

August 24, 2026

Dear Mayor Johnston,

We, the undersigned organizations, write to applaud the vision you shared during your [2026 State of the City Address](#) for the [Mile High Line](#): “a city that is connected to each other and connected to a shared vision for jobs, housing, transit, climate and equity,” and to offer our recommendations for fulfilling the promise of this shared vision.

Specifically, we urge your administration to pursue the following transformative policies and investments that will coordinate multimodal network improvements with redevelopment of the catalytic sites along the Mile High Line:

- Partner with RTD to increase the frequency of transit service, and add transit service where it currently doesn't exist, to implement the Frequent Transit Network envisioned in Denver Moves Transit.
- Champion the near-term completion of Bus Rapid Transit (BRT), with fully dedicated bus lanes, along the Federal Boulevard, Colorado Boulevard, and Speer/Leetsdale corridors, complementing the Colfax BRT currently under construction to create an actual network of rapid bus routes connecting to the Mile High Line.
- Commit to removing and redesigning the Colfax/Federal cloverleaf interchange to restore the local street grid and prioritize walkable/rollable, connected, transit-oriented development on surrounding parcels. Do not move forward with the proposed relocation of Denver Water facilities from Burnham Yard to Lot M at Empower Field at Mile High, but instead pursue alternative sites that better align with both operational needs and the City's adopted plans and equity commitments.
- Work with RTD, DRCOG, and DEN to secure the funding necessary to double-track the A-Line, to accommodate increased demand for travel along this corridor that connects the entire Mile High Line.
- Fully connect transit from downtown along the Welton and Downing corridors to the 38th and Blake A-Line station by implementing the recommendations of the Welton Corridor Next Steps Study Community Advisory Group.
- Avoid at-grade rail crossings between the La Alma - Lincoln Park neighborhood, Burnham Yard, and other adjacent areas to reduce the risk of collisions with pedestrians, cyclists, and vehicles, reduce noise pollution, and reduce disruptions of rail service.
- Champion and fund the buildout of the 5280 Trail, the 303 ArtWay, and additional planned bicycle facilities from surrounding neighborhoods into the Mile High Line area to create fully-connected, high-quality pedestrian and bicycle routes through central Denver and the Park Hill neighborhood.

- Complete the Broadway bikeway to connect from Speer Boulevard and the Cherry Creek Trail through Downtown to the grade-separated cycle track on Brighton Boulevard.
- Upzone all appropriate areas within the Mile High Line boundaries and along connecting transit routes to encourage transit-supportive densities and mix of uses: at least C-MX-8x within $\frac{1}{8}$ mile of a light rail stop; at least G-RX-5x within $\frac{1}{4}$ mile of light rail and $\frac{1}{8}$ mile of BRT centerlines; and at least G-MU-3x within $\frac{3}{8}$ mile of light-rail stations, $\frac{1}{4}$ mile of BRT centerlines, and $\frac{1}{8}$ mile of medium-frequency bus stops.

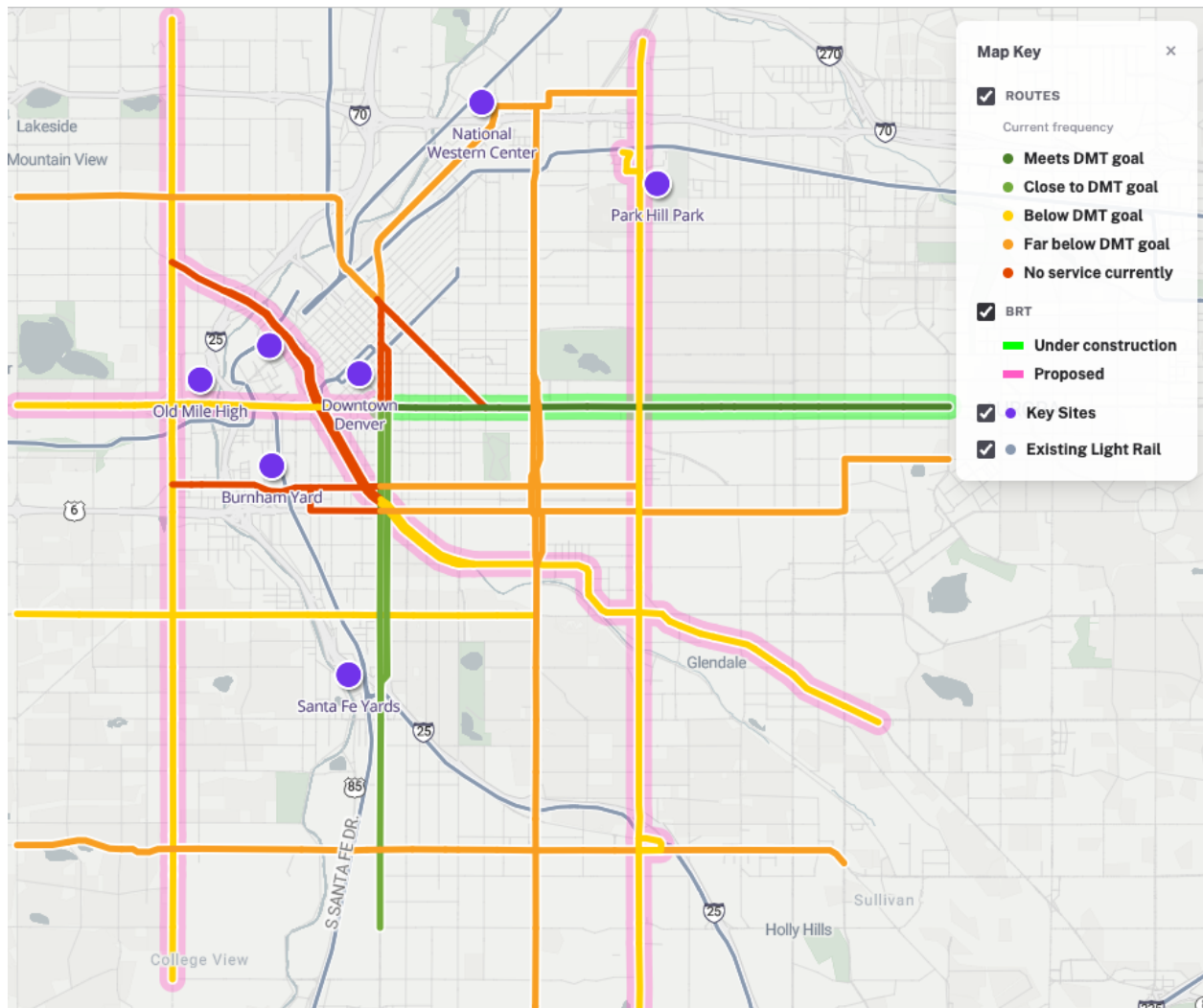
Careful coordination of land-use and transportation policies is essential for achieving the outcomes you highlighted in your address: keeping neighborhoods affordable for families who have been here for generations; making it possible for a young family to own a home; putting housing next to transit; protecting open space, and building complete places that make it easy to get anywhere without a car. Too often, this coordination is hampered by the classic chicken-and-egg problem. Increasing mixed-use density before good transit, walking and biking options exist raises concerns about increased traffic and parking demand. Conversely, adding bike lanes, bus lanes or wider sidewalks in lower-density areas is challenging when current land-use patterns limit the practicality of using these travel modes. That's why we agree with your proposal to focus special attention on the catalytic redevelopment sites along the Mile High Line.

These seven sites—Park Hill Park, National Western Center, Downtown Denver, Ball Arena & River Mile, Burnham Yard (future Broncos stadium), Old Mile High (current Broncos stadium), and Santa Fe Yards (future Denver Summit stadium)—provide a once-in-a-generation opportunity to simultaneously build housing and a related mix of uses at densities that support walking, rolling, biking, and transit, while also dramatically improving multimodal connectivity through central Denver. The fact that these sites are already connected to each other along existing rail transit and off-street bike paths provides an excellent starting point for building out the connected network of fast, frequent and reliable transit together with complementary routes for walking, rolling and biking that will make it possible to get to and from just about anywhere in central Denver without a car.

As shown on the map below ([also available online](#)), each of the catalytic sites is also connected to one of the proposed high-frequency bus routes identified in the [Denver Moves Transit \(DMT\) Plan](#), yet many of these currently operate at frequencies well below the DMT target of every 15 minutes or better from early in the morning until late in the evening 7 days a week. Some of the routes currently lack any transit service at all. Several of the Mile High Line sites are also served by [proposed bus rapid transit \(BRT\) routes](#), which will help ensure transit service is fast and reliable with dedicated lanes and related infrastructure improvements. Finally, critical gaps exist in the rail lines currently serving the catalytic sites,

including single-track sections of the A-Line and the [lack of connectivity between the L-Line and the A-Line](#).

Map: Major transit routes in Denver that connect to Mile High Line sites and how close they are to meeting Denver Moves Transit service goals



Map created by the Denver Streets Partnership

Similarly, while the Mile High Line follows the existing Platte River Trail, the proposed [5280 Trail](#), [303 ArtWay](#), and extension of the Broadway Bikeway to the north would further connect many of the catalytic development sites with additional high-quality pedestrian and bicycle routes where they are lacking today. Prioritizing safe walkable and bikeable east-west connections across significant mobility barriers—including I-25, railroads, the Platte River, Speer Boulevard, and other large roads—would help ensure more Denverites are provided the opportunity to connect and contribute to the success of your Mile High Line.

Denver is lucky to have private developers interested in pursuing the opportunity to build more housing, job centers, neighborhood serving retail, and public parks at multiple transit-oriented locations in central Denver. Several of these developers have worked or are currently working in good faith with Denver residents to develop Community Benefits Agreements that address the need for affordable housing and anti-displacement measures, green space, and other community-serving land uses in these development projects. City officials now have the opportunity to rise to the occasion and lead by investing in complementary multimodal networks, thereby maximizing the benefits of these projects for generations to come. Extensive planning efforts at the citywide and neighborhood levels have already identified specific projects, like those we outlined above, that would fulfill this vision.

We urge you to seize this moment by making bold investments in a more connected, affordable, sustainable, and equitable future for all Denverites.

Sincerely,

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Peter Piccolo, Executive Director, Bicycle Colorado

Avi Stopper, Founder, Bike Streets

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Coleen Samuels, Executive Director, Denver Regional Mobility & Access Council (DRMAC)

Norman Harris, Executive Director, Five Points Business Improvement District

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