



denver STREETS PARTNERSHIP

## 2023 Denver City Council Candidate Questionnaire

**Brad Revare**

### **What are your top priorities related to transportation as a candidate? How do you expect to address them if elected?**

One of the top issues I hear from District 8 residents is safe streets. My top priorities to deliver for District 8 are to:

- Ensure the new sidewalk program is being implemented with equity in mind for District 8 streets without sidewalks currently, and keeping lines of communication open between District 8 resident ideas and concerns, and DOTI.
- Ensure we use safe pedestrian, transit, and bicycle infrastructure to connect communities in District 8.
- Build upon the success of the Montbello Connector to help connect District 8 residents to help solve last mile challenges related to using bus and light rail to get to where they need to go.
- Advocate for combatting illegal speeding with more automated enforcement of red light running and speeding near schools, parks, and intersections known to be dangerous for pedestrians and bicyclists. I will advocate for the equitable placement of these speed/red light cameras, speed bumps, and other built environment solutions to illegal speeding.

### **Since Denver leaders made a commitment in 2017 to eliminate traffic fatalities and serious bodily injuries by 2030 (an initiative known as Vision Zero) over 460 people have been killed in preventable traffic crashes on Denver's streets. Fatalities have increased every year except 2020, when traffic volumes were significantly reduced during the pandemic. Meanwhile, other cities in the U.S. and across the world have succeeded in substantially reducing traffic fatalities. What actions do you think the City should take to ensure we reverse the current trend and actually make meaningful progress toward the goal of zero traffic fatalities here in Denver?**

Traffic fatalities are a problem that is deeply personal to many District 8 residents. What I hear from voters is that they want action to reverse this trend. Here's what I would do:

- Advocate for a recommitment to Vision Zero. It is clear our current actions, budgets, and leadership are not trending in the right direction as it relates to Vision Zero. We should re-commit, and talk openly about how Denver will do things differently to actually achieve Vision Zero by 2030.
- Advocate for Denver City Council (and hopefully the Mayor and DOTI leadership) to commit to spending a week during every year only walking, biking, rolling, or taking transit as their only means of transportation while conducting official business to help our decisionmakers understand what I and others, as a year-round bike commuter, know, which is that our streets are designed to move cars

rather than people safely.

-Advocate for strategies that leaders in Hoboken, NJ have used to successfully get traffic deaths down to zero, including daylighting most intersections.

**Recently, Denver has started making some limited investments in infrastructure to improve bus service, such as dedicated bus lanes, traffic signals that prioritize buses, and enhanced bus stops. The build out of this infrastructure has been slow, however, and the City has not proactively partnered with RTD to increase service frequency along these routes. What role do you think the City should play in ensuring that Denverites have access to enough frequent, reliable public transit service to make transit a practical option for daily trips and reduce our dependence on driving?**

Many people in District 8 rely on RTD to get to critical services like Denver Health's main campus and jobs downtown. I believe Denver should build upon the success of the Montbello Connector to bring that service to other District 8 neighborhoods that also need last mile service to connect to existing transit.

Denver should also work with CDOT, DRCOG, and RTD to fund and build out the Bus Rapid Transit Network so that more District 8 residents and Denverites overall have access to high frequency transit that takes them where they need to go.

**Parking issues inevitably come up in any discussion about modifying our streets to better accommodate people walking, biking, and accessing transit, and can often be a stumbling block that prevents much-needed street safety projects from moving forward. What changes, if any, would you make to how the City manages parking to ensure we are using our limited street space in the best way possible to achieve our community's goals for providing healthy, safe, and affordable transportation options for everyone?**

Parking is often pitted against bike lanes and other safe infrastructure when it doesn't need to be. We can holistically manage parking in neighborhoods and our regional centers without sacrificing Denverites' means of transportation.

The City has already started daylighting intersections in District 8 as part of their Vision Zero efforts and I will advocate for this to be scaled up to be a standard practice on most streets in Denver, with a timetable for installation. Removing one or two parking spots close to crosswalks and intersections are crucial for pedestrian safety and reducing traffic violence.

I will also advocate for the more widespread use of more shared streets and low-stress streets with diverters installed, which often achieves the same goals of making our streets safer, but without removing parking. This will reduce illegal speeding caused by "cut-through" traffic for people looking to bypass traffic on arterial roads by illegally speeding through neighborhoods. It will also allow people to feel more comfortable walking, biking, and being in community on their own streets.

Finally, Denver needs to build more dense, mixed use developments around transit, sidewalks, and bike lanes, where we can remove parking minimums and encourage people to live a car-lite or car-free lifestyle.

**Denver Streets Partnership sponsored the Denver Deserves Sidewalks ballot measure, which passed in November 2022 with 56% of voter support. How will you ensure that this new sidewalk program is successfully implemented in a timely manner?**

When elected, I plan to build a coalition of colleagues that ensure the new sidewalk program is implemented in a timely fashion and issues are dealt with in a proactive manner. So many District 8 residents were supportive of the ballot measure and look forward to being able to walk safely and efficiently to where they need to go. We need to deliver for District 8 and Denver.

I will also advocate for an accessible online dashboard that shows projected installation timelines for sidewalks in District 8.

**While funding over time for biking, walking, transit, and Vision Zero has generally increased over the last five years, including the recently established Transportation and Mobility Fund, the City is still well short of what's needed to build and maintain safe, accessible infrastructure citywide. How would you expand funding for these needs?**

Denver is well behind its peer cities when it comes to funding safe infrastructure and we need to not only catch up, but become a model for funding sidewalks, high comfort bike lanes, and other safe infrastructure. I would advocate for two funding mechanisms:

1) A long term plan to increase funding within DOTI for safe pedestrian, bicycle, and transit infrastructure and away from some ineffective car-centric infrastructure so that the budget for our streets actually reflects DOTI's own street user prioritization framework

2) Advocate for more grant funding from state and federal sources

**District**

District 8