



denver STREETS PARTNERSHIP

Denver City Council At-Large Candidate Questionnaire

Candidate Name

Whitney Traylor

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?

I would like to see the city finish and connect the BRT network. The five corridors are a great start, but connecting them through central Denver and closing the gap so residents get a rapid-transit system that is connected. I would fully fund, and pursue, Vision Zero (Action Plan 2.0). Continue to build out the protected bike infrastructure.

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?

Start by ensuring to fully fund and staff Vision Zero Action Plan 2.0. Reevaluate the High-Injury Network and ensure engineering fixes (narrower lanes, protected crossings, lower design speeds) rather than signage alone. Set a hard annual reduction target Council reviews publicly every year.

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.

The less individual traffic, the less opportunity for a crash. In addition to the reductions in crashes, frequent and reliable transit is known to reduce speeding in many instances.

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?

Continue to partner and co-fund frequency improvements on high-ridership routes, which Denver has done in the past. Consider RTD on DME implementation and land-use decisions near their nations.

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.

Traffic violence is preventable and hits hardest on those who don't have a lot of driving options - kids, seniors, disabled residents, low-income folks who cannot afford a heckle. City Council can work with the data and come up with comprehensive plans to respond accordingly.

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

This works well for me as I lead with data, not just a public hearing. There are methods to help get folks on board by utilizing the experts and the accepted data/scholarship. To help residents, we can use quick-build/pilot installations (paint, planters, temporary barriers) so people experience the change before a permanent redesign, then adjust based on real results. City council can meet directly with adjacent residents and businesses early, take their specific concerns seriously, without letting a vocal minority veto a project with a demonstrated safety case.

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

Yes

If yes, please explain how.

There are lots of different ways. Pursue a dedicated mobility funding measure/bond. We could be more aggressive pursuing federal and state grants (Safe Streets for All, BRT funding). Finally, the city could reprioritize existing capital budget toward High-Injury Network and BRT corridors.

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?

Streamline permitting processes between DOTI and other city agencies. Incorporate multi-year capital planning so projects aren't rescoped and delayed year to year. Add staff when project backlog is the bottleneck.

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?

A starting place is to invest in basic public infrastructure that can be used by everyone - public restrooms, shade, benches, water, etc...Pair any legally sanctioned response with actual outreach and housing connections and not just displacement-only enforcement. Public space policy and housing policy have to be considered together.

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?

Based on the data, these options create opportunities for more affordable housing. Zoning reform and up zoning near BRT and rail corridors. Change and expedite permitting for mixed-use and affordable projects

in a way that density and transit investment work cohesively.

Have you ever been a frequent public transportation user?

Yes

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 have not owned a car in over a year. I ride my bike frequently, walk often and sometimes use public transportation. I am lucky that most of the places I have to go are within 4 miles of my home. I am also blessed to be healthy; so, worst case scenario is that I have to walk somewhere (which is something I can easily do). I have thoroughly enjoyed riding my bike along the city streets as I navigate where I need to go. If it is especially busy, I will sometime take an Uber or even rent a car for a few days at a time. But, after having went without a car for so long, I can say Denver is non-car friendly, but there are a lot of areas that need serious attention. As a member of City Council, this is an issue I will be focused upon.

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?

Fully fund Safe Routes to School; protected bike/ped infrastructure and lower speed limits near schools, when appropriate. Expand crossing guards and pedestrian beacons at high-traffic school crossings.

Yes, the city could work on clearing the ADA sidewalk-repair backlog on a published timeline. Install accessible pedestrian signals citywide and ensure every transit stop is physically accessible.

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.

DME already identifies five corridors and funding. The next piece is connecting them through central Denver into one gridded system instead of five separate lines. I would push all involved parties to fund that connection now.

Is there anything else you want to tell us?

I have thoroughly enjoyed the education you all have provided in terms of mobility-related issues, and more importantly, solutions. I am an avid bike-rider and someone who is able to get around without a vehicle. I am acutely aware of the issues facing folks without a private car. It can be difficult and having someone who understands these unique issues is a positive for city council. I would be honored to earn your endorsement and one of my focal points on the council will be the mobility-related issues discussed above. Thank you for the opportunity to be considered!