

PEDESTRIAN POLICIES

POLICIES

City staff reviewed City plans and ordinances for existing policies affecting the pedestrian environment. Plan review included: right-of-way cross sections, Streetscape Design Manual, Historic District/Parkway Guidelines, commercial corridor guidelines, maintenance guidelines and sidewalk permitting and enforcement policies.

The information gathered during this process served as the foundation for the development of new policies and recommendations. The Policies further develop and refine the goals of the plan especially education, public health and land use. They establish a course of action to implement the goals. Together, the vision, goals, policies, and action items are the means by which a new direction and emphasis is set for the City of Denver. The policies of the Ped Plan are meant to place greater emphasis on shaping and improving the pedestrian environment and the overall transportation system.

Responsible Agencies include: Public Works (PW), Community Planning and Development (CPD), Parks and Recreation (PR), Denver Police Department (DPD), the Wellness Director, and the Mayor’s Bicycle Advisory Committee (MBAC).

Policy 1.1 Crossings:	Action Items:	Responsibility:
Improve pedestrian crossings in areas where safety is an issue.	1.1.1 Employ the full range of intersection design options to improve pedestrian safety.	PW/CPD
	1.1.2 Prioritize upgrades to non-signalized or stop-controlled intersections within two blocks of schools, light rail transit stations, elderly housing projects and other areas with high pedestrian activity and recommend funding at least two upgrades each year.	PW
	1.1.3 Coordinate with the neighborhood traffic management program to utilize traffic calming techniques in areas where there is high pedestrian	PW

**GOAL #1 SAFETY:
CREATE A SAFE
ENVIRONMENT
THAT ENCOURAGES
PEDESTRIAN
MOBILITY.**



	activity and potential conflict with vehicles.	
	1.1.4 Analyze auto-pedestrian accidents annually and recommend funding at least one project per year to reduce the incidences of auto-pedestrian conflicts.	PW
	1.1.5 Provide pedestrian/multi-use bridges and crossings over railroads, rivers, and other features that are major barriers. Prioritize the crossings around light rail stations, schools, parks, libraries and neighborhood destinations	PW/CPD
	1.1.6 Develop creative solutions for pedestrian improvements such as traffic calming techniques. Research and develop criteria for their selection.	PW/CPD/PR
Policy 1.2 Signals: Appropriately locate signal types and functions to improve pedestrian safety.	1.2.1 Coordinate with PW Traffic Engineering Services on guidelines, priorities and installation schedules for pedestrian signal heads at locations with significant pedestrian activity and/or accidents.	PW/CPD/PR
	1.2.2 Coordinate with the Mayors' Commission for People with Disabilities to prioritize placement of supplemental pedestrian indicators such as audible signals.	PW/CPD
	1.2.3 Review the signal timing program to ensure that it incorporates the needs of pedestrians by providing adequate crossing times.	PW
	1.2.4 Every two years, evaluate routes and locations where enhanced signals will improve	PW



pedestrian safety and accessibility. Coordinate with the Commission for People with Disabilities.

Policy 1.3 Lighting: Provide adequate glare-free street lighting to ensure security for pedestrians.

- 1.3.1 Develop and coordinate lighting upgrades and recommendations with the City’s rules and regulations. PW
- 1.3.2 Incorporate lighting that enhances pedestrian safety into projects at intersections with high pedestrian activity. PW

Policy 1.4 Sidewalks: Add, repair, replace, and maintain a citywide network that is safe, barrier free, and meets all Americans with Disabilities (ADA) criteria.

- 1.4.1 Require a minimum four inch (4”) thick, 5’ detached sidewalk with an 8’ treelawn/amenity zone, especially along Green Streets, enhanced bus corridors, in areas of change, areas with substantial new development and at transit station areas and transfers. PW/CPD/PR
- 1.4.2 Develop an appeals process from the 5’ detached, 8’ treelawn/amenity zone requirement based on considerations such as right of way constraints; land previously vacated by the City; mature trees in the right of way; and/or established neighborhood character. PW/CPD/PR
- 1.4.3 Develop a program to finance and construct sidewalks through public/private partnerships on existing streets without sidewalks. PW/CPD
- 1.4.4 Continue to require property owners to maintain sidewalks on a regular basis. Encourage enforcement of sidewalk maintenance per City Ordinance. PW/CPD/PR/Property Owner



- 1.4.5 Work with Neighborhood Inspection Services to notify owners when sidewalk maintenance is needed. PW
- 1.4.6 Research and support alternative funding mechanisms for sidewalk installation and repair, including a potential sidewalk fee. PW/CPD
- 1.4.7 Where highway on/off ramps exist or are being planned, consider pedestrian friendly design such as reduction of turning radii, stop or yield signs, perpendicular intersections, and refuge islands. PW

**Policy 1.5 Signage:
Appropriately locate signage types and functions to improve pedestrian safety.**

- 1.5.1 Where appropriate, locate signage or other safety devices to warn motorists of high pedestrian activity. PW
- 1.5.2 Where appropriate, locate signage warning pedestrians of conflicts with automobiles or other users (i.e. bicycles, in-line skates, etc.) PW
- 1.5.3 Label streets for pedestrians at underpasses and bridges. PW

**GOAL #2
ACCESSIBILITY:
PROVIDE BARRIER
FREE MOBILITY FOR
ALL PEDESTRIANS
THAT MEETS ADA
REQUIREMENTS.**

**Policy 2.1 Curb Ramps:
Provide City standard curb ramps at all intersections.**

- 2.1.1 Use the PMP to help prioritize annual CIP funding for curb ramp installation. PW
- 2.1.2 Prioritize installation of curb ramps around schools, light rail stations, major bus transfer stations, parks, libraries and on major pedestrian corridors, especially enhanced bus corridors and elderly housing projects. PW



**Policy 2.2 Obstacles:
Remove and/or re-configure
streetscape elements
that are obstacles to
pedestrians.**

- 2.2.1 Identify impediments (i.e. light poles, utility poles) to walking to school, light rail stations, libraries, parks, enhanced bus corridors, and commercial areas and recommend funding two projects per year to remove existing impediments. PW/CPD/PR
- 2.2.2 Identify impediments in curb ramps and mitigate by funding at least two projects per year to resolve existing situations. PW/CPD/PR
- 2.2.3 Coordinate installation of utilities to reduce sidewalk impediments. PW

**Policy 2.3 Design:
Design streetscapes to be
compatible with Americans
with Disabilities Act (ADA)
and meet all current
guidelines.**

- 2.3.1 Where large concentrations of disabled pedestrians exist, such as near elderly housing projects, consider bulb-outs and medians to reduce crossing distances. CPD/PW
- 2.3.2 Periodically review and update City standards for streetscape design such as the Streetscape Design Manual. CPD/PW/PR

**Policy 3.1 Public Education:
Educate the general public,
pedestrians, and motorists
regarding the safe
practices, rights and
responsibilities of
pedestrians and motorists.**

- 3.1.1 Provide staff and recommend financial resources to support creation of educational and promotional programs to encourage walking as a viable, safe, comfortable, healthy and convenient mode of transportation. PW
- 3.1.2 Educate children about walking safely by supporting the Walk to School Day event and establishing safe routes to school programs throughout Denver. PW/DPS/PR/RTD

**GOAL #3
EDUCATION:
RAISE AWARENESS
OF ALL GROUPS
INVOLVED IN
THE PEDESTRIAN
ENVIRONMENT
REGARDING
SAFE PRACTICES,
RIGHTS AND
RESPONSIBILITIES.**



<p>Policy 3.2 Enforcement Agency Education: Educate City and enforcement agencies regarding pedestrian rights and responsibilities.</p>	3.2.1	Work with the Denver Police Department to ensure that officers understand pedestrian issues as well as their rights and responsibilities.	PW/DPD
	3.2.2	Coordinate with the Denver Police Department to enforce existing traffic laws as they relate to pedestrians.	PW/DPD
<p>Policy 3.3 Pedestrian Planning Functions: Educate City agencies about pedestrian needs and requirements.</p>	3.3.1	Recommend including at least one Pedestrian Master Plan project in the Capital Improvement Program (CIP) each year. Solicit public input and support for the selected project.	PW/PR/CPD
		*Based on budget limitations the recommendation to fund one ped master plan project in the CIP may displace another recommended project.	
	3.3.2	Coordinate needs and requirements with The Collaboration Group (TCG).	PW
	3.3.3	Implement the PMP, including the promotional, educational, and informational activities.	PW/CPD/PR
	3.3.4	Secure funding from state, federal and private sources for pedestrian facilities and promotion.	PW
	3.3.5	Include a pedestrian planner in the small area planning process as well as other internal coordination meetings.	PW/CPD
	3.3.6	Work with pedestrian advocacy groups to coordinate efforts and provide materials and information to help facilitate pedestrian improvements in their neighborhoods.	PW



3.3.7 Develop a broad based, citizen led committee to support and/or identify improvements to the physical pedestrian environment (i.e. City, Colorado Department of Transportation, Colorado State Health Department, etc.) PW/MBAC

Policy 4.1 Provide a pedestrian system of Green Streets, parkways, multi-use trails and pedestrian bridges that integrates into a continuous network.

- 4.1.1 Continue to identify needed connections that make direct pedestrian routes to transit corridors and stations, neighborhood destinations, significant work force centers, schools, libraries and parks. Eliminate missing links. PW/CPD/PR
- 4.1.2 Identify needed connections with sidewalk systems in adjacent jurisdictions, and work with those jurisdictions to provide connectivity. PW/CPD/PR/Council/Mayor
- 4.1.3 Require direct on-site pedestrian connections between new development and transit stops. PW/CPD/PR
- 4.1.4 Provide for mobility along the edges of, and into parks where they abut rights-of-way (ROW), particularly along arterials where connections to bus and transit stops are needed. PW/CPD/PR

**GOAL #4
CONNECTIVITY:
CREATE A
NETWORK
TO ENABLE
PEDESTRIANS
TO MOVE
COMFORTABLY AND
SAFELY BETWEEN
PLACES AND
DESTINATIONS.**

Policy 4.2 Proposed sidewalks along the edges of new and existing parks, parkways and open space should be designed in a manner that is sensitive to park use, design, history and forestry.

4.2.1 Coordinate master planning of parks and open space , including the installation of sidewalks, with the PMP. PW/CPD/PR



Policy 4.3 Pedestrian facilities along the edges of multiple jurisdictions, and between existing neighborhoods and in-fill development should be designed and built in a manner that provides direct and continuous connections for pedestrians.

- 4.3.1 Coordinate planning and construction of pedestrian facilities along City borders with the appropriate outside agencies. PW/CPD/PR
- 4.3.2 Coordinate planning and construction of pedestrian facilities between existing neighborhoods and in-fill development with the Ped Plan as well as other departments, agencies and/or neighborhoods. PW/CPD/PR

**GOAL #5
STREETSCAPE:
CREATE
HUMAN SCALE
ENVIRONMENTS
THAT ARE SAFE,
ATTRACTIVE AND
ENCOURAGE
WALKING**

Policy 5.1 Integrate the entire streetscape roadway design width to encourage walking and pedestrian safety.

- 5.1.1 Develop and adopt cross sections that serve as pedestrian design guidelines. PW/CPD/PR
- 5.1.2 Coordinate placement of street furniture and other amenities in the right-of-way with traffic control devices and other safety requirements such as site distance triangles. PW/CPD/PR
- 5.1.3 Develop a hierarchy of streets with design standards for commercial corridors, arterials, collectors, and Green Streets. PW/CPD/PR/DFD
- 5.1.4 Develop a design that is acceptable to Public Works, Parks and Recreation, Denver Fire Department and Community Planning and Development for alley approaches, curb cuts and curb ramps that considers pedestrian safety and street functionality equally. PW/CPD/PR

Policy 5.2 Wayfinding provide signage to identify pedestrian routes and high profile pedestrian destinations.

- 5.2.1 Develop a system of signage, landmarks, plantings, art work or other features to identify designated pedestrian routes. PW/CPD



Policy 5.3 Enhance the Pedestrian Route Network, by providing amenities such as trees, benches, informational signs, and lighting.

5.3.1 Encourage the inclusion of amenities, plantings and art in pedestrian improvements projects. PW/CPD/PR

5.3.2 Work with the Forestry Division to ensure that trees are included in the pedestrian environment while maintaining pedestrian function. PW/PR

5.3.3 Encourage shared-access to reduce the number of curb cuts in the pedestrian environment. PW

Policy 5.4 Preserve historic character and design including historic flagstone sidewalks, appropriate tree preservation/replacements and respect for the spatial design of parkways.

5.4.1 Repair existing flagstone sidewalks where feasible. Remove sections damaged beyond repair, consolidate stonework, and link missing sections with new concrete sidewalk. Notify adjacent property owners of this work. PW/CPD

*Current City policy requires existing flagstone be replaced with new flagstone in historically designated areas with substantial new development.

Design Goals:

- Provide primary building entries facing or clearly visible from the public sidewalk.
- Provide prominent windows on street facing facades.
- Provide visual interest and human scale through the use of varied forms, materials, details, colors and planes.
- Encourage the incorporation of porches and front courtyards in residential architecture.
- Minimize the use of highly reflective glass.
- Avoid blank walls at street facing elevations.

Policy 6.1 Promote land use and site design that makes walking convenient and enjoyable.

6.1.1 Support Transit Oriented Development (TOD), Mixed-Use zoning. PW/CPD

6.1.2 Use building and zoning codes to encourage a mix of uses. CPD/PW/PR

6.1.3 Connect entrances and exits to sidewalks, and minimize “blank walls” to promote street level activity. CPD/PW/PR

**GOAL #6
LAND USE:
LINK LAND-USE,
TRANSPORTATION
AND PEDESTRIAN
SYSTEMS TO
ENCOURAGE
MIXED-USE
DEVELOPMENT
PATTERNS.**



	6.1.3	Promote parking and development policies that encourage multiple destinations within an area to be connected by pedestrian trips.	CPD/PW
	6.1.4	Promote an active street life, encourage outdoor seating for restaurants, cafes, and other dining establishments, along with other pedestrian oriented accessory uses, while maintaining a minimum 5' unobstructed through-area at all times.	CPD/PW
	6.1.5	Promote attractive street frontages and streetscape design in industrial areas.	CPD/PW
Policy 6.2 Encourage filling in gaps along corridors and in neighborhood centers to support a lively pedestrian environment.	6.2.1	Orient retail, services and entrances to the street to encourage pedestrian activity	CPD/PW
Policy 6.3 Provide special review for automobile oriented facilities to assure that they do not degrade the pedestrian environment.	6.3.1	Minimize the impact of parking lots on the pedestrian realm by encouraging the use of low walls, railings or landscaping to provide a comfortable edge to the street.	CPD/PW
	6.3.2	Separate drive-through facilities from the pedestrian way and locate behind the facility where possible.	CPD/PW
	6.3.3	Provide connections from the right of way to safe pedestrian paths through parking lots and auto-oriented facilities.	CPD/PW



6.3.4 Locate buildings, parking lots and site amenities to promote safe pedestrian movements between uses and between the site and the public right of way. CPD/PW

Policy 7.1 Encourage the integration of incidental physical activity into daily life.

7.1.1 Coordinate with the pedestrian planner to educate the public regarding the health benefits of walking.

PW

7.1.2 Support high visibility events or activities that promote walking.

PR/Wellness Director

7.1.3 Provide formal and informal activity-oriented programs like workshops and classes.

Wellness Director

7.1.4 Monitor current health trends and identify sources of funding from national organizations both public and private.

Wellness Director

**GOAL #7
PUBLIC HEALTH:
RAISE AWARENESS
OF THE
IMPORTANT ROLE
OF WALKING
IN PROMOTING
HEALTH AND
PREVENTING
DISEASE.**



ADDITIONAL POLICIES

In addition to the policies and action items developed to support the established goals of the plan, the Advisory Team determined that there were other issues which would benefit from more specific policy discussion. These issues include: missing sidewalks, transportation corridors, neighborhood involvement, transit oriented development and senior citizens.

Missing Sidewalks

Areas exist throughout the City that are lacking sidewalk infrastructure entirely. The Ped Plan recommends the installation of sidewalks citywide to serve pedestrian needs. Recognizing that full build out will take time to complete, the Ped Plan recommends installation take place first where the greatest need exists, i.e. where sidewalks are missing, along Enhanced Bus Transit Corridors, Green Streets and Pedestrian Routes, in areas with significant pedestrian activity, such as transit stations and schools, and in areas where a large concentration of senior citizens live.

The Plan also recommends converting attached, Hollywood curb style walks to five-foot, detached sidewalks with eight-foot tree lawns where appropriate. The first step in implementing this recommendation is to develop a program to identify candidate streets that could easily be converted and would improve access and connections identified in the pedestrian system.

Transportation Corridors

Many of the major transportation corridors fail to meet the expectations as set forth by the Ped Plan. While some corridors, or portions thereof, may be part of one of the identified projects, the Ped Plan recommends that all major transportation corridors, especially if they are designated as an enhanced bus transit corridor, be required to meet the highest level of pedestrian need as defined in the Level of Quality section of the Ped Plan. The Plan also recommends improving pedestrian connections across corridors such as railroads, natural features i.e. Cherry Creek and the Platte River, major arterials and highways.

Neighborhood Involvement

It is critical to the realization of pedestrian improvements City-wide that neighborhoods, through their organizations, become involved in the creation of a safe, secure, attractive pedestrian environment. Because each neighborhood within the City has its own special character, it is understandable that solutions for each neighborhood, and indeed, for areas within each neighborhood, will be different. For that reason, the Ped Plan proposes the development of a Kit of Parts with which each neighborhood can work. The Streetscape Design Manual serves as a guide for the Kit of Parts while allowing neighborhoods to identify and define potential alternative streetscape elements that together form the foundation for a unique streetscape design. Below is a list of elements the kit would provide information about:

- Sidewalks
- Amenities and street furniture
- Trees and tree lawns
- Signage
- Art work



- Safety issues
- Traffic calming devices
- Accessibility
- Street cross sections
- Lighting

In addition to developing this Kit of Parts, the pedestrian planner advocate and the City can provide assistance to the neighborhoods in facilitating implementation of their streetscape design. This might be done through the development of business improvement districts, maintenance districts or other processes yet to be determined. Doing so allows the City and the neighborhoods to develop a win-win partnership resulting in a collaborative process with effective, unique and workable pedestrian environments tailored to each neighborhood.

Transit Oriented Development/Light Rail Transit Stops

With the success of the southwest light rail line and the I-25 southeast corridor transportation expansion project, or TREX, scheduled for completion within the next five years, transit oriented development is likely to develop at light rail stops along these two corridors. Since this type of development generates significantly high pedestrian activity, the Plan recommends that guidelines be developed that incorporate pedestrian friendly design elements for these unique locations and others that may develop as the light rail system continues to expand.

Senior Citizens

Typically, senior citizens rely heavily on walking and transit for mobility. The Ped Plan recommends that special pedestrian considerations be given to areas of the City where large concentrations of elderly live, i.e. bulb outs, enhanced signage, and pedestrian refuges.



