


City and County of Denver		POLICY	Department of Transportation & Infrastructure (DOTI)
Subject: People Priority			
Approved by: Amy Ford			Title: Executive Director
Number: DOTI.PO.2024.DME2	Effective Date: 3/8/2024	Page: 1 of 4	
Authority: Section 2.3.3 Part C of the Denver Code of Ordinances gives the Department of Transportation & Infrastructure the authority over the public right-of-way.			

POLICY OWNER

This policy is owned by the Executive Director of the Department of Transportation and Infrastructure.

POLICY CONTACT

The Chief of Staff for DOTI is the main point of contact for this policy.

SUPERSEDES PREVIOUS POLICY

N/A

PURPOSE

This policy solidifies the Department of Transportation & Infrastructure (DOTI) of the City and County of Denver’s commitment to prioritizing people over personal vehicles on City streets.

DOTI aims to achieve the community’s vision for Denver’s transportation system through the Strategic Transportation Plan (*Denver Moves Everyone*) by advancing five goal areas including mobility, safety, sustainability, community, and quality, with equity as a common focus of each goal.

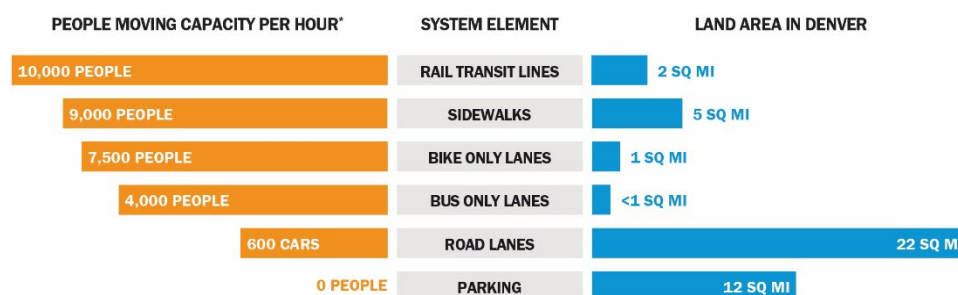


Figure 1 People Moving Capacity Vs Land Area in Denver. Source: *Denver Moves Everyone State of the System Report, 2021*

Our streets make up our largest public space. However, in 2021, the *Denver Moves Everyone 2021 State of the System Report* documented that most of this space is given to road lanes and parking representing 22 square miles and 12 square miles respectively, with 5 square miles to sidewalks, 1 square mile to bike lanes, and less than one square mile to bus only lanes¹. This has created imbalances

in our transportation system that impact the daily lives of Denver residents and visitors. This includes traffic related deaths and serious injuries--especially among the most vulnerable users of the roadway, reduced air quality and increased climate emissions, disconnected neighborhoods, and limited options for getting to destinations without the use of a personal vehicle. These challenges disproportionately impact residents identifying as Black, Indigenous, or People of Color (BIPOC). Denver's rapidly growing population has further exacerbated these issues and placed additional strain on the transportation system. In addition, data from the *2021 State of the System* showed that lower-income populations relied more heavily on walking and taking transit.

To advance Denver's goals by providing convenient and affordable travel options, improving safety for all travel modes, increasing the sustainability of our transportation system, and increasing access to opportunity, we must balance how our transportation system is built to ensure our most vulnerable users of the roadway such as people walking and rolling have a safe and comfortable space to travel.

DEFINITIONS

Strategic Transportation Plan—Refers to the guiding strategy for the Department of Transportation and Infrastructure.

Denver Moves Everyone—The branded title of the Strategic Transportation Plan for the Department of Transportation and Infrastructure.

Micromobility—Small mobility devices including e-scooters, e-bikes, or other similar travel modes.

POLICY

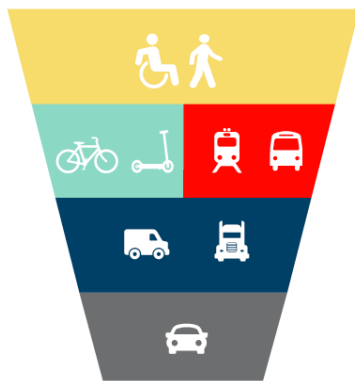


Figure 2. Denver Transportation Hierarchy, *Blueprint Denver* (Adopted 2019).

Everyone is a pedestrian at some point during their trip regardless of the travel mode used. People walking and rolling are also the most vulnerable users of the roadway. Therefore, the Department of Transportation & Infrastructure in effort to achieve the goals and vision of the Strategic Transportation Plan, *Denver Moves Everyone*, by rebalancing the transportation system, shall prioritize people walking or rolling first, followed by people biking or using micromobility and people taking transit, followed by freight, and then people driving in the design and operation of Denver's streets.

Prioritizing people first in street design and operation should be achieved through consideration of the additional actions including but not limited to the following:

- Ensuring that as autonomous vehicles become common place, and as technologies advance that allow personal vehicles to communicate either with each other, with signal infrastructure, or other objects, people remain prioritized over the movement of autonomous vehicles both in the operation and design of the roadway².

- Focusing investments on projects that increase the multi-modal capacity of our transportation system and limiting projects that only add vehicle capacity to existing streets unless determined to be essential (this does not include new roads built because of greenfield development or redevelopment)
- Improving the public realm through urban design where feasible to include green infrastructure such as trees or plantings, street furnishings, lighting, and other placemaking features.
- Improves the impact of transportation on the health of the public as well as the environment by focusing on sustainable investments and projects that reduce whole life cycle carbon impact.
- Ensuring uninhibited access to transportation system by improving transit stops, providing micromobility parking, and creating new connections such as bridges, overpasses, and underpasses.
- Preserving the existing tree canopy to realize the benefits to people walking or rolling by building right-of-way projects such as sidewalks around trees when possible.
- Investing in multi-modal improvements that support the transportation and mobility needs in underserved communities while also ensuring additional burden is not placed on these communities.

RESPONSIBILITIES

This policy applies department wide and should be carried out by the Transportation Delivery Administration group.

REFERENCES

¹*Denver Moves Everyone State of the System Report, page 32, 2021*

²*Denver Moves Everyone, page 48, Safety Strategy 2, Action C*

ATTACHMENTS

Include link to applicable procedure document here.

FOLLOW-UP/REVIEW DATES

Include date revisited/reviewed here. All policies should be reviewed by the appropriate alignment council annually.

END OF DOCUMENT