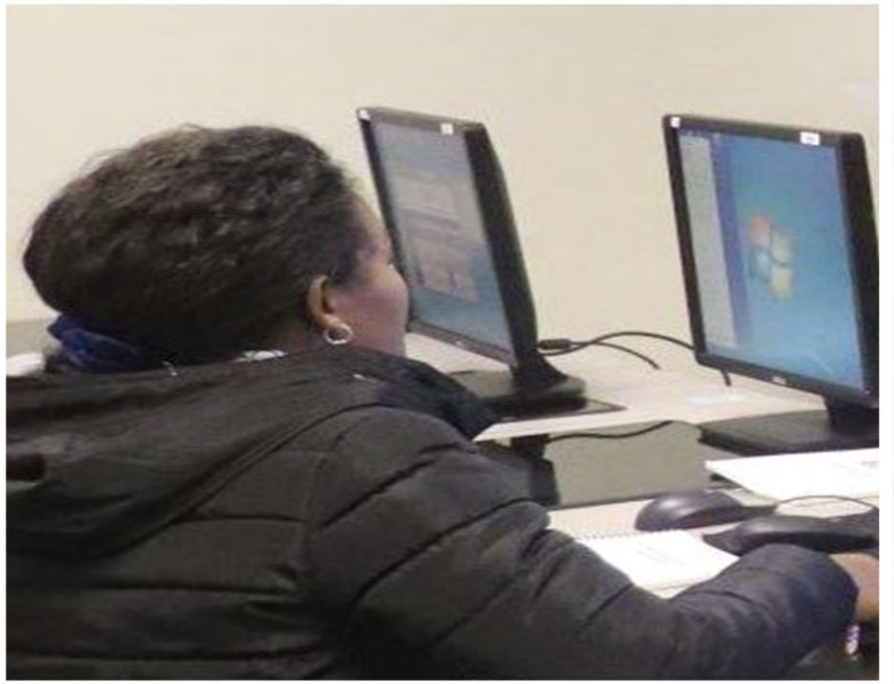


DIGITAL OPPORTUNITY FOR REFUGEES AND MIGRANTS

The overarching problem I aim to address is limited access to digital opportunities for refugees and migrants, which creates barriers to education, employment, and essential services.







1. **My plan is to expand digital navigation support for refugees and migrants in Colorado by training community-based navigators to provide language-appropriate help with internet access, devices, and digital skills, ensuring newcomers can connect to essential services and achieve self-sufficiency.**

    1. Resource Setup
    2. Creating Program
    3. Navigator Recruitment



TASKS AND TIMELINE



- Tasks: **Partner Outreach: Identify** and collaborate with local refugee, migrant, community and nonprofit organizations.

Navigator Recruitment:
Select community members who are serve as digital Navigators and Volunteers, multilingual, Culture familiar Individuals.

1. Resource Development: providing tablet and labtop etc..
2. Funding and Partnership.

HOW WILL YOU KNOW YOU HAVE MET THE SUCCESS MEASURES FOR EACH OF YOUR OBJECTIVES?

Success will be measured by partnerships formed, navigators trained, and participants gaining digital skills and access to technology.

How will you collect data for the success measures you established?

Data will be collected through surveys, attendance logs, and partner reports.



CONCLUSION



By expanding digital access and skills, this project will open doors for refugees and migrants to fully participate in education, work, and community life.”





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Resilient Retail: Planning for the Malls of the Future

Investigating Solutions for Failing Retail Centers

Presented by:

Renata Albarran

November 11, 2025

drcog civic academy

2,100 The number of large shopping malls in the United States	**87%** of large shopping malls may close over the next 10 years
8.7% The average vacancy rate of large malls nationwide	**16.7%** The percentage of malls that closed each year 2017-2022

The Problem: Retail Malls are Financially Underperforming

Source: John Lang LaSalle IP, 2025

Why It Matters

Redevelopment of underused shopping malls can advance urban sustainability

Ecological: Existing malls have a large urban and carbon footprint.

Opportunity: Higher density infill & transit oriented development

Social: Shopping malls offer limited social benefits

Opportunity: Housing, public/park space, & high quality urban design



Economic: Retail sector impacts fiscal health of communities and local governments.

Opportunity: Mixed-use development that generates higher quality employment and sales tax revenue.

Source: Environmental Education in Early Childhood, 2025

Goals

Learn: Understand what makes redevelopment projects successful

Create: Develop a toolkit for urban planners pursuing redevelopment

Share Resources: Distribute toolkit to planning and real estate professionals



Source: Metropolitan Planning Organization, Greater Nashville Regional Council, 2024

Action Plan Timeline

Task	Timeframe
Conduct research on the problem and solution (adaptive reuse). Identify 3 examples of mixed-use redevelopment projects. Summarize literature review.	December 2025
Identify professional contacts for each development project. Develop interview questions and survey for professionals. Schedule and conduct interviews.	January 2026
Conduct interviews. Summarize/compare key metrics of 3 redevelopment projects.	February 2026
Summarize/compare planning processes for the 3 projects.	March 2026
Develop 4 recommendations for urban planners/developers. Organize and write the toolkit.	April 2026
Format the document. Make edits document with the help of an experienced planner. Distribute to at least 4 professionals.	May-June 2026



Mike Bennett – DRCOG Civic Academy 2025 – Individual Action Plan Presentation

Connecting Scientists to the Public They Serve

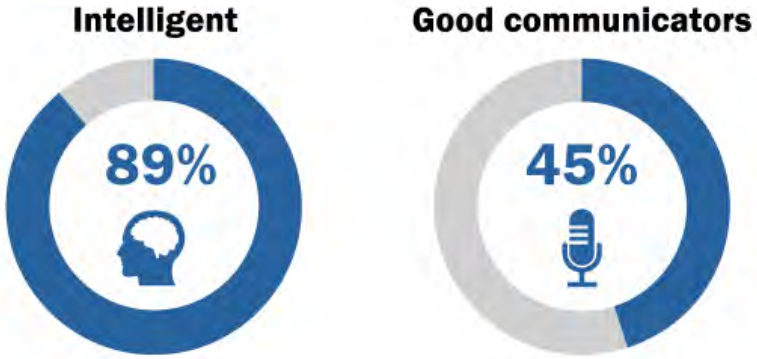
THIS IS A PROBLEM →



THIS IS A PROBLEM

Most Americans see research scientists as intelligent, while fewer say they're good communicators

% of U.S. adults who say each of the following statements describes most research scientists well



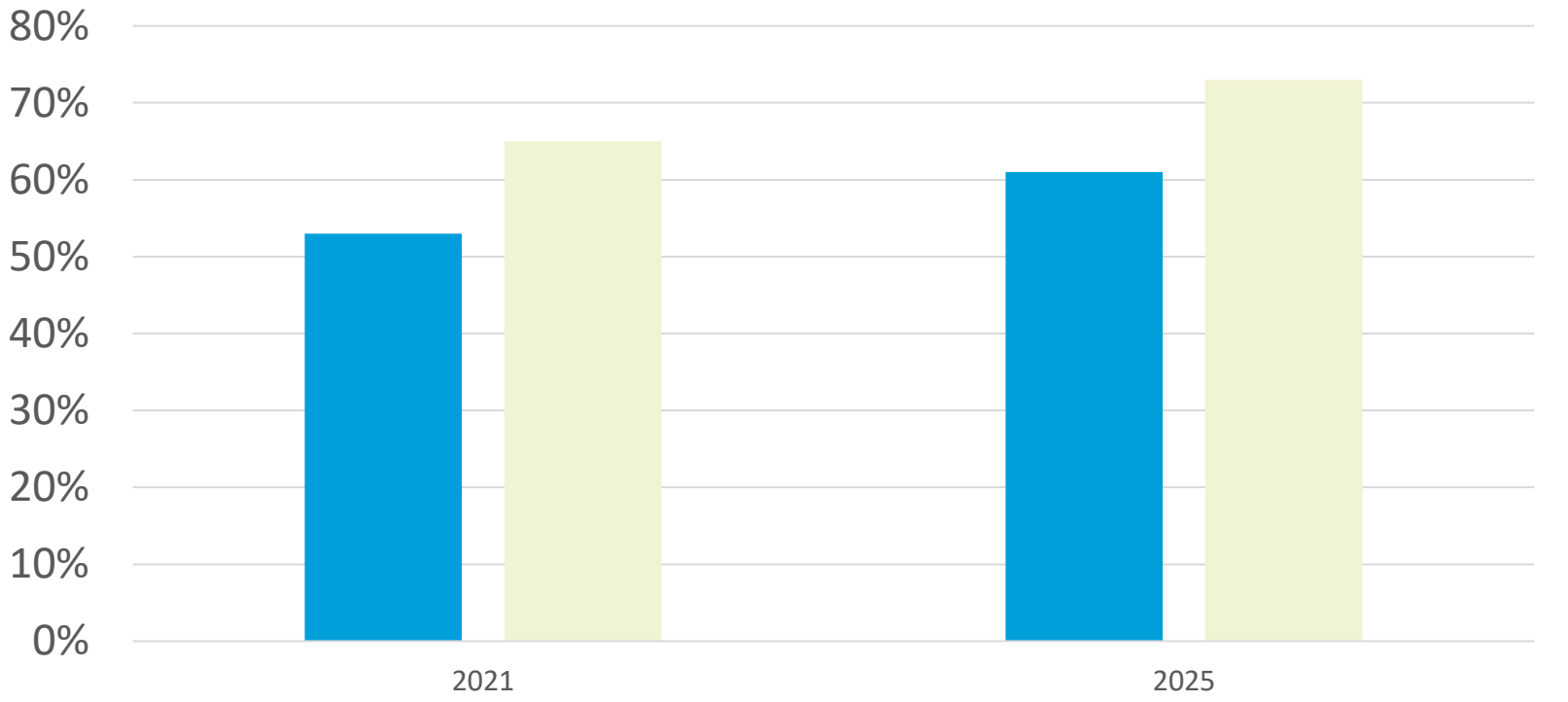
Note: Respondents who gave other responses or did not give an answer are not shown. Refer to the topline for full list of traits.
Source: Survey of U.S. adults conducted Oct. 21-27, 2024.
"Public Trust in Scientists and Views on Their Role in Policymaking"

PEW RESEARCH CENTER



Pew Research, Public Trust in Scientists and Views on Their Role in Policymaking (2024)

The Public Wants More From Scientists

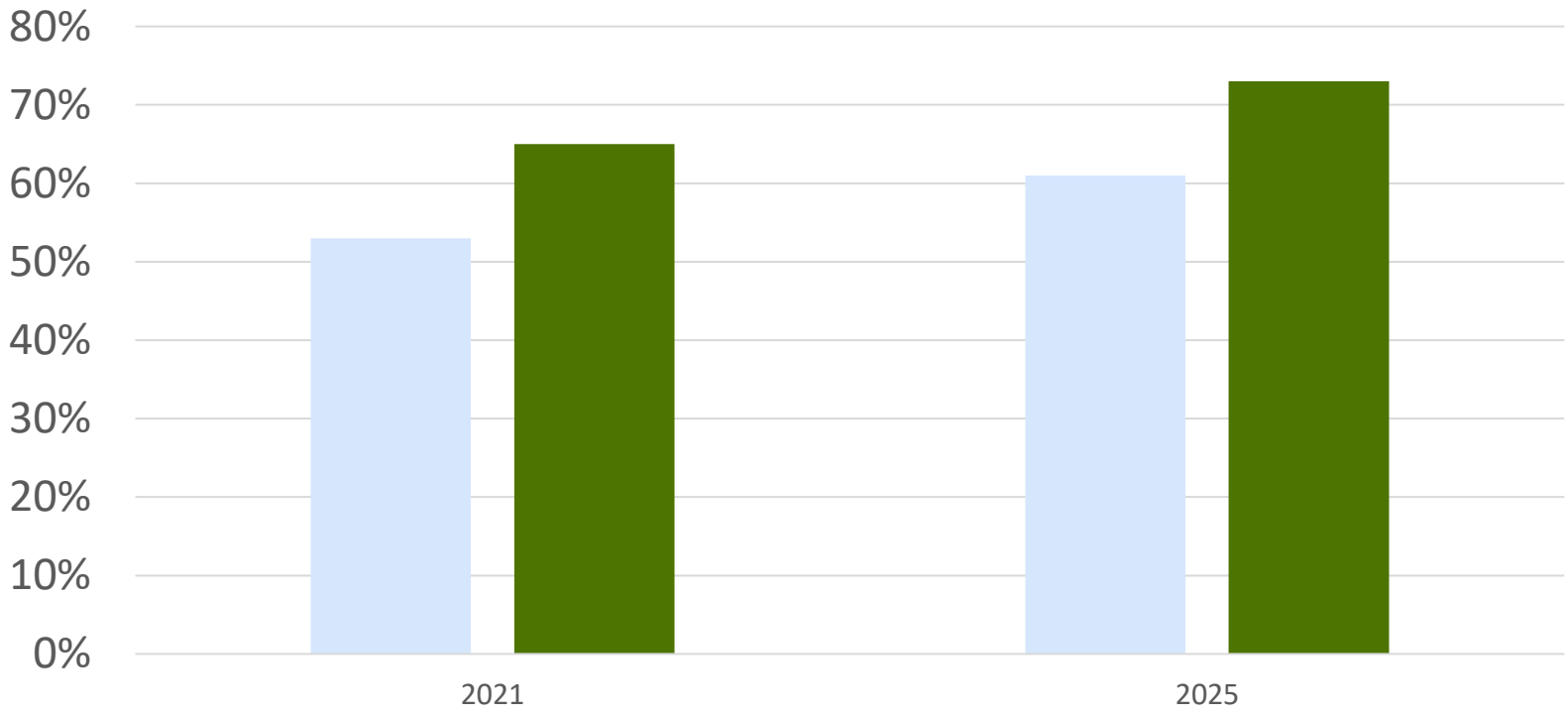


Members of the public should have a say in whether and how new scientific discoveries are introduced in society based on the benefits and downsides of those developments

Eve Klein et al. New ASTC survey shows gaps between public support for science and understanding of how science is impacted by federal actions (2025)

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The Public Wants More From Scientists



Scientists should participate in activities to learn from the public about how their work affects the average person

Eve Klein et al. New ASTC survey shows gaps between public support for science and understanding of how science is impacted by federal actions (2025)

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Members of the public should have a say in whether and how new scientific discoveries are introduced in society based on the benefits and downsides of those developments

Scientists should participate in activities to learn from the public about how their work affects the average person



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Potential Solution: “Science Town Hall”

Scientists should participate in activities to learn from the public about how their work affects the average person

Idea: an event or series of events aimed at building relationships between scientists and the community in which they live and work.

Blend public engagement (science pub) with civic engagement (town hall).

Three Recommendations from ASTC

1. “Engaging on the value of science may be **less important** than drawing connections between science in daily life to government funding and infrastructure.
2. “Reaching those who are (or would be) concerned, but who are not aware of what's happening.
3. “Connecting policy actions and changes to the tangible, lived experiences with science.

Eve Klein et al. New ASTC survey shows gaps between public support for science and understanding of how science is impacted by federal actions (2025)

Action Plan

1. Recruit and train other scientists for this form of public engagement

By 1 Jan 2026

Action Plan

1. Recruit and train other scientists for this form of public engagement
2. Determine relevant community for a pilot (venue, neighborhood, sci connection, etc.)

By 1 Jan 2026

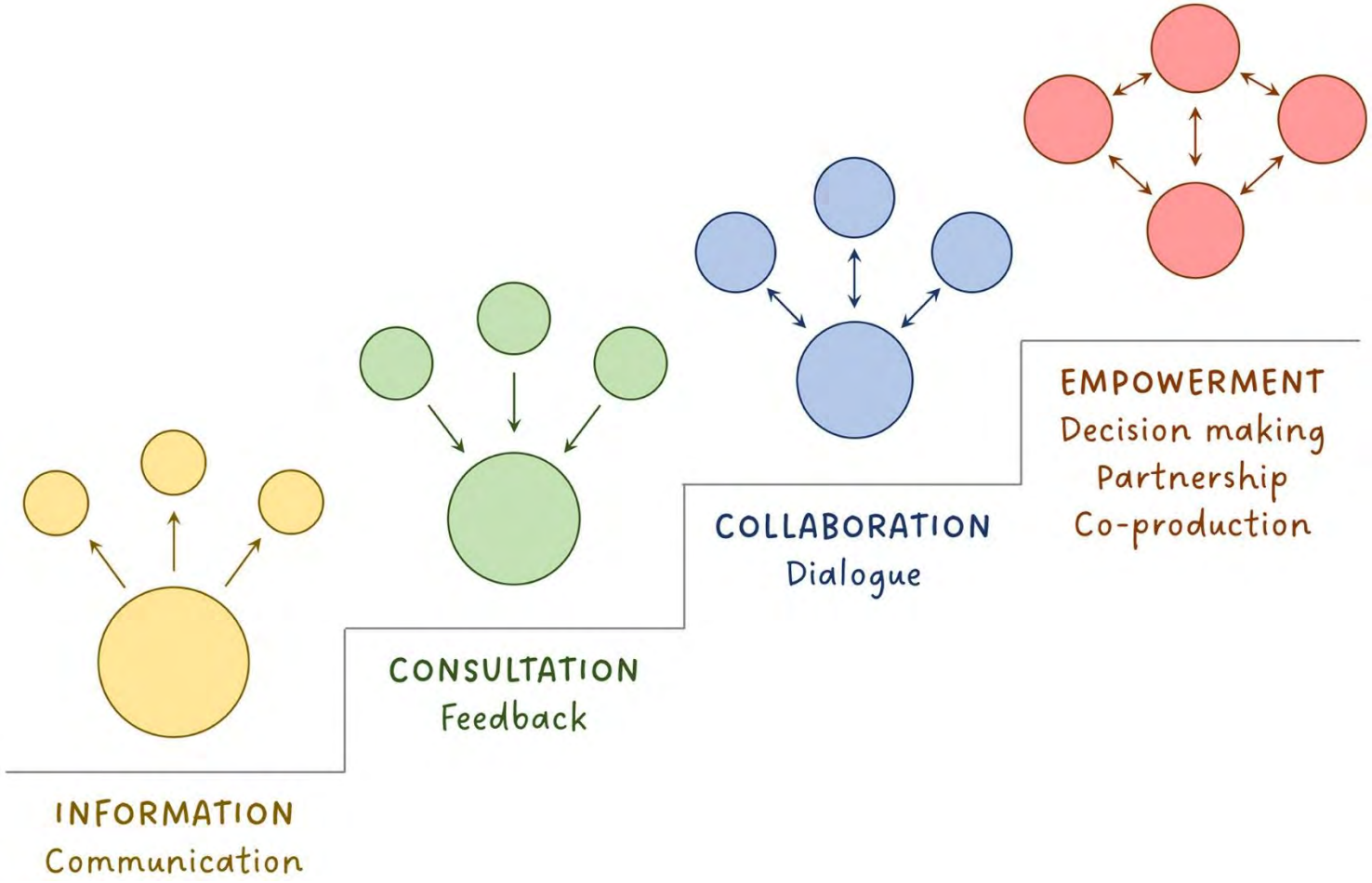
By 1 Mar 2026

Action Plan

1. Recruit and train other scientists for this form of public engagement
2. Determine relevant community for a pilot (venue, neighborhood, sci connection, etc.)
3. Implement pilot, collect feedback, seek greater institutionalization



The Goal is Empowerment



M. Eberl et al. Overcoming the disconnect between scientific research and the public (2023)



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A greater focus on accountability and collaboration will help empower the public to make more science-informed decisions.

Thanks!

Happy for any feedback or connection!

LinkedIn: **linkedin.com/in/wmb-phd**

Email: **mike@bennett.horse**

"Are we going to let our consciences rust? Can we ignore that intimation we nearly all have, that scientists have a unique responsibility? Can we believe it, that science is morally neutral? To me – it would be dishonest to pretend otherwise – there is only one answer to those questions.

- Charles P. Snow (1960)

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The Moral Un-Neutrality of Science. *Science* Magazine, publishing 1960 AAAS Meeting remarks (1960)

Building Community Resilience Through Neighborhood Connection

Presented by: Liz Bertrand

Why is Community Resilience Important?

-Neighborhoods are the first line of support in times of crisis

-Social connection improves health, safety, and recovery

-Collective action yields higher benefits



The Plan

Build a connected, informed, and resilient neighborhood by activating my HOA to engage with our local Registered Neighborhood Organization (RNO)



Action Plan Goals

1. Increase civic engagement among HOA members and their tenants to foster a sense of belonging and mutual support among neighbors
2. Amplify neighborhood concerns through formal advocacy channels
3. Build long-term resilience



Timeline

HOA buy-in and Approval

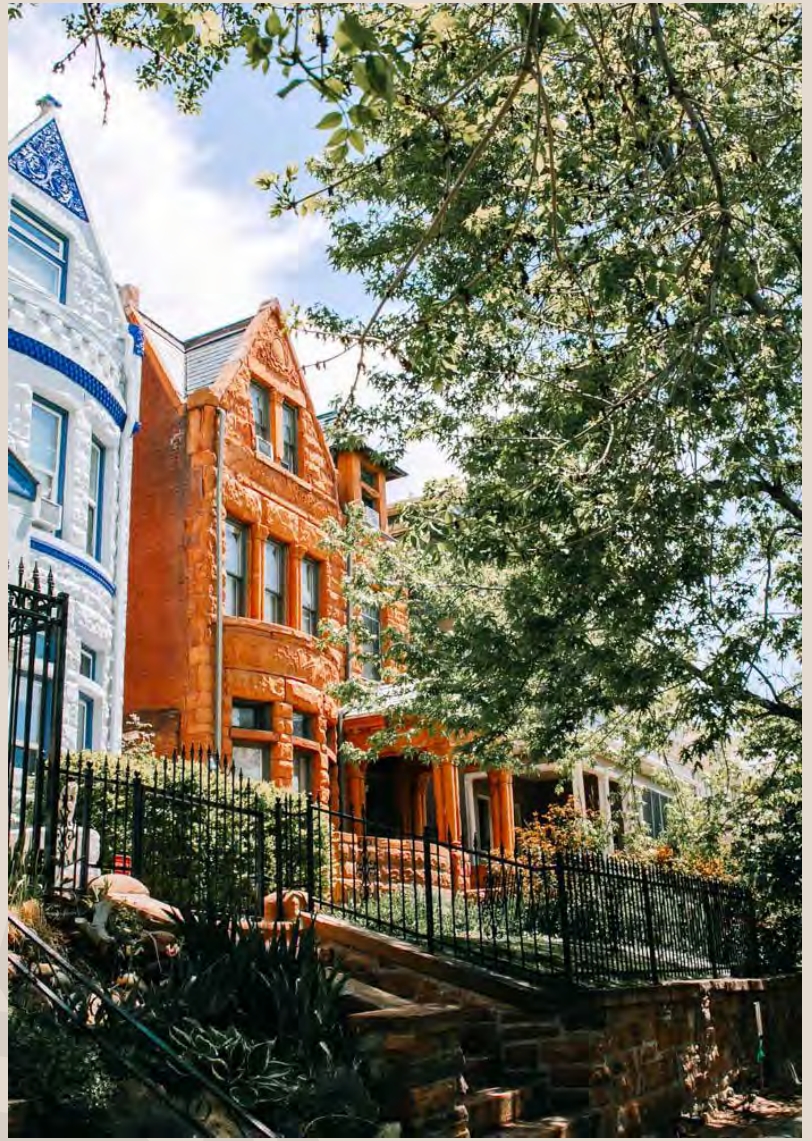
Jan-March 2026

CHUN Registration

March 2026

Neighbor Engagement

April 2026 – forever!



What Success Looks Like

Objective	Success Measures
HOA members join and participate in CHUN	-10 HOA residents participate in 1 CHUN activity within 6 months -HOA representation at 3 RNO meetings
Amplify neighborhood concerns	-Submit 1-2 neighborhood issues to CHUN for formal advocacy or city engagement
Strengthen neighborhood identity and community bonds	-Co-host 1 community event with CHUN (ex: neighborhood clean up or social gathering) -75% of neighbors feel more connected
Increase civic awareness and participation	-Share monthly CHUN updates and city engagement opportunities in HOA Communications -At least 2 residents participate in city-led public comment or planning processes

thank you

The Parking Commission:

Rationalizing Bureaucratic Gridlock (Literal & Metaphorical)

Now Accepting Public Comments: Please Limit to 3 Minutes

Jake E. Carias, PhD

Urban Sociologist, Lakewood Resident

Email: cariasj93@gmail.com

The Research:
A Thematic Analysis of Planning Commission Public Hearings in Two Cities

- Planning commissioners review of proposed development projects are central to local development
- Most commissioners have tangential knowledge of the development process
- Commissions were designed to act a protective bureaucratic layer for citizens from overzealous urban planners
- Often reviews are conducted late in the process after significant time and work by city planners and the developers
- Meetings are sparsely attended by residents
- Data & Analysis: Public hearings in Broomfield & Westminster, coded thematically
  - Included 46 public hearings (April 2023 – July 2024)



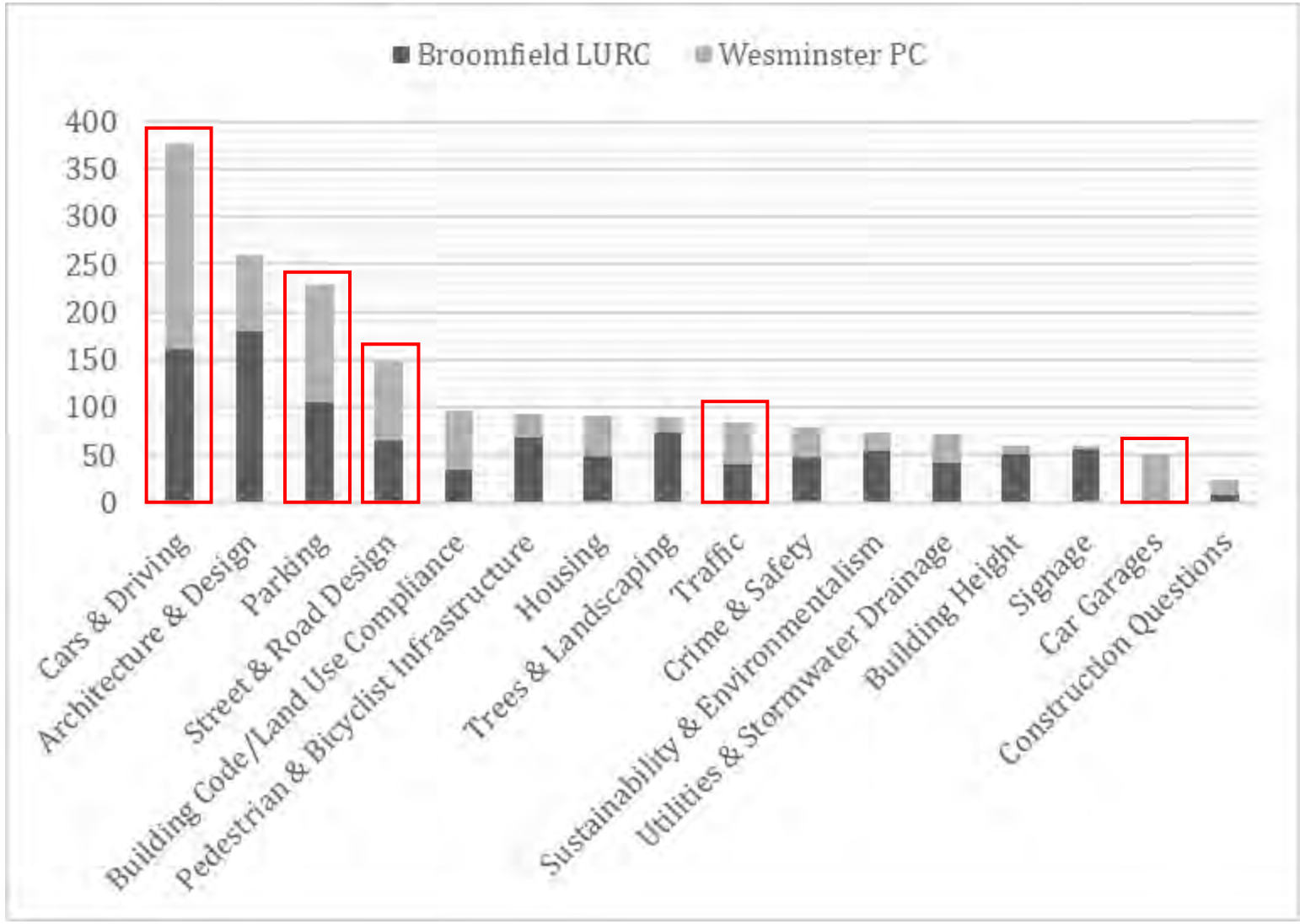
Evidence #1: Public Comments

- The public comments at the hearings matched the themes found previously in the literature
  - This supports the idea that there is broader generalizability than one might expect from the case studies
- Public comments were generally negative
  - The second largest category were neutral comments, often residents who were seeking specific information about a project
- Broomfield's commission experienced large waves of public comments on two projects
  - A municipal water tank development & an income-restricted, IDD-supportive housing project
- All but 1 proposal received approval despite public opposition

	Broomfield Land Use Review Commission		Westminster Planning Commission		TOTAL	
	Freq.	%	Freq.	%	Freq.	%
Negative	44	63.8%	32	47.1%	76	55.5%
Neutral	15	21.7%	26	38.2%	41	29.9%
Positive	10	14.5%	10	14.7%	20	14.6%
Meetings w/ comments	8	42.1%	13	92.9%	21	63.6%
Meetings w/o comments	11	57.9%	1	7.1%	12	36.4%

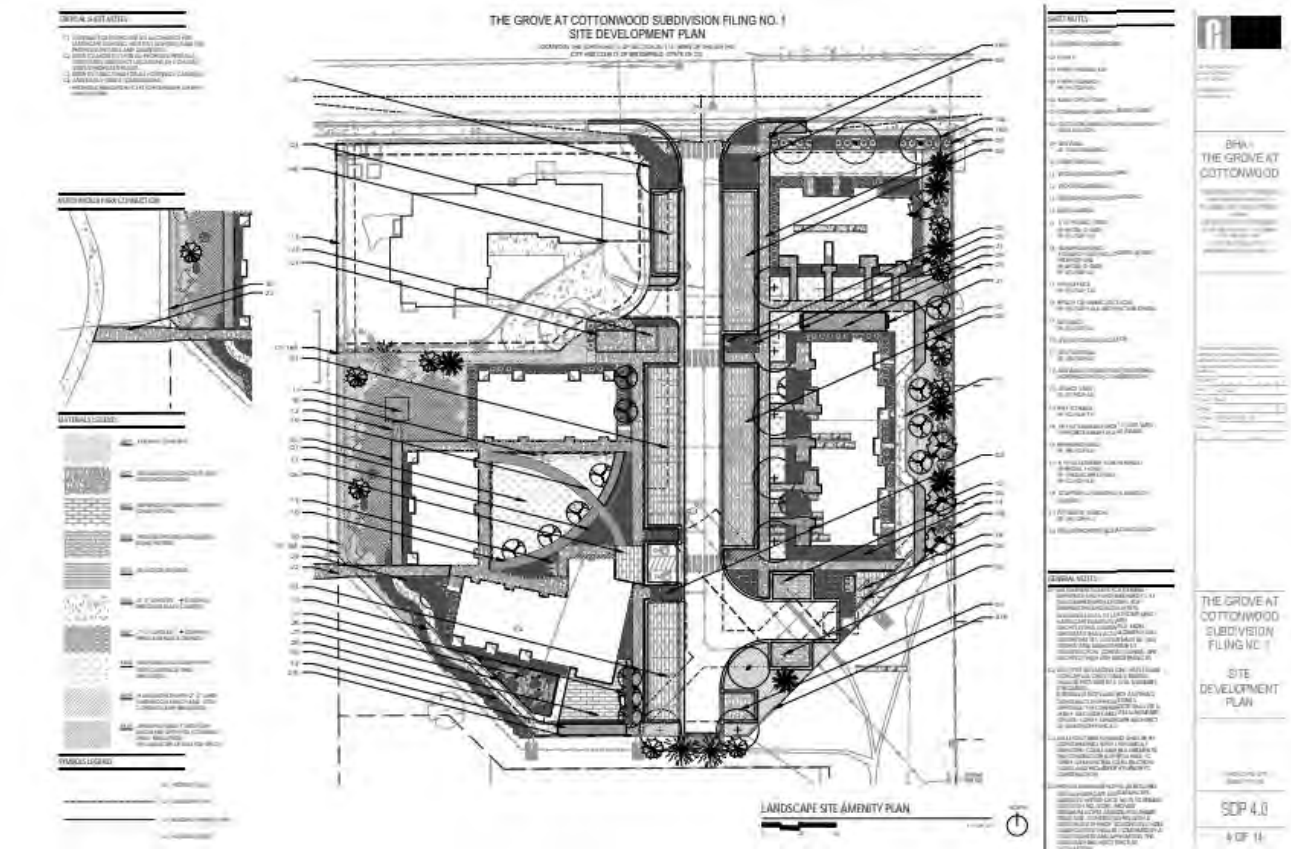
Evidence #2: Commissioner Questions & Comment Themes

- 52% of commissioner questions were related to cars or car-centric design standards
    - Note: 4 total car service-related business were approved, 3 in Broomfield, 1 in Westminster
- Westminster had a generally higher focus on car-centric designs
    - Municipal requirements for 2-car garages in all new SF residential units
- The results underestimate the total time the commission spent on car-related elements of design
- Commissioners appear to have "pet projects" that were reflected in the outcome such as bicycling or sustainability.



Discussion

- Public health considerations were entirely absent from the public hearings and discussions
    - The only exception was transportation safety (protecting pedestrians and bicyclists from cars)
- The public hearings and planning commission review processes are fundamentally broken in multiple ways
    - Volunteer commissioners often struggle to run effective public hearings
    - Decisions lack clear review and approval metrics
    - Commissioners prioritize "pet projects" due to volume of information
- In some cases, commissions act as local policy enforcement (e.g., Broomfield) which may be a good thing.



One page of the 14-page SDP for the IDD affordable housing project discussed in the chapter. LURC received over 50 pages of documents, a staff presentation, a developer presentation, 211 online comments, and public comments at the meeting.

Proposed Solutions

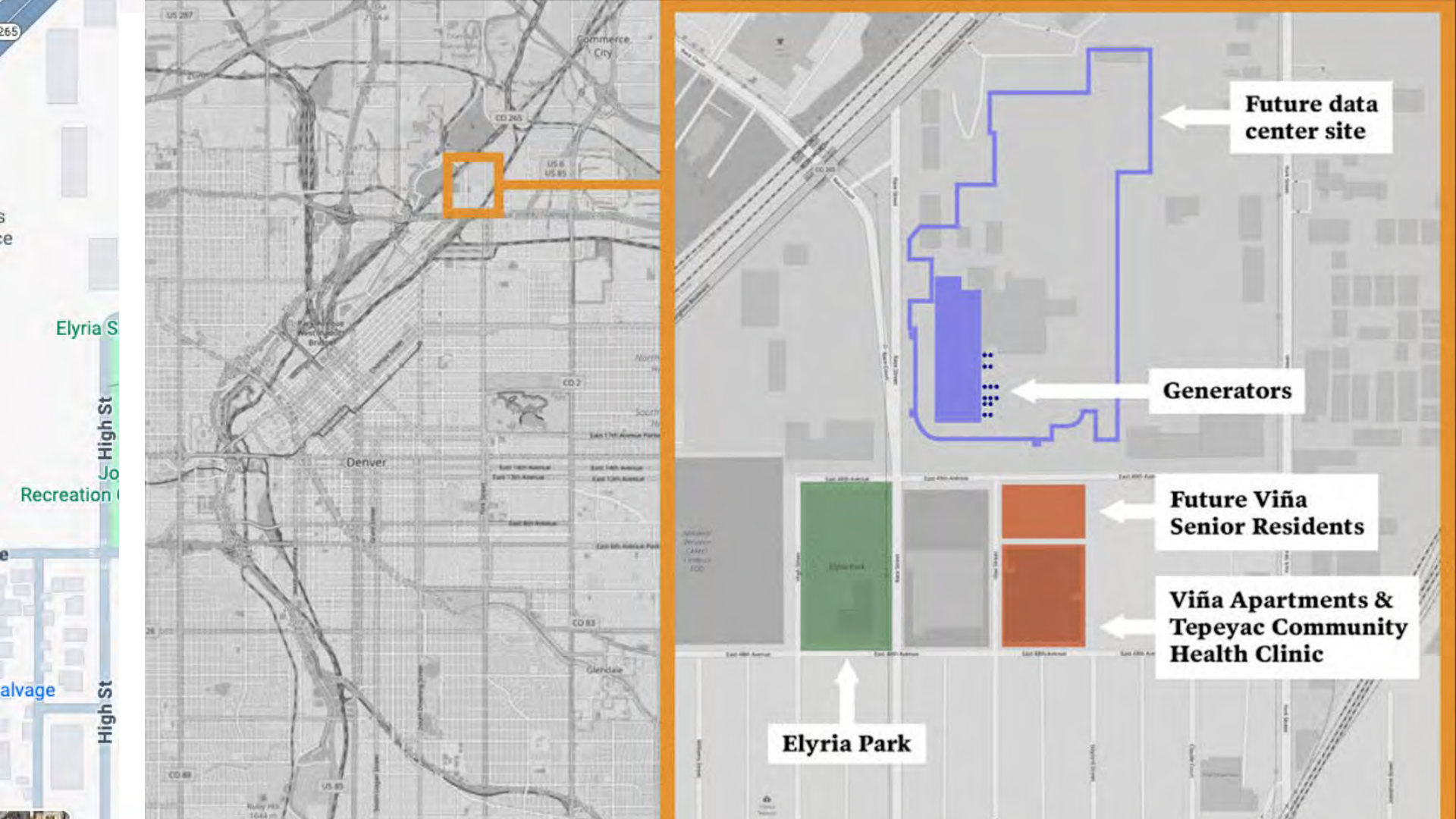
1. Hire a *licensed or certified* parliamentarian for all public meetings.
2. Remove parking mandates from city zoning and building codes:
    - Consider on-street parking in totals
    - Remove garage requirements
    - Remove off-street parking requirements
3. Develop a stronger concept review process where developers can pitch projects to city representatives and citizens to collect feedback significantly earlier in the process.
    - Remove neighborhood meeting requirements.
    - Increase mailing radius to at least ½ mile and include rental addresses.
4. Address frequent variance requests by tracking common variances and updating the code to reflect changes.
    - Westminster had consistent variances for removal of a central median into residential neighborhoods
5. Move towards a system with more by-right approvals.



The Broomfield North Area Tanks Proposal final design that elicited 131 public comments and heated meetings to protect the views and some birds?

Hi, I’m Anya.




Future data center site
Generators
Future Viña Senior Residents
Viña Apartments & Tepeyac Community Health Clinic
Elyria Park
Commerce City
Denver
Glendale
Elyria S
High St
Recreation
alvage
CO 265
US 6
US 85
CO 2
CO 83
CO 88

My Action Plan: Increase Dialogue between CoreSite and Community



Project Deliverables

Jan '26

Research + Scheduling

Permitting Approval Process + Zoning 101

Connect with Community Members

February-March

Interviews

GES Coalition

3 Community Member Interviews

April-May

Outreach to CoreSite

Share community findings and offering pathways for response (i.e air quality monitors & $$$ to community)

June '26

Recap Report

Publish how it all goes

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Content Warning

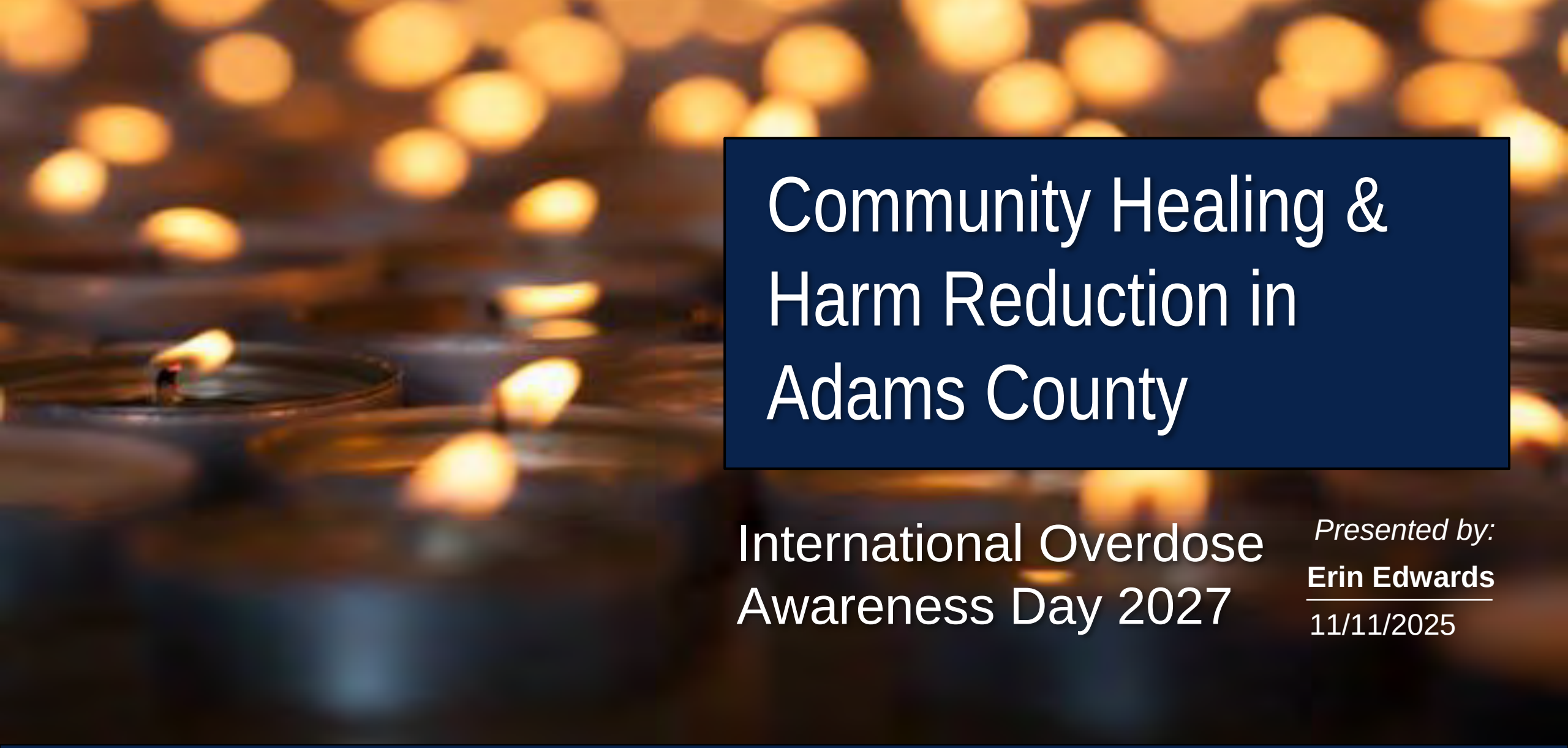
This content may be difficult for some individuals, especially those with personal experience with addiction or loss.



- Mentions of substance abuse and addiction
- Mentions of drug overdose and death

Please feel free to step out of the room, take a break, or access the information in an alternative format if needed

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Community Healing & Harm Reduction in Adams County

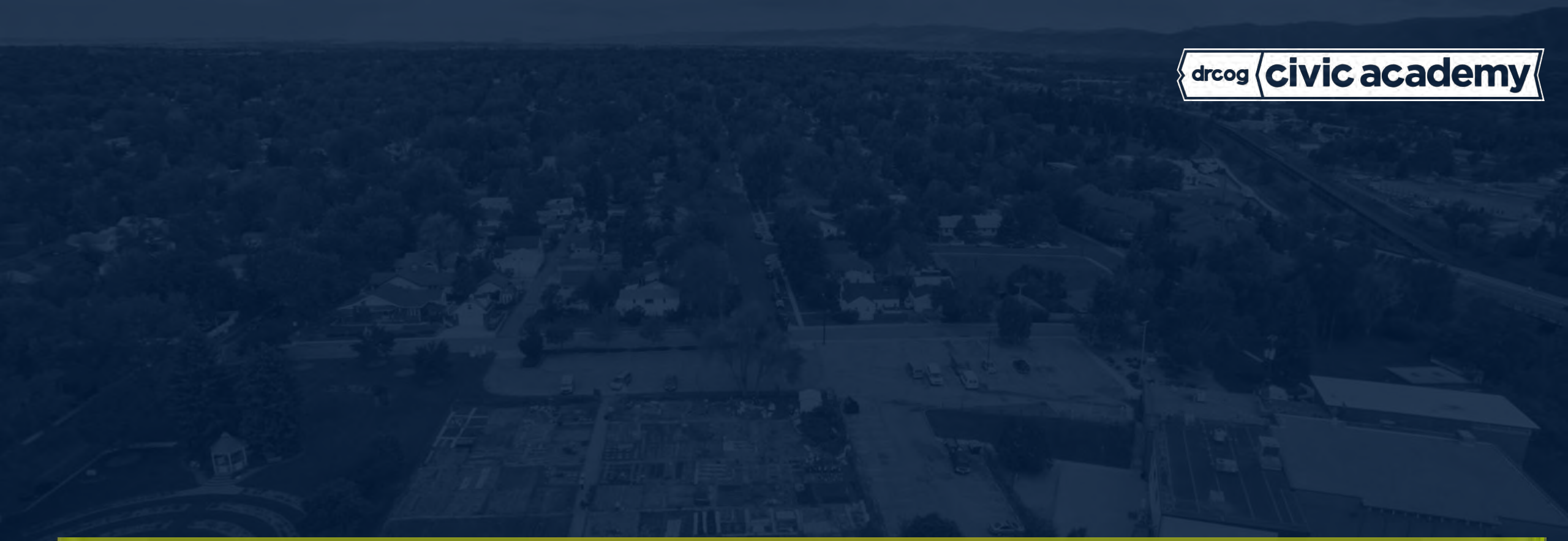
International Overdose Awareness Day 2027

Presented by:

Erin Edwards

11/11/2025

drcog civic academy

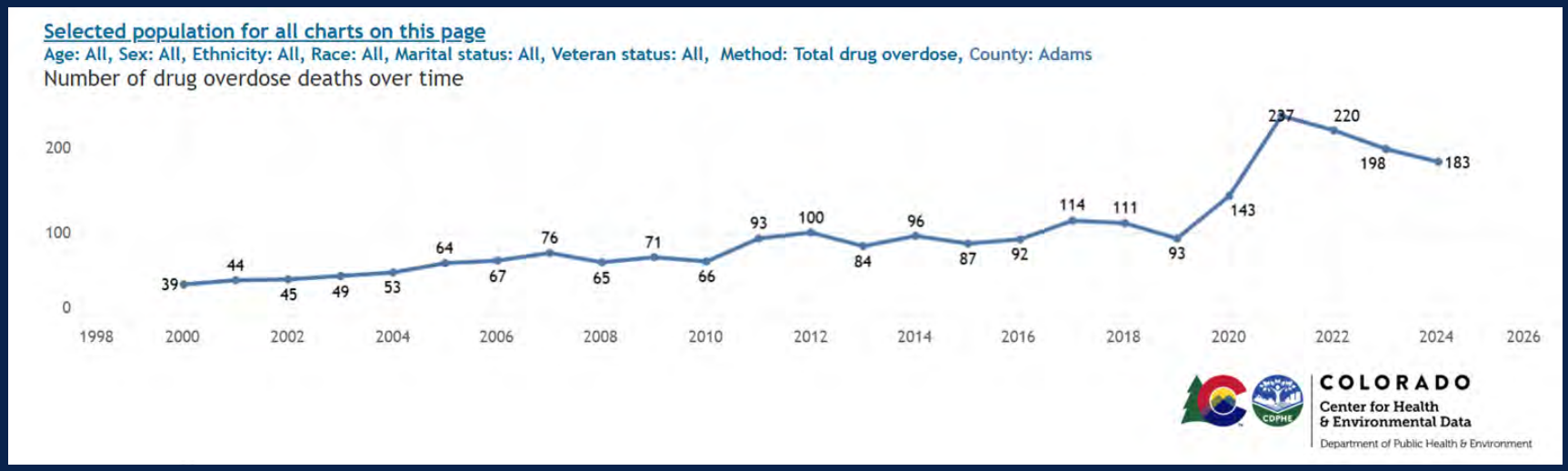


“Nearly One-Third of U.S. Adults Know Someone Who’s Died of Drug Overdose

Survey also finds ‘overdose loss’ bolsters recognition of addiction as an important policy issue that spans party lines.”

- Johns Hopkins Bloomberg School of Public Health

Adams County Overdose Data





2015 - 2024
1,478 people have died of overdose in Adams County

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What's Being Done

Adams County Opioid Abatement Council

Naloxone Kiosks in Adams County & free training

Harm Reduction Services at Irving Street Library

Adams County American Rescue Plan Act (ARPA)



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Community healing
Harm reduction resources
Challenging stigmas about addiction



Why would people come?

Resources

Free Narcan & Training in Denver

Colorado Crisis Services:
Call **1-844-493-TALK (8255)** or text **TALK to 38255**

Never Use Alone
800-484-3731 or **877-696-1996**

OwnPath Care Directory
and Colorado LIFTS



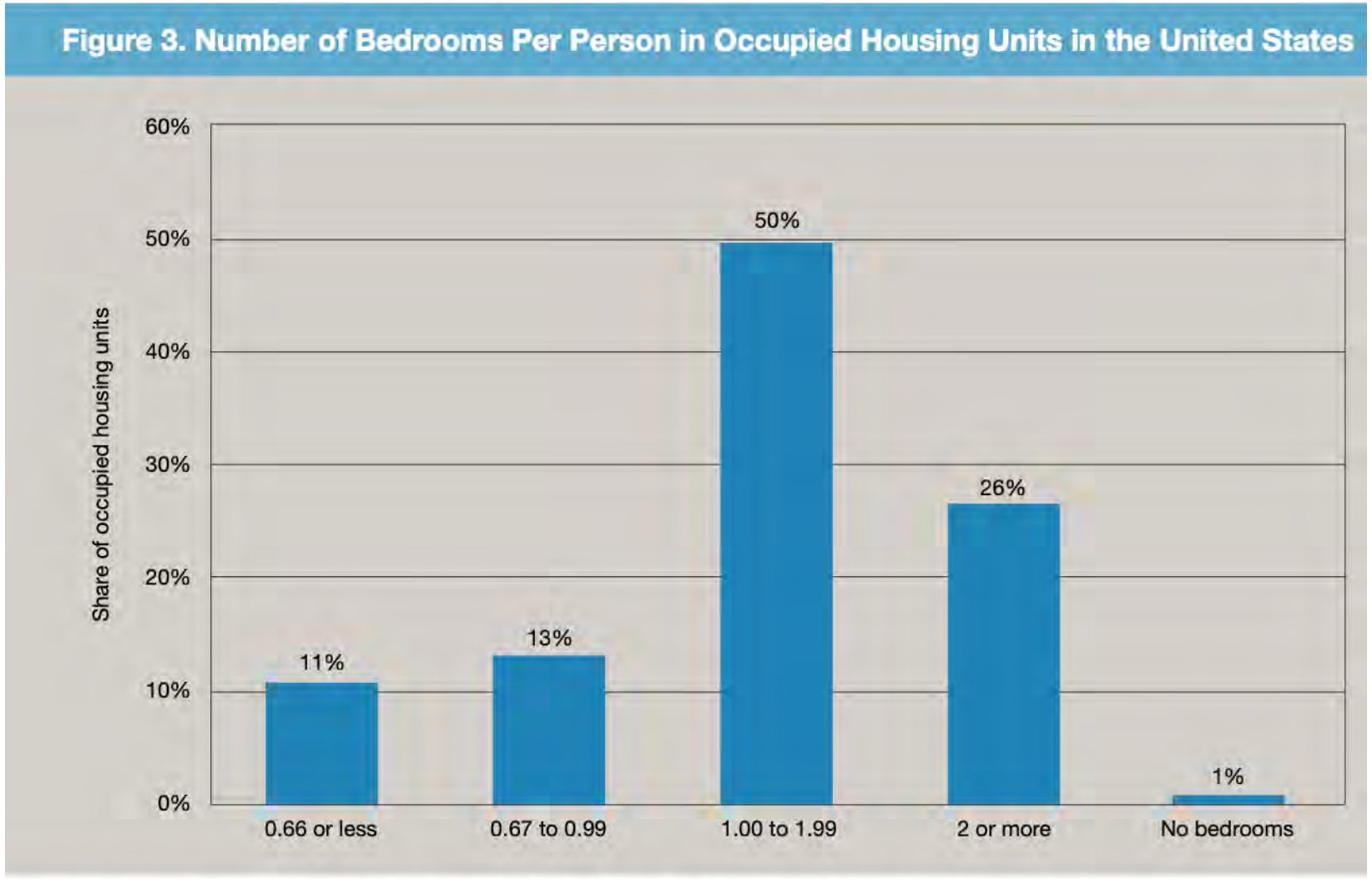
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Affordable Shared Housing: Tapping Unoccupied Bedrooms

Stephanie K. Firestone

November 11, 2025

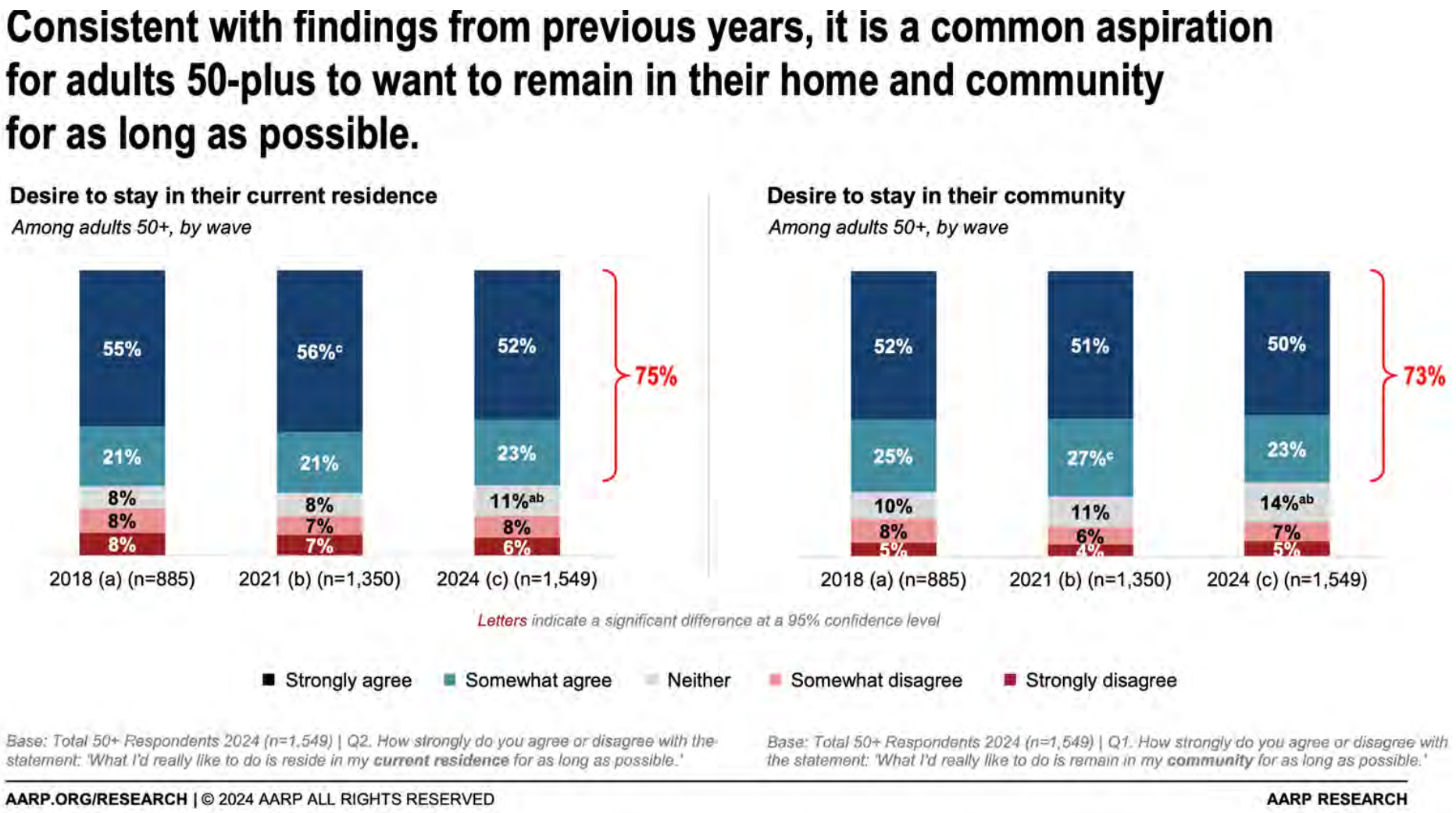
Unoccupied Bedrooms – U.S.

- 

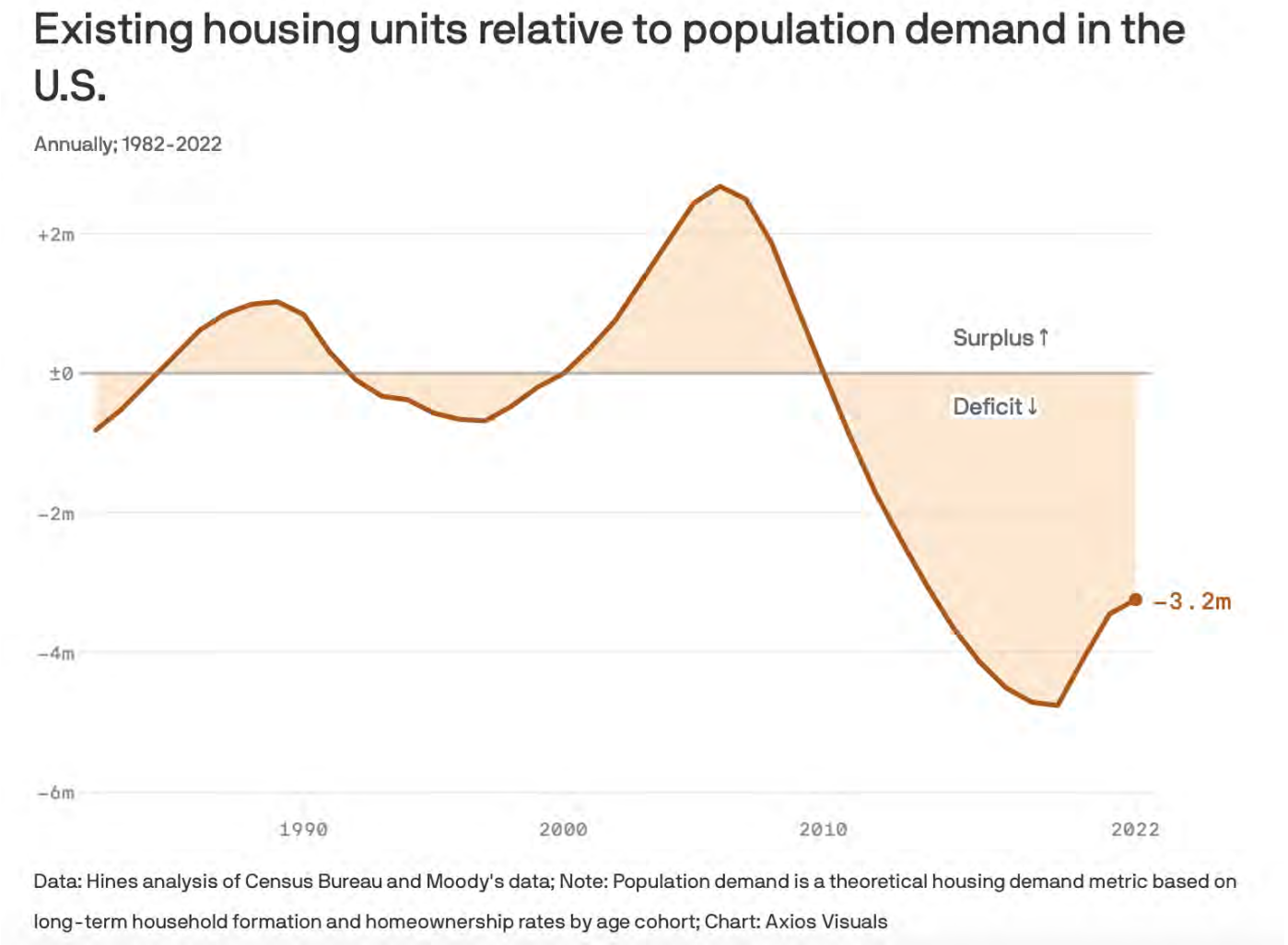
Source: American Housing Survey, 2017 National – Rooms, Size, and Amenities – All Occupied Units

U.S. Department of Housing and Urban Development | Office of Policy Development and Research

Older adults want to stay at home.



We can’t build our way out of this.



Let’s get creative!

Meet with and survey groups of older homeowners (Jan-Mar 2026)

- First Unitarian Society of Denver
- B’nai Havurah (Reconstructionist synagogue
- Other?

Findings (April-June 2026)

- Analyze data and prepare presentation
- Reach out for exploratory conversations with 3-5 relevant stakeholder groups (e.g., housing orgs, government entities)

CULTIVATING SUSTAINABLE HABITS: A LESSON PLAN FOR CHANGE

Abby Francl
November 11, 2025





THE PROBLEM

21% of residential recyclables are being recycled – every material type is under-recycled. (TRP)

76% of residential recyclables are lost at the household level, underscoring the importance of access and engagement (TRP)

Out of the 79% of lost material, 76% is lost at the household level and not collected, underscoring the importance of recycling access and household engagement.

Only 43% of households participate – non-participation is due to both lack of access and insufficient communication and outreach. (TRP)

Currently, just 43% of households participate in recycling, of those that have access 59% use their recycling service, and of those that do only 57% of recyclable material is put in recycling containers, meaning many households do not participate to the fullest extent possible.

WHAT'S THE WORKSHOP?

Engaging Lesson Plan (1-day, 2-day and 3 day)

- The lesson plan is free, adaptable, shareable, and designed to teach recycling importance to young students with interactive activities.
- The lesson plan includes fun games, sorting exercises, and crafts using recycled materials to engage students.
- Resources are available in PDF and Google Doc formats, making them easy to access and share with teachers and parents.

Take Home Resources

- Provide students with take home materials to share with their families with information recycling basics, recycling guidelines provided by their city and ways to reduce waste.

Make Recycling Fun!

- Materials use bright colors and cartoon icons to keep students interested and support critical thinking.







Teachers Pay Teachers

WHO’S INVOLVED?

Students

The project focuses on educating students on the life cycle of trash, recycling basics and ways to live more sustainably.

Role of Teachers

Teachers deliver content and facilitate activities tailored to third grade students' learning needs.

Community Partners

Invite and include community waste and recycling partners as an option in the lesson plan.

Families

Families reinforce recycling habits at home, and community partners provide resources and support.

TIMELINE

Oct. – December: Research and Brainstorming

Initial phase involves gathering ideas and outlining the lesson plan through research and brainstorming sessions.

January: Content Creation

Focus on developing detailed lesson content and designing associated activities for effective learning.

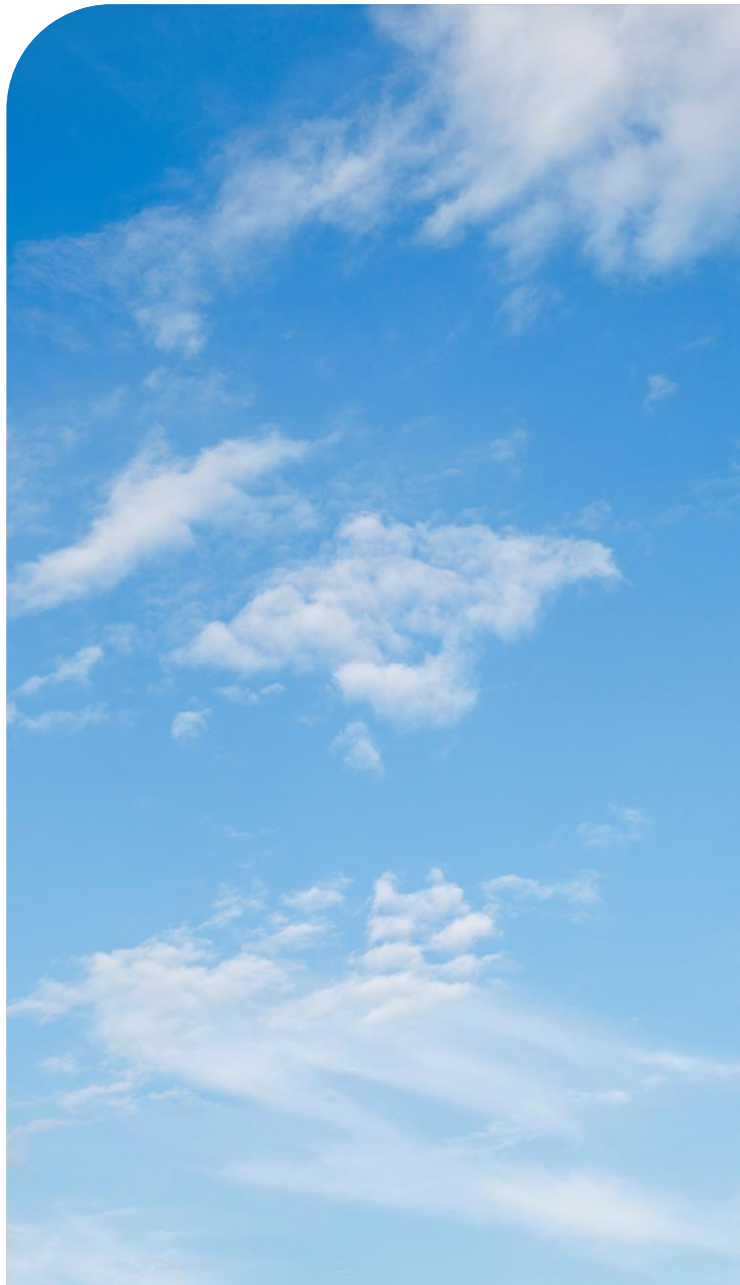
February: Testing and Feedback

Testing materials with teachers and students to collect feedback and make necessary improvements.

March & April: Finalizing and Sharing

Final phase includes refining resources and publishing them online via school websites and portals.

Present content on Earth Day 2026!



COMPLETION CRITERIA

Resource Publication

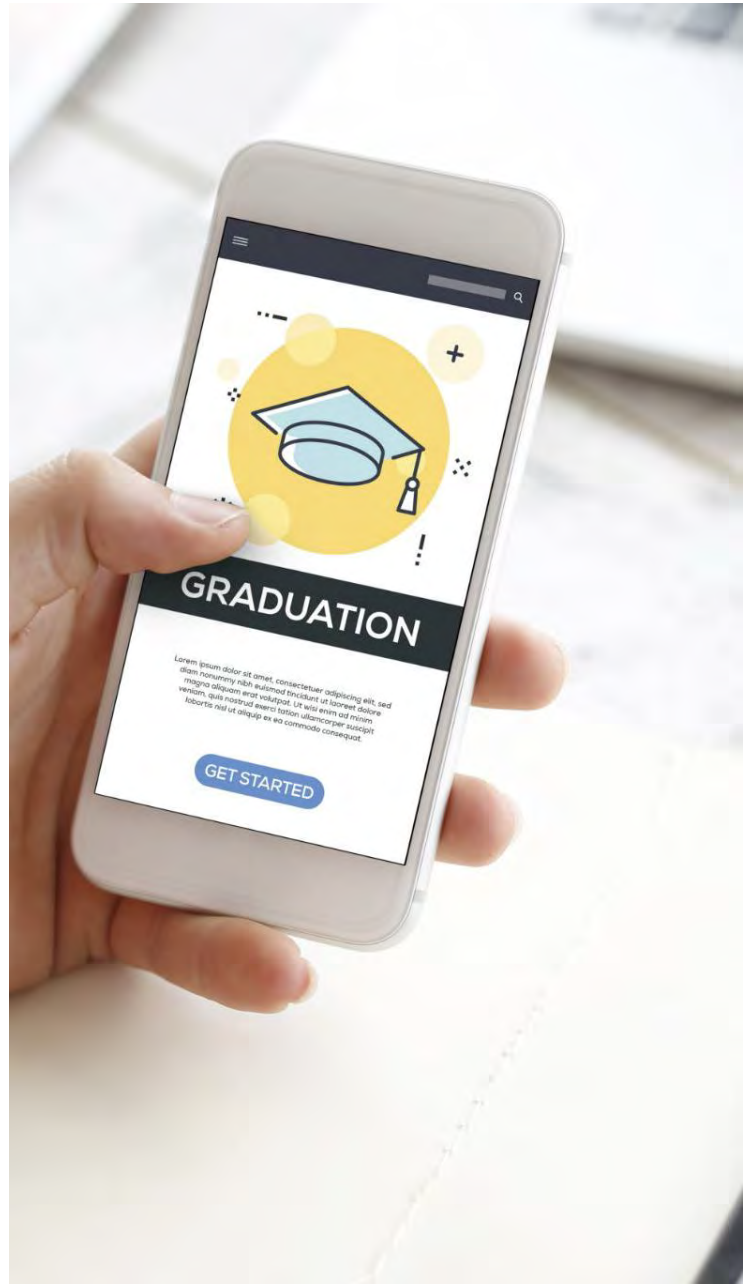
Completion requires publishing the lesson plan and resources online for free access by all users on at least 3 lesson plan sharing platforms.

Feedback Collection

Collect feedback from teachers and students to evaluate the usability and effectiveness of materials.

Share & Promote on Teaching Platforms

Resources must be accessible on multiple platforms to maximize adoption and community engagement.



MEASURES OF SUCCESS

Quantitative Success Indicators

Metrics like downloads, shares, and usage statistics provide measurable data on the lesson plan's reach and impact.

Qualitative Feedback

Surveys and feedback from students, parents and teachers in the first workshop will offer valuable insights into user satisfaction and resource effectiveness.

Behavioral Changes

Observable improvements in classroom recycling habits indicate increased awareness and participation among students.

Integration and Adoption

Successful integration into classroom routines and adoption by multiple schools signifies long-term project impact.



THANK YOU!

Abby Francl
November 11, 2025



Civic Academy IAP – Land Use and Transportation (Car Dependence)

I'm Jordan Green, live in Arvada, and I'm passionate about mobility and freedom of movement therefore want to address:

Land Use and Transportation or where and how we literally move through life.

Driving is a revokable privilege yet we've forced this one mode of transportation upon everyone through our city design regardless of our ability or desire to drive. Even pretending everyone wants and is able to drive, our population is still growing and we also can't widen the roads indefinitely.

If we're serious about reducing car dependency and providing practical alternatives, we need to address our land use beyond infrastructure. Just because we build a sidewalk doesn't make it walkable or just because we paint a bike lane doesn't make it bikeable.

Similarly with transit, it doesn't matter how many people are located within proper proximity to a station or bus stop or how high the level of service (LOS) is if transit doesn't take you where you need or want to go.

Sprawling and low density development, where destinations are far apart, increases the distance people need to travel which adds too much time for other modes, leading to an overreliance on cars and greater vehicle miles traveled (VMTs).

In other words, we drive because it's the most convenient mode and it's the most convenient because everything we need is located too far away and takes too much time to complete a trip otherwise.

I argue convenience is a function of speed which is the ratio of distance to time (eg. mph). This relationship between distance and time is what we need to address.

Through zoning and land development codes or what, where, and how development occurs, the design of our cities take shape but how do we reduce the distance needed for other modes of transportation to become viable?

Well, you heard some of this last week but there are several changes that should be implemented, however I'm going to focus on one zoning update and one code update.

Starting with zoning, mixed use can either be horizontal or vertical. Horizontal refers to the combination of uses in lateral format or parcel to parcel and vertical refers to two or more uses in the same building. Having many uses within proximity shrinks the distance needed to travel between each.

Now large, dispersed areas necessitate more roads AND parking which consume more land, preventing space for mixed uses therefore let's address parking.

There is a difference between the elimination of parking requirements and the elimination of parking. Minimum parking requirements are a local government mandate dictating the number of parking spaces a developer is required to implement into their site plan and build. This development code is proven to be arbitrary, excessive, and disconnected from demand, ultimately contributing to sprawl.

In 2019/2020, RTD performed a parking study around 86 station area residential developments and found that market rate properties supplied 40% more parking than residents use at peak demand and income restricted properties supplied 50% more parking than used. (https://cdn.rtd-denver.com/image/upload/v1697484048/RTD_Residential_TOD_Parking_Study_gajmya.pdf)

Removing this mandate doesn't require high density nor is it forcing people out of their car but instead allows for more accurately right sizing parking supply as it provides developers with more flexibility in deciding how much parking is needed. Converting the mandate to maximums, however, prevents developers from overdoing it like cities have for decades.

And parking problems tell me we generally don't need more parking but instead more destinations that people want to visit which circles back to mixed use.

Both of these changes boil down to objectively better land use policy but how exactly do we or am I planning to implement them?

We're about to start the process of updating our comprehensive plan in Arvada for which most cities in Colorado have one. I'm working with YIMBY Arvada and other neighborhood groups and organizations in formulating strategy which has already begun with reviewing the current 2014 comp plan.

Arvada formulated a Parks Master Plan in 2001 which called for all residents to live within a ½ mile of a park and today the city is at about 96% of that target. One idea is applying this same framework to mixed use and realistically not to all residents but some factor such as 50% and maybe extending the distance to 1 mile.

For reference, Walkscore.com uses distance in all three (walking, biking, and transit) scoring methodologies. (https://www.walkscore.com/methodology.shtml)

Numbers are still TBD but establishing such a metric sets a fixed goal that is difficult to challenge and the city overtime incrementally moves closer to achieving as parks have proved.

Comp plans provide us a once in a decade+ opportunity to reshape our city and we're going to take full advantage with pushing for the removal of the chokehold we have on development in hopes to relegalize historic mixed-use areas like Olde Town by right.

Similar to comp plans, most cities have volunteer advisory boards and I'm on Arvada's transportation advisory committee where I'm currently pushing land use discussions and making it known how interdependent and connected both are with the goal of working with other committees and city staff to advise city council accordingly for future land development code updates.

Lastly, I currently work with the city's neighborhood engagement coordinator and lead a program called Neighborhood Walks. These walks are set up to increase community engagement and connect with fellow neighbors as we explore the city. However, there is much potential not being realized and I plan to incorporate more development and transportation related walks, not only for experiencing infrastructure issues like sidewalk gaps but also provide the opportunity for people to gain perspective outside of their car.

To summarize, land use is a contributing factor to what mode of transportation we choose along with a city's most valuable asset therefore we need to stop wasting it and by doing so people are provided with more mobility options with dependency on cars reduced.



Creating a Clean First-Last-Mile Transportation System in Denver

Presented by:

Mikey Guanipa

11/11/2025

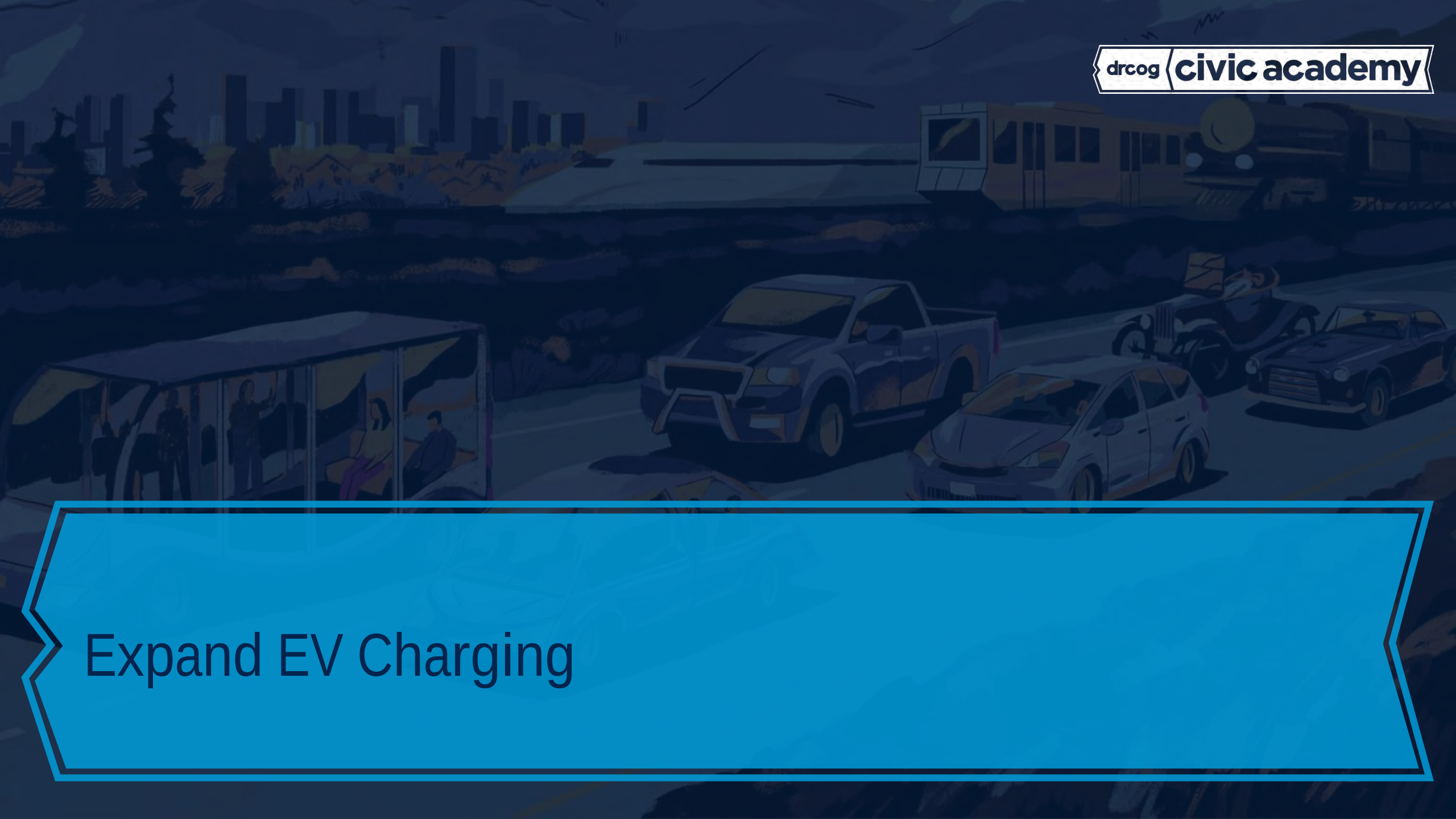


Project Overview

Project Overview of a Clean, Connected, and Equitable Transportation Vision

Key Objectives / Elements:

- Expand the utilization of RTD Park n Rides to now have EV charging at all locations, creating a new FLM utilization.
- Install smart, secure bike lockers and racks to support active mobility
- Add additional miles of protected bike lanes to improve safety and connectivity to these transit hubs
- Launch a *Universal Mobility Wallet* to for the community
- Prioritize community feedback, especially from DI communities.



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Expand EV Charging

EV Charging – A New Amenity to Boost FLM

To further boost RTD's Park n Rides, deploying EV charging at all sites would incentive EV users to park at the protected sites, and board either the train or bus for their daily commute or personal needs.

Level 1 or Level 2 would be the most ideal since it would give users a decent amount of charge, during a commute / workday





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Bike Infrastructure

Bike Infrastructure – More Protected Bike Lanes!

- **Goal:** Add / upgrade protected bike lanes across key transit hubs and corridors.
- **Design Features:**
  - Physical barriers (no paint) to separate bicyclists from traffic.
  - Well lit and defined
  - Integration with transit stops and facilities.

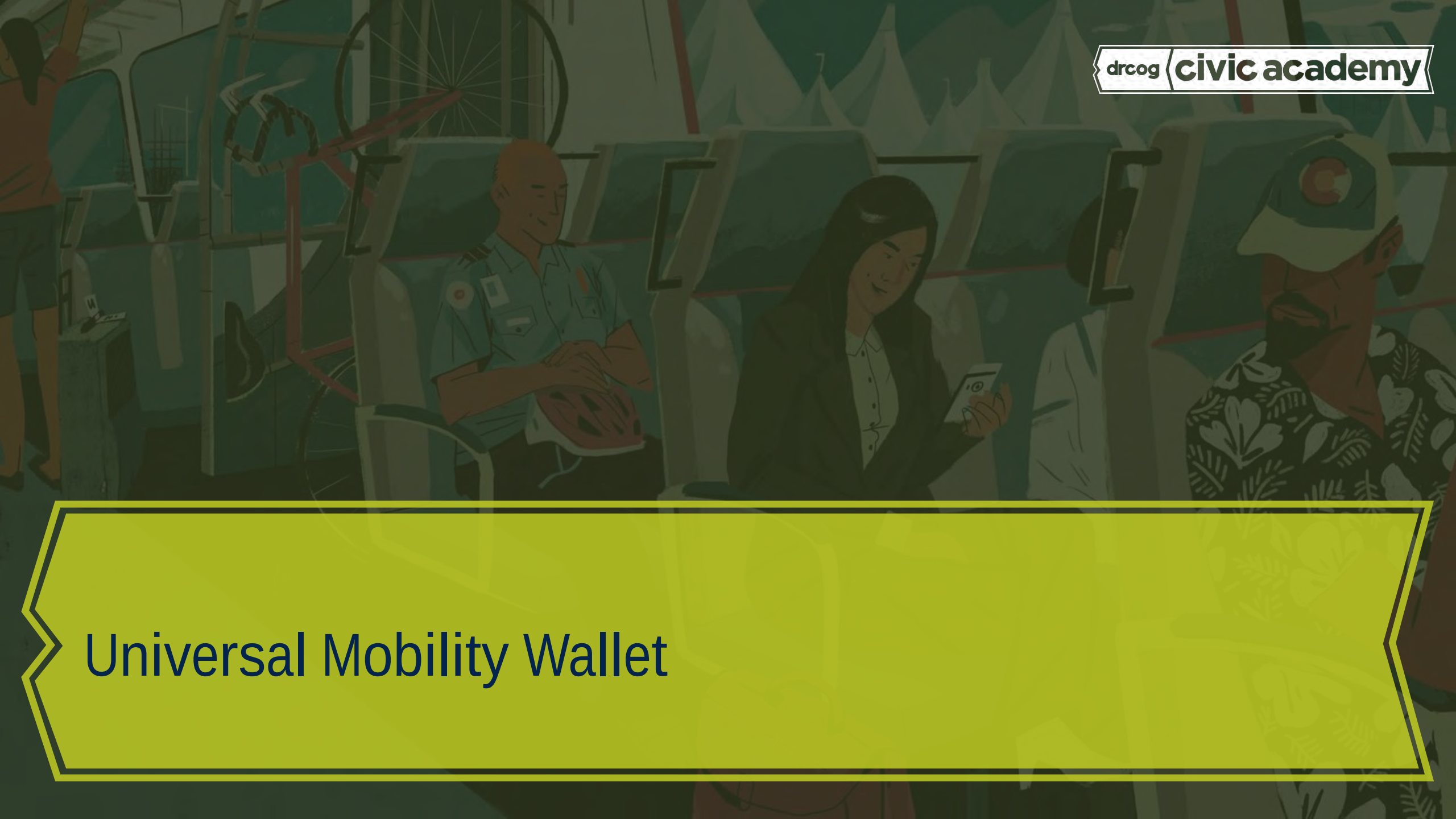


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Bike Infrastructure – Smart, Secure Bike Lockers and Racks!

- **Goal:** Build protected and smart bike lockers and racks across all transit hubs
- **Design Features:**
  - App based reservation and access
  - Theft-resistant, weather protected design
  - ADA compliant and scalable





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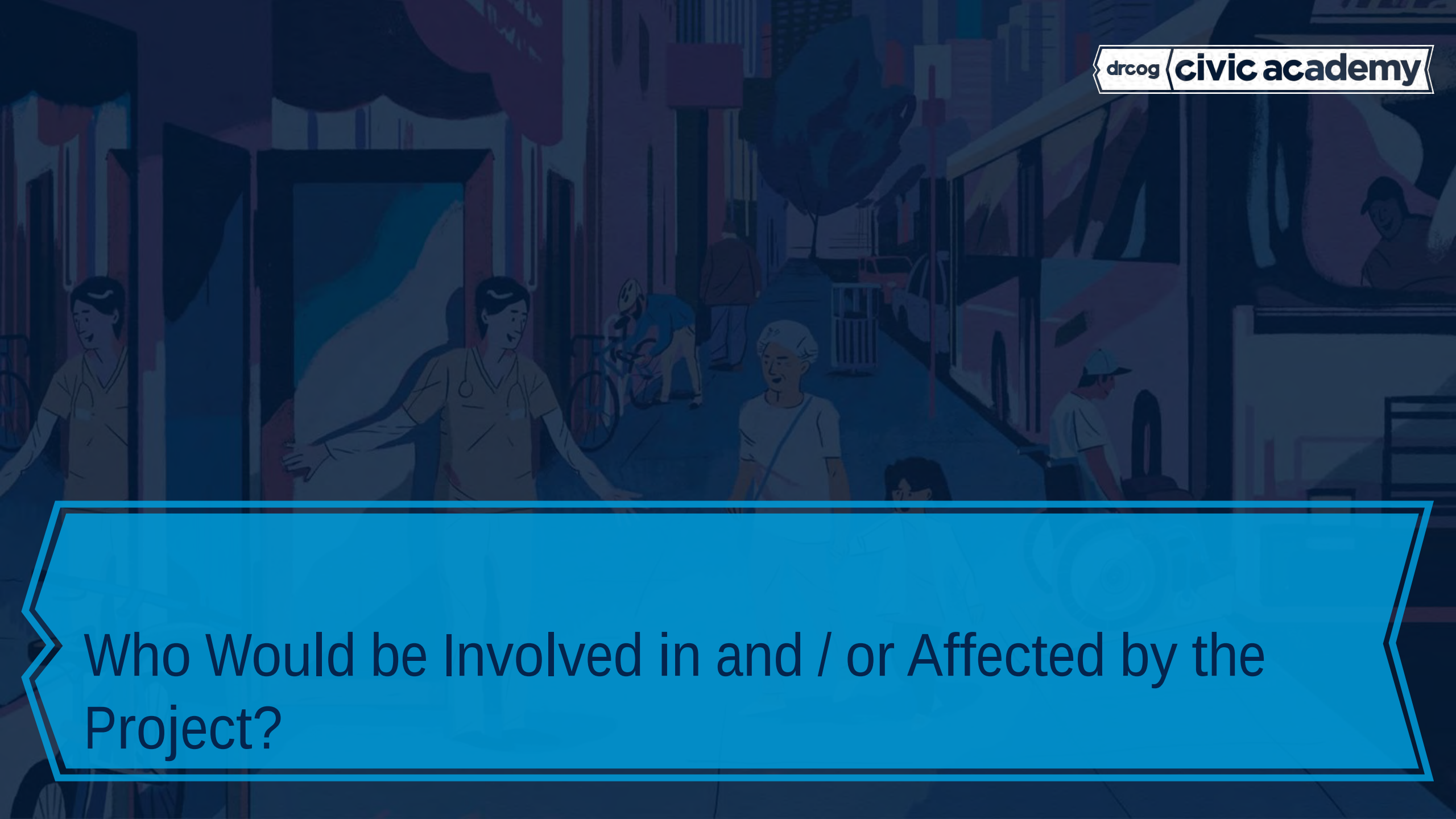
Universal Mobility Wallet

Universal Mobility Wallet

Create a Single Transportation app that ties it all together!

- What is a mobility wallet?
  - A digital platform that allows residents to pay for all transportation mode through a single, seamless interface. The wallet simplifies equitable access, reduces friction, and supports modeshift
    - RTD Transit passes
    - Bike share / lockers access
    - EV Charging / Access
    - Car Share (Uber & Lyft)
  - Would boost FLM implementation





Who Would be Involved in and / or Affected by the Project?

Stakeholders to Involved in the Project?

(Hint – A lot!)

- RTD – Site access and transit integration
- CDOT & DOTI – Bike lane design, permitting, and traffic coordination
- Colorado Energy Office – Strategic alignment and funding support
- CDPHE – Equity mapping and environmental health oversight
- Clean Transit Enterprise – Funding and Technical assistance

- Nonprofits and Community Organizations
  - Bicyclist advocacy groups
  - Environmental justice groups
- EVSE Vendors – Charger installation and maintenance
- Smart Locker Providers
- Mobility Wallet Software Platform

Communities Affected

- **Transit Riders & Commuters** – they will gain safer, cleaner, and more convenient access to the transportation sector via EV charging access and bike facilities
- **Residents of DI Communities** – prioritized for this project and infrastructure investments, outreach, and mobility subsidies
- **Cyclists and E-Bike Users** – Benefits from expanded bike lanes, secure bike parking, and multimodal connections
- **Employers and Property Managers** – With increased usage in transportation, would decrease the need for parking near workplaces
- **General Public** – Reduced emissions, improved air quality, and more equitable transportation options.

Tactics Needed to Achieve Goals

1

Phased Implementation
Start with high-impact corridors and DI communities and pilot new programs. Scale/adjust based on usage data and community feedback

2

Stakeholder Engagement
Convene with previously mentioned stakeholders and coordinate planning, then create shared funding strategies. Then create workshops and listening sessions with DI communities.

3

Equity-Centered Outreach
Make sure all materials are translated to multiple languages and use surveys, tabling, and more to gather input.

4

Data-Driven Decision Making
Use GIS overlays, ridership data, and survey results to guide siting. Track said data and create a dashboard with also making sure all tactics are adjusted based on real-time feedback and performance.

Deliverables Needed

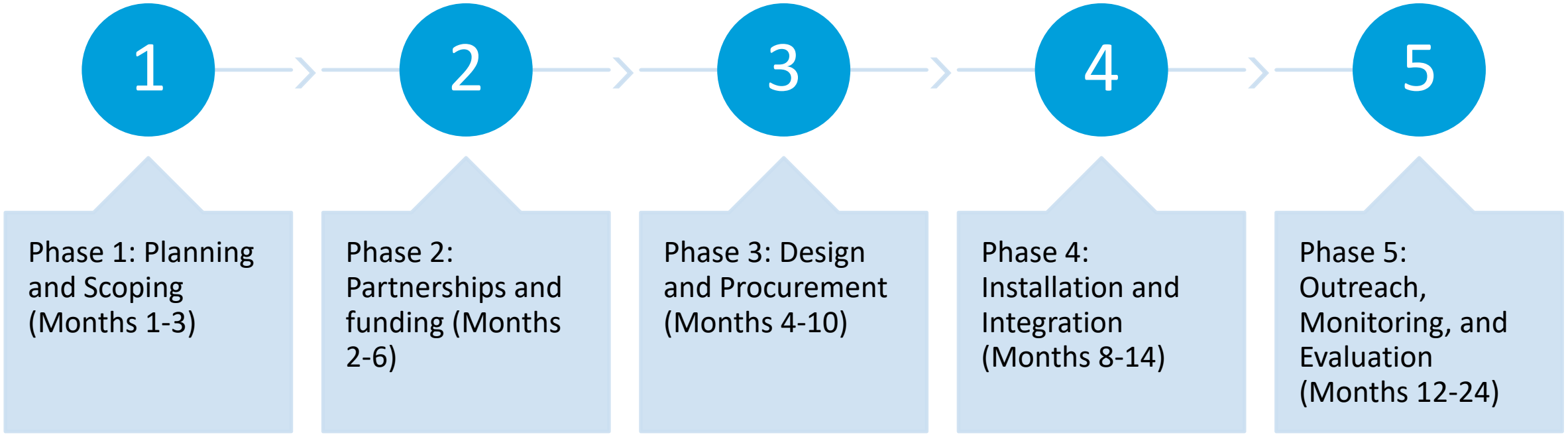
- Planning and Design Roadmap – Would include site feasibility assessments, budget estimates, and funding strategy. Creates a Equity impact framework
- Outreach & Engagement – Coordinated outreach to match the exact community to be contacted. Create surveys for usage on EVs, bikes, and other mobility needs.
    - Create with data a Community Feedback Summary Report
- Infrastructure and Technology – Installation plans and vendor contracts will be needed for all digital and physical infrastructure.
- Evaluation & Reporting – Create a public facing dashboard for maximum clarity. Create annual impact reports to help showcase project benefits.

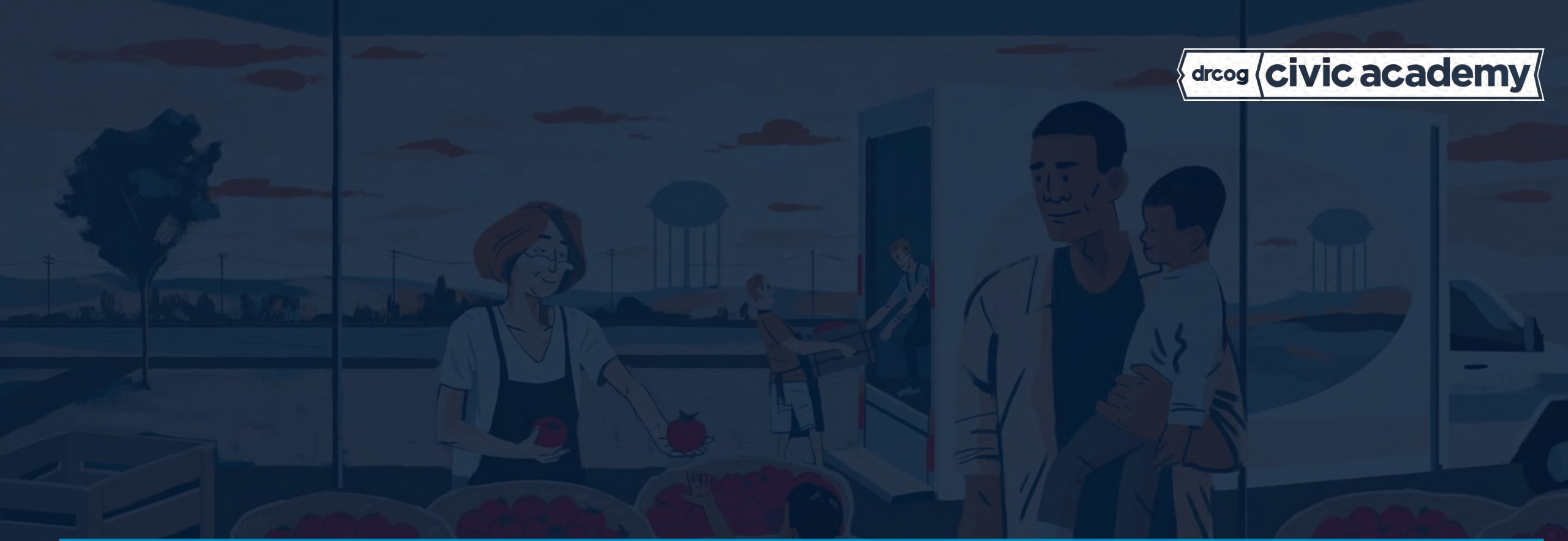


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Timeline for Implementation

Estimated Timeline for Project





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Completion Indicators / Milestones

Milestones / Completion Indicators

Infrastructure Deployment

- Level 2 Chargers and Smart Bike Lockers / Racks installed across all RTD Park-n-Rides
- Bike lanes installed connected to mobility hubs
- Mobility Wallet fully launched and utilized

Data and Evaluation

- Public facing dashboard is live and updated with usage, equity, and emissions data
- Annual impact report is published every year with notable metrics highlighting the impact
- Mode shift documented via the utilization of RTD ridership data and community-surveying
- All contracts are fulfilled and final lessons learned memo drafted





END

From Grass to Greens



Capture Carbon, Conserve Water

Regan Han
Nov 11, 2025



From Grass to Greens

Inspired by Good Neighbor Farms, this grassroots initiative reimagines traditional lawns as thriving, carbon-capturing gardens that save water, feed families in need, and bring neighbors together.







From grass to greens

The Problem

Centennial residential water use

WINTER
3,000–4,000 gallons per month



SUMMER
10,000–15,000 gallons per month



The culprit? Half of our water[1] goes to outdoor irrigation, mostly for lawns that don't feed us nor heal the soil.

[1]highcountryconservation.org/ask-eartha-garden-watering/

From grass to greens

The Vision



We're flipping the script. Instead of thirsty turf, we're planting purpose!

- Carbon-capturing gardens that reduce emissions
- Drip irrigation systems that use 60% less water
- Gardens that grow food for families and for neighbors in need

From grass to greens

The Impact

One backyard garden.
Multiple impacts.

The average Centennial backyard is 6,000–8,000 sq ft.[1]

As a lawn, it uses about 1,500 gallons of water each week.[4]

As a garden, that water use can drop by 50–75%.[2]

Just 3,500 square feet can grow enough vegetables to feed a family of four year-round — with extra to share.[3]

That's where Fresh Food Connect comes in. Together we will distribute surplus harvests to local food pantries, turning backyard abundance into food security for our neighbors.

From grass to greens

[1]todayshomeowner.com/lawn-garden/guides/average-yard-size/
[2]dripworks.com/blogdrip-irrigation-vs-traditional-watering-methods-a-comparative-study/
[3]growersreview.com/square-foot-gardening-calculator/
[4]EPA WaterSense guidelines

The Heart Of It



This isn't just about sustainability.
It's about belonging.



Gardening together ...



reduces loneliness

strengthens neighborhoods

sparks friendships

We're creating spaces that nourish both the planet and the people.

From grass to greens

Timeline

Foundation Building
(Oct-Dec)

recruit core volunteers from Arapahoe County Extension Master Gardener Program | develop curriculum and toolkits | research and confirm city/county resources (soil testing, water programs)

Community Engagement
(Jan-Mar)

host homeowner recruitment events | offer mini-workshops to inspire and educate participants

Preparation & Training
(Apr-May)

hands-on training sessions | garden installation (beds, irrigation, soil prep) | site preparation for planting

Growing & Giving
(May-Sep)

peak growing season | harvest coordination | food pantry deliveries through Fresh Food Connect | impact documentation

Reflection & Renewal
(Sep-Nov)

winter garden prep | seed-saving workshops | reflection roundtable | volunteer recruitment for expanded leadership team



Capture Carbon | Conserve Water



Every garden we plant is a small act of reimagining, of what land can do, how neighbors can connect, and what heals when we tend to both soil and community.

From grass to greens

Resilient Homes

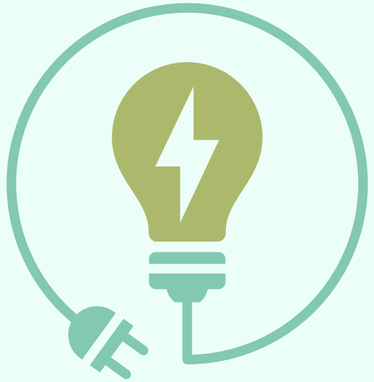
Helping Denver residents save energy, lower bills, and thrive.



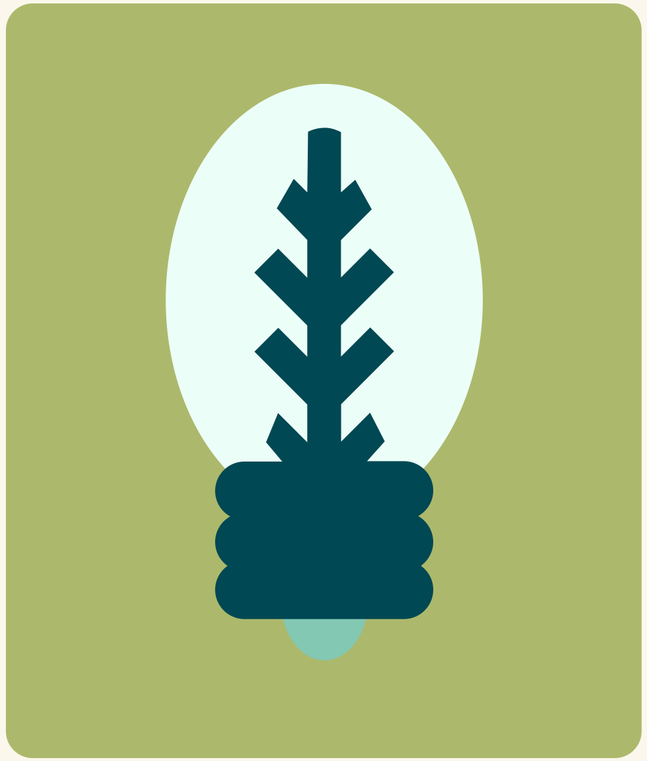




MOLLY
MARCUCILLI



The Challenge







- Denver homes contribute around 40% of citywide carbon emissions.
- Older homes tend to have higher energy use and utility bills.
- City and State offer programs and resources to help residents make the transition.
- But it’s not enough - folks still need help

Vision: Clean, Affordable Energy for All

- **Educate** residents on the benefits of energy upgrades and electrification.
- Help households **lower bills and emissions** through retrofits.
- Build neighborhood **awareness** of clean-energy options
- Strengthen **resilience** and community pride.



How will this work?

Resident-led education sessions

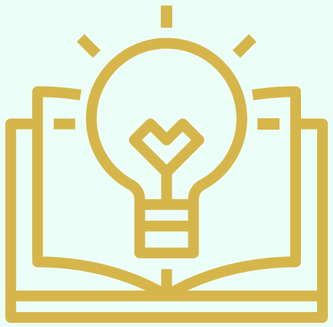
Energy 101, rebates, beneficial electrification, etc.

Neighborhood Retrofits

Connect residents to audits & rebates

Ambassador Program

Train local volunteers to help guide neighbors.



Storytelling

Share success stories, report impacts



Collaboration is KEY

- Denver CASR (grants + rebate programs)
- Xcel (energy audits)
- Energy Outreach CO (education, TA)
- GRID Alternatives (education, TA)
- Neighborhood organizations (outreach)
- and more!





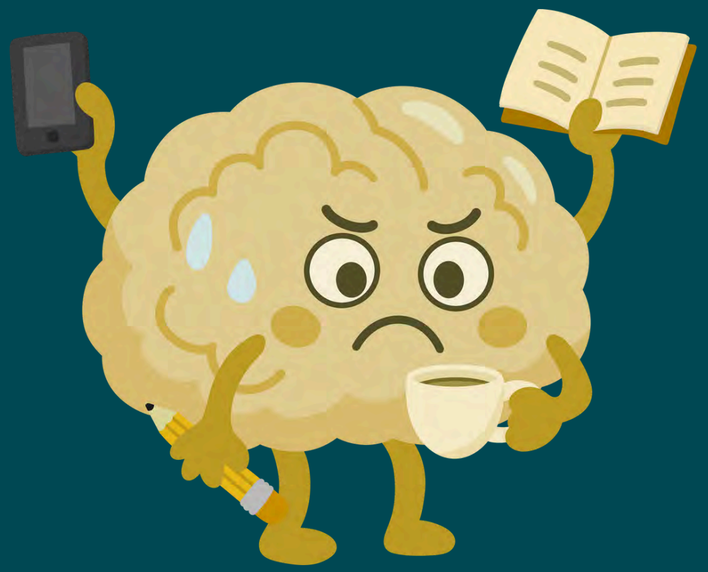




Equity-Centered

- Focus on high energy-burden zip codes
- Multilingual materials
- Highlight benefits of comfort, health, and cost savings.

Project Tasks & Timeline



PHASE	MONTHS	KEY ACTIONS
Project setup	1-2	Research Partner outreach
Education	3-6	Produce educational materials Host educational sessions
Outreach	3-6	Conduct outreach with neighbors to educate them and direct them to available resources
Retrofits/Upgrades	6-12	Households to connect to resources and perform upgrades
Project evaluation	10-12	Share results

Objectives & Success

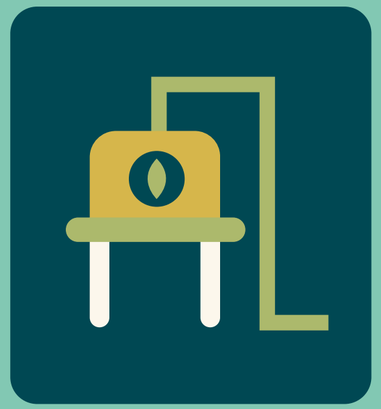
Objectives	Success measures
Create educational materials	Create a one pager with information on benefits of clean energy and energy efficiency. Create a one pager with a list of all funding and TA resources available.
Household outreach	Engage with neighbors and spark interest and excitement. Reach 25 households.
Connect homes to rebate or audit programs	Hand out one pagers to residents and offer to help connect them to resources. Connect 10 households to programs.
Train local ambassadors	Get at least one neighbor interested in helping me spread the word.
Host educational session	Organize a virtual Zoom call to educate residents. Recruit 5 attendees.

Collecting Data



of residents reached

Use an excel spreadsheet to keep track of # of residents reached. Include contact data if provided.



of residents connected to resources

For all interested residents, I will note that in my spreadsheet. I will keep in touch with them to ensure accurate info.



Money/energy saved

Ask residents to keep track of changes in energy bills. Reach out after upgrades are made to collect data. Convert that to energy use.

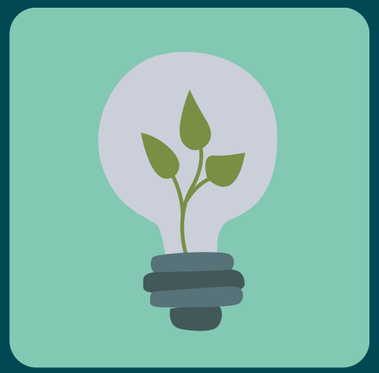


of priority households reached

Identify priority zip codes and track # of residents reached in them.

Next steps







Connect with external partners

Begin to build partnerships with CASR, EOC, Xcel, etc.

Create outreach materials

Use Canva to create educational one pagers to hand out to residents.

Create outreach plan

Develop a plan outlining which neighborhoods to prioritize.

Thank you!



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Sustainable Strategies for Climate Resilience and Economic Growth

Building a Green and Equitable Denver

Focus City: Denver | Focus State: Colorado

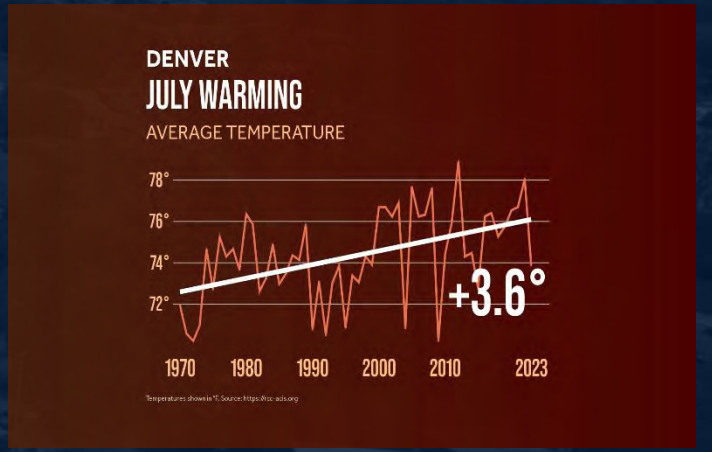
Aligns with Denver's Resilience & Sustainability Vision

Presented by: Prince Anthony Nwachukwu

November 11, 2025

drcog civic academy

- **What My Project seeks to address**:
  - ✓ Rising urban heat (*nearly 10°F hotter than surrounding areas*).
    - ✓ More hotter days - 19 more days of above average heat, annually compared to 50 years ago.
    - ✓ Projected to jump from an average of 7day to 43days annually, for days with temperature above *94.2°F*
    - ✓ Neighborhood heat disparity - The urban heat island effect can make areas like downtown nearly 9°F warmer than surrounding rural areas. A specific analysis showed that the Westwood neighborhood had a temperature increase of 10.14*°F* in the past year
  - ✓ Increased impact to due to a lack of trees and green space green spaces in low-income areas
  - ✓ Unequal exposure to climate hazards, hindering resilience and equitable economic growth



- **Consequences and Resilience**
  - ✓ **Exacerbated inequities:** *Urban heat island effect disproportionately impacts vulnerable groups*.
  - ✓ **Health impacts:** *Due to rising temperatures caused by lack of trees and poor air conditioning in heat-vulnerable neighborhoods*.
  - ✓ **Economic growth hindered:** *Due to unequal exposure to climate hazards*,.

Denver (COLORADO) is the capital and most populous city of the U.S. state of Colorado, located on the western edge of the Great Plains, just east of the Front Range of the Rocky Mountains. The city sits in the South Platte River valley and has an elevation of 5,280 feet ASL (1,609 meters), earning it the nickname "Mile High City".

Geographic Location: Situated in the South Platte River valley, west of the Rocky Mountains and east of the High Plains.



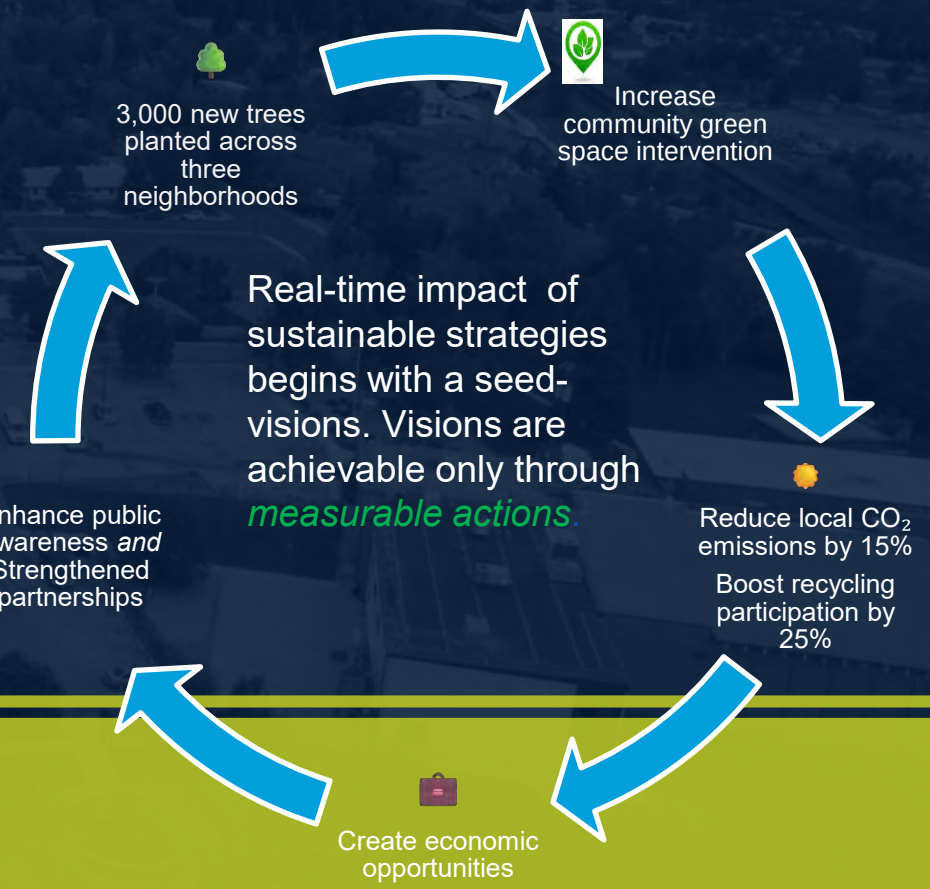
Image Credit: Shutterstock

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•How can this be strategically achieved?:

ACTION PLAN

- ✓ Drive Community Engagement – *city council leadership, neighborhood leaders*
- ✓ Raise Habits-Enabling Awareness - *create a platform for neighbors to share their sentiments and receive updates*
- ✓ Primarily focus on sustainability with community empowerment
  - •neighborhood-based projects that improve climate resilience through:
    - ❖ *urban tree planting and park revitalization **(Urban forestry)***,
    - ❖ *recycling and upcycling **(renewable energy)***,
    - ❖ *small business training in clean energy and green retrofitting **(green workforce development), etc.***



- •Supports **Denver's 80x50 Climate Goal** (80% carbon reduction by 2050).
- •Advances **Colorado's Greenhouse Gas Pollution Reduction Roadmap**.
- •Promotes **economic equity** by targeting historically underserved neighborhoods.
- •Strengthens **community resilience** against heatwaves, air pollution, and flooding.



Bike parking in Denver

November 11, 2025

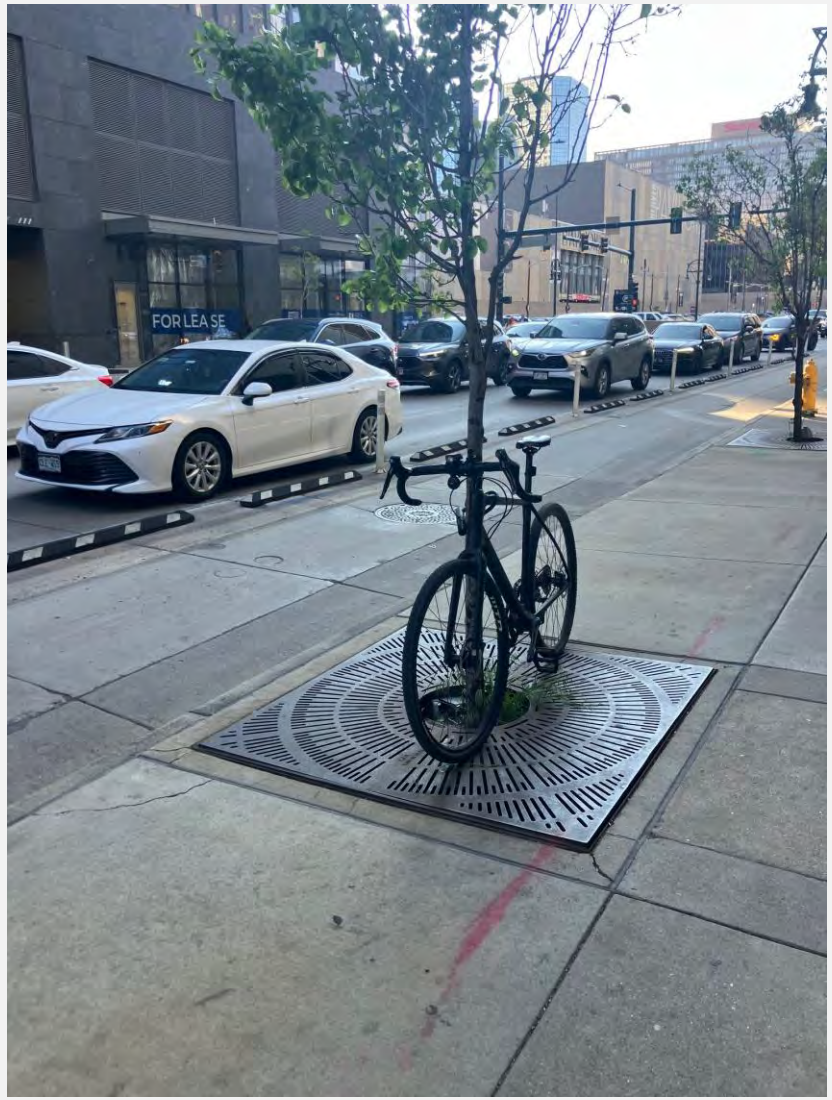
We make life better!

DENVER REGIONAL COUNCIL OF GOVERNMENTS

Bike parking is an essential component of bike infrastructure

- Adequate bicycle parking is good for business, increases ridership, offers an alternative to driving, and decreases the demand for automobile parking.

- The League of American Bicyclists has conducted polls that show high-quality bike parking helps more people ride more often, and that the lack of secure bike parking and concerns about bike theft are a barrier for many potential bicyclists.



We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Requesting bike racks through DOTI

- Denver's Department of Transportation and Infrastructure (DOTI) accepts bicycle parking applications from property owners and businesses.

- Individuals can also provide recommended locations for future bike racks.



BICYCLE PARKING APPLICATION

Denver Bicycle Parking Program

Bicycle parking is an important element to Denver's transportation system. Providing parking for bicycles near employment, retail, and other destinations ensures equitable options for this non-motorized mode of transportation. Adequate bicycle parking is good for business, increases ridership, offers an alternative to driving, and decreases the demand for automobile parking.

Contact Information

Property Owner Information
Name: _____
Email: _____

Applicant Information (best contact)
Business & Name: _____
Phone: _____
Email: _____

Bike Rack Location
Address: _____

How do I apply for bicycle parking?

There are two ways to get bicycle parking in the public right-of-way. In both cases, this application is the first step. Denver Department of Transportation & Infrastructure (DOTI) will approve applicants to install bicycle parking or award and install bicycle parking to applicants that apply for City-funded bicycle parking. City-funded bicycle parking applications are welcomed and accepted anytime.

STEP 1 COMPLETE THIS APPLICATION
Attach a site plan and photograph of the proposed location and sign page 2.

STEP 2 SUBMIT APPLICATION
Email completed application and site plan to BikeParking@denvergov.org.

STEP 3 DOTI REVIEW
Bike Parking Staff will respond to verify receipt and timeline.

Bike Parking in the Right of Way - City and County of Denver

We make life better!
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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Spread the word at local businesses!

- Do you bike to a business and wish there was a bike rack out font?
- Tell the business that they can request a FREE bike rack through DOTI.
- Be persistent!



Community-based Biophilic Urban Collaborative



Creating a central resource for a connected, sustainable, and resiliant Denver

Nik Reasor

November 11, 2025

drcog civic academy

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days)



Training conducted by DUG

What Problem Exists?

LOCALIZED AND APPROACHABLE KNOWLEDGE

- It can be extremely difficult to find applicable information about your local environmental conditions or how to get involved in community improvement projects.

CENTRAL LOCATION FOR COMMUNITIES AND INDIVIDUALS

- Many individuals feel disconnected from their surroundings and are unsure where to go for resources, community events, and the like.

Why Biophilic Urbanism?

- Central ideas reflect “biophilia”, or a love of life. Often refers to incorporating elements of nature into everyday life
  - Impacts physical, psychological, and emotional wellbeing!
  - Can range from land use policies, new developments, or even simple plantings.
- Great avenue to implement continuous and immediate change.
- Can include many different avenues and has something for anyone to become involved with.







Community Focused

NEIGHBORHOOD IMPLEMENTATION

- The central focus is creating neighborhood based organziations to serve as educational settings for individuals and help direct projects.

APPROACHABLILITY AND APPLICABILITY

- Expanding upon the systems of community leaders created by Rising Leadership Collaborative (RLC)
- Create identifiable members of the local community that can help inform specific community needs, conditions, and realities.
- Can help create a more cohesive, healthy, and reflective environment.



Outcomes

The creation of a unified network of knowledgeable individuals and a central location for information allows for...



Local community leaders can advocate better for specific environmental needs.

A localized community knowledge base can be compiled and shared. Serving both group and community needs.

Local events, organizations, efforts, developments, and more can easily be shared and accessed

Community members can grow more connected to their local environment and Denver in general!

Project Schedule & Timeline

Winter 2025

Initial Steps

Create a database of existing conditions, neighborhoods, organizations, and events that exist. Implement interactive map including topics such as local plant and animal species, gardens, public open spaces, attractions, etc.

Spring 2026

Development

Contact and establish groups of individuals that can serve as local community leaders. Connect these leaders to local organizations and establish meetings. Use the RLC as a basis.

Summer 2026

Implementation

Begin rollout of community events, knowledge base, and the like. Continuously update interactive map. Conduct seasonal check-ins.

Thank you!





Passport to Lone Tree

Encouraging Park Usage and Exploration Through Technology



What are we trying to accomplish?

- Encourage usage of Lone Tree parks and open spaces
- Promote use of recreational facilities
- Highlight great parts of the community
- Include a diverse group of citizens



Parks and open spaces highlight some of the best features of Lone Tree and our surrounding community!



From Regional partnerships with South Suburban Parks & Recreation to neighborhood "pocket parks" we have more opportunities for recreation than we realize.

How can we highlight and encourage use of our parks, open spaces and recreation opportunities all while incorporating and developing a diverse group of participants?







By incorporating new technology we can connect with new participants, monitor usage, and continually add new features! All with minimal effort!


Welcome to Adventure
Exploring Beautiful Lone Tree, Colorado



LT John Rodden
&
Cowgirl Merritt Grace

- **Builds on a story involving the adventures of Lieutenant John Rodden and his companion Cowgirl Merritt Grace (*of Choctaw and Crow Nations decent and speaks Potawtomi*)**
- **Follows in their adventures by visiting sites and collecting stamps**
- **Scan QR Codes at various locations which highlight attributes whilst guiding you to the next location**
- **Showcases great parts of the community**
- **Scalable, as such we can build and adapt as needed**
- **Storyline is easily extended**
- **Encourages users to become active**
- **Able to complete in a weekend or season**

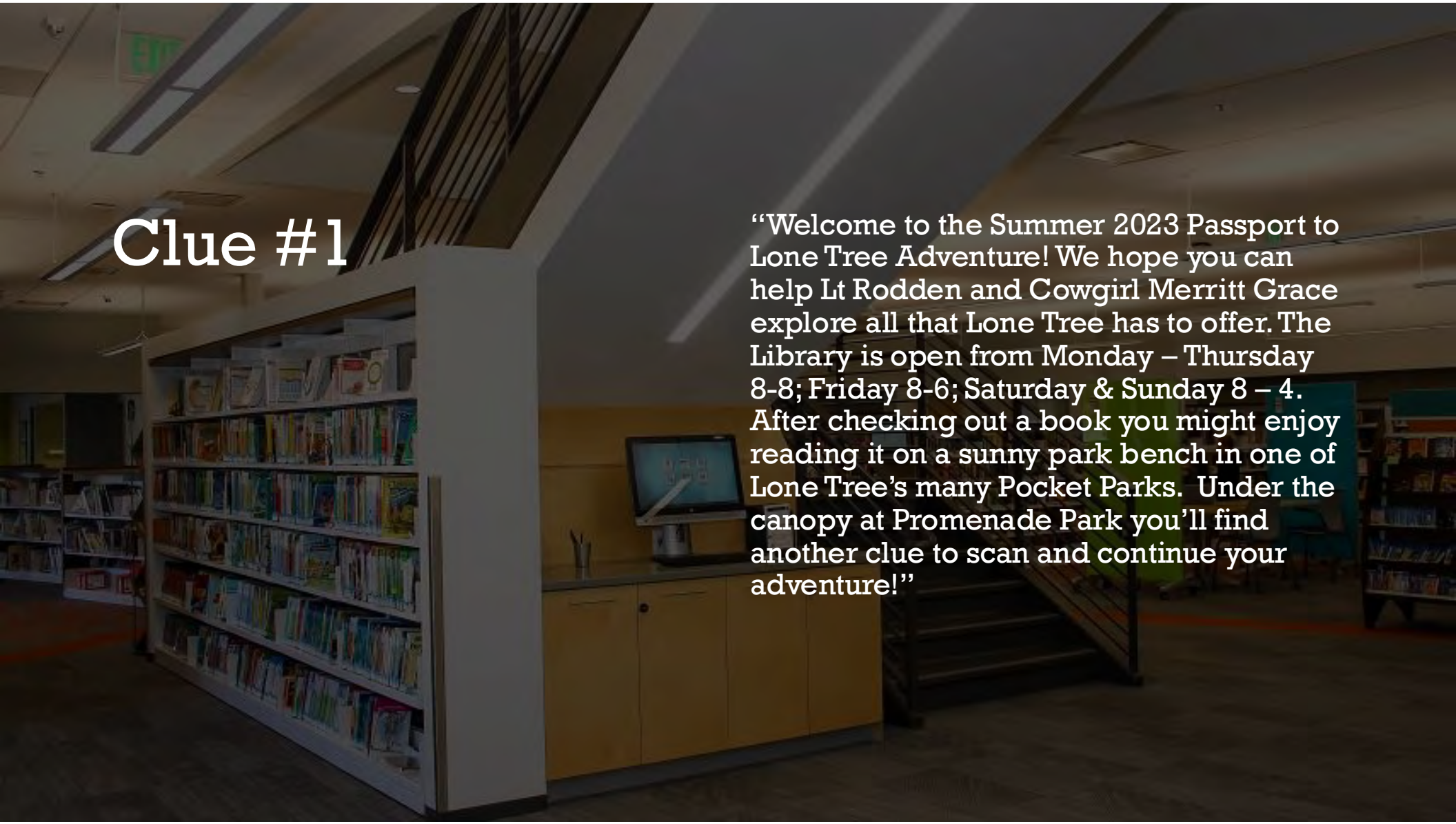
Lacking Barriers to Entry

- **Easy to maintain, and maintenance is negligible**
- **Minimal cost to implement**
- **Use QR Codes that send participants to a "City Landing Page"**
- **Secure, city controls the landing pages**
- **Participants register to participate so we can collect contact information for future campaigns**
- **Participation is measurable**
- **Self Directed and participants can play at their own pace**
- **No cost to participate**
- **Limit the time scope of the game to evaluate and encourage participation**

Set for Adventure!

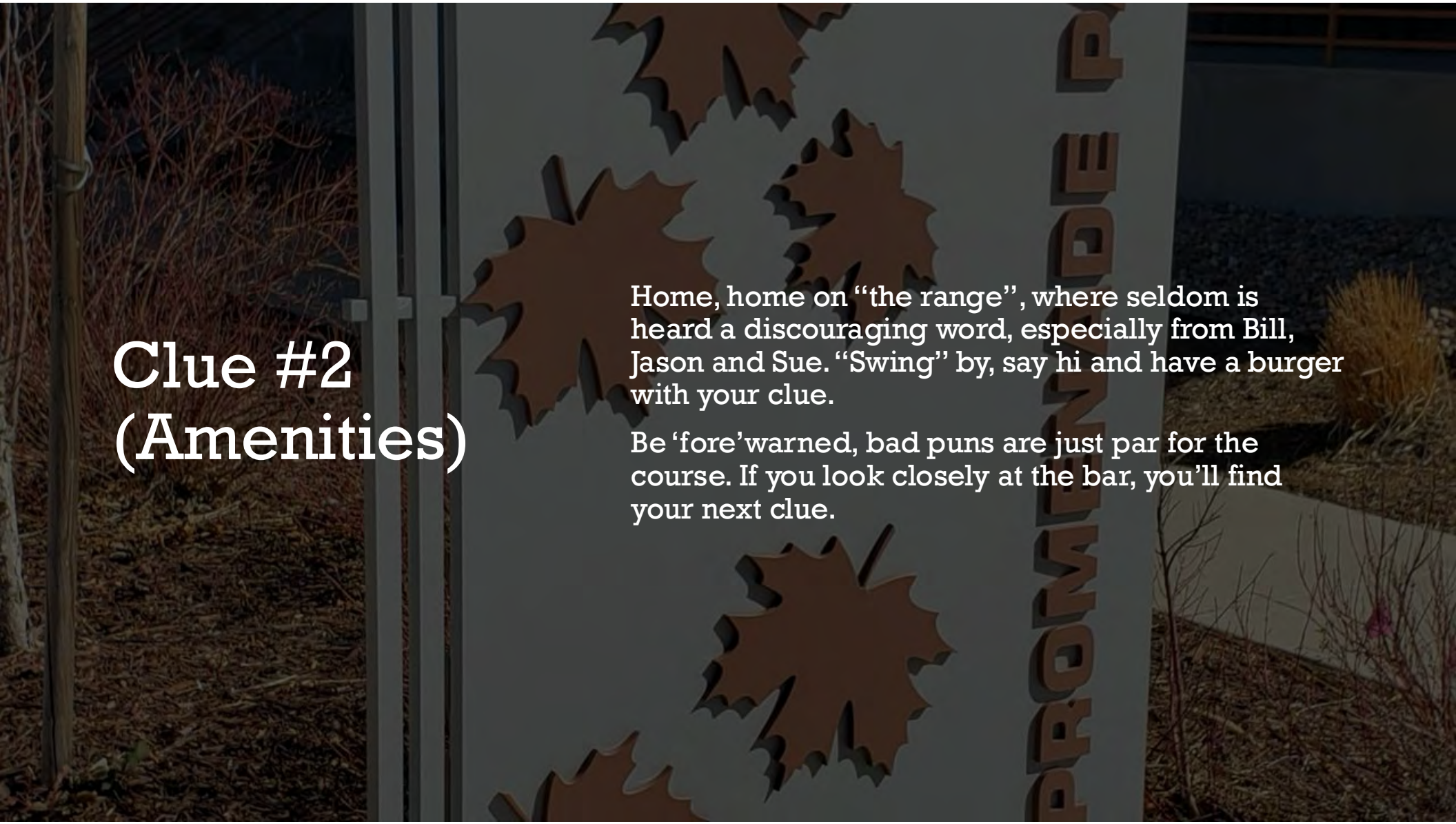
Adventurer Lieutenant John Rodden has ridden west from Fort Smith, Arkansas meeting Cowgirl Merritt Grace in Choctaw, Oklahoma to explore the great area of Lone Tree, Colorado. They hear there are majestic sites, secrets and adventures throughout the area. They look forward to meeting leaders, protectors, observing wildlife and discovering all that the community of Lone Tree has to offer. LT Rodden and Merritt Grace begin their exploration at the Lone Tree Library where they can find books on Colorado History and their first clue!





Clue #1

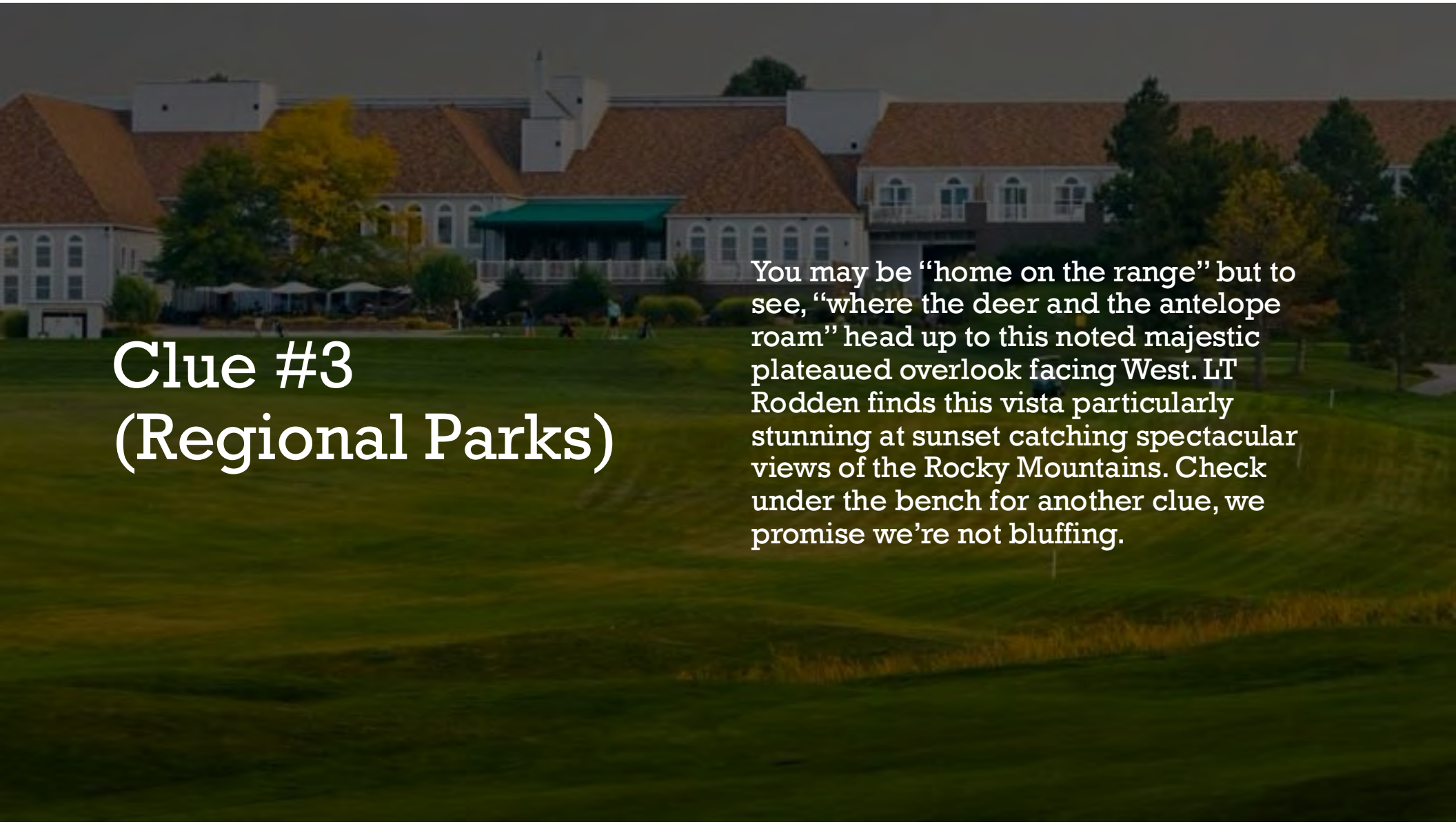
"Welcome to the Summer 2023 Passport to Lone Tree Adventure! We hope you can help Lt Rodden and Cowgirl Merritt Grace explore all that Lone Tree has to offer. The Library is open from Monday – Thursday 8-8; Friday 8-6; Saturday & Sunday 8 – 4. After checking out a book you might enjoy reading it on a sunny park bench in one of Lone Tree's many Pocket Parks. Under the canopy at Promenade Park you'll find another clue to scan and continue your adventure!"



Clue #2 (Amenities)

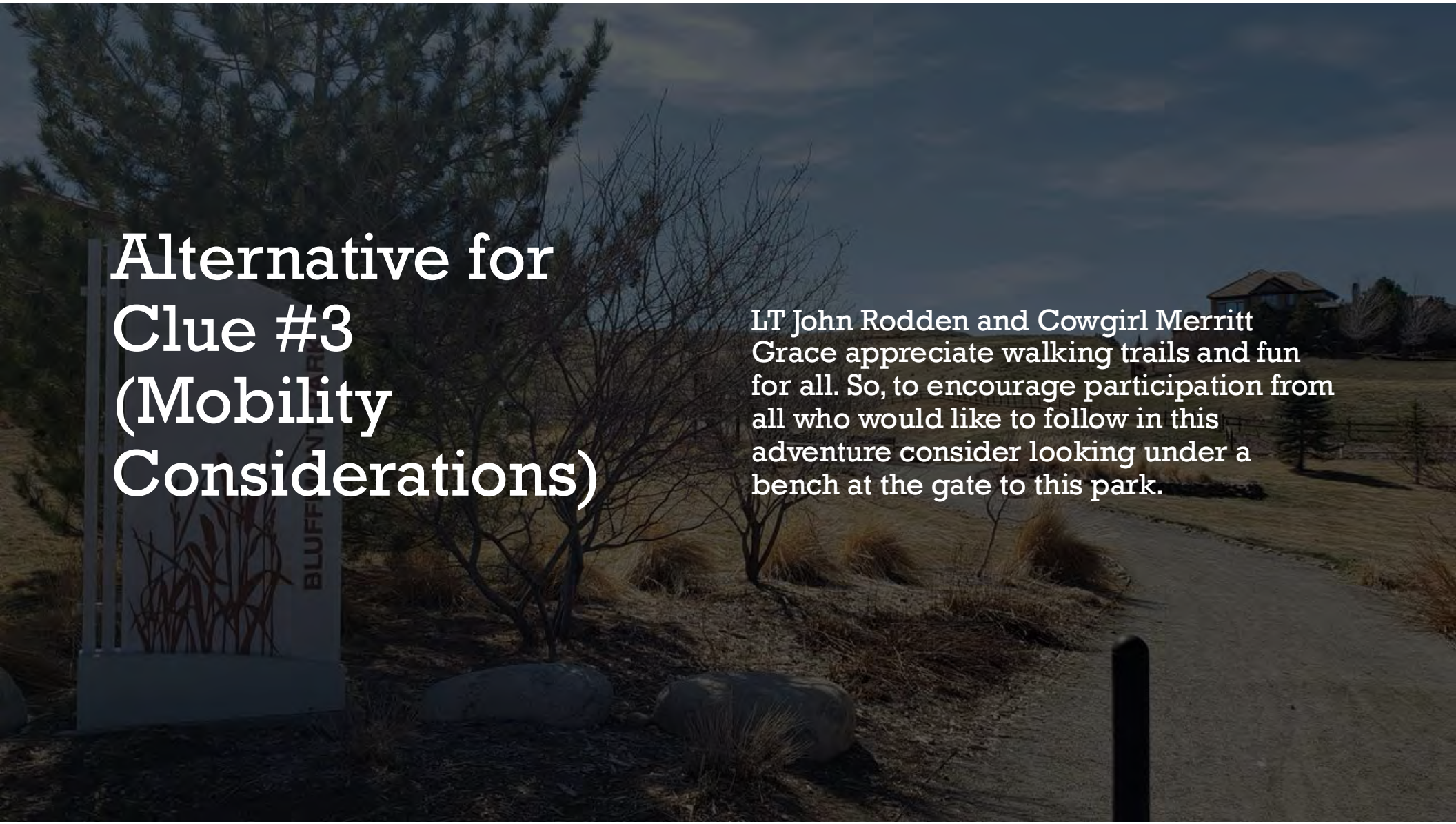
Home, home on “the range”, where seldom is heard a discouraging word, especially from Bill, Jason and Sue. “Swing” by, say hi and have a burger with your clue.

Be ‘fore’warned, bad puns are just par for the course. If you look closely at the bar, you’ll find your next clue.



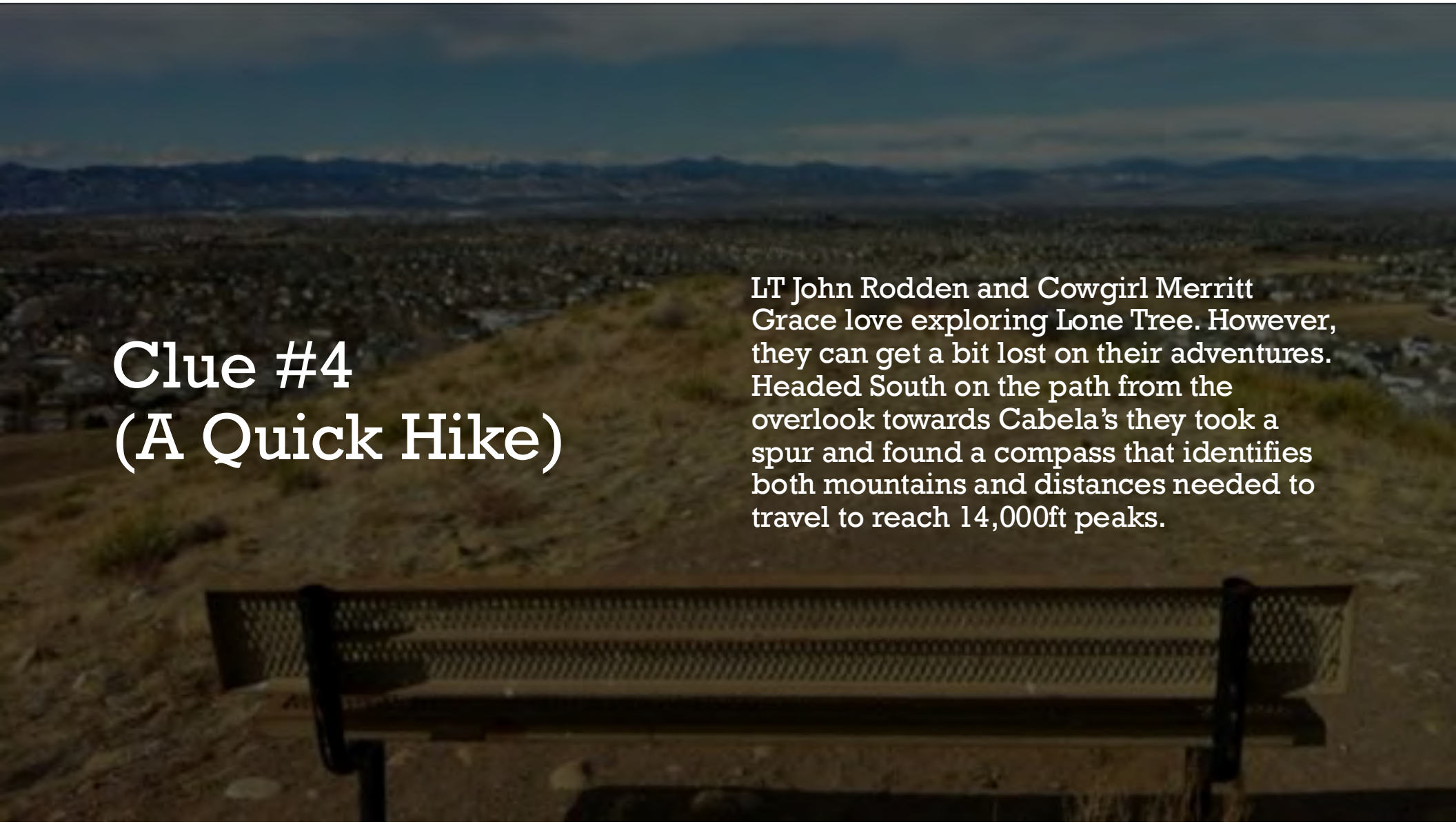
Clue #3 (Regional Parks)

You may be "home on the range" but to see, "where the deer and the antelope roam" head up to this noted majestic plateaued overlook facing West. LT Rodden finds this vista particularly stunning at sunset catching spectacular views of the Rocky Mountains. Check under the bench for another clue, we promise we're not bluffing.



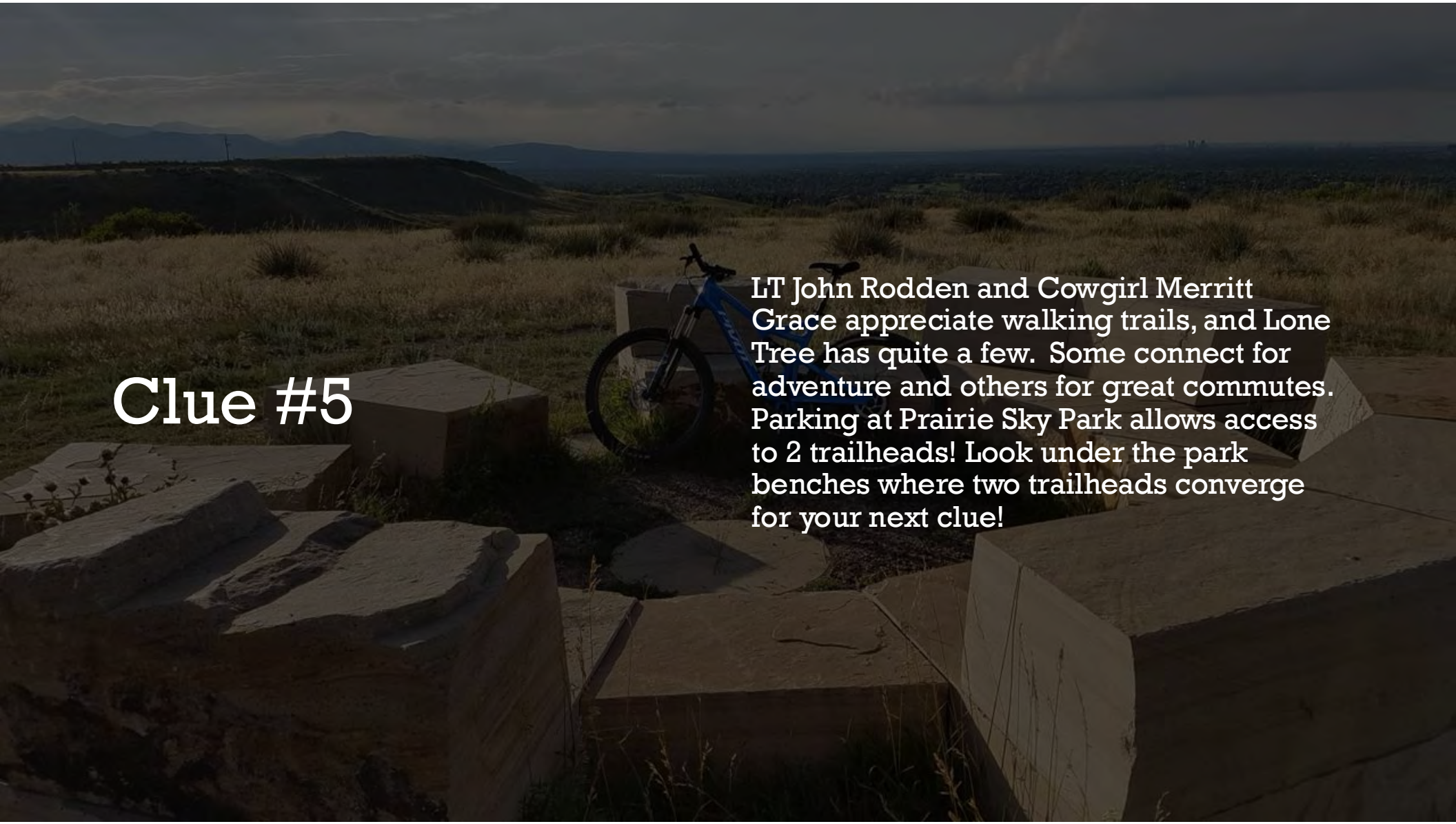
Alternative for Clue #3 (Mobility Considerations)

LT John Rodden and Cowgirl Merritt Grace appreciate walking trails and fun for all. So, to encourage participation from all who would like to follow in this adventure consider looking under a bench at the gate to this park.



Clue #4
(A Quick Hike)

LT John Rodden and Cowgirl Merritt Grace love exploring Lone Tree. However, they can get a bit lost on their adventures. Headed South on the path from the overlook towards Cabela's they took a spur and found a compass that identifies both mountains and distances needed to travel to reach 14,000ft peaks.



Clue #5

LT John Rodden and Cowgirl Merritt Grace appreciate walking trails, and Lone Tree has quite a few. Some connect for adventure and others for great commutes. Parking at Prairie Sky Park allows access to 2 trailheads! Look under the park benches where two trailheads converge for your next clue!



Clue #6 (Highlights Events)

LT John Rodden always smiles starting at this southernmost trailhead reminding Cowgirl Merritt Grace, "Everything is within walking distance, if you have the time."

Head North in the path of LT Rodden and Cowgirl Merritt Grace along the Willow Creek Trail.

Here, Cowgirl Merritt Grace enjoys the "beautiful" views as she practices her Italian. LT Rodden is excited about "Yoga in the Park" on 5/28; 6/25; 7/30 and 8/27 from 6:30 pm – 7:30 pm. Parks like these are part of what makes Lone Tree special!

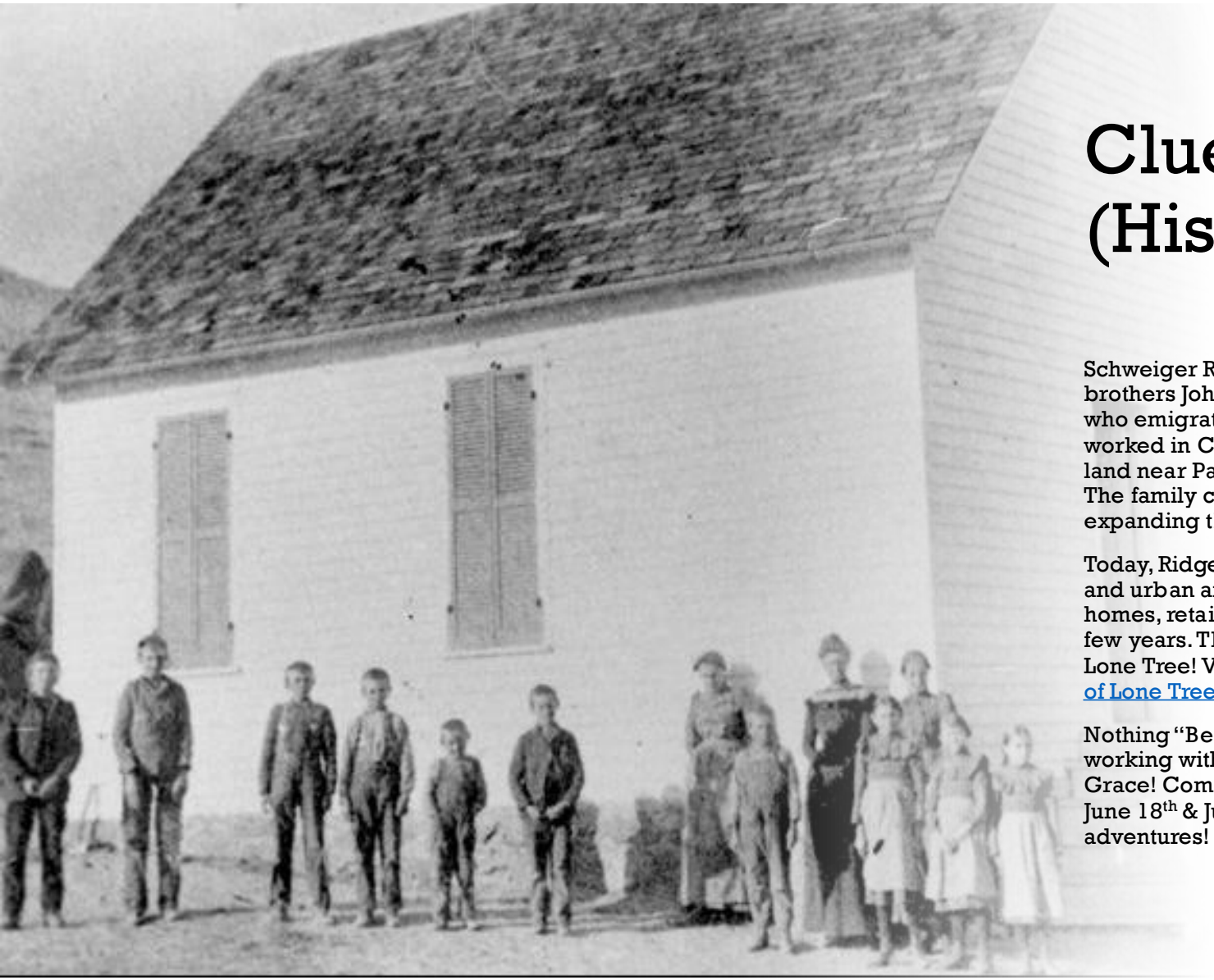
Check behind the sign on the North end of this "beautiful" park for your next clue!



Clue #15 (Highlights Events and Forwards to History)

Being a barrel racer, Cowgirl Merritt Grace couldn't pass up an opportunity to see this historical site founded in 1874. She surely is looking forward to learning more about the most famous American Woman of the West, Annie Oakley on June 21st from 6:30 pm – 7:30 pm.

LT Rodden is looking forward to Nature Walks, June 14th and July 16th from 8:30 am to 10 am. Merritt Grace says you won't need boots and spurs, but a hat to keep the shade will surely help.



Clue #16 (History)

Schweiger Ranch was founded in 1874 by brothers John, Joseph, and Jacob Schweiger, who emigrated from Austria. They initially worked in Colorado's mines before purchasing land near Parker and Castle Rock, Colorado. The family cultivated crops and raised livestock, expanding their ranch to nearly 4,000 acres.

Today, RidgeGate seamlessly integrates natural and urban amenities. A Regional Park, modern homes, retail and more are expected in the next few years. This is certainly a "High Note" for Lone Tree! Visit High Note Regional Park - City of Lone Tree for more information!

Nothing "Beats" Lone Tree! Great job on working with LT Rodden and Cowgirl Merritt Grace! Come out for these summer concerts, June 18th & July16th from 6pm -8pm for more adventures!



Clue #24 (Commercial Partnerships)

Bentley enjoys dog friendly patios. This big supporter of Lone Tree endeavors is one of his favorite, especially during the annual Halloween Pet Costume Contest! LT Rodden always loves LTBC! Thank you for your support!



Clue #26 (Interacting and appreciating First Responders)

While out on their adventures, LT John Rodden and Cowgirl Merritt Grace know they are safe and protected by all sorts of heroes. Often when to say thank you for their hard work the two will stop by this Lone Tree Fire Station with fresh treats or a card for these first responders!



Clue #27

While discovering these wonderful pocket parks, LT Rodden and Cowgirl Merritt Grace see Bentley the dog. He tells them the where to find the signature “Lone Tree” planted Arbor Day 1997!

Con-Clue-sion

Bentley surely knows quite a bit about Lone Tree, especially from his walks throughout the city! Cowgirl Merritt Grace and LT Rodden are assuredly enjoying their journey. They get to ride their horses in the bluff out into the open space, walk along paths with pocket parks and bike well beyond Lone Tree on improved trails! Lone Tree is truly an exceptional city in a special part of Colorado! Thank you for making it even better!





Walking Better in the ‘burbs

Proposal for Centennial (E Arapahoe Rd & S Uinta St)

Presented by:

Laurie Shumake

Nov 10, 2025

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).

A Dangerous Divide

Pedestrian killed in Lakewood crash

Story by Amanda Kesting • 3d • 1 min read Summarize



Pedestrian killed in Lakewood crash

One person was killed in an auto versus pedestrian crash in Lakewood Friday morning.

Local News

Denver pedestrian deaths up 50% from last year as transportation officials seek safety solutions

By Gabriela Vidal

Updated on: October 3, 2025 / 1:54 PM MDT / CBS Colorado

COLORADO
Department of Transportation

News

Home | News | 2025 | September | Pedestrian deaths up 88% statewide since 2015

Pedestrian deaths up 88% statewide since 2015

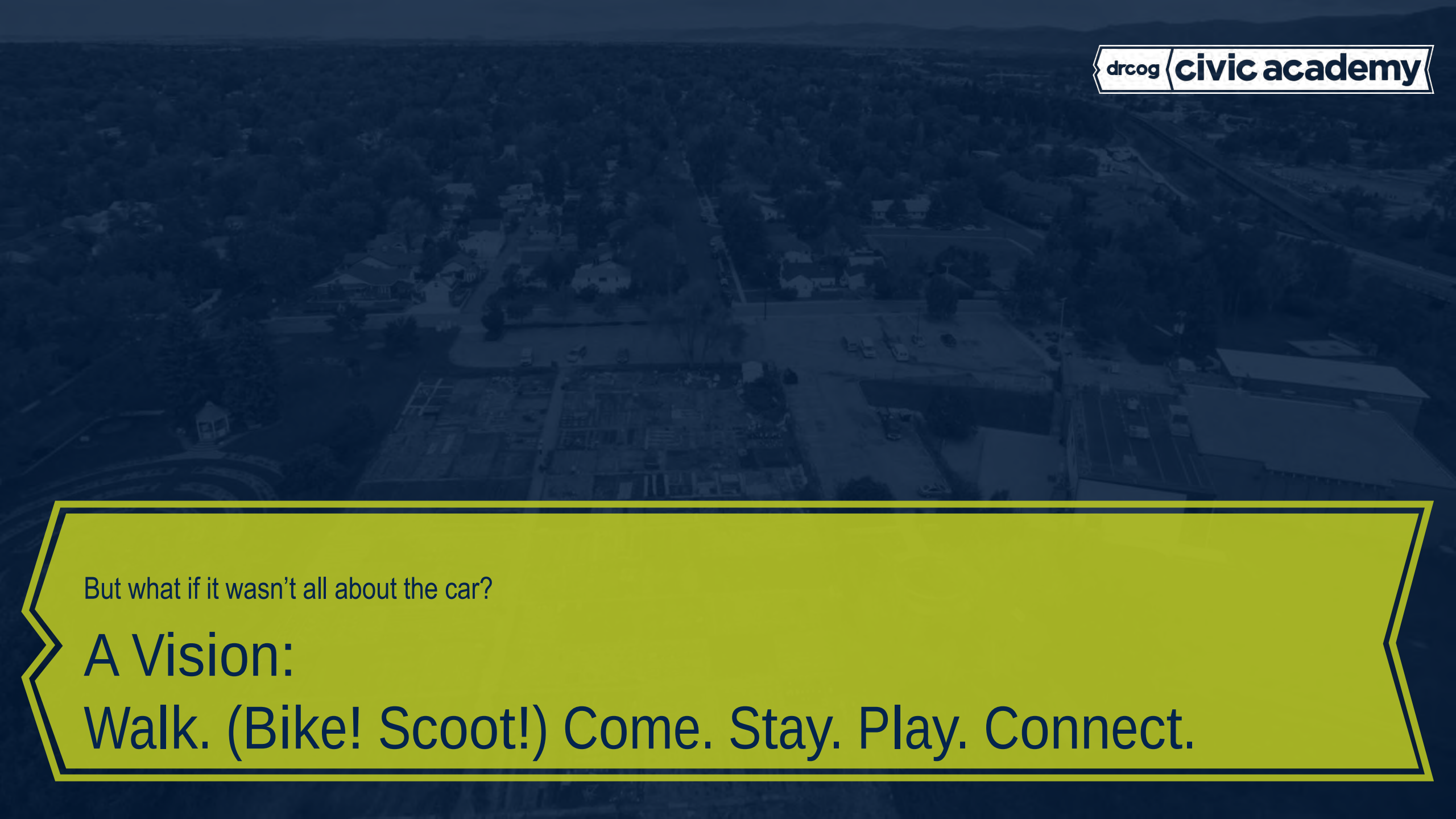
News Release

Sept. 25, 2025 - Colorado - CDOT and Bicycle Colorado launched an awareness campaign in Colorado Springs ahead of Pedestrian Safety Month

Quebec to I-25 along Arapahoe Road: ~72,000+ cars/day



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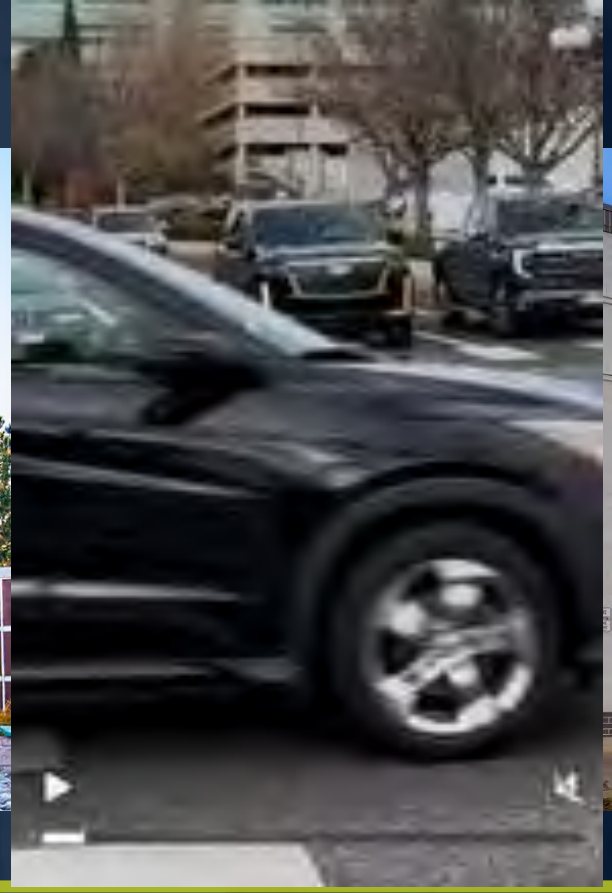
But what if it wasn't all about the car?

A Vision:

Walk. (Bike! Scoot!) Come. Stay. Play. Connect.

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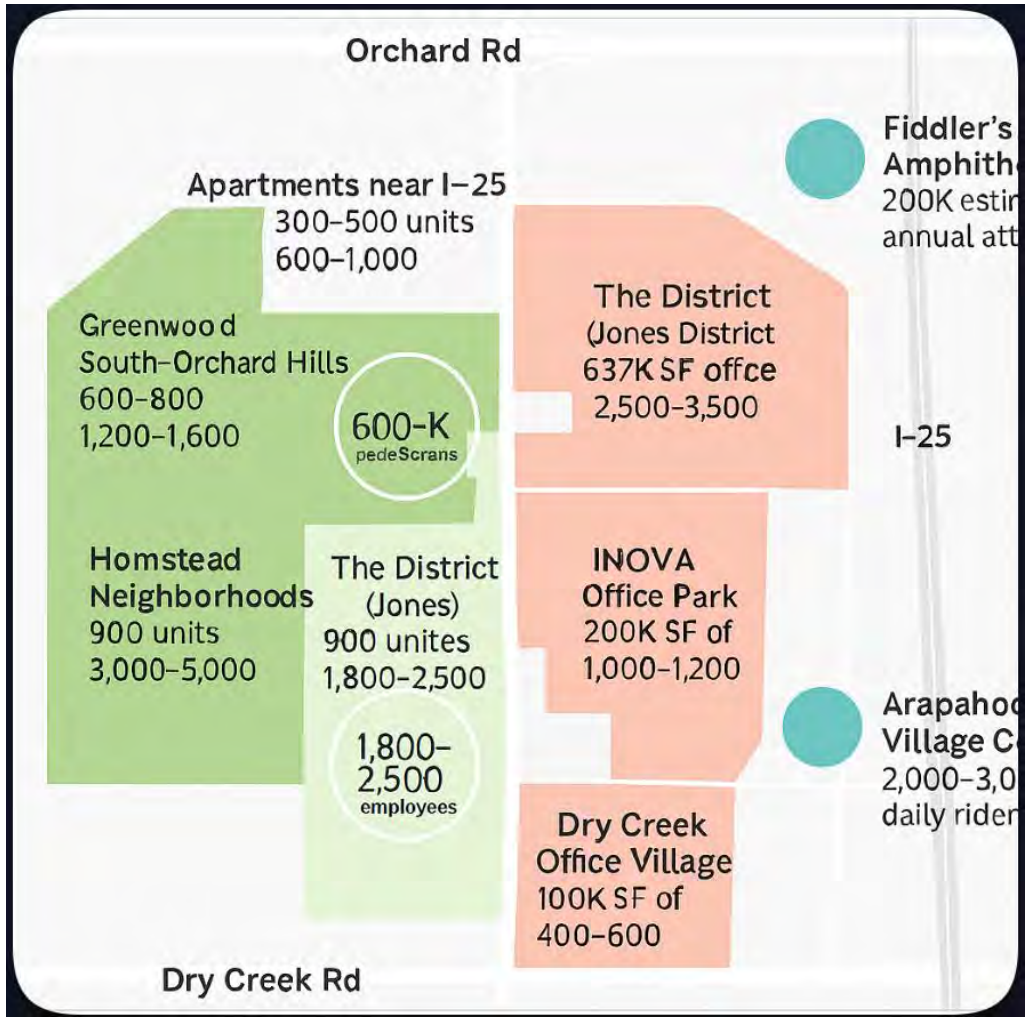


Cars over connection

CAR-Tennial?

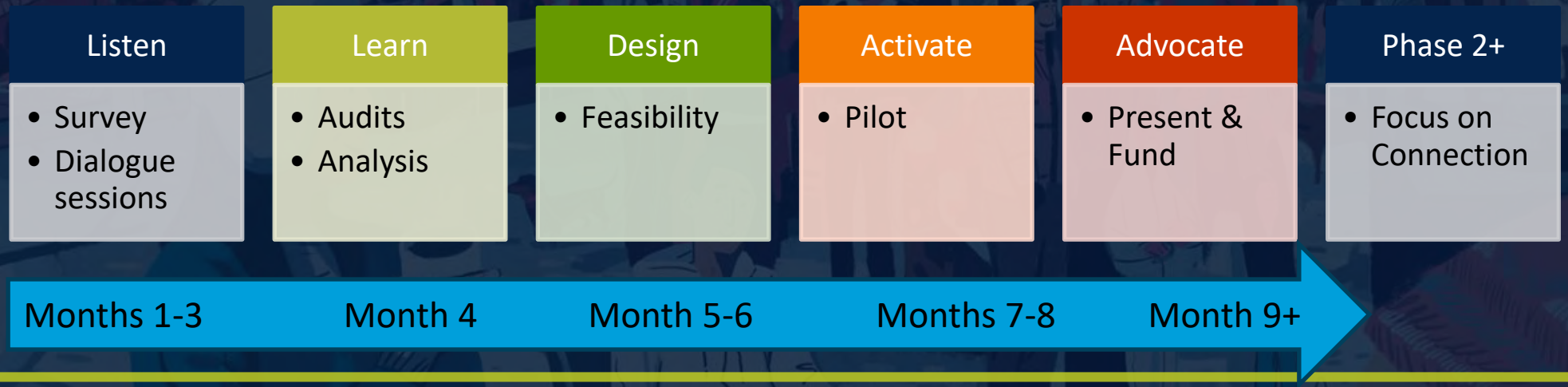
What if even some of these folks walked?!

- **Residential zones – 4,200 units, ~10,000 residents**
- **Office zones – 5,000 employees**
- **Event venue - ~200,000 annual attendees**
- **Transit hub – 2-3,000 daily riders**

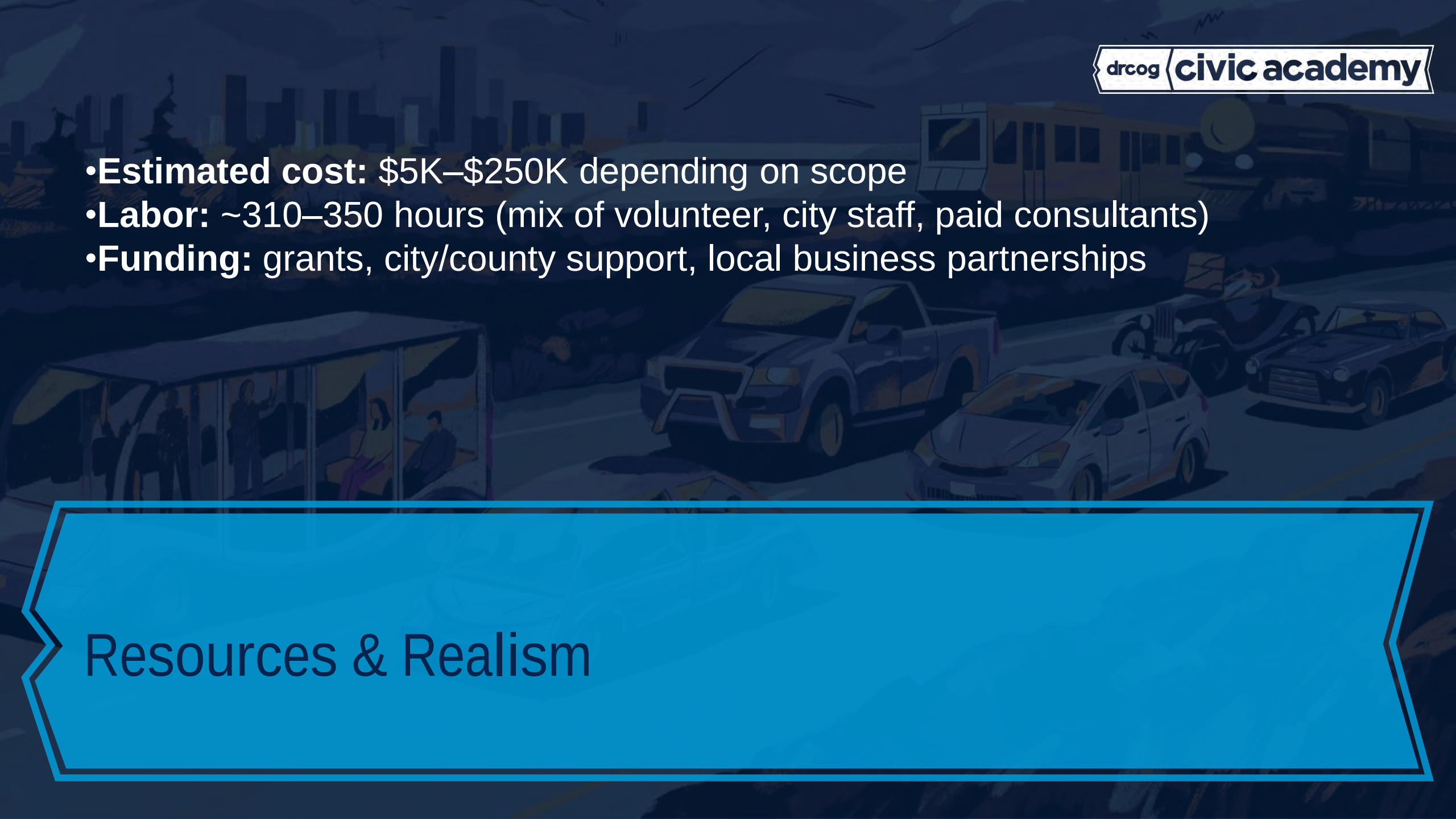


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The plan – vision to action



- **Estimated cost:** $5K–$250K depending on scope
- **Labor:** ~310–350 hours (mix of volunteer, city staff, paid consultants)
- **Funding:** grants, city/county support, local business partnerships

Resources & Realism

Success Measures – how will we know if it is working?



200 SURVEY RESPONSES



3 DESIGN SOLUTIONS MODELED



100 PILOT INTERACTIONS



1 CITY COUNCIL PRESENTATION



1 FUNDING SOURCE

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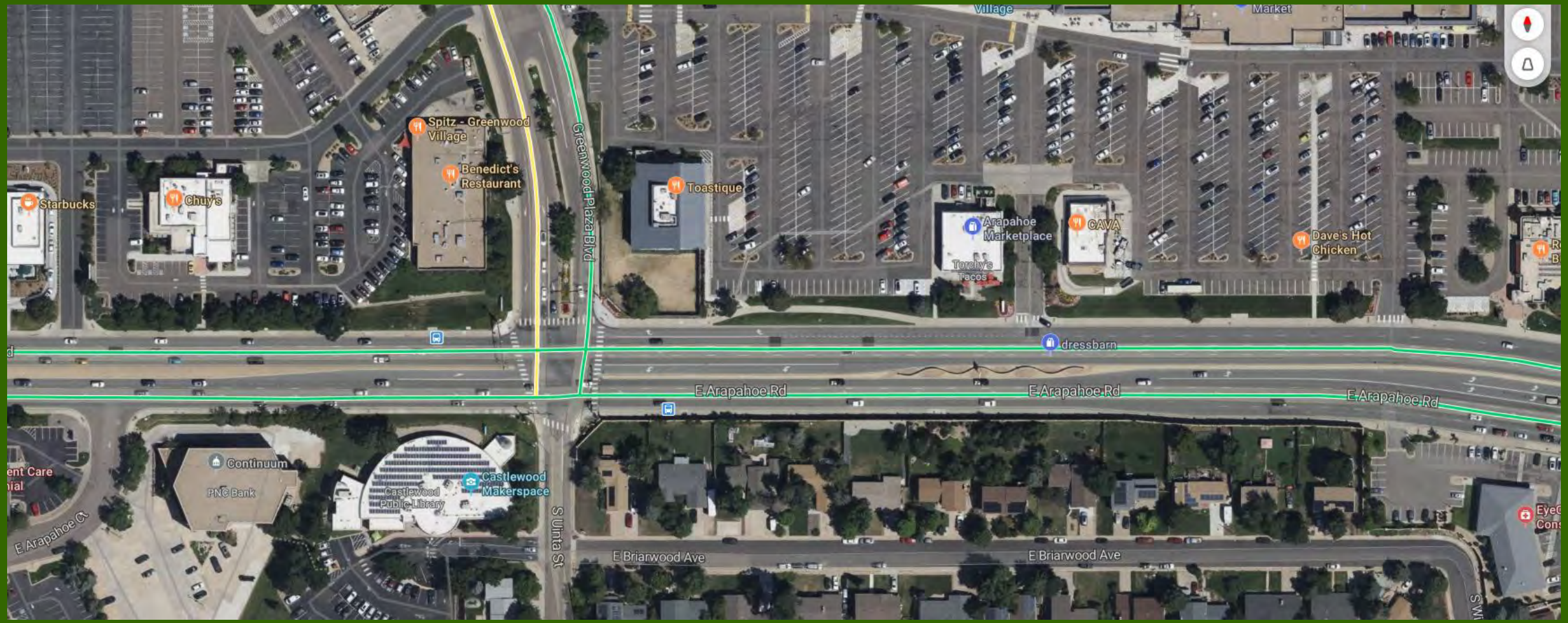
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If we want a hometown that feels connected, we must design it that way. Because when we prioritize people over cars, we don't just change the street—we change the story.

From Car-Tennial to Connected-Tennial ---- For CENTENNIAL!

Crossing to better, together

Appendix – Current state (Car-Tennial)



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Appendix – Ann Arbor MI



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AFFORDABLE HOUSING IN LAKEWOOD

DRCOG Civic Academy
November 2025
Megan Wakefield

BACKGROUND

Housing crisis

- <3k publicly supported housing units
- Single-Family Homes ~58% of existing inventory
- ~2/3 of new permits are Multifamily in the last 20 yrs
- Lakewood is aging
- ~3/4 existing HH estimated to contain 1-2 people

Prop 123

- Lakewood is behind!

Metric	**Measurement**
Median HH income	~$85,000
Median SFH Price	$650,000 (2022)
Median Rent	Increased 5-6% (since 2017)

WHAT TO DO

Gather information

Organize information

Create guide docs

QC guide docs

Post guide docs

METRICS

Measure:

- Hits on the applicant guide document online
- Number of consultations for affordable housing projects
- Number of preplans for affordable housing projects
- Number of formal applications for affordable housing projects
- Number of Certificates of Occupancy (COs) issued
- Number of proposed and finished affordable units
- AMI of proposed and finished affordable units

Success?

- An increase!

THANKS!

Megan Wakefield

mwakefield@lakewood.org

Reframing CDOT's Pedestrian and Cyclist Safety Messaging

Amber Yandow - Individual Action Plan for DRCOG Civics Academy

We have a problem in our society - our streets are designed and governed by a mindset that prioritizes cars over people.



CDOT's safety messaging **VS** NJDOT safety messaging

Resources & Safety Tips

Crossing Safely

Most of us cross streets every day. We are all pedestrians at one time or another, and we take for granted that we can cross without incident because, most of the time, we do. But sometimes we aren't so fortunate.

Nationally, each year about 5,000 pedestrians die and 70,000 are injured in traffic crashes. Young children and the elderly are more likely to be killed or injured in a pedestrian crash than any other group. These senseless tragedies don't have to happen. Review this advice for safe street crossing to avoid potential injuries -- and even death.



Always follow these steps when crossing a street:

- Before crossing, stop at the curb, edge of the road or corner before proceeding
- Look left-right-left and over your shoulder for turning vehicles. If it's clear, begin crossing
- Continue to check for traffic while crossing
- Stay off your phone while crossing

Pavement Markings Are Your Road Map to Safely Crossing

While they won't protect pedestrians from oncoming traffic, crosswalks do serve to guide pedestrians across the street. Motorists are reminded to look for and to yield to pedestrians in the road when they see the bright, white lines of a crosswalk.

Traffic Signal Messages & Meanings

Pedestrian Tips

- At intersections with traffic lights and pedestrian signals, it's important to follow the signals carefully. Locate and press the crosswalk button, wait until you see the WALK signal and follow the rules for crossing. Always stow your cellphone when crossing the street and keep your head up.
- A flashing DON'T WALK signal indicates you shouldn't start to cross the street. However, if you are in the middle of the street and the DON'T WALK signal starts flashing, continue walking; you have time to complete the crossing.
- If you see a steady DON'T WALK signal, don't begin to cross the street! Wait for the next WALK signal. The WALK signal and the green traffic light indicate that it's your turn to cross the street, but they do not mean it is safe to cross. The WALK signal and the green light mean: Look both ways, and then if it's safe, go. Make eye contact with drivers to ensure they see you as you cross.
- At night, wear light colors and walk where the streetlights will illuminate you.

Driver Tips

- Be sure to stop before the crosswalk, never in it
- When the light turns green, go slow, check your surroundings and proceed with caution
- Try making eye contact with pedestrians to ensure it's safe to continue through the intersection
- Always use your turn signal to let others know you're turning
- At night, reduce your speed and make sure your headlights are on
- Stay off your phone, always yield to pedestrians and slow down, especially in urban areas
- Always use your turn signal to let others know you're turning

Department of Transportation

Responsibilities

Drivers and pedestrians are responsible for each other's safety.



On March 1st, 2022, the **Safe Passing Law** went into effect, which states that drivers are required to approach and pass vulnerable users, including pedestrians, with "due caution." "Due caution" means both slowing down and giving the other user plenty of space when passing.

Drivers must:

- Follow all current no passing and no speeding laws and move over a lane if there is one to move into.
- On a single-lane road, drivers must allow at least a 4-foot safety zone when they pass.
- If 4 feet is not possible on a section of road, drivers must slow to 25 mph and be prepared to stop until they can pass safely without endangering those sharing the road.

Violating these guidelines will result in a driver receiving a fine of $500 and two motor vehicle points if bodily harm is caused. If no injury occurs, the fine is $100.



The **Stop and Stay Stopped Law**, which became effective in New Jersey on April 1, 2010, states that drivers must bring their vehicle to a complete stop at marked crosswalks to allow pedestrians to pass in front of them.



Drivers must:

- **Stop and remain stopped** while a pedestrian is in a marked crosswalk. (39:4-36)
- **Stop and remain stopped** for pedestrians crossing within the adjacent crosswalk into which the motorist is turning right from either a red signal, stop or yield sign. (39:4-36)
- **Stop and remain stopped** if a pedestrian is within one lane of their half of roadway. (39:4-36)
- **Not overtake and pass** a vehicle that is stopped to permit a pedestrian to cross the roadway. (39:4-36)
- **Yield to pedestrians** at unmarked crosswalks at an uncontrolled intersection. (39:4-36)
- **Exercise due care** for the safety of any pedestrian upon a roadway. (39:4-36)

The law provides that when a collision occurs between a vehicle and a pedestrian within a marked crosswalk, or at an unmarked crosswalk at an intersection, there shall be permissive inference that a driver did not exercise due care for the safety of the pedestrian.

The law also specifies that a pedestrian crossing on a "Go" or green signal has the right of way over all vehicles, including those making turns.

Violating these guidelines will result in a driver receiving a fine of $200, a 15-day community-service sentence and four motor vehicle points.

Let’s put vulnerable road users first. Thank you.

Interested in learning more about motonormativity check out my blog on Medium.com/@Amber-Lynn





DENVER FOOD HELP

Building Resilience in Denver's Food System

Combining Community Assets for Food Orgs

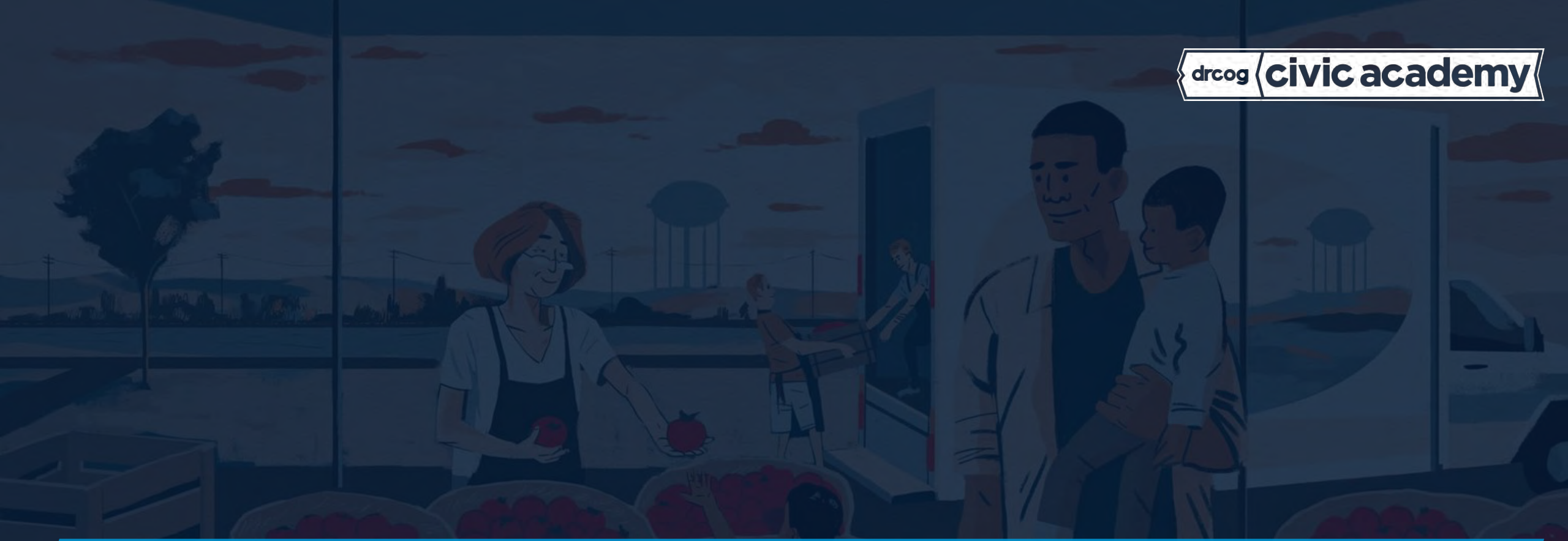
Presented by:

Trevor Zalkind

November 11, 2025

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"If more of us valued food and cheer and song above hoarded gold, it would be a merrier world."
— J.R.R. Tolkien

Colfax BRT + Restaurants: The Denver Post



East Colfax primed for change with bus rapid transit and design standards

BY JOE RUBINO

December 11, 2023 at 6:03 a.m.

Work is finally expected to begin on the East Colfax City Avenue Bus Rapid Transit...



Bluebird District "optimistic" despite closure of Steve's Snappin' Dogs, Fox Run Cafe

BY JOHN WENZEL

October 2, 2024 at 9:01 a.m.

New tenants will quickly take over their spots, property owner Sean Mandel vowed.



East Colfax restaurants say they are barely hanging on because of BRT line construction

BY MIGUEL OTÁROLA

June 18, 2025 at 11:22 a.m.

The miles-long obstacle course of barriers and trenches has deterred many from the dining district,...

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SNAP Benefits Suspended – Community Response



We Don’t Waste featured in KDVR Broadcast, 10/28/25

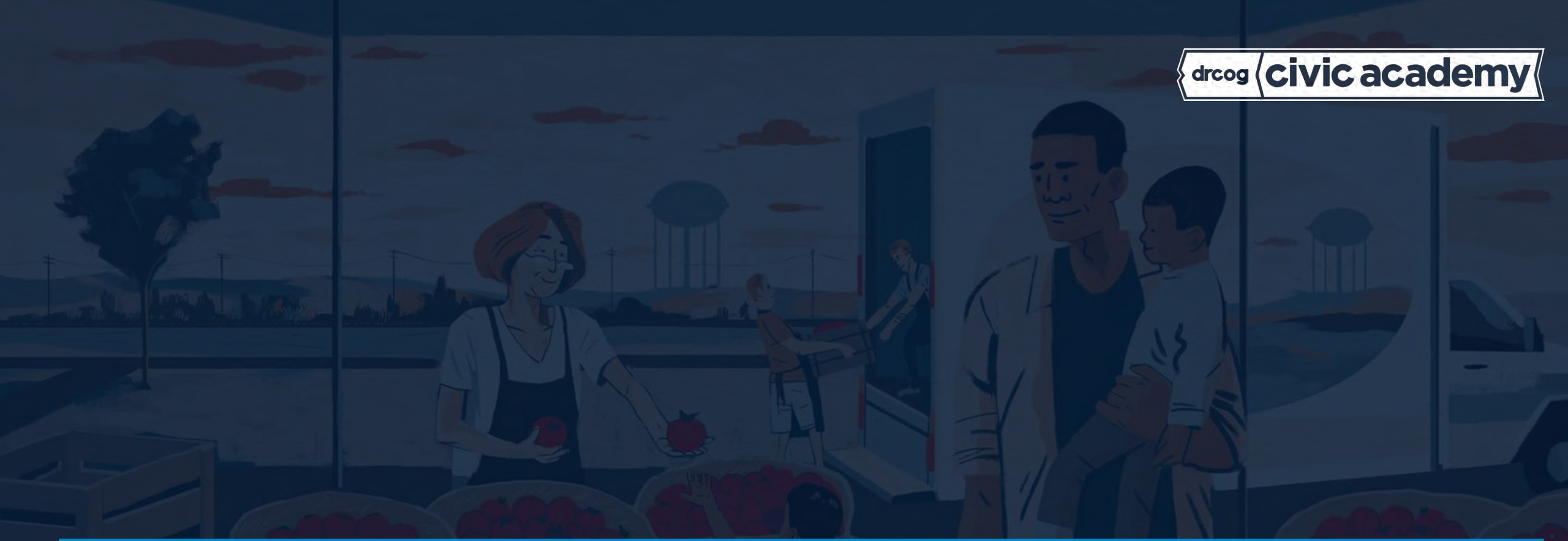
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Community Asset Assessment:

- Denver Economic Development Office (DEDO) Business Impact Opportunity Fund
- Mile High United Way – Technical Support via business planning assistance
- Restaurant existing promotions/marketing
- SNAP assistance nonprofits like We Don’t Waste
- Trevor’s program management/community engagement skills

Combined, we get: A Coupon Book!

- Funded by DEDO BIO Fund, individual purchases leveraging MHUW consulting support for marketing/engagement work
- Restaurants create deals to draw in more foot traffic, promotional costs partially (or even fully) covered by coupon book revenue
- Free advertising in booklet for Food Nonprofits like We Don’t Waste, generating awareness of local orgs doing work to feed our community
- If successful and costs recouped, proceeds donated to food nonprofits!



drcog civic academy

Trevor Zalkind
trevor.zalkind@gmail.com
303-847-9936