



Developed by the Denver Streets Partnership, a coalition of the following community organizations advocating for people-friendly streets in Denver.

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Managing Denver's Street Space: Putting People First

Mayor Hancock's Mobility Action Plan establishes the ambitious goals of reducing the proportion of people who drive alone to work from 73% to 50% and eliminating traffic fatalities by the year 2030. The Denver Streets Partnership (DSP) strongly supports these goals. Reducing Denver residents' dependency on cars to meet their daily transportation needs offers many, wide-ranging benefits including cleaner air, better public health outcomes, lower household transportation costs, more inclusive communities, thriving local business districts, and safer streets for everyone—regardless of age, income, ability, or means of transportation. No one should die or suffer a serious injury just trying to get around Denver.

The proliferation of new transportation options entering the marketplace - from ride hailing apps to dockless scooters to autonomous vehicles - presents both challenges and opportunities for Denver as it works toward these goals. Ensuring these innovations contribute to, rather than detract from, a more livable city requires Denver to adopt policies and allocate limited public space in ways that support the safest, healthiest, most inclusive transportation options.

The DSP therefore calls for the following principles that should guide the management of Denver's street space:

1 Establish clear priorities for the public right-of-way that put people first.

First, pedestrians of all abilities, including people with disabilities using wheelchairs or similar mobility devices, should receive top consideration.

Second, people using the safest and most space-efficient modes of transportation - mass transit, bicycles and other "small vehicles" that travel about the same speed as bicycles (15 mph or slower) and take up the same or less space than bicycles (e.g. skateboards, scooters, etc.) - should be prioritized for trips that are too long to walk.



Third, curbside space should be provided for transit stops, parking of small vehicles, passenger pick-up/drop-off (including Access-a-ride, taxis, transportation network companies, and autonomous vehicles), and deliveries.

Finally, space for private automobiles, whether autonomous or otherwise, including both travel lanes and parking spaces, should be given lowest priority.



2 Separate travel by speed.

Sidewalks should be preserved for people moving 6 mph or slower and remain free from obstructions that impede the movement of people with disabilities.

Designated spaces separate from sidewalks should be provided for small vehicles traveling 15 mph or slower. Traditional bike lanes can evolve to play this role.

On busy corridors, transit vehicles should have designated lanes that enable rapid, high frequency transit service.

In areas with very high volumes of people walking (such as Wynkoop in front of Union Station) and/or very low volumes of vehicular traffic (such as residential areas) streets should be designed as shared spaces that first and foremost serve pedestrians of all abilities, with other transportation modes allowed at slow speeds.



3 Encourage marketplace innovation while capturing value created by public spaces.

Streets are public spaces, and private companies that generate a profit from either using these spaces (shared mobility or ride hailing services) or developing property adjacent to these spaces should pay their fair share through fees or other mechanisms that help cover the cost of building, maintaining, and managing the public right-of way.

