



# Denver Deserves Sidewalks

## Vote yes on a walkable Denver

The Denver Deserves Sidewalks program would fund the construction and repair of sidewalks citywide, so that everyone can get around Denver more freely and safely.

Many people with disabilities, older adults, and parents with children struggle to get around parts of Denver where the sidewalks are missing, too narrow, or in bad condition. Low-income neighborhoods are the most likely to have unsafe, poorly-maintained sidewalks. Current policies that force adjacent property owners to shoulder the full cost of sidewalk construction and repair can be a huge financial burden. By publicly funding sidewalks, we can make our city more equitable, fair, and safe for all.

The Denver Deserves Sidewalks program would be funded by a modest annual fee charged to property owners. These revenues would enable the construction of a complete sidewalk network that serves every Denver neighborhood within 9 years, compared to the 400 years it would take with current funding levels. The fee would also provide ongoing funding for sidewalk repairs, removing the responsibility for repairs from adjacent property owners and placing this responsibility on the City.

### Additional benefits of the Denver Deserves Sidewalks program:

- **Safe Routes to School:** Studies show that children who walk to school have higher academic performance, lower levels of stress during the school day, and higher levels of happiness, excitement, and relaxation on the journey to school. Sidewalk improvements would make it safer for kids to walk to school.
- **Traffic Safety:** People walking in Denver are 30 times more likely to die in a crash, compared to people driving or riding in a car. By making sidewalk improvements, we could make our streets safer and prevent unnecessary traffic fatalities.
- **Transit Access:** The lack of sidewalks connecting to transit stops discourages people from using public transportation in Denver. Sidewalk improvements that make it safer and easier for people to get to transit would encourage more people to ride transit.
- **Environment:** Driving is one of the biggest contributors to greenhouse gasses and other air pollution. If we invest in sidewalk improvements, we can reduce our reliance on cars for short trips.



## Details of the Fee

All property in Denver would be assessed an annual fee based on the linear footage of the property frontage and the type of street on which the property is located. [Blueprint Denver](#), the long-range land use and transportation plan for Denver, categorizes streets based on volume of travel and adjacent land uses. Denver's [Complete Streets Guidelines](#) identifies the preferred sidewalk width for each of these street types.

The owner of a typical single family home on a local street, with a 50-foot property frontage, would pay an annual fee of \$107.50, or about \$9 per month.

Blueprint Denver street type	Annual fee per linear foot of property frontage
Commercial (Collectors) Industrial (Collectors) Residential (Collectors) Local	\$2.15
Parkways	\$2.87
Mixed Use (Arterials and Collectors) Commercial (Arterials) Industrial (Arterials) Residential (Arterials)	\$3.58
Downtown (Arterials and Collectors) Main Street (Arterials and Collectors)	\$4.30

## Equitable distribution of costs

To not place an undue burden on lower-income neighborhoods that have historically received less investment in public infrastructure than other parts of the city and that face a significant risk of displacement, the fee would be discounted by 20% for properties located in targeted neighborhoods identified through Denver's [Neighborhood Equity & Stabilization \(NEST\) program](#). These currently include East Colfax, Elyria-Swansea, Globeville, Montbello, Northeast Park Hill, Sun Valley, Valverde, Villa Park, West Colfax, and Westwood. With this 20% discount, the owner of a typical single family home on a local street, with a 50-foot property frontage, would pay an annual fee of \$86, or about \$7 per month.

## Revenue uses

Revenue from the fee would be used for construction, upgrades (to meet ADA standards and Denver's Complete Streets design guidelines and standards), and repair of pedestrian sidewalks in the public right-of-way and at transit stops, as well as costs to administer the program. The revenue would not be used for landscaping (except as needed to restore landscaping disturbed as part of construction), street furniture, structures, roadways, curb and gutter (except as required incidental to construction or widening of a sidewalk), or snow removal.

## Program management

The Denver Department of Transportation and Infrastructure (DOTI) would manage the sidewalk program. DOTI would present a comprehensive sidewalk plan for review and approval to the DOTI Advisory Board, and would also provide an annual report to the Board. The plan would prioritize sidewalk construction, upgrades, and repairs along Denver's most dangerous streets, where the preponderance of traffic deaths occur; major transit corridors; and streets connecting to high-priority destinations including schools, parks, grocery stores, and health care centers. The plan would also include strategies for re-leveling and resetting existing flagstone sidewalks where the original flagstone remains intact.