



denver STREETS PARTNERSHIP

Denver City Council At-Large Candidate Questionnaire

Candidate Name

Jake Browne

Candidate Website

<https://brownefordenver.com>

What are your top mobility-related priorities as a candidate? How do you expect to implement them if elected?

Fix 311 before it decides what gets fixed.

DOTI publishes the Sidewalk Implementation Plan in December, and it will say where the city starts in 2027 and 2028. Good. Between now and then, the way a dangerous street gets on a list is that somebody calls 311. That system sorts by who has time.

The neighbors who file the most are the ones with a lunch break, a laptop, and some reason to believe the city will show up. The people working two jobs file the fewest, and so do the people who filed once and watched it go nowhere. So the queue maps free time and faith in government, and neither one maps danger.

The sorting inside it is worse. A neighbor named Eliot documented faded stop bars at 11th and Galapago, a corner the city's own records had listed as done for 1,134 days. The case was assigned to forestry. Pavement markings, sent to the tree people. Crossing beacon requests on Knox Court went to transportation design and have been sitting there ever since.

So, three things, and none of them need a vote:

1. Categories that match the work. Street and safety requests get real types with routing behind them, instead of a shrug and a catch-all.
2. Publish the case types and the status. Denver runs no Open311, no public list of what you can even report, and no way to look up your own case by number. Right now a case number is a receipt you cannot read.
3. Stop waiting for the phone to ring. The city already owns crash data, the High Injury Network, and its own inspections. Seed the fix queue from those, and treat 311 as the supplement rather than the intake.

This is days of work, not a capital project. I have already built tools against the city's own 311 data, so if it stalls I will help write the spec myself.

Then the two dates. Every safety request publishes a decision date and a finished-work date, and the finished one gets measured on the street. A closed ticket is not a fixed street.

Do you support the city's Vision Zero commitment of eliminating traffic fatalities and serious injuries by 2030?

Yes

If yes, what actions should City officials take to reverse the current traffic-fatality trend and make meaningful progress toward Denver's Vision Zero commitment?

93 people died in Denver traffic in 2025, 35 of them on foot. Worst year on record.

Here is what that looks like on one corner. Sheridan and Morrison is on the city's high injury network by the city's own description. A person walking was killed there in August 2022. Denver put the design work out to bid in February 2025, awarded the contract on July 1, 2025 with federal money, and has published no construction date. On February 1 of this year, another person died there at 3 in the morning.

Just under 3 years between a death on that corner and a signed design contract, and still no date to build it. That is not an engineering problem. It is a priority problem, and it is the thing I would spend the seat on.

The rest:

Fix the intake. The High Injury Network ranks corridors only by deaths and serious injuries, so a corner where people keep getting hit and keep getting lucky never enters the fix queue. Waiting for a severe injury before a crossing qualifies is a choice, and it is the wrong one. Then the two dates from Q1 on every fix.

Cameras, carefully. A speed camera as a safety function I can live with: no live view, no fishing expedition, the footage does one job. What I will not vote for is trading rights for security that never arrives. That trade takes more of the first every time and hands back less of the second.

Do you think public transit (bus and train service) can play a role in helping Denver achieve its Vision Zero goals?

Yes

If yes, explain how.

I never feel safer than when I am on public transit, and I know exactly why.

I learned to drive in middle school, on an interstate, coming home from a Magic: The Gathering tournament, because the adult driving us handed me the wheel and passed out. I steered. Coming off the interstate I nearly killed us both, because nobody had told me how to brake. I was a kid holding 2 tons of metal at 65 miles an hour.

I have respected how dangerous a car is ever since.

That is the mechanism, under all the policy language: every trip that moves from a car to a bus is a crash that has nowhere to happen. Nobody gives up the car for a bus they cannot count on, so reliability is a safety program. And every bus rider is a pedestrian twice a day, at both ends, which makes the walk to the stop and the crossing outside it Denver's part of the job.

Do you think the City should play a role in ensuring that Denverites have access to enough frequent, reliable public-transit service to make transit a practical option for daily trips?

Yes

If yes, how should the City partner with RTD to improve transit service?

I take the 52 downtown and to Olde Town Arvada. It picks up half a block from my house. Eastbound there is no shade at all. Westbound there is a big oak, and you stand under it and you are fine. Same for rain and snow, if we still have either.

RTD sets that schedule. Denver decided whether there was anything to stand under.

Transfers are where ridership falls apart. I have left for work an hour early because I did not trust a connection, and a bus running early wrecks you the same as a bus running late. That is a time tax, it is

charged to the people with the least room to pay it, and the rest of the city is increasingly exempt from it.

Council doesn't run a regional authority, and pretending otherwise at a forum is free. What Denver controls is street space, signals, curbs, and shade, so I would use them: bus priority on city streets, a published repair schedule so every stop is reachable and usable, and honest data on where service fails and for whom, brought to RTD by a partner who is loud and has done the reading.

You shouldn't need a backup car for the bus.

Are you willing to champion projects that prioritize street safety and multimodal access over driver convenience?

Yes

Please explain why you answered the way you did.

I would rather name the trade than pretend there isn't one.

Driver convenience, in practice, usually means a turn lane, a parking space, or 40 seconds. On the other side of that scale is what happened at Sheridan and Morrison twice. I drive. I will take the 40 seconds.

The cost that lands hardest is construction, and it lands on people who did nothing wrong. That is Q17, and it deserves a better answer than telling a shop owner the corridor will be great in 2029.

How would you deal with local pushback to projects that experts agree would significantly improve street safety?

Lead with the record instead of the credential. The crash history for that street, the 311 cases neighbors already filed, the names of people who asked for this. "Experts agree" moves nobody in a church basement. "Here is what happened on this block" does, and it happens to be the argument I can prove.

Then take the objection seriously, because most of it is specific and fixable: loading for the shop on the corner, a contractor's van, the neighbor who needs the curb cut. Those get designed around without giving up the safety element.

What I won't do is let delay function as a veto. Set a public timeline for engagement and a date for the decision, then decide on that date. A project that dies by being postponed 11 times died on purpose.

And the people who asked for the crossing are the community too. They tend to be the ones who cannot take a Tuesday night off to come argue for it.

Would you work to expand funding for Denver's transportation/mobility needs?

Yes

If yes, please explain how.

Yes, and in this order.

Spend what we already collect, on a published schedule. The sidewalk fee is \$150 a year on a typical house and collects roughly \$40 million a year. The plan that says what it buys and when arrives in December, 4 years after the vote. That has to land with dates in it, not just priorities.

Charge visitors and price what the city owns. Demand and event pricing on the parking system Denver owns, in visitor districts. Never neighborhood meters, and never revenue by escalating enforcement on people who live here. And never sell the meters: Chicago took \$1.15 billion once for a system that has paid that back and kept going.

Stop paying to store trucks nobody drives. The 2024 audit found 22 percent of the city fleet was driven under 100 miles a month.

The part you may not want to hear: I am skeptical of another sales tax as the instrument. It takes the most from the neighbors who are already walking because they cannot afford to drive.

Do you think the City should plan, design, and deliver transportation projects in a more timely and efficient manner?

Yes

If yes, what actions should City officials take to make this happen?

The fastest thing Denver could do is stop treating version one as permanent. Alameda is the model: paint instead of concrete, a mile of it, 25 miles an hour, installed this summer, with the city collecting data and feedback while people use it. That beats 3 years of asking neighbors to imagine a lane change at a meeting, and it beats the version where the first shovel is also the last decision.

Build it in paint, watch it, then pour the concrete around what worked.

One thing speed must never mean: a project approved because a review clock ran out. Faster comes from staffing and scheduling, never from skipping the safety review.

Underneath all of it, the two dates from Q1, with completion measured on the street rather than in the case management system. A ticket closed by someone reclassifying it did not pour any concrete. When it slips, say so publicly. A closed ticket is not a fixed street.

Our streets make up our largest public space, and for people experiencing unsheltered homelessness, “streets are not a means to get home but are home itself.” What policies would you pursue to ensure that everyone feels safe and welcome in Denver’s public spaces?

Denver's voters kept the camping ban 4 to 1, and I am not going to tell voters they were wrong. So the honest question is not the ban, it is what enforcement buys.

When a sweep ends with somebody indoors, that is the policy working, and it is part of why the street count fell. I have given the mayor credit for that. When it ends with the same person two blocks away in January, that is an expensive way to move a problem out of frame.

The city cannot currently tell you which one it is paying for, because it does not publish where people go afterward. Council's lane is the money and the data. I will fund enforcement that can show me where people ended up. I won't fund what can't.

The rest of it is shade, water, and a bench at the stops on the city's heat map, restrooms that are open, and cooling centers people can reach without a car. Public space that works for a person sleeping outside is mostly just public space that works.

Do you think Denver should encourage higher densities and mixed-use development patterns to support transit-rich, walkable, and bikeable communities?

Yes

If yes, what actions should City officials take to achieve those outcomes?

Pro-density, anti-displacement. The housing fight keeps getting picked in Black and brown neighborhoods while downtown sits at record vacancy, so put the big density where it displaces nobody first: downtown offices, industrial land, stadium districts, and the parking craters.

In the neighborhoods, duplexes through fourplexes, with conditions I will not trade away: affordability written into the deal, relocation help and a right of return, something in it for the people who already live there, and a review clause so we can look at what it did.

Council ended parking minimums in 2025 and that was right. A structured parking space runs \$25,000 to \$50,000 to build, and requiring ones nobody parks in put that on the rent.

I don't claim to have the full map of which blocks work best. Anyone who tells you they do has not knocked enough doors.

Have you ever been a frequent public transportation user?

Yes

Have you ever been a frequent bike commuter?

No

How do you usually move around Denver? Please tell us more about your personal mobility experience.

A mix, and the mix is the point.

I drive an EV. Ioniq, never a Tesla. I take the 52 downtown and to Olde Town Arvada from the stop half a block from my house. Since I moved here in 2002 I have ridden the 28, the 32, the 52, the 76, the 0, and of course the 15. And the 12. My wife and I took the E Line out to Fiddler's Green for our anniversary this summer.

I walk to the stop, I wait in the sun, and some days I look at that and drive instead. Which is exactly the decision Denver keeps making for people by accident.

On the bike box above: I have worked from home since 2010, so I am not a commuter of any kind. And I am afraid to ride here.

When I lived near Sloan's Lake I could rip a few laps and get home almost entirely on side streets, and even that version had close calls in it. I have also had 2 bikes stolen in this city. Nobody has ever come for the Peloton. That thing weighs a ton. Please, take it.

So I am not your model bike commuter. I am the other guy: the one who would ride if the route felt survivable, who knows the side-street map by heart because the main roads are not an option, and who gave up. There are a lot of us, and a network built for the people already comfortable out there never reaches any of us.

Do you think Denver should transform our streets to prioritize children's safe and independent mobility?

Yes

Do you think Denver should transform our streets to prioritize the safe and independent mobility of people who cannot drive a car due to a disability?

Yes

If you answered yes to one or both of the questions above, what actions should City officials take to achieve or make progress toward this transformation?

Start where the barrier is physical and boring. A missing sidewalk panel, a curb ramp that ends in a 4 inch lip, a bus stop you cannot get a wheelchair onto, a crossing a 9 year old cannot use alone. None of that needs a study. It needs the schedule, with school routes and routes to transit near the top of it, and the money behind the crews.

The intake fix from Q2 matters more here than anywhere. A dangerous school crossing usually has no severe injury on it yet, which is the only kind of luck we should not be planning around.

And I will say the part that makes some rooms wince: Waymo is already a real answer for riders who get passed over, canceled on, or questioned about a service animal by a driver who does not know better.

Independence, without having to explain yourself to get a ride at 11 at night. That does not mean the technology gets to grade its own homework, and every mile and incident on Denver streets should be public. But a disabled rider who can finally get picked up is not waiting for the rest of us to finish arguing.

Then ask the people using it. A parent who walks that route every morning and a neighbor who rolls it will tell you in 10 minutes what a corridor study takes a year to say.

Do you support the rapid implementation of a Bus Rapid Transit (BRT) network in Denver?

Yes

Please explain why you do or don't support the rapid implementation of a BRT network in Denver.

Yes, and Denver should be honest about Colfax first.

Colfax is not a failed idea. The rooftops are there, the riders are there. It is a failed build. Years of construction, businesses watching regulars stop coming, and a city with no contractual teeth to make the work go faster. That is the part to fix before the next corridor, and it is fixable: build time written into the contract with money attached to it, published milestones, and someone whose job is the block while the block is torn up.

While it is torn up, help the people eating it. Get the empty storefronts filled and lit, because nothing kills a corridor like looking closed. Start First Year Free there, waiving a new operator's city license and permit fees for year one. That is citywide in my platform and Colfax is the clearest case in Denver. It is no rescue for the businesses already drowning, and I won't pretend otherwise.

Slow is how a good project becomes the reason nobody wants the next one.

Is there anything else you want to tell us?

The curb.

Denver still treats the 8 feet next to the sidewalk as free storage for private cars, and everything new is fighting over it: delivery vans, rideshare, contractors, scooters, buses, and now robotaxis that never park because they never stop. When the van has nowhere to load, it stops in the bike lane, and the person on the bike goes into traffic. Denver made that design decision by never making one.

So: map the curb, price it where people are already fighting over it, and assign it on purpose. Loading zones where the vans already double park. Passenger pickup where the bars and the venues are. Shelter and shade where people are standing anyway. Bus and bike space that a delivery driver is not forced to steal.

My mom is 79 and drives for Uber most days. Tech put the taxi companies out of business and she became the replacement, no benefits, an app that works on her a little at a time to take a little less. I bring her up because Denver keeps doing this in the past tense. The app cars came, the delivery boom came, the scooters came, and the city responded years late each time and acted surprised. Autonomous vehicles are already here. Write the curb rule early and be wrong about a detail, instead of writing it in 2031 as a reaction.

Meanwhile the oak tree at my bus stop is doing more for ridership on that corner than anything the city has put there. We could just put a shelter next to it.

Thanks for reading this. Thanks for taking the time to care. If you have any questions, anyone reading this, pick up your phone and call me: 720-371-2860. I almost always answer by the third ring.