

DENVER CITY COUNCIL

1437 Bannock Street, Room 451
Denver, Colorado 80202
 denvergov.org/citycouncil



FROM THE OFFICES OF:

Member Name: Sarah Parady
District: At-Large

Member Name: Flor Alvidrez
District: 7

Member Name: Paul Kashmann
District: 6

Member Name: Diana Romero-Campbell
District: 4

Member Name: Serena Gonzales-Gutierrez
District: At-Large

Member Name: Stacie Gilmore
District: 11

Member Name: Shontel Lewis
District: 8

Member Name: Chris Hinds
District: 10

Dear Mayor Johnston and Executive Director Ford,

We are writing to express our grave concern about recent changes to the scope and detail of the Alameda Lane Repurposing Project. As council members representing residents in Districts 6 and 7, (Alvidrez, Kashmann, Gonzales-Gutierrez, and Parady) as well as other citywide residents concerned with safety on the high-injury network, we strenuously oppose these changes because they walk back desperately needed safety measures. Perhaps even more concerning is the fact that these changes to a plan developed with extensive community input over 5+ years were made without any community involvement at all after intervention begun by a high-profile Denver resident and her paid lobbyist.

The original community-vetted plan, which was formed over the course of four years, called for DOTI to reduce traffic on Alameda Ave from four lanes to three in the project area. The plan was evidence-based, was designed to reduce deaths and injuries, and was supported by a clear majority of nearby residents who chose to weigh in. DOTI announced in April 2025 that construction was scheduled to start over the summer. Yet, in September 2025, Director Ford told the DOTI Advisory Board that construction had been delayed because of other nearby construction.

Not coincidentally, during this time, “Act for Alameda” a newly formed group led by Jill Anschutz, was lobbying DOTI and the Mayor’s office to cancel the planned improvements. The Denver Gazette recently reported that a November 6, 2025 meeting “with DOTI officials and a representative from Mayor Mike Johnston’s office yielded substantial changes in what had been a plan to cut the flow of traffic from four lanes to two.”

The day after this meeting, DOTI announced that the planned safety improvements for Alameda would be significantly scaled back. Open records act requests filed by members of the public show that in developing new plans, DOTI instructed its traffic engineer *not* to reanalyze risks to pedestrians or crash risks, but only to focus on *reducing* any delay to drivers---directly prioritizing the ability for cars to move more quickly rather than slowing traffic to protect lives and property.

During a time of eroding faith in government, it is important that representatives of the city be impeccable with their word and transparent in their dealings. Moreover, the administration’s decision to suddenly restructure the Alameda Ave project means that in the midst of a city budget crisis, DOTI will now spend tens of thousands of dollars to redesign an already finalized project.

Residents have been fighting diligently for safety protections on Alameda for over a decade. They report flipped cars, drivers plowing into houses, and children being hit on their way home from school. Their concerns could not be more serious, and we cannot accept their safety being threatened by changes arrived at without community vetting.

We urge you to reconsider these changes and immediately begin construction on the originally adopted, well-vetted, and shovel-ready Alameda Corridor Safety Plan.

E-Signed,

Sarah Parady, At-Large

Serena Gonzales Gutierrez, At-Large

Flor Alvidrez, District 7

Paul Kashmann, District 6

Diana Romero Campbell, District 4

Shontel Lewis, District, 8

Chris Hinds, District 10

Stacie Gilmore, District 11