



denver STREETS PARTNERSHIP

Denver City Council At-Large Candidate Questionnaire

Candidate Name

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Candidate Website

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

My top mobility priorities are safer streets, reliable public transit, and making it easier for Denver residents to live without being dependent on a car.

My vision for safer streets includes prioritization of sidewalk buildout and improvements and protected bike networks, improving dangerous intersections like Alameda and Federal, and seeing through the completion of BRT. As someone who has worked closely on land use policy, I believe transportation and land-use decisions need to be aligned and cohesive- and their departments need to be collaborative- so that Denver residents can more easily reach their jobs, schools, grocery stores, and the services they need on a daily basis.

As a councilmember, I would use the city budget and oversight purview to move these priorities forward while ensuring meaningful community engagement and support for neighborhoods and small businesses impacted by major projects.

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?

Yes. Naming a commitment to Vision Zero is not enough, though. It must be backed by real investment and safer street design. Denver must prioritize the High Injury Network, deploy traffic calming measures as rapidly as possible, and design streets for speeds that reduce the likelihood of fatal crashes occurring in the first place. Safe Routes to School should be prioritized, especially in the inverted L where the street network tends to be hostile and unsafe for pedestrians, let alone children. Achieving these goals means that the city must prioritize dedicated funding to meet clear benchmarks on safety and maintain strong public accountability mechanisms when they fall short.

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.

Yes. Reducing the amount of cars on our streets, especially when done so through safe and reliable public transit, provides one of the clearest paths to achieving Vision Zero. Despite being outside the direct control of the City, advocating for improved service and collaborating on transit strategies with RTD is vital

to creating a safer and less car focused city.

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?

Yes, Denver should treat frequent, reliable transit as necessary public infrastructure. Partnerships with RTD should include expanding high frequency services to strengthen both the first- and last-mile connections. Denver should also coordinate street design and other land use decisions so we can ensure transit is concentrated in the places people need it most for daily use.

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.

Yes. Our streets should work for all, whether you are walking, biking, rolling, utilizing public transit, or driving. I want to support projects that improve both safety and access, even if it requires changes to parking and travel lanes. I recognize the value in convenience, but that should never come at the expense of people's ability to move safely and independently.

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

Listening to public concerns and finding ways to bridge those divides is important to me and I would look for ways to address legitimate concerns. I would not, however, weaken a project's core safety goals for the sake of convenience or resistance to change. Community engagement empowers us to build better projects, but it does not give us an escape route to delivering proven safety improvements simply because change is hard. City leaders have a responsibility to lead, especially when lives are at stake.

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

Yes

If yes, please explain how.

Yes. We need to address the elephant in the room: Denver CANNOT meet its safety, transit, sidewalk, and biking goals without sustained transportation funding. My work would include protecting and expanding dedicated mobility funding in the City budget, aggressively pursuing state and federal grants, strengthening regional partnerships, as well as supporting bond or other dedicated funding opportunities. New investments will prioritize these safety and multimodal focused projects, but also must help maintain the quality and integrity of the existing infrastructure.

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?

Yes. Faster and predictable projects increase public confidence and bring us closer to important milestones in a timely manner. This does not, however, mean we need to cut steps out of the process, including community engagement. As we have seen with the Colfax BRT, community members who are otherwise supportive of a project can feel left out when they are skipped over in the name of "efficiency". Expediency of projects should be encouraged through adequate oversight, strong contracts and labor

agreements, permitting and planning efficiency, and improved cross-agency collaboration.

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?

Feeling welcome in our public spaces is tantamount to a city that works for all. That includes those experiencing homelessness. We should be prioritizing access to housing, shelter, public restrooms, behavioral health care, and other basic services that help people meet their needs with dignity. Responding to homelessness should be rooted in housing and direct services; never displacement and criminalization. Ensuring we have resources, third spaces, and access to basic amenities for everyone means everyone is welcome- this is a shared space and our focus should be on caring for our neighbors so we all feel welcome.

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?

Absolutely yes. Encouraging more housing and mixed-use development near frequent transit and along major corridors so people can live closer to jobs, services, and daily needs is one of the core planks of my platform. I have direct experience in this field from previously serving on the planning board and working on state level Transit Oriented Development legislation. What do these things look like in practice? Reforming zoning, removing unnecessary barriers to housing near transit, and coordinating land use with transportation planning. It also means prioritizing permanently affordable housing and protections against displacement, everyone should have access to walkable and livable cities, not just those who can afford it.

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.

I have been a frequent public transit user in cities like New York and Boston where reliable, frequent, and accessible services made transit a practical way to get around. I have not used transit as frequently in Denver because our system does not yet offer that same level of reliability and accessibility for many daily trips. As a single working parent, Denver is not designed for me to get to where I need to be in time without driving. When I’ve attempted to do so, it has always been more of a special occasion or a luxury to have the time to spend not driving- it has never been practical. For similar reasons I have not been a frequent bike commuter. I have attempted and enjoyed it when I was able to make it work, but it has been a long time since my work, my kids school, and my home were all within a route that was possible in a day. I usually drive to get around Denver. As I described, my experience has reinforced for me how much the design of a transportation system shapes the choices people are realistically able to make. I believe there are parts of the city where biking and transit are more accessible, but in my area they all require 3-4 times the travel time at least, and that’s if it’s reliable. I am also in an area that is a food desert, has minimal walkability, and is near some of the most dangerous intersections in the city. I would love to be able to drive less or at least walk to a coffee shop or ride to a grocery store, but in my area that is often unsafe or incredibly far. I am hopeful about some improvements coming to my area, and I want all Denverites in every neighborhood to have safe, reliable options for getting around regardless of their method of transportation.

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?

Yes, children's safety on our sidewalks should be a top priority, and children being able to move safely through our communities enables working families to have better ability to balance lives, work, and caretaking. And access should not be dependent on ability. Prioritizing sidewalk improvements and width, curb cuts, and protected bike infrastructure are critical steps we need to take if we want to see meaningful progress towards achieving these transformations.

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, I strongly support rapid implementation of a BRT network in Denver AND I believe that we can do it better. Projects should include meaningful community engagement from the beginning as well as strong protections for small businesses during construction. We can move quickly without leaving community behind. I also believe they should be paired with a stronger and more reliable network, as BRT will not be as effective as we want it to be if it is the only reliable route we have. We need to advocate for and collaborate on more frequent and more expansive transit throughout Denver neighborhoods.

Is there anything else you want to tell us?

Transportation is ultimately about access, dignity, and whether people can fully participate in their city. I want Denver to be a place where people can safely and affordably get where they need to go, regardless of whether they own a car, have a disability, or live in a neighborhood that has historically received less investment. That will require us to move faster, invest more, and be willing to make difficult choices, while still listening closely to the communities most affected by those decisions.