people are pedestrians by design

join the movement at www.walkdenver.org
Our Vision:
In 2040, Denver will be the most walkable city in the United States. As a result, its residents will be the country’s healthiest and happiest, and its economy will be thriving.

Our Mission:
WalkDenver advocates for policies and practices that will lead to a more walkable Denver. We are the go-to resource for creating safe, comfortable, and fun places to walk.
FasTracks

- $5.6 B spent or under contract
- 122 miles of new light and commuter rail
- 18 miles of bus rapid transit (BRT)
- 57 new transit stations
Sheridan Station

40th and Colorado
First and Last Mile Connections (FLMC)

Facilities and services that allow people to get from their front door to their final destination via transit without driving a personal vehicle.
Study Goals

• Baseline understanding of how FLMC are currently funded in the Denver region
• Identify best practices locally and nationally
• Recommend policies, practices, and funding mechanisms to address FLMC challenges
# Methodology: Survey

<table>
<thead>
<tr>
<th>Category</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>City and County Government</td>
<td>19</td>
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<tr>
<td>Real Estate Developer</td>
<td>8</td>
</tr>
<tr>
<td>Transportation Management Organization</td>
<td>4</td>
</tr>
<tr>
<td>Advocacy Organization</td>
<td>4</td>
</tr>
<tr>
<td>Transit Agency (RTD)</td>
<td>3</td>
</tr>
<tr>
<td>Business Improvement District</td>
<td>3</td>
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<tr>
<td>Housing Authority</td>
<td>3</td>
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<tr>
<td>Transportation Service Provider</td>
<td>2</td>
</tr>
<tr>
<td>State Transportation Agency (CDOT)</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL RESPONDENTS</strong></td>
<td><strong>48</strong></td>
</tr>
</tbody>
</table>
# Methodology: Focus Groups

<table>
<thead>
<tr>
<th>Date</th>
<th>Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 4, 2015</td>
<td>City of Lakewood, Metro West Housing Solutions</td>
</tr>
<tr>
<td>May 15, 2015</td>
<td>BIDs, TMOs, Developers, Transportation Service Providers</td>
</tr>
<tr>
<td>May 18, 2015</td>
<td>City and County of Denver, Denver Housing Authority</td>
</tr>
<tr>
<td>May 19, 2015</td>
<td>Regional Transportation District (RTD)</td>
</tr>
<tr>
<td>May 20, 2015</td>
<td>Cities of Commerce City, Thornton and Westminster, Adams County Housing Authority</td>
</tr>
<tr>
<td>May 27, 2015</td>
<td>Denver Regional COG, Colorado DOT</td>
</tr>
<tr>
<td>June 17, 2015</td>
<td>City of Aurora</td>
</tr>
</tbody>
</table>
Key Findings:
FLMC are important, inadequate, and underfunded
FLMC are very important to the success of the region’s transportation system.
The quality and availability of FLMC in the Denver region is inadequate and major improvements are needed.
Current funding is inadequate, and pays for less than half of the known or estimated need.
A main factor is an overall shortfall of funding for transportation and other capital improvements.
Consequences of inadequate funding

• Low transit ridership
• Stunted economic development
• Geographic disparities
• Disproportionate impact on low-income and communities of color
Key Findings:
Pedestrian facilities are the most important and most underfunded
Please rank the importance of the following FLMC improvements for the Denver region, with the most important ranked 1st.

- Sidewalks: 2.6
- Pedestrian crossing enhancements: 3.8
- Wayfinding and signage: 5.8
- Lighting and other measures for addressing safety concerns related to crime: 6.1
- Bike lanes: 6.4
- Traffic calming: 6.4
Key Findings:
Cities and counties have a critical role to play
What’s the right scale?

• Small scale of improvements VS. administrative burden of state, federal funds
• Timing and location of private investment VS. community’s greatest needs
• Patchwork improvements VS. integrated network
• Local governments own the right-of-way
Key Findings:
One-time investments can address short-term needs, while dedicated revenues lead to long-term success
Key Findings:
The business case for increased RTD investment in FLMC is potentially very strong
Paratransit service (Access-a-Ride)

- Per-trip subsidy $43 more than fixed-route
- 17% of users require service because of “conditional eligibility”
Maryland Transit Administration
Bus Stop Improvements

Cost recovery within 10 weeks to 18 months, by shifting riders from paratransit to fixed route
RTD should:

• Prioritize the development of a FLMC plan
• Explore potential return on investment in FLMC through increased ridership and decreased paratransit use
• Streamline allocation of grant funding to local governments for FLMC improvements beyond RTD property
Advocacy:
Denver Deserves Sidewalks Campaign

www.walkdenver.org
The City and County of Denver should:

Establish a sidewalk program including construction and maintenance, and create a dedicated funding source for this purpose.

www.walkdenver.org
WALKscope
on-line pedestrian data collection tool

Currently 25,000 data points (sidewalks and intersections)

“What gets measured gets done”
Bad sidewalks are a citywide problem

35% of sidewalks surveyed in WALKscope are rated 1 or 2 on a scale from 1 (worst) to 5 (best)
Denver Deserves Sidewalks Petition

We join with WalkDenver in calling upon the City and County of Denver to assume responsibility for building and repairing sidewalks, and to establish a dedicated funding source (such as a property fee) for this purpose.

– 34 Support Letters
– 2,829 Signatures
Denver Deserves Sidewalks
Support Letters

BikeDenver
Bluebird Business Improvement District
Capitol Hill United Neighborhoods
Cherry Creek East Association
Civic Results
Colfax on the Hill
Colorado Cross-Disability Coalition
Colorado Public Interest Research Group
Congress Park Neighbors, Inc.
Cory Merrill Neighborhood Association
Denver Housing Authority
East Montclair Neighborhood Association
eGo CarShare
Greater Park Hill Community
Hale-Bellevue Neighborhood Association
Healthier Colorado
Hutchinson Hills/Willow Point Homeowners, Inc.
Inter-Neighborhood Cooperation
Mile High Connects
Natural Resources Defense Council
Northeast Transportation Connections
Rails-to-Trails Conservancy
Regional Institute for Health and Environmental Leadership
Smart Growth Living at Keller Williams Downtown, LLC
Southwest Energy Efficiency Project
Stokes Place – Green Bowers HOA
Uptown on the Hill
Urban Land Institute Colorado
University Hills North Community
University Park Community Council
Walk with a Doc
Walk2Connect
West Colfax Business Improvement District

www.walkdenver.org
“Walking is a fundamental human right.”
- *Nathan*

“Well maintained sidewalks are essential infrastructure”
- *Lynn*

“Sidewalk infrastructure is at the core of Denver's mobility problems.”
- *Cathy*
The Denver City Council is currently dealing with a thorny issue: what to do about the city's pedestrian walkways. Thanks to a decades-old ordinance, the city has for years successfully dodged responsibility for building and maintaining sidewalks. Instead, that burden has been placed on individual property owners, who often cannot afford expensive construction and maintenance costs.

This approach has led to a hodgepodge of some neighborhoods that lack sidewalks altogether or, where sidewalks already exist, they are in a state of
Denver must make sidewalks a priority, too

By The Denver Post Editorial Board

Under Mayor Michael Hancock, Denver has become a city with a big vision. An "aerotropolis" near the airport. A bigger, better stock show complex with upgrades for north Denver neighborhoods. A major plan to revitalize the Performing Arts Complex.

As it happens, however, residents usually experience their city's quality of life most intimately in their own neighborhoods — in parks and on streets and sidewalks. And when it comes to sidewalks in many older neighborhoods, unfortunately, that experience is often not so good.
Outcome

For the first time ever Denver allocated $2.5M in 2017 budget for sidewalks – construction of new sidewalks adjacent to city-owned properties.
## Denver’s Dedicated Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>Bicycle Infrastructure</th>
<th>Sidewalks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>$600 K</td>
<td>$0</td>
</tr>
<tr>
<td>2014</td>
<td>$900 K</td>
<td>$0</td>
</tr>
<tr>
<td>2015</td>
<td>$1.3 Million</td>
<td>$0</td>
</tr>
<tr>
<td>2016</td>
<td>$2.2 Million</td>
<td>$0</td>
</tr>
<tr>
<td>2017</td>
<td>$2.2 Million</td>
<td>$2.5 Million</td>
</tr>
</tbody>
</table>
BUILDING DENVER’S ACTIVE TRANSPORTATION NETWORKS

Total build and upgrade need:
$800 Million
• $600 Million - Build and upgrade 2,000 miles of missing and substandard sidewalks
• $200 Million – Build out the Denver Moves Bicycles Plan and upgrade B-cycle system

Annual maintenance need:
$21 Million
• $15 Million - Sidewalks
• $4 Million - Bike Network
• $2 Million - B-cycle

www.walkdenver.org
SOLUTION - BEGINNING IN 2018:

• Invest $40 million per year into building and maintaining bike-ped networks
• Establish dedicated funding for bike-ped infrastructure and maintenance
IDENTIFY REVENUES

- Use a full range of potential revenue sources:

<table>
<thead>
<tr>
<th>Source</th>
<th>Approval</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget savings, fees</td>
<td>City council</td>
<td>Oct 2017</td>
</tr>
<tr>
<td>GO Bond</td>
<td>Referred ballot measure</td>
<td>Nov 2017</td>
</tr>
<tr>
<td>State taxes</td>
<td>ballot measure</td>
<td>Nov 2017</td>
</tr>
<tr>
<td>Local taxes</td>
<td>ballot measure</td>
<td>Nov 2018</td>
</tr>
</tbody>
</table>
2017 General Obligation Bond
(on the ballot for November elections)

• $47.7 M SIDEWALKS
• $24 M BIKE LANES
• $43.7 M IMPROVING PEDESTRAIN AND BIKE SAFETY
• 163.5 M COMPLETE STREETS AND TRANSIT
### Others are already doing it

<table>
<thead>
<tr>
<th>WESTMINSTER, CO</th>
<th>ENGLEWOOD, CO</th>
<th>ANN ARBOR, MI</th>
<th>ITHACA, NY</th>
</tr>
</thead>
</table>
| **FUNDING METHOD**
Infrastructure fee charged on resident’s utility bill to pay for sidewalks and street lighting. |
**FUNDING METHOD**
Property owner opt-in fee paid into a “concrete utility fund.” |
**FUNDING METHOD**
Five year mill levy. |
**FUNDING METHOD**
Annual maintenance fee charged to residents based on lot type. Lot type is determined by the amount of foot traffic. |
| **HOW ESTABLISHED**
2013 city ordinance modified from 2007 ordinance to keep up with increasing costs. |
**HOW ESTABLISHED**
1997 city ordinance. |
**HOW ESTABLISHED**
Approved by voters in 2011. |
**HOW ESTABLISHED**
2013 city ordinance subject to permissive referendum. |
| **HOW MUCH**
$0.123 per square foot of concrete in the public right-of-way charged to each property owner’s water bill. |
**HOW MUCH**
$0.015 per square foot of buildings on the lot, and $30 per 55 feet of lot frontage. |
**HOW MUCH**
$0.123 per square foot of concrete in the public right-of-way charged to each property owner’s water bill. |
**HOW MUCH**
$0.123 per square foot of concrete in the public right-of-way charged to each property owner’s water bill. |
| **CRITERIA FOR REPAIR**
Safety considerations based on deterioration caused by cracking, heaving, excess water filtration or standing or frozen water. |
**CRITERIA FOR REPAIR**
Needed repairs are rated 1-6, with 6 being a critical need for repair work. |
**CRITERIA FOR REPAIR**
The City is divided into 5 sections. Each year repairs are made in roughly 20% of the City. City employees proactively seek sidewalk problems, mark them, and hire contractors to do the repairs. |
**CRITERIA FOR REPAIR**
Five Sidewalk Improvement Districts were established. City Council will approve funding as part of budget for each district. |
| **NOTES**
90% of 750 miles of sidewalks in Westminster are in acceptable condition. |
**NOTES**
95% of homeowners participate. |
**NOTES**
Scheduled completion of repairs expected in 2016. Funds from a street millage also pay for sidewalk cost overages. |
**NOTES**
Annual maintenance fee charged to residents based on lot type. Lot type is determined by the amount of foot traffic. |
Denver Deserves Sidewalks
Stumbling Blocks

- Liability related to personal injury and ADA (Los Angeles case study of ADA law suit)
- Political will to establish a property fee
- Lack of support from the Mayor

www.walkdenver.org
Denver Deserves Sidewalks
City Council Sidewalk Working Group

- 10 out of 13 City Council members formed a Sidewalk Working Group
- The group heard from residents, ADA community, Public Works, Parks and Recreation, RTD, and INC
- WalkDenver delivered signed petition and presented to the Sidewalk Working Group on 3/31
Pedestrian Deaths in Denver 2008-2012

Deaths per capita by census track poverty rates

- Poverty > 25%: 16.9
- Poverty 15-25%: 8.8
- Poverty < 15%: 5.7

5-year death rate per 100 K pop.

Source: Governing analysis of NHTSA Fatality Analysis Reporting System data and U.S. Census Bureau 2008-2012 American Community Survey estimates
The City and County of Denver should:

2. Set mode share goals for walking, biking and transit, and strive to allocate transportation funding across modes in proportion to these goals.
The City and County of Denver should:

3. Incorporate sidewalks into routine roadway maintenance programs, including assessment and repair of existing facilities.
The City and County of Denver should:

4. Track spending on sidewalks, maintain a comprehensive inventory of pedestrian facilities, and monitor usage of these facilities.