



1. What is the usage rate of the pedestrian bridge over I-25 at Colorado Station?

We have counted low usage; however, there has been a notable increase in usage the past three years. We also learned that people would be more interested in using the pedestrian bridge if it was better connected on either side with comfortable walking and bicycling facilities. To learn more about the University & Colorado Multi-Station Plan and Mobility Study visit: https://www.denvergov.org/content/denvergov/en/transit-oriented-development/TOD_programs/University-Colorado-Multi-Station-Study.html

2. How will the project principles be different from the previous study at DU/Colorado Stations based on the needs for Southmoor and Yale Stations?

We used the DU/Colorado Station project principles as a starting point, however both Yale and Southmoor station areas are less dense with fewer activity centers which will result in different approaches. We will use your input to guide the development of the project principles and project recommendations. If interested, please participate in the survey and input map at: <https://apex.mysocialpinpoint.com/southeast-denver-mobility-hubs/map>

3. Is there a design to connect people walking and biking from the Southmoor Station to the off-street trail system?

So far, no, but this is something we plan to explore with this project, especially with the close proximity of the High Line Canal Trail and the Goldsmith Gulch Trail.

4. Is there a possibility to develop directly on top of RTD parking lots?

RTD has a joint development policy that makes the redevelopment of RTD parking lots possible. More information about the policy can be found at <https://www.rtd-denver.com/joint-development-of-real-property>.

5. Can the cost of parking at an RTD Park-n-Ride change?

Currently, RTD is required by state law to provide free parking for RTD district residents. The district may only charge for parking if the vehicle is registered outside of the district or if the car is parked for more than 24 hours. However, there are efforts being made to change and improve the RTD policy with regard to charging for parking. For more information, visit RTD's "How to Park" page at: <https://www.rtd-denver.com/rider-info/how-to-park>.

6. Have you researched the reasons why Yale station is underutilized?

Boardings at Yale Station are similar to other stations along the SE corridor and parking utilization was near 95% pre-COVID, however we are researching ways to improve utilization. We have collected data on the infrastructure available to access the station and have found that there is an incomplete network of walking and bicycling facilities. Additionally, there are barriers that create safety concerns such as freeway ramps, narrow sidewalks, and a lack of amenities around the station which may result in underutilization. In addition, national research suggests that light rail stations are typically underutilized for the following reasons:

- Rail service is not consistent or ubiquitous enough
- Rail service does not serve enough locations (compare it to the number of bus stops)



- Rail service is not frequent enough (example: Why wait 30 minutes for a 20-minute train ride when you can drive the same distance in ten minutes?)

7. What is a ‘walkshed’ and why did we choose 10 minutes?

A walkshed is the area that someone could walk within a specific time or distance from an origin. In our case, we used a 10-minute walkshed from each station which shows how some areas that are close in proximity, are not necessarily close in walking distance due to a disconnected street network or other barriers such as I-25. 10 minutes is general planning practice and is considered the average amount of time someone would spend walking to access transit on a regular basis. The quality of the walking experience can increase the time people are willing to walk, which this project will look to improve.

8. The small walkshed for Yale station is pretty shocking. Is there any data from the original construction of the station that evaluated this? Were there opportunities for improving this that were removed from the original plans that could be implemented now?

Improved pedestrian access was evaluated as part of the original [Yale Station Area Study \(2003\)](#) that was completed in 2003 (See the link below to original Study), which provided a number of recommendations to enhance pedestrian access to Yale Station. In 2003, “walksheds” were not as advanced as they are today. GIS technology has allowed current planning practices to provide more detailed and accurate walksheds compared to the typical ¼ - ½ mile “walkshed” used as best practice 20 years ago.

No opportunities for improving pedestrian access were removed from the original plan. However, some of the original recommendations still have not been implemented. As additional studies have been completed, new recommendations have been identified to improve access for all modes of transportation. The recommendations related to pedestrian access included the following:

- Coordinate sidewalk improvements on Yale Avenue on east of I-25 with Arapahoe County (not completed to date)
- Improve the safety of pedestrian crossings at I-25 ramps (some improvements have been implemented)
- Encourage the construction of detached sidewalks on Yale Avenue and within the station area (some improvements have been implemented)
- Provide safe crossing of Yale Avenue at Yale Circle and S Forest St (completed)

9. What is a ‘bikeshed’ and what is the time standard?

A bikeshed is the area that someone could bike within a specific time or distance from an origin. Three miles, or 10-15 minutes, is general planning practice and is considered the average amount of time someone would spend biking to access transit on a regular basis. Again, this is also relative to the user experience, which this project will look to improve.

10. Why is there a mobility plan in areas that don’t have bike paths, Car2go, e-bikes, or scooters? Why the transit hub upgrade? Hampden is not great for biking, so why make it a more bikeable destination when you can’t really bike to the location?



Previous planning efforts ([Denver Moves: Bicycles](#)) have proposed dedicated bicycle facilities (bike paths) on many nearby streets, additionally, there are several existing bicycle facilities near Southmoor Station. See the [Station Assessment Report](#) for more information on existing infrastructure around each station.

This study is creating the framework to transform Yale, Southmoor, and Belleview stations into Mobility Hubs that will likely propose car share, more e-bikes, e-scooters, and micro-transit. Currently, both Yale and Southmoor stations fall within the service areas for some dockless mobility providers (e-bikes and e-scooters).

Hampden Ave is a barrier for people biking, but safety improvements are needed to give people the choice to bicycle to and from the commercial destinations along the corridor and to and from Southmoor station in a more comfortable manner. This may include alternative routes and avoiding Hampden Ave.

11. Is there any plan to widen sidewalks on the north side of Yale Ave between Clermont and Yale Circle?

There is no specific plan at this time. However, the [East Yale Ave Corridor Study](#) has identified this as a high priority that we will explore further as part of this project.

12. For the recommended bicycle facilities, how will street parking be impacted?

The bicycle facility recommendations come from the [Denver Moves Bicycle Plan](#). In order for these recommendations to be advanced further and implemented, a detailed study will take place that would include additional traffic analysis and a parking assessment would be conducted as part of that process.

13. Is it possible to include a long-term recommendation to connect the tunnel at Southmoor Station to the west side of the station platform?

There is a lot of interest and discussion about providing access to the Southmoor Station from the Southmoor Park West neighborhood on the west side of I-25. Access would benefit residents as well as students and staff at Thomas Jefferson High School, however the neighborhood had opposed access when the rail line was constructed. A more in depth community process is needed to move this idea forward. The stakeholder group can recommend this.

14. Are there any current plans for improvements on Happy Canyon Rd?

Denver Water will be completing a major project at the Hillcrest Reservoir along Happy Canyon Rd next year which will include the repaving of Happy Canyon Rd. Recently, Denver's Department of Transportation and Infrastructure (DOTI) installed improvements at the Happy Canyon and Quincy intersection to reduce speeds and increase yield compliance for southbound right turns from Quincy to Happy Canyon Road. The E. Hampden Avenue/S. Dahlia Street/Happy Canyon Road intersection will also likely be assessed as part of an upcoming US 285 Congestion Management and Operational Improvements Study to determine if any safety or operational improvements can be made.