



denver STREETS PARTNERSHIP

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

Simply put, my transportation priority will be supporting Denverites to move more efficiently, safely, and cleanly. To do so, I will:

- Prioritize investment in first mile and last mile connections to make it easier for people to choose transit.
- Engage with and align the transportation policy priorities of the City of Denver with RTD, DRCOG, Metro Mayors Caucus, CDOT and other partners to ensure Denver is leading and maximizing regional efforts to strengthen our shared transportation infrastructure.
- Maximize federal funding available through the Infrastructure and Jobs Act and distribute that funding with an equity lens to ensure our communities that have been historically underserved and overburdened by pollution are benefitting most from this new funding.
- Decarbonize our city fleet and partner with RTD and DPS to do the same.
- Build high density housing along major transportation corridors and at transit stations to ensure affordable, efficient housing is available and that residents living there have easy access to efficient, quality transit options.

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, and 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 help ensure that we reverse the current trend and actually make meaningful progress toward the goal of zero traffic fatalities here in Denver?

Vision Zero is the right goal, poorly executed. The effort needs a strategic reset – a pause to evaluate the barriers to our success and contrast that with successes of other communities. After a thorough and honest assessment of efforts to date, we will restart with fresh approaches. In the meantime, there is some low-hanging fruit that Denver should pursue to improve safety: increasing use of red-light cameras, lowering speed limits, and increasing enforcement of traffic laws, through either police or non-police enforcement options. I am also open to exploring where additional traffic calming measures may make sense. Finally, one of the most critical things a mayor does is to appoint a cabinet. I will appoint an experienced, strategic, collaborative leader for the Department of Transportation and Infrastructure that is committed to cyclist and pedestrian safety.

Recently, Denver has made limited investments in infrastructure to make bus service more reliable, 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 Denver 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? What role do you think Denver should play within the region when it comes to the future of public transit?

Even before the pandemic, we saw a softening in public transit use in Denver and elsewhere due to disruptive new transportation options – ride share services, car & bike share, scooters, etc. The pandemic exacerbated transit rider declines as people’s commuting patterns changed and public health concerns made them less comfortable using crowded busses and trains. We need to be honest and build realistic, actionable plans for the future of transit. My core values of creativity & innovation and collaboration will be important here. My approach will include:

- Engaging neighborhood groups to help us better understand and address the barriers to transit use
- Working regionally with RTD leadership, DRCOG, Metro Mayors and CDOT to align interests and tackle transportation challenges regionally and with focus on innovation
- Ensuring we have an accountable leader and strong team at DOTI

The City of Denver has spent a lot of time developing plans related to transportation and growth, for example Blueprint Denver, Denver Moves Everyone, Denver Moves Transit, Denver Moves Bicycles, Denver Moves Pedestrians & Trails, and the Denver Vision Zero Action Plan. Yet implementation of these plans has been slow, leading to frustration among some community members who feel that the City has repeatedly asked for community input but failed to act on that input. How would your administration build off of these previous planning efforts and work to accelerate implementation?

Before speaking to my administration’s plans to accelerate implementation of transportation and growth plans, let me first address the comment about community engagement: In my administration, when we engage community, it will be meaningful engagement. Planning input alone is insufficient. We will establish effective mechanisms for on-going dialogue between community and the city, so that we can determine together how to best prioritize projects and distribute limited resources. My team will be honest and direct with community about what is practical and feasible so we can build the trust needed to have honest, transparent, and constructive working relationships.

With regard to how I will approach these projects: Being mayor is an executive job and I have executive experience, in both the public and private sectors. I have executed project plans and managed budgets to deliver effectively deliver large and complex programs and policies. I believe strongly in and have extensive experience creating and managing accountable teams. Maximizing new resources available through the federal Infrastructure and Jobs Act and the Inflation Reduction Act, coupled with effective use of financing tools to stretch every dollar as far as possible will be central to my approach.

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

As someone who commutes on her bike or often takes transit, I’m committed to protecting the safety of Denver’s pedestrians and cyclists, and I applaud the goal of ensuring safe, accessible sidewalks throughout the city. However, as someone who has extensive experience managing the implementation of major projects, I know that this is going to be extremely difficult. I’m worried about the on-going global supply chain issues we’re experiencing and concerned about our ability to secure the building materials needed to build out miles and miles of sidewalk. Additionally, I worry about finding the workforce necessary to do the job. The successful ballot question addressed the financial resources needed to build our sidewalks, but that is only half the solution. I am committed to working with Denver Streets Partnership and other stakeholders to problem solving together, but I am concerned that this is going to be a real challenge.

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?

The truth is that Denver has very limited land. On each and every land use question we'll have to ask ourselves: what is the highest and best use of every piece of land we have? And how do we maximize the value in the most efficient way possible. With regard to parking, I believe this is a place where a one-size-fits-all policy really does not work. My administration will take a neighborhood-by-neighborhood approach with safety being a key consideration of all our decisions.

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?

Federal funding approved in 2022 through the Infrastructure and Jobs Act and the Inflation Reduction Act provides a once-in-a-generation opportunity to modernize our infrastructure, including multi-modal transportation infrastructure. I will maximize this opportunity for Denver's benefit, ensuring we prioritize money in the budget for local match requirements. Beyond that, I look forward to running a robust, values-driven annual budget process to ensure we're investing to meet all of Denver's needs.