



2019 DENVER VISION ZERO ACTION PLAN

Progress Report Card



The Denver Streets Partnership issues this report card to honor the 70 people who died in traffic crashes on Denver's streets in 2019 and to hold our City leaders accountable to their Vision Zero commitment to eliminate traffic fatalities and serious injuries.



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Denver did slightly better in 2019 compared to 2018 at meeting their goals for street safety improvements as outlined in the [Vision Zero Action Plan](#). Notably, the City made significant progress on two types of improvements: corridor-level traffic calming on 15th St, 17th St, 32nd Ave, and Park Ave; and street lighting enhancements throughout Denver. However, the City continued to fall well short of their goal to build 14 miles of new sidewalks, and also fell behind on their goal to build 20 miles of new bike lanes, after meeting this goal in 2018. The City also missed critical opportunities to make pedestrian crossing and intersection improvements along the High Injury Network.

CITY GOALS	ACTIONS	LOCATION*	QUALITY**	COMPLETE	SCORE
 BUILD 20 MILES OF BIKE LANES	12.5 MILES OF BIKE LANES BUILT	A	A	D	C
 BUILD 14 MILES OF SIDEWALKS	4.35 MILES OF SIDEWALKS BUILT	F	C	F	F
 IMPLEMENT TRAFFIC CALMING ON 1 CORRIDOR	IMPLEMENTED TRAFFIC CALMING ON 4 CORRIDORS	B+	A	A+	A
 REDESIGN 2 INTERSECTIONS TO INCREASE SAFETY	ADDED BULB OUTS OR BIKE CORRALS TO 8 INTERSECTIONS	D	A	A+	B-
 INSTALL OR UPGRADE 3 PED CROSSINGS	INSTALLED PEDESTRIAN ACTIVATED SIGNALS AT 11 CROSSINGS	D+	A	A+	B
 IMPROVE OPERATIONS AT 10 INTERSECTIONS	IMPROVED SIGNALS AT 62 INTERSECTIONS	A	A	A+	A
 ENHANCE STREET LIGHTING ON 2 CORRIDORS	CONVERTED 30,500 LIGHTS TO LED ON NUMEROUS CORRIDORS	A	A	A+	A
 "SMART CITY" TECHNOLOGIES AT 10 INTERSECTIONS	INSTALLED DATA COLLECTION DEVICES AT 12 INTERSECTIONS (NO OPERATIONAL IMPROVEMENTS)	A	F	F	D

* Located on the High Injury Network and/or in a Community of Concern?

** Did the action improve safety for all users?

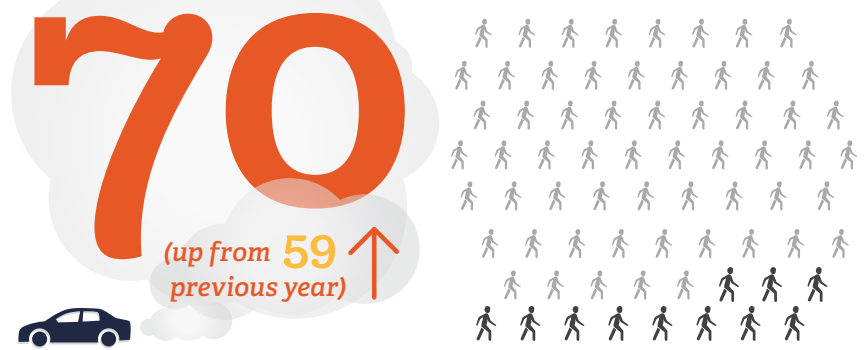
FINAL GRADE: **C+**

This Report Card focuses specifically on Denver’s progress on street safety improvements. Our current street system is dangerous by design, and the City will not achieve zero traffic fatalities or serious injuries without fundamental improvements.

What is Vision Zero and why does it matter?

Denver’s Vision Zero Action Plan aims to eliminate traffic fatalities and serious injuries by the year 2030, and outlines actions the City will take in several areas to achieve this goal.

2019 FATALITIES:

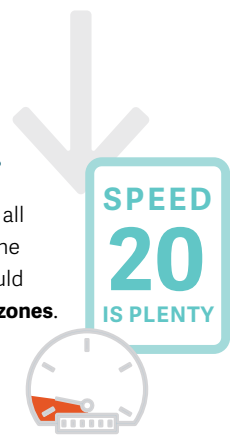


Tragic and wholly preventable deaths can and must stop. It’s time that Denver become a city where dangerous driving is simply not tolerated, on any street, at any time.

*In addition to accelerating implementation of the street safety improvements highlighted in this Report Card, the **DENVER STREETS PARTNERSHIP** calls on city leaders to enact the following quick policy changes that will immediately make our streets safer:*

1 Lower speed limits.

Twenty miles per hour is plenty on all residential streets, as opposed to the current default of 25 mph, and should also be the maximum in all school zones.



2 Ban turns on red downtown & on the High Injury Network.

Right-turning drivers look left for a gap in traffic and don’t see people walking or biking approaching from the right side.

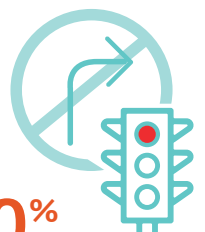
Permitting rights on red increases crashes by:



60%
PEDESTRIAN



100%
BIKE

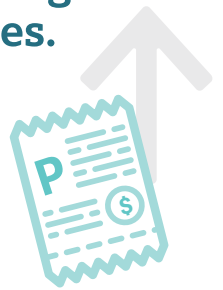




3 Increase fines for parking in or blocking bike lanes.



Denver is striping more miles of bike lanes on Denver's streets every year, but **cars and trucks blocking these lanes render them useless** and create a safety hazard by forcing people on bikes to merge into traffic mid-block.



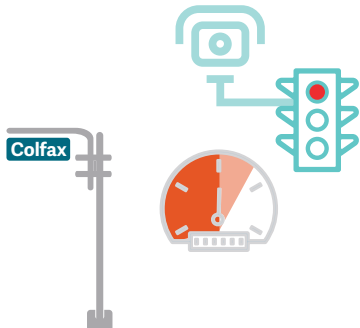
4 Eliminate pedestrian "beg buttons" on the High Injury Network.



At many traffic signals, people walking must push a button to receive a pedestrian WALK signal, while automated signals provide more timely pedestrian indications and ensure pedestrians always have enough time to **safely cross the street.**



5 Aggressively pursue a state legislative strategy expanding the use of photo speed radar and red light cameras.



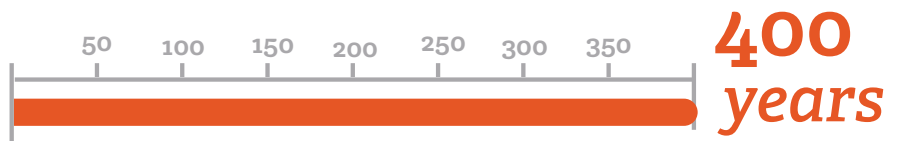
These are proven techniques used worldwide to **reduce traffic injuries and fatalities.** Current state law severely restricts where and how these forms of automated enforcement can be used, effectively prohibiting their use on most of Denver's High Injury Network.

6 Fully fund planned Vision Zero projects.

Denver must **prioritize identifying new revenue sources** to build out the complete transportation networks and services that will make walking, biking, and transit safe and practical ways to get around and reduce our dependence on driving.



*At current funding levels, this build out will take **hundreds of years.***



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VISIT: denverstreetspartnership.org

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