

# Summary of Community Feedback and Plan Revision Highlights

## Denver Moves: Transit Public Review Draft

### Overview

Between August and November 2018, over 2,000 people shared their feedback on drafts of the five *Denverright* plans, including *Denver Moves: Transit*. For *Denver Moves: Transit*, community feedback was received through the following methods:

- An online survey about the *Denver Moves: Transit* plan draft – over 130 people provided comments.
- Five *Denverright* office hours, where community members could talk with staff and give comments on the draft plan.
- Comment letters received from a number of organizations, including Registered Neighborhood Organizations (RNOs) throughout the city.
- A meeting with members of the *Denver Moves: Transit* Task Force

### What We Heard

Over 300 *Denver Moves: Transit* plan comments, covering a wide range of topics, were received from the 150 individual survey respondents/community organization letters. A summary of the major themes from the comments are provided below.

- **Corridors:**  
Some are supportive of transit corridors identified in the plan; others identified additional corridors that should be considered. Some want to see more specific corridor routing not illustrated in the plan.
- **Implementation and Funding:**  
Many support the plan, but desire to see more details about implementation and funding, and would like to see implementation start quickly. Many expressed the importance to emphasize partnerships with RTD and other organizations to ensure successful implementation of *Denver Moves: Transit*.
- **Access and Connections to Transit:**  
Many support the actions to improve connections and access to transit through bicycle and pedestrian infrastructure. Some comments want more acknowledgement about safety (Vision Zero) as well as emerging technologies such as scooters.
- **Plan Usability:**  
Some comments indicated the desire to have a shorter and more interactive plan.
- **Transit Service:**  
Some comments received expressed concerns about current RTD service, safety at stops and stations, and incomplete connections and access to stop and stations.
- **Community Outreach:**  
Some acknowledged the thoroughness of the outreach during the plan development process and emphasized the importance of community input and engagement going forward during plan implementation. Some comments provided feedback in how the community engagement methods were or were not effective.
- **Other themes included:**
  - The need to improve safety along corridors and at stops and stations
  - The desire for more stop and station amenity improvements
  - Concerns about traffic impacts from transit improvements
  - The desire to make transit more affordable
  - Elements to consider in street design

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### How We Responded

Most of the comments received generally supported the *Denver Moves: Transit Plan* and some comments informed plan revisions. Below are plan revision highlights, organized by chapter.

No major revisions were made to Chapters 2 (Community Input), and Appendices A (Glossary), B (State of the System Report), C (Community Outreach), and E (Corridor Evaluation Process). Chapter revisions were applied to the Executive Summary, where applicable.

**Note: Many comments received included specific details about corridor alignment/routing, funding sources, implementation, and programmatic actions not included in the plan – these actions and details will be addressed during *Denver Moves: Transit Phase 2* as well as during future projects including corridor studies and design.**

### Overall Plan Revisions:

- To reduce the plan file size, the final plan has been divided into separate files (Executive Summary, Chapters 1-4, Appendices A, B, C, D, & E).
- A shorter document “An Introduction to *Denver Moves: Transit*” will be created to summarize the key elements of the plan.
- Links have been added throughout the plan to link to referenced resources and to other referenced areas within the plan.

### Chapter 1: Why *Denver Moves: Transit*?

- Added a new section heading “Successfully Implementing *Denver Moves: Transit*” to emphasize existing text about the importance of partnerships for successful plan implementation.

### Chapter 3: Denver’s Big Moves

- Added text throughout the chapter, including applicable graphic and map footers, emphasizing the importance of partnerships for successful plan implementation.
- Added the Peoria and Tower corridors as Speed and Reliability Corridors on the Transit Capital Investment Corridors map. These corridors were identified during coordination with the Far Northeast Denver Neighborhood Planning Initiative (NPI).
- Modified a small segment of the Speer/Leetsdale corridor (near Colorado Blvd.) in Transit Capital Investment Corridors and Frequent Transit Network maps to match the alignment identified in the *Go Speer/Leetsdale Study*.
- Added additional text to the corridor maps and graphics in this chapter to clarify the transit corridors shown are conceptual and do not represent the actual bus routes nor final corridor alignments. Future corridors studies and design projects building on the guidance of *Denver Moves: Transit*, will provide a more in depth evaluation of each corridor, including defining the transit mode, alignment, and design, and developing detailed costs for each corridor.

## Denver Moves: Transit Public Review Draft

### How We Responded, continued

#### Chapter 3: Denver's Big Moves, continued

- Added in the existing bus routes to the Capital Investment Corridors and Frequent Transit Network maps.
- Added text to the Transit Capital Investment Corridors and Frequent Transit Network maps to highlight that the existing local bus network and first and final mile services will be essential in connecting people to these corridors.
- Added text to Action 5.2 to coordinate with the implementation of *Denver Moves: Bicycles*.
- Revised Action 5.4 to include new and emerging mobility services and technology such as scooters.
- Added text to Action 6.1 to include *Denver Moves: Bicycles* and *Vision Zero*.
- Added text to Action 7.1 to include exploring partnerships and opportunities to implement and subsidize shared-mobility services.
- Added text to Why It Matters for Actions 8.1 and 8.2 to include right-of-way enforcement.

#### Chapter 4: Getting Started and Moving Forward

- Added text to clarify how community input and engagement will continue to inform the implementation of *Denver Moves: Transit* during projects including corridor studies and design.
- Added additional text to the corridor maps and graphics in this chapter to clarify the transit corridors shown are conceptual and do not represent the actual bus routes nor final corridor alignments. Future corridors studies and design projects building on the guidance of *Denver Moves: Transit*, will provide a more in depth evaluation of each corridor, including defining the transit mode, alignment, and design, and developing detailed costs for each corridor.
- Added the completion of a stop and station inventory to the list of early actions.

#### Appendix D: Transit-Friendly Streets Guide

- Added additional text to the corridor maps and graphics in this chapter to clarify the transit corridors shown are conceptual and do not represent the actual bus routes nor final corridor alignments. Future corridors studies and design projects, building on the guidance of *Denver Moves: Transit*, will provide a more in depth evaluation of each corridor, including defining the transit mode, alignment, and design, and developing detailed costs for each corridor.
- Modified a small segment of the Speer/Leetsdale corridor (near Colorado Blvd.) in the Speer/Leetsdale corridor cut sheet map to match the alignment identified in the *Go Speer/Leetsdale Study*.
- Added Tower and Peoria Speed and Reliability corridor cut sheets.