



denver STREETS PARTNERSHIP

Denver City Council At-Large Candidate Questionnaire

Candidate Name

Monica Martinez

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?

Transportation is the second highest household expense, after housing. We can dramatically increase household wealth - and transform lives - if we can lower household transportation costs and housing costs. For this reason, I will champion building the dense, affordable housing we need on Denver's commercial corridors while also improving the public transit on those corridors. And if we build affordable and market rate housing to align with the transit investment we make on these corridors we can achieve the important goal of reducing two major drivers of household costs and stabilizing our communities in the process. If elected, I will prioritize working with DOTI to align their resources with supporting more public transit infrastructure, building out additional micro-transit programs and ensuring future BRTs emulate the East Colfax version as well as partnering deeply with RTD to prioritize the transportation network in Denver given are higher ridership and thus higher return on investment. Lastly, I will champion the installation of red light cameras to serve as a source of revenue to fund the additional micro-transit programs and more importantly improve our street safety.

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?

We need to reject that the traffic-fatality trend is acceptable. 94 people were killed on Denver streets in 2025 demonstrating that we have strayed far from our commitment to improve street safety. I am a supporter of traffic calming investments and will advocate for expanding these low cost and effective means of improving street safety. I also believe we have an opportunity to partner more with DPS to highlight the importance of creating safe routes to schools. Lastly I would look to partner with Denver Streets Partnership and their network to elevate this issue so that all Denverites recognize their role in helping to keep our streets safe.

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, reliable public transit can reduce the number of cars on our streets, which can help make our transportation system safer for everyone. Expanding practical alternatives to driving should be an

important part of Denver's work to achieve its Vision Zero goals.

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?

As noted, improved public transit can play an important role in stabilizing families at risk of being priced out of Denver given that transportation is a household's second highest. cost. In addition to being an economic equalizer, better public transit would help us achieve our greenhouse emissions goals and ultimately create a safer community by reducing car utilization. Partnering with RTD will be a major objective of mine, if elected.

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.

94 Denverites were killed on city streets in 2025 illustrating that our city streets are dangerous for pedestrians, bikers and even the drivers themselves. Further, driving is expensive and nearly 30% of our population do not even have the ability to drive. For these reasons, it is important that we prioritize multimodal access over SOV.

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

One of the challenges in government is that the right decisions do not always produce immediate results. If I am elected in November, I will be back on the ballot in April, but I cannot allow that timeline to dictate the decisions I make. My responsibility is to make decisions that will serve Denver well beyond the next election.

When there is local pushback, I would start by understanding the concerns and looking at where we can address them without compromising the safety goals of the project. I also believe government has to be more transparent with residents about what these projects actually require and how long meaningful change can take. We need to give people a clear understanding of what we are asking them to support and what they can expect from their city.

Part of making these decisions responsibly is understanding what our budget can support. Even the strongest ideas require the resources and capacity to implement them effectively. As we consider these projects, I want to be thoughtful about what we can deliver and make sure that when we move forward, we are positioned to do it effectively.

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

Yes

If yes, please explain how.

Yes, If we want walking and biking to be realistic options for more Denverites and want transit to become a reliable part of daily life, we have to invest in the infrastructure that makes that possible. I would work to expand the resources available for transportation; one possible revenue stream is the utilization of red light cameras. As anyone using our city streets knows (whether by driving, biking or walking), red light infractions has reached epidemic proportions in Denver. Red light cameras would be an effective way to reduce this dangerous driving while providing revenue for the expanding mobility solutions.

I also believe we should look at how our existing transportation dollars are being used and whether they

are advancing the transportation system we want. As we consider additional City funding, we have to be clear about where those dollars will come from and make those decisions within the realities of Denver’s broader budget. If we make those investments thoughtfully, we can build a transportation system that expands opportunity and better serves Denver for generations to come.

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?

As noted in the DSP municipal candidate briefing, the amount of public input the City pursues for making safety upgrades can sometimes far exceed the amount of input sought for standard road projects. In this intervening delay, streets remain unsafe. I agree with DPS that this lengthy input process results in safety project delays or even cancellations. Using data to inform plans or surveys for expediting public input could be a means of delivering projects in a more timely manner.

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?

As the ED of the The Fax Partnership I work closely with individuals coming off the streets through the management of our Sand & Sage shelter, which is a 37 room shelter that has repurposed two East Colfax motels. I believe the utilization of former hotels/motels has been an effective way to get people off the streets and into safe and stable shelter. By providing a safe alternative to the streets, we are providing a better housing to these individuals and also making our streets safer for all Denverites.

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?

Yes, Denver’s housing and transportation challenges cannot be addressed in isolation if we are serious about affordability and reducing our dependence on cars. Housing is the largest expense for most families, with transportation close behind, and addressing those costs together has the potential to transform people’s lives. We should allow greater housing density along major transit corridors and support mixed use development that connects more residents to employment and reliable transportation. As Denver grows, our transportation infrastructure must keep pace so that new housing is supported by practical alternatives to driving. My experience in affordable housing has also taught me that how we grow matters, and increasing density should create opportunities for people across income levels to live in communities where they are less dependent on a car. By aligning housing growth with transportation investment, we can give more Denverites greater choice in how they move through the city while making Denver more affordable for the people who call it home.

Have you ever been a frequent public transportation user?

No

Have you ever been a frequent bike commuter?

Yes

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

I try to bike commute twice a week to my office. This is possible because my work is less than four miles from my home and the streets I can take are not busy with car traffic. When I do bike commute to further distances or travel on more heavily trafficked streets, I inevitably have a frightening experience with a car,

which is highly dismaying and a reason I believe many do not bike commute. Otherwise, I am a SOV driver.

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?

I will always fight for the safety of the people who use our streets, and making the right investments starts with listening to the people who experience these challenges firsthand. Parents understand the barriers their children face, and people with disabilities understand where our transportation system limits their ability to move safely and independently. City officials should listen to those experiences and use them to guide how we improve our streets and sidewalks. The goal should be a transportation system that gives people greater independence and the ability to move safely through the city.

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.

I served on the East Colfax BRT task force and am a firm believer in the power of this BRT project to demonstrate the viability of such a build out.

Is there anything else you want to tell us?

More reliable, useful, and cost effective public transportation in Denver is one of the top issues I am campaigning on. I look forward to our partnership to make it happen!