

PROTECT

# Safe Street Funding



*safety over slush!*

In 2021, Denver doubled parking meter rates and created a Transportation & Mobility Special Revenue Fund to invest the incremental revenue—about \$15 million annually—in pedestrian, bicycle, transit, and Vision Zero safety improvements. Instead of funding safer streets, the Johnston Administration has drifted from that purpose. *Millions have been redirected to unrelated uses. In the city's 2026 budget, \$8.4 million, more than half the fund, is slated for a parking ticket appeals system.*



*A fund created for safety is being treated like a slush fund.*

## Why does it matter?

Traffic deaths in Denver are at record highs, with **93 people killed in 2025** in crashes that were predictable and preventable. Hundreds more were seriously injured. Reversing this trend requires investment in street designs that reduce traffic speeds and prevent violent crashes in the first place.

Road safety improvements should prioritize the most vulnerable people on our streets, including children, seniors, those living with disabilities. **When our streets are safe, everyone benefits.** *Updating this ordinance puts **safety over slush** and creates a more equitable city for everyone!*

## What's the solution?

Denver City Council should amend the ordinance to restore and clarify the fund's original purpose.

### KEY REFORMS:

#### ① Align investments with adopted plans:

Require funds to support implementation of the Vision Zero Action Plan, the Safe Routes to School Action Plan and Denver Moves Bikes, Pedestrians & Trails, and Transit plans. Incorporation of green infrastructure elements into these projects may also be allowed.

#### ② Prioritize infrastructure:

Invest at least 50% on capital projects.

#### ③ Protect the fund:

Prohibit transfers to the General Fund and require year-to-year rollover.

#### ④ Add accountability mechanisms:

Require that the fund supplement, not replace, existing transportation funding. Require DOTI to present proposed uses of the fund for review and approval to the DOTI Advisory Board on an annual basis.

#### ⑤ Define clear rules:

Specify allowable and non-allowable uses in the ordinance.



*denver*  
**STREETS**  
PARTNERSHIP

# Transportation & Mobility Fund Recommended Uses:

## ALLOWABLE

### Capital improvements

- Protected bike/accessibility lanes
- Speed cushions, tables and raised crosswalks and other vertical traffic calming, including on arterial and collector roads
- Self-enforcing daylighting interventions such as bulb outs and below-the curb bike and scooter corrals
- Other self-enforcing physical traffic calming interventions aimed at effectively addressing unsafe vehicular speeds and reducing vehicular volumes on neighborhood streets, such as pinch-points, chicanes, and diverters
- Bus-stop infrastructure
- Transit speed and reliability improvements, such as signal priority and queue jumps
- Dedicated bus lanes, both as a transit improvement and safety intervention
- Road diets

### Programmatic and operational

- Safe Routes to School and Vision Zero programming
- Design and engineering tied to allowable capital projects
- Transit operations (e.g., increased RTD service, city-operated microtransit like the Montbello Connector, or subsidized transit passes)

## NOT-ALLOWABLE

- × Purchase, installation, reconstruction or retiming of traffic-control signals or similar equipment, including pedestrian-activated flashing beacons and HAWK signals
- × Routine street maintenance unrelated to mobility improvements
- × Marketing or education campaigns
- × Studies, designs, or engineering not tied to allowable capital projects
- × Signage unrelated to allowable capital projects
- × Police-based enforcement
- × Traffic modeling
- × Removal of Vision Zero, pedestrian, bicycle, or transit-related infrastructure

