Source: DPW

In the first six months of 2018, 29 people died just trying to get around Denver – about one death per week.
What’s the Solution?

Build complete walk, bike, and transit networks

Invest at least $40 M/year in ped/bike infrastructure
What’s the Solution?

Starting with the 2019 City budget, fund high priority needs

- $10 M for new sidewalks
- $6 M for new bike lanes
- $5 M for safety improvements on Federal Blvd
- $1 M for quick, low-cost improvements
- $1 M to update Denver’s street design standards
How will we measure progress?

Mayor Hancock’s Mobility Action Plan establishes ambitious goals for the year 2030, including:

- Reduce % of people driving alone to work from 73% to 50%
- Reduce traffic fatalities from more than 50 per year to zero
How will we measure progress?

In 2018, the City committed to:
- Build 14 miles of new sidewalks
- Build 20 miles of new bike lanes
- Install or upgrade pedestrian crossings at 3 locations
- Redesign 2 intersections to increase safety
- Implement operational improvements at 10 intersections
- Implement “Smart City” technologies at 10 intersections
- Implement traffic calming on 1 corridor
- Enhance street lighting to improve safety on 2 corridors

In 2018, the City also committed to finalizing the Denver Moves: Transit Plan

The Denver Streets Partnership will evaluate whether the City has fulfilled these commitments in early 2019
Learn more and take action:

denverstreetspartnership.org