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.
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

www.walkdenver.org
West Colfax

Library 0.3  
Sanchez Park 0.3  
Knox LRT 0.3
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
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

www.walkdenver.org
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
Project Partners

- WALK Denver
- Mile High Connects
- BBC Research & Consulting
- NRDC Natural Resources Defense Council
- FRESC Good Jobs • Strong Communities
Methodology: Survey

<table>
<thead>
<tr>
<th>Category</th>
<th>Respondents</th>
</tr>
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<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>
</tr>
<tr>
<td>Housing Authority</td>
<td>3</td>
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<tr>
<td>Transportation Service Provider</td>
<td>2</td>
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<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>
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# Methodology: Focus Groups

<table>
<thead>
<tr>
<th>Date</th>
<th>Groups</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>
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<tr>
<td>May 19, 2015</td>
<td>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>DRCOG, CDOT</td>
</tr>
<tr>
<td>June 17, 2015</td>
<td>City of Aurora</td>
</tr>
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</table>
Key Findings:
FLMC are important, inadequate, and underfunded
FLMC are very important to the success of the region’s transportation system.

90%
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 1\textsuperscript{st}.

- **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
City of Boulder Transportation Master Plan

- “the city will prioritize and support pedestrian travel as the primary mode throughout the community”
- “major transportation funding improvements will build complete streets (including all modes – pedestrian, bicycle, transit, and automobile)”
- 25% of transportation funding for FLMC (compared to less than 5% for most others)
Boulder Transit Center
San Luis Obispo, CA
Comprehensive Plan

“In order to increase support for non-automobile travel, the City shall strive to allocate transportation funding across various modes approximately proportional to the modal split objectives for 2035.”

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Transit</td>
<td>12%</td>
</tr>
<tr>
<td>Bike</td>
<td>20%</td>
</tr>
<tr>
<td>Walking, other non-SOV</td>
<td>18%</td>
</tr>
</tbody>
</table>
Key Findings:
One-time investments can address short-term needs, while dedicated revenues lead to long-term success
One-time investments

• Lakewood: $2.8 million for improvements along the West Line
• Aurora: $6.4 million for betterments at six different station areas
• Denver: $10 million for five different station areas
38th and Blake Station Area
Dedicated Revenues

• Englewood – opt-in fee for sidewalks included on monthly utility bill
• Westminster – non-optional fee on utility bill for sidewalks and street lighting
• City of Boulder, Commerce City, Thornton – dedicated sales taxes
• Aurora – developing a parking business plan
Austin, TX, Parking Benefit District
Key Findings:
The business case for increased RTD investment 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
Key Findings:
Private sector, regional, and state funders play an important, but limited role
Private sector tools

• Metro district or tax-increment financing
• Private equity
• Low-income housing tax credits
• Grant funding
• Advertising revenues
Alameda Station
Private sector limitations

- Small parcels with diversity of owners
- Misalignment of timing, location, scale of improvements needed
- Patchwork of improvements versus integrated network
- Local and federal restrictions on advertising
Regional funding (DRCOG)

• Critical augmentation of local funding
• 21% of competitive funds allocated to pedestrian and bicycle improvements for 2016-2021
• Demand outstrips supply
• Dependent on federal transportation legislation and funding levels
State Funding (CDOT)

• Complete Streets policy adopted in 2009
• Effectiveness of policy unclear
• No tracking of
  – Which projects include bike/ped elements
  – Funding for bike/ped
  – Bike/ped facilities
• Need for more extensive training
Recommendations
All levels of government should:

• Include a set-aside for or strong emphasis on FLMC in current and new transportation funding sources

• Adopt policies that prioritize transit, walking and biking (e.g., Complete Streets)

• Track spending and outcomes
Local governments should:

• Systematically fund construction of complete pedestrian and bicycle networks
• Explore dedicated funding sources for FLMC
• Leverage public dollars, e.g., through matching grant programs
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
DRCOG should

- Partner with RTD on FLMC strategic plan
- Continue to emphasize FLMC in funding allocation criteria
- Refine the definition of FLMC to ensure funding is used most effectively to increase access to transit
The City and County of Denver should:

1. Assume responsibility for sidewalk construction and maintenance, and establish a dedicated funding source for this purpose.
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.
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