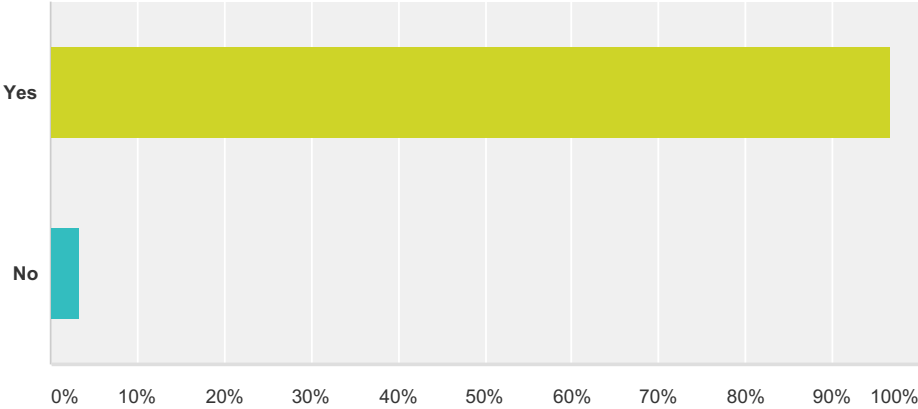


Q1 Do you reside or own property in Congress Park Neighborhood?

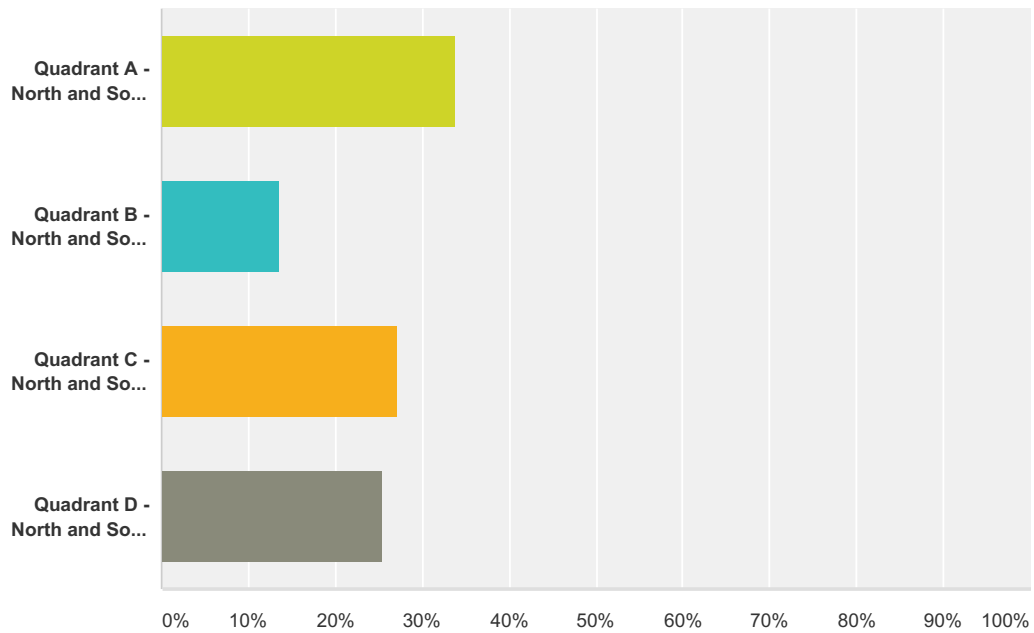
Answered: 121 Skipped: 0



Answer Choices	Responses	
Yes	96.69%	117
No	3.31%	4
Total		121

Q2 Please indicate approximately in what quadrant you reside.*

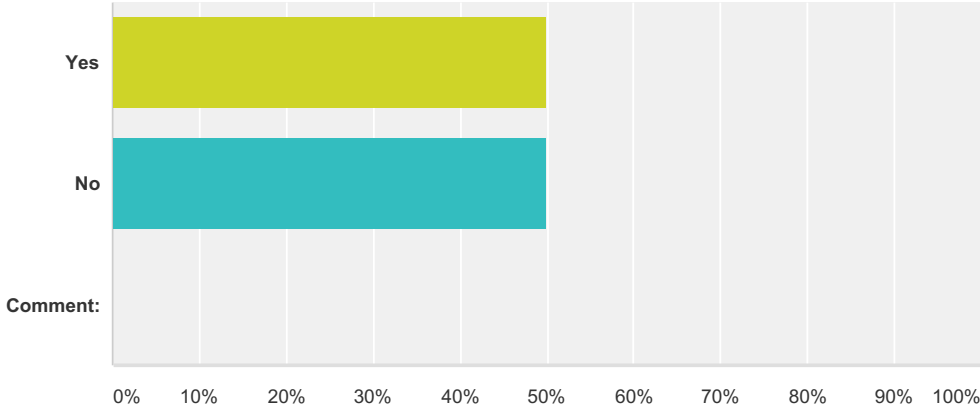
Answered: 118 Skipped: 3



Answer Choices	Responses
Quadrant A - North and South E. Colfax to 11th Ave, East and West York St to Steele St.	33.90% 40
Quadrant B - North and South 11th Ave to 6th Ave, East and West York St to Steele St	13.56% 16
Quadrant C - North and South E. Colfax to 11th Ave, East and West Steele St. to Colorado Blvd	27.12% 32
Quadrant D - North and South 11th Ave to 6th Ave, East and West Steele St. to Colorado Blvd	25.42% 30
Total	118

Q3 Are you aware of the plans for Colfax Corridor Connects and the Bus Rapid Transit (BRT)?

Answered: 118 Skipped: 3

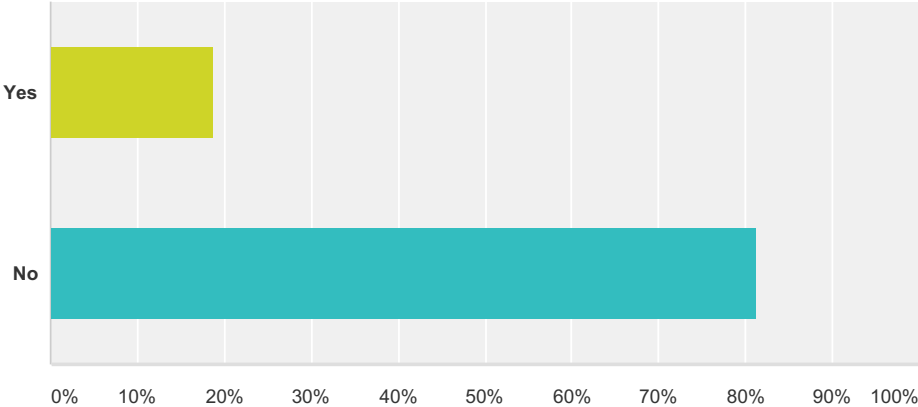


Answer Choices	Responses
Yes	50.00% 59
No	50.00% 59
Comment:	0.00% 0
Total	118

#	Comment:	Date
	There are no responses.	

Q4 Have you attended any public meetings on the Colfax Corridor Connects?

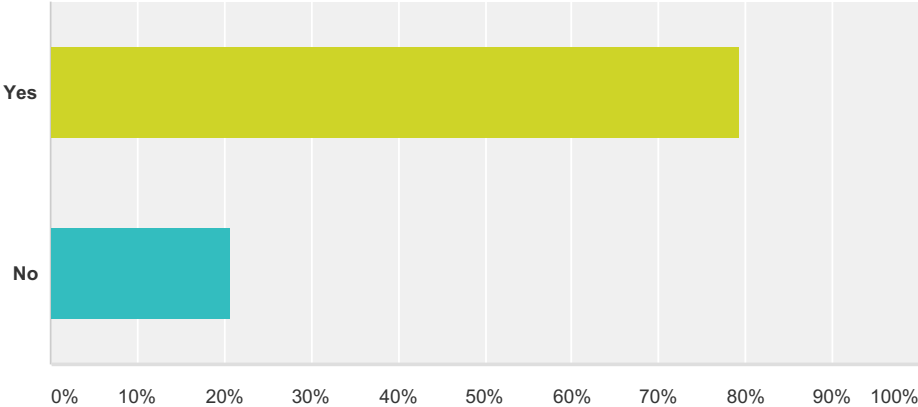
Answered: 69 Skipped: 52



Answer Choices	Responses	
Yes	18.84%	13
No	81.16%	56
Total		69

Q5 Do you support adding an additional BRT stop in our neighborhood?

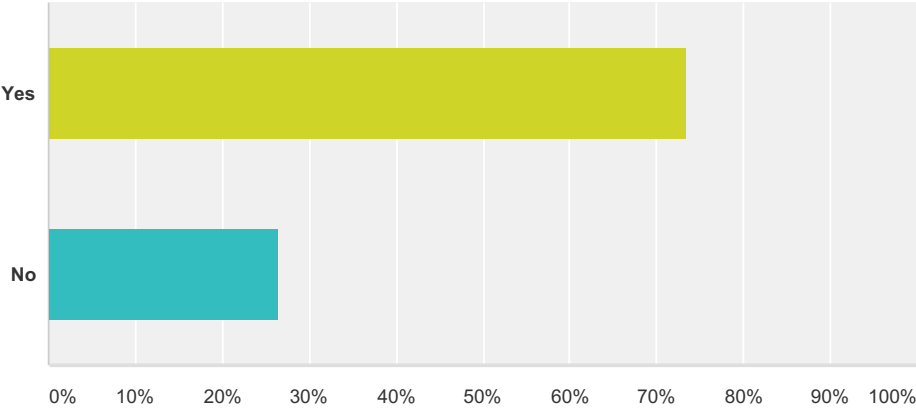
Answered: 68 Skipped: 53



Answer Choices	Responses	
Yes	79.41%	54
No	20.59%	14
Total		68

Q6 Do you feel the addition of this new stop would make it more convenient for you to use the Colfax BRT?

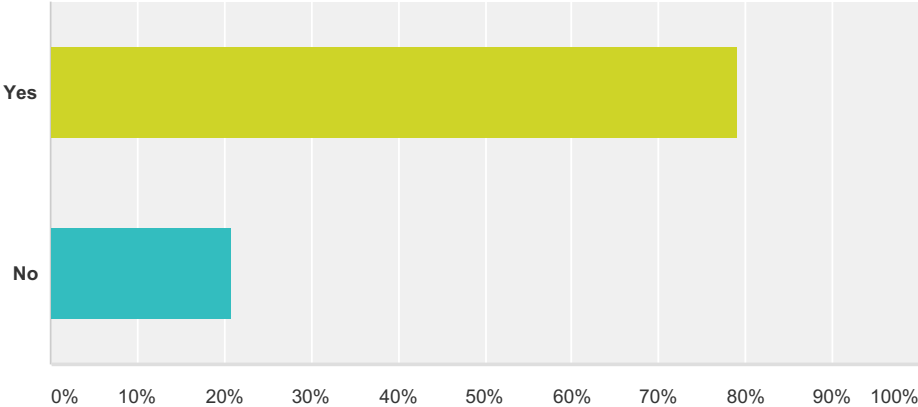
Answered: 68 Skipped: 53



Answer Choices	Responses
Yes	73.53% 50
No	26.47% 18
Total	68

Q7 Do you or have you used the RTD Colfax 15 or 15L?

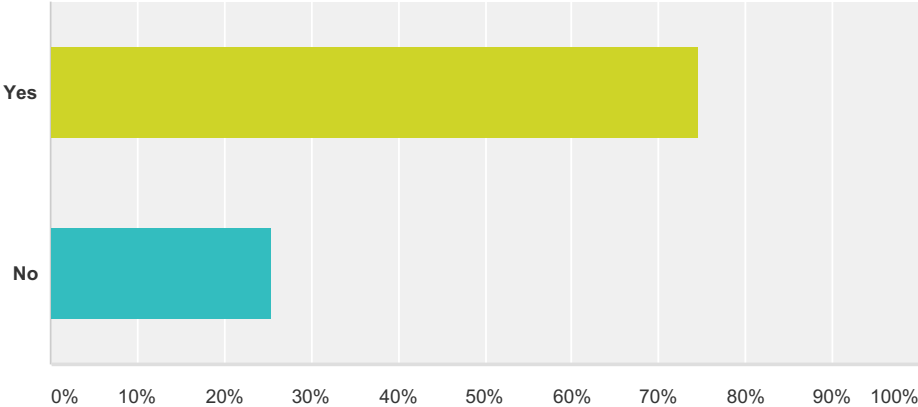
Answered: 67 Skipped: 54



Answer Choices	Responses	
Yes	79.10%	53
No	20.90%	14
Total		67

Q8 Would you plan on using the BRT if it were built?

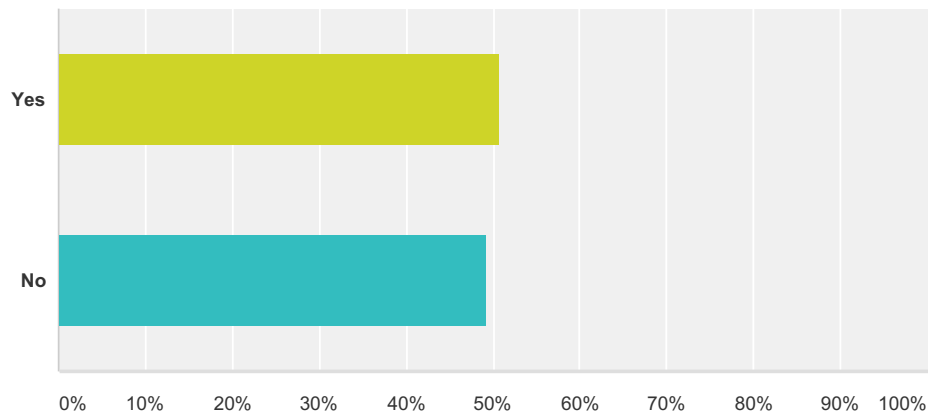
Answered: 67 Skipped: 54



Answer Choices	Responses	
Yes	74.63%	50
No	25.37%	17
Total		67

Q9 Do you have any comments about the BRT?

Answered: 63 Skipped: 58



Answer Choices	Responses
Yes	50.79% 32
No	49.21% 31
Total	63

#	Comments:	Date
1	This is bad for residents and bad for small business. Please don't do this.	3/5/2016 9:30 PM
2	Plan on using 15 when va hospital opens in fitsimmons. Would be convenient to have stop at Steele	3/5/2016 9:00 PM
3	Dedicated bus lane should be only in rush hour and only in one direction. Fill the bus up in Aurora and next stop downtown, perhaps using 17th or 6th instead of colfax. Then the 15 just stop before Aurora. So the 15L is not helpful? I get the 15 daily and the time is short, the same as a car once you find a park space, but much cheaper with bus.	3/5/2016 6:36 PM
4	Terrible survey. If you no nothing about the BRT how can you answer. Any remotely decent survey will have don't know or unsure selection.	3/5/2016 5:35 PM
5	Please consider funding the cost of light rail along Colfax. It is a better long-term solution despite the greater cost.	3/5/2016 12:09 PM
6	Denver needs better mass transit to accommodate the influx of new residents. We had to buy a second car this year because we could not count on reliable RTD service in our neighborhood to help us in our daily commutes	3/5/2016 11:41 AM
7	Coming from Europe and not being dependent on cars and in addition to having children now I welcome it.Hopefully this will inspire more people to use public transportation. Thank you!	3/5/2016 11:20 AM
8	My concerns are how this will impact our neighborhood, which borders on 13th Ave. I definitely do not want increased auto traffic deflected to 13th. We have enough as it is. We have been fortunate to have families actually move into homes on 13th, which helps in making it a nice neighborhood to live in. Increased auto traffic would have a deleterious effect on this trend.	3/1/2016 4:46 PM
9	A very needed addition to transportation options in Denver.	3/1/2016 3:55 PM
10	Decreasing the availability for auto traffic on Colfax in turn creates more traffic through our neighborhood streets. After trying to cross 9th Ave at Adams on a weekday afternoon at 3:30 - and waiting for 9 cars to pass through on 9th, I realized that more traffic n the neighborhood is undesirable for any reason.	3/1/2016 7:56 AM
11	I think expanding public transportation is a great idea and over due!	2/29/2016 7:40 PM

Congress Park Neighbors E.COLFAX BRT Stop

12	The plan is good as far as it goes but it would be better to make the bus-only lane apply on weekdays from morning rush hour through evening rush hour in both directions and also be bus-only on Saturday from mid-morning through late afternoon. The perceived speed advantage of the service is critical to growing transit demand and mode share in this corridor.	2/29/2016 6:01 PM
13	It's a bad idea for the surrounding neighborhood. Traffic is already 5-10 MPH above the posted speed limit on average. It will be higher and drivers will be more frustrated if 13th and 14th become clogged corridors for east/west travel. It's a crap shoot to get across 13th when I walk the dog in the morning because everyone is in such a hurry.	2/29/2016 5:22 PM
14	Worried about extra traffic on 13/14th. We shouldn't expand those streets they are part of the neighborhood and should remain residential	2/29/2016 4:39 PM
15	We should consider funding streetcars or lightrail down Colfax even though it is more expensive initially, I believe it is the better option for Denver in the long run	2/29/2016 4:23 PM
16	I am concerned about additional traffic load on 13th & 14th.	2/29/2016 3:54 PM
17	I think its a great idea to help aid in the congestion of colfax... and should be at one or two stops in our neighborhood, I think it could increase our property values as Dr could get to work 11 min faster than driving and easy/convenient drop off.	2/29/2016 3:53 PM
18	The express service would be compromised some with an additional stop and we must consider the greater good. I do, however, support another stop if it still makes sense for the overall system.	2/29/2016 3:40 PM
19	Strongly opposed to taking away 2 traffic lanes and dedicating to bus along colfax	2/29/2016 3:16 PM
20	Please send this survey out to the South City Park folks who live on the other side of Colfax from Congress Park.	2/29/2016 3:01 PM
21	I still think the current BRT plan is a bad idea and not worth it - very costly and only saving a handful of minutes end-to-end, when most people would not ride end-to-end anyway so the time savings for the average rider will be really small. But if it happens, then adding the extra stop will make people more likely to use it (although that would make the end-to-end time savings even less).	2/29/2016 2:48 PM
22	I would have preferred to have a trolley or some other solution, even if it was more expensive. I believe that there will be a bigger problem with overflow on 17th, 18th, 13th and 14th than RTD has anticipated. We had the money. Closing off two lanes of Colfax feels like a mistake to me. Colfax is not Broadway/Lincoln, where there are more lanes of traffic. Hopefully this will pan out somehow, but traffic on ALL of those streets going downtown is horrible during rush hours, and this being Colfax, I seriously doubt that as many cars will be removed from the streets as people believe by this solution. The same people who drove downtown before will, I think, continue. I am looking forward to the BRT, though. I hope that it works.	2/29/2016 2:11 PM
23	I think BRT would have a negative impact to the Colfax corridor and make me less willing to visit businesses along the street.	2/29/2016 2:11 PM
24	There absolutely needs to be a stop, or two, between Colorado and York. Residents and users in the eastern Congress Park quadrants will not backtrack to Colorado to take the bus and York is too far. They will simply drive. The BRT system either needs to be operationally optimized or redesigned to include more stops in the central neighborhoods or else it will merely be put in place to accommodate one user group, commuters. The long term success of the system depends on increased ridership of commuters and central neighborhood users. This is also a critical driver for successful businesses along Colfax. More stops promote more business activity along various sections of the corridor. Fewer stops only instigates nodal commercial development and activity.	2/29/2016 1:55 PM
25	We should NOT take away traffic lanes for buses on Colfax. Bad plan. If we can't stop I though, there needs to be a stop added close to my house and rental properties.	2/29/2016 1:43 PM
26	Density and diversity of businesses between colorado and josephine warrants an additional stop on between. My closest stop will be at colorado.	2/29/2016 8:09 AM
27	Two things that I believe to be essential to people using public transportation are reliability and convenience. RTD Light Rail really meets these criteria; therefore, a convenient connector to downtown and light rail would be something of real use to me.	2/29/2016 7:29 AM
28	Restricting travel in the outside lane is a bad idea. Will drive more traffic into the neighborhood on 13th 14th or 17th Ave.'s	2/28/2016 9:28 PM

Congress Park Neighbors E.COLFAX BRT Stop

29	<p>Thank you for your interest in our opinions. I ride the 15 or 15L every day to work. It would be great if the 15L picked up somewhere between Colorado and York. It would allow me to get to work quicker and not to drive and park my car near a 15L intersection. I park there so I have more options and frequency to be picked up. I think it would also be helpful to run the bus is more frequently. Then there'd be a feeling that you're not wasting your time standing around waiting for a bus. I live a half a block from 16th and Madison. I anticipate that there will be more cars on 16th if we dedicate a full lane to buses only during rush hour. But I don't see an alternative around it. Our population is growing and if we don't make it easier for people to ride the bus we will still have all of the cars on 16th but no benefit for improving peoples commute. I wish you the best in promoting a cultural change towards riding mass transit!!! - Michelle Reichmuh</p>	2/28/2016 1:11 PM
30	<p>The more convenient we can make public transportation, the more people will use it. This helps keep neighborhoods walkable and reduces automobile traffic on residential streets.</p>	2/28/2016 11:10 AM
31	<p>If we are going to suffer the increase in traffic along 13th and 14th, we deserve a BRT stop at least halfway between Tattered Cover and National Jewish! I currently take the #10 bus downtown every day (another issue: we need more buses on that route). I sometimes take the 15 home from work. I never use the 15L because I'd have to get off and switch to the regular 15 to get close to Steele Street. I understand the purpose of "limited" stops, but really, if a bus doesn't serve the communities it passes through, what good is it?</p>	2/28/2016 11:09 AM
32	<p>Please make BRT lanes full time, not just during high traffic. In order for people to consider giving up their car, public transit has to be quick and efficient. Growing population density makes increased public transit a necessity to plan/implement now to address future congestion.</p>	2/28/2016 10:28 AM