FREQUENTLY ASKED QUESTIONS
DECEMBER 23, 2021
This document represents a summary of frequently asked questions about the Denver Moves Everyone 2050 plan and process (DME). Have a question that you do not see answered? Send us an email: info@denvermoveseveryone.com. This document will be updated regularly as we receive new questions.

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DENVER MOVES EVERYONE OVERVIEW QUESTIONS

1. WHAT IS DENVER MOVES EVERYONE?

Denver Moves Everyone 2050 (DME) is a citywide transportation plan to prioritize equitable and safe solutions for Denverites and seeks to improve the movement of goods and services, ensuring you have access to everything you need. DME is a visionary transportation plan, looking 30 years into the future. To accomplish this vision, the plan will focus on improving all the ways we travel — whether rolling, walking, bicycling, taking transit or driving — and all the ways we manage traffic and freight.

2. WHY DO WE NEED A TRANSPORTATION PLAN NOW?

The last time Denver completed a strategic transportation plan was in 2008. Since that time, our city has grown by more than 100,000 people. We’ve seen an increase in safety challenges, evolving freight and transportation needs, a rapid emergence of new transportation technologies (think Uber and Lyft, e-scooters, at-home grocery deliveries, and more things ordered online – all in the last decade!), and growing inequities.

Over this same period, the Department of Transportation and Infrastructure (DOTI) was established, evolving from Public Works into DOTI, with an increased focus on delivering mobility programs and maintaining an ever-growing system of diverse transportation assets. **With the need to address the City’s rapid changes, and the evolution of the Department, DME is in position to build on recently completed work for the Denveright Comprehensive Plan 2040 and develop a transportation plan that aligns future investments with community-developed mobility goals.** The plan will use community input to identify transportation investments and recommendations that should be prioritized to achieve the City’s 2050 transportation vision and goals. **Key outcomes of the Denver Moves Everyone process include:**

3. 2050 IS A LONG TIME FROM NOW. WHAT CAN WE EXPECT OUT OF THIS PLAN IN THE SHORT TERM?

DME will develop a program of transportation investments – specific projects and programs - to be implemented in the next 1-6-years and identify the funding strategies necessary to advance these projects, programs and services over time.
4. WITH LIMITED FUNDING, HOW WILL PROJECTS BE PRIORITIZED?
DME’s vision and goals, shaped by and endorsed through community feedback, will be used as a framework to develop a project prioritization process. Public feedback will be used to identify project and program priorities that will have the most benefit for our transportation system given limited available funding. Talk to your family, involve your neighbors, and get involved to ensure your voice is heard!

GETTING INVOLVED WITH DME – WHY? HOW? AND WHERE?

5. WHY SHOULD I PARTICIPATE IN THIS PLANNING EFFORT?
The success of Denver Moves Everyone (DME) 2050 is dependent on community and stakeholder involvement, and your voice will help to shape transportation investments in Denver for the next 30 years. Through public outreach, communities will help identify the vision for Denver’s transportation future and the goals the plan should achieve. The community feedback will also help prioritize projects, programs, and services for short, mid-term and long-term investment, which are necessary to reach the plan’s vision and goals.

6. HOW IS THE CITY GATHERING COMMUNITY INPUT?
The DME team has a three-pronged approach for gathering community input: citywide digital reach, committee and partner networks, and sub-area grassroots approaches.

- **Citywide digital outreach** encompasses the project website, virtual input tools, social media and public meetings.
- The DME team established and is working closely with the project’s committee and partner networks made up of local key nonprofits and organizations, industry experts and community leaders.
- **Grassroots methods**, such as pop-up events, targeted focus groups, tabling and attending community meetings are providing opportunities for resident engagement.

7. HOW LONG WILL THE PROJECT LAST AND WHEN CAN I PROVIDE INPUT?
Denver Moves Everyone kicked off in the summer of 2021 and will continue through the fall of 2022. We are seeking your input now through the fall of 2022. Here is a summary of the key project phases.

1) **Set the Foundation** (Summer 2021 – Fall 2021): This phase, which concluded in November 2021, used public feedback to shape and finalize the vision and goals that will be used to prioritize transportation investments in Denver over the next 30 years.

2) **Find the Path Forward** (Fall 2021 – Winter 2022): This phase will result in identifying how we should transform our transportation system. During this phase we are using analysis to understand changes on the horizon that would impact travel, and will seek public feedback to define the future transportation system we desire.
3) **Identify Options for Future Transportation Improvements** (Winter 2022 – Summer 2022): This phase will result in prioritization of projects and actions we need to invest in to reach our goals. During this phase, public feedback will be used to validate and confirm priorities within constrained budget estimates.

4) **Track Our Progress** (Summer 2022 – Fall 2022): How are we doing? During this phase, we will present draft results of the plan and educate the public about how DOTI will track and report on progress. During this phase, public feedback will be used to build consensus around major programming and policy outcomes of DME.

8) **HOW WILL MY FEEDBACK BE USED?**
The following graphic provides an overview of the four main phases of DME and how data and technical information will be combined with public feedback during each phase.

9) **HOW CAN I GET MORE INVOLVED?**
The key ways to get involved with Denver Moves Everyone are:

- Visit [www.denvermoveseveryone.com](http://www.denvermoveseveryone.com) to provide input on this project now through the Fall of 2022.
- Attend or watch the recording of project virtual public meetings located on our project website.
- Email us at info@denvermoveseveryone.com.
- Call the project hotline at: 303-524-8340.

Do you know of a local event we should attend to get more feedback from your community? Let us know by emailing us at info@denvermoveseveryone.com.

10) **HOW IS DME WORKING WITH NON-GOVERNMENTAL GROUPS, LIKE COMMUNITY AND PARTNER ORGANIZATIONS?**
The DME team has established numerous committees and focus groups comprised of community representatives to guide the development of the plan. Through these committees, DME is partnering with key nonprofits and organizations, industry experts and community leaders who will help us connect in a meaningful way with our communities and help us to engage new voices and partners in the project. **These external groups include:**

<table>
<thead>
<tr>
<th>Groups</th>
<th>Goals/Outcomes</th>
<th>Representatives</th>
</tr>
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<tbody>
<tr>
<td>Think Tank (DME Steering Committee)</td>
<td>Steering committee that will guide plan development and provide community direction during key technical milestones and outreach phases. This standing committee will be engaged regularly from June 2021 through November of 2022.</td>
<td>Multidisciplinary group comprised of leaders from health, economic development, education, safety, equity, technology, freight, environment and workforce organizations.</td>
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<tr>
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<tr>
<td>COVID Task Force</td>
<td>Established by Eulois Cleckley, former DOTI Executive Director, during the onset of the COVID-19 Pandemic to advise on trends, policies and programs, and to advance economic and community recovery due to the pandemic. The committee continues lending their expertise for DME.</td>
<td>Community and business leaders, locally and nationally, focused on health, policy, operations, innovation and technology.</td>
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<tr>
<td>Diverse and Inclusive Voices Committee</td>
<td>To provide advice and direction to ensure equitable processes and outcomes from DME. This includes outreach efforts to expand representative and inclusive engagement processes. Individuals will also be consistently engaged throughout the technical work to ensure outcomes reflect the needs of their communities.</td>
<td>Civic organizations representing diverse neighborhoods, communities and residents.</td>
</tr>
<tr>
<td>Safety Focus Group</td>
<td>To provide feedback and input into transportation safety issues, needs and challenges.</td>
<td>Community, public sector, and business leaders with experience and knowledge about safety.</td>
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<tr>
<td>Climate Focus Group</td>
<td>To provide feedback and input into how transportation and climate change interact.</td>
<td>Community, public sector, and business leaders with experience and knowledge about climate change.</td>
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<tr>
<td>Active Mobility Focus Group</td>
<td>To provide feedback and input around transportation needs and challenges for non-motorized means of travel.</td>
<td>Community, public sector, and business leaders with experience and knowledge about non-motorized means of travel.</td>
</tr>
<tr>
<td>Community Focus Group</td>
<td>To provide feedback and input around community needs and challenges for transportation.</td>
<td>Community, public sector, and business leaders with experience and knowledge about community needs for transportation.</td>
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<tr>
<td>Freight Focus Group</td>
<td>To provide feedback and input around freight needs and challenges for transportation.</td>
<td>Community, public sector, and business leaders with experience and knowledge about the freight industry.</td>
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<tr>
<td>Innovation and Technology Focus Group</td>
<td>To provide feedback and input into how innovation and technology can impact transportation.</td>
<td>Community, public sector, and business leaders with experience and knowledge about technology and innovation.</td>
</tr>
<tr>
<td>Transit Focus Group</td>
<td>To provide feedback and input around transit needs and challenges.</td>
<td>Community, public sector, and business leaders with experience and knowledge about the transit industry.</td>
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</tbody>
</table>

11) HOW IS MY NEIGHBORHOOD INVOLVED IN DME?

The DME team is tracking the reach of our engagement tactics — and targeting locations from which the project is hearing less. As of December 2021, the DME team has heard from all of Denver’s 78 neighborhoods and more than 7,900 people. We are tracking high-engagement areas via online tools, and targeting increased in-person engagement where the online tools are less used. This strategy has been helpful – neighborhoods in which we have targeted in-person events, the DME team has significantly increased compared to the online tool results only. Even though we are continuously tracking results,
we are always looking for ways to improve. If you have ideas for better engaging your neighborhood, email us at info@denvermoveseveryone.com.

12) HOW IS DME ENGAGING TRANSIT USERS?
The Denver Moves Everyone team is engaging transit users through multiple methods, including:

- **Organizing the Transit Focus Group** to provide feedback and input around transit needs and challenges. This group is made up of community members, public sector representatives and business leaders with experience and knowledge about the transit industry. This group met for the first time in August 2021 and will continue to meet throughout the planning process.

- Through the **Diverse and Inclusive Voices Creative Input Sessions**, people who use transit as their primary mode of transportation are engaged, and their feedback is deeply valued in the DME process and reflected in recommendations.

- **Partnership with the Denver Moves Transit 2.0 Planning process**, a plan that is looking to prioritize recommendations developed through Denver Moves Transit. This team has a Transit Task Force, which DME teammates attend.

- **Partnership with RTD** through various committees both internal and external to Denver Moves Everyone and targeted ads at bus stops.

WHY WE PLAN FOR TRANSPORTATION – AND HOW DME FITS WITH OTHER CITYWIDE PLANS

13) HOW ARE TRANSPORTATION PLANS DEVELOPED?
Transportation plans are developed with a blend of community engagement and technical expertise. Community members and transportation planning experts work closely with stakeholders to develop a vision of transportation to be achieved over the course of 30 years. Achieving that vision happens through the shared development of goals, objectives, values and other more detailed descriptions of what the community wants for the future of their city. Over time, those goals, objectives, and values become lists of projects and policies that help the community achieve its vision.

14) HOW IS THIS PLAN RELATED TO THE DENVERIGHT 2040 PLAN I PARTICIPATED IN?
During the development of the City’s Denveright Comprehensive Plan 2040, thousands of Denverites shared what was important as our City evolves over the next 20 years.

By 2040, the community envisions that Denver is a(n):

- Equitable, affordable and inclusive city with a high quality of life for all residents, regardless of income level, race, ethnicity, gender, ability or age.

- Network of strong and authentic neighborhoods reflective of our diverse history.

- Traversable city connected by safe, high-quality, multimodal transportation options.

- Global city with a robust economy.

- Thriving, sustainable city connected to nature and resilient to climate change.

- City of safe, accessible and healthy communities.

This feedback, combined with public and stakeholder feedback on overall transportation values gathered during the first phase of DME, was used to develop the vision, goals and objectives for the DME project.
15) HOW ARE OTHER CITYWIDE PLANS CONNECTED TO DME?
Denver Moves Everyone complements other citywide plans developed through the Denveright planning process that ended in 2018. At the time, DOTI did not develop a strategic transportation plan to align with Blueprint (Community Planning and Development’s long-range plan), nor Gameplan (Parks and Recreation’s long-range plan). Denver Moves Everyone fills this gap to become DOTI’s strategic plan for all transportation responsibilities (the “DOT” of DOTI, and complements our One Water strategic plan, which represents the long-range plan for infrastructure responsibilities (the “I” of DOTI). The graphic below shows how DME fits within the Denveright suite of plans:

16) HOW IS DENVER MOVES EVERYONE DIFFERENT FROM OTHER TRANSPORTATION PLANS?
Denver Moves Everyone fills the gap to become our Systemwide Transportation Plan. DOTI has prepared mobility plans that cover one section of the street, including bikeways (DMoves Bikes), sidewalks and trails (DMoves Peds and Trails), and how buses and trains move people (DMoves Transit), but since 2008, has not created a systemwide transportation plan. Denver Moves Everyone fills this gap and will tie recommendations from various plans together into a cohesive framework, prioritizing transportation investments across the entire system to move everyone better.

Past mobility plans have been responsible for planning one section of the street:
Denver Moves Everyone 2050 ties all this work together into a cohesive framework that prioritizes investments across the entire transportation system to move everyone better:

17) WHY DOES DOTI UPDATE PLANS?
Plans lead to project recommendations that are built, and policy and programmatic recommendations that are advanced. In time, plans need to be updated to assess progress, track successes, and confirm that priorities recommended in the past are still priorities today. DME, when complete, will become our citywide transportation plan, prioritizing all elements of improving transportation in Denver. DME will continually be supported by “mode-specific” plans, such as Denver Moves Transit, Pedestrians and Trails, and Bikes, as well as “sub-area” plans, like Denver Moves Downtown or transportation plans for specific neighborhoods and corridors. All information from various planning efforts is combined and periodically updated to ensure recommendations are relevant and successes can be tracked and evaluated, hence forming a cycle of plans.
18) IS DOTI COORDINATING WITH OTHER CITY AGENCIES TO DEVELOP DME?
DOTI cannot achieve the goals and actions of Denver Moves Everyone independently, and success implementing the plan’s recommendations requires collaboration with our peer agencies. Through DME we are identifying points of coordination and co-creating strategies and recommendations that we can work together to deliver. The logos below demonstrate the agencies that DOTI has partnered with to deliver Denver Moves Everyone:

19) DOES DME COVER RIGHT OF WAY ENCROACHMENT AND UTILITIES PLANNING?
Responsibilities beyond the scope of DME include utilities, water planning and infrastructure, solid waste and building infrastructure, among other work. Where related, the DME team is coordinating with other divisions to improve collaboration and accomplish shared goals.

For instance, the on-going Denver One Water Plan is DOTI’s citywide water strategy plan. There are opportunities to coordinate water resource planning and infrastructure to support transportation initiatives. As an example of coordination, many of Denver’s trails are constructed along waterways. Coordinating future investment along these water corridors can enhance transportation assets in Denver. Recent examples of this coordination are the 39th Ave Greenway and Stormwater Project, and Confluence Park at the confluence of the Platte River and Cherry Creek. Through DME, additional opportunities for enhanced coordination will be evaluated across all DOTI divisions. Learn more DOTI’s One Water Plan online.

DOTI manages the Public Right of Way, and regulates how infrastructure (public and private) is implemented within this space. DOTI recently completed the City’s first Complete Street Guidelines that provide guidance for how the public right of way should be planned and designed. Recommendations from this document are being reviewed and integrated into the DME process. More information about this plan can be viewed online.

HOW IS DOTI ADVANCING EQUITY THROUGH DME?

20) HOW IS THE CITY ENSURING INCLUSIVE INVOLVEMENT IN THIS PLAN?
The DME team is working hard to achieve broad participation from people of varied backgrounds, perspectives, and interests. We are seeking to increase participation from areas that have historically been less involved in planning projects. We are tracking from whom we are hearing, and targeting higher levels of engagement in neighborhoods from which we are hearing less.
The project team is using various engagement strategies simultaneously and will be closely tracking where and from whom feedback is received. Strategies include:

1) **Citywide Digital Reach**: Citywide digital reach includes using online tools to engage at the broadest level. This strategy will help increase overall awareness about the project. Techniques used will include online tools, social media, traditional media, surveys, project emails and virtual events. All in-person and online public outreach materials are translated into Spanish, and into other languages as needed to cater to Denver’s multilingual population.

2) **Community and Partner Networks**: Working with committee and partner networks will enable us to target specific voices who represent different perspectives and experiences relating to transportation in Denver, with the goal to ensure diverse voices are heard during all phases of plan development and feedback is used to influence plan outcomes. The team is also coordinating with the Human Rights & Community Partnerships Commissions, a list of which can be viewed here: https://www.denvergov.org/Government/Agencies-Departments-Offices/Human-Rights-Community-Partnerships/Commissions.

3) **Sub-Area Grassroots Approach**: This approach will allow us to tailor our messaging to reflect how different geographic areas experience transportation and to ensure all areas of the city are equally represented. The project team has organized the city into six sub-areas to provide a framework for organizing our grassroots outreach efforts. The number and location of grassroots outreach efforts will be determined based on the results of our citywide outreach and will focus on filling in gaps in locations where we have received less feedback. Techniques used for this strategy will include pop-up events, local surveys, local media campaigns, focus groups, partnering with ongoing CCD projects and participating in local events. These are interactive events with visual boards, surveys and giveaways — and allow the community to participate with the project on their own time.

4) **Racial Equity Toolkit (RET)**: The RET team is enhancing DME Outreach efforts by engaging people of color in the outreach process, including Denver’s Black, Latino, Indigenous, Asian communities, and other people who identify as non-white to form a DME Diverse and Inclusive Voices Strategy. The DME team is tracking metrics to understand the demographic make-up of the feedback collected and how to target outreach efforts to gain better representation from Denver’s diverse populations.

5) **Diverse and Inclusive Voices (DIVO) Committee**: The RET has established the DIVO committee, consisting of leaders from organizations representing communities of color, low-income residents, people experiencing homelessness and other marginalized groups. The committee will meet regularly to evaluate DME at key phases and offer their perspective and recommendations to ensure equity is incorporated throughout the process and in the outcomes of the plan. The committee members will also help broaden outreach by sharing information and gathering input from their communities.

6) **DIVO Creative Input Sessions** in five areas of the City that are historically under-represented, gathering their input to fill in gaps from the general public outreach and other DME outreach tactics. These areas include: Northwest Denver (Sunnyside, Chaffee Park, Berkeley, etc.); GES and Five Points; West/Southwest Denver (Athmar Park, Harvey Park, College View, etc.); Northeast Park Hill and Central Park; Montbello and Green Valley Ranch. Nearly all participants have identified as non-white and they were compensated for their time.

The DME team is committed to increasing participation from communities who are typically under-engaged and underrepresented in planning efforts. In understanding the difficulty in bringing parity in representation of all neighborhoods and backgrounds to the planning process, the DME team will more heavily weigh feedback from communities in Denver’s “equity focused areas” to ensure the equitable prioritization of the overall plan outcomes. Voices from these traditionally underserved and underrepresented residents will be prioritized in: shaping the overall plan, and defining equitable outcomes and benchmarks to define success in improving racial transportation equity in Denver.
21) HOW IS THE DME TEAM LEVERAGING OPPORTUNITIES TO WORK WITH GROUPS OUTSIDE OF THE CITY WITH REGARD TO THE EQUITY ASSESSMENT PIECE?

The Diverse and Inclusive Voices Outreach (DIVO) committee is made up of leaders representing groups whose input and expertise are most needed to develop an equitable plan, including low-income residents, black, brown, and indigenous communities, immigrants and refugees, people experiencing homelessness, and multilingual communities. The DIVO committee is critical because traditional engagement methods and other structural inequities limit participation of these groups in citywide planning processes. DIVO committee members will meet every two months throughout the course of DME to advise DOTI and the project team on the vision, goals, future transportation scenarios, strategies, and performance monitoring through 2022.

22) HOW IS DME SUPPORTING EQUITY THROUGH THE GOALS? IS THERE A SPECIFIC ASSESSMENT BEING USED?

DOTI is working to advance racial equity by focusing on the voices of Denver’s black, indigenous, and people of color (BIPOC) communities. Targeted outreach and engagement to Denver’s BIPOC communities is essential in supporting an equitable planning process, and identifying community-defined outcomes to advance transportation equity in Denver.

To inform the development of the strategic vision and goals of this plan, DOTI is leading an engagement process to listen and learn directly from BIPOC communities. This Diverse and Inclusive Voices strategy extends DME’s overall engagement process through consultation with national best practices and experts on equity in transportation and by providing opportunities for residents to give feedback on DME goals through creative input sessions. These sessions have provided substantive input on how DME’s goals can better reflect the voices and perspectives of Denver’s diverse communities. Significant themes such as affordability, respect, dignity, humanity, care, safety and comfort have emerged from this process and were used to develop statements describing Denver’s aspirations and future state for each of the plan’s five goal areas.

In future phases of this planning effort, targeted outreach to BIPOC communities will continue. Feedback will be used to shape recommendations, objectives and metrics to advance racial transportation equity, providing the framework to benchmark successful implementation. Data-driven metrics will be established across each goal and associated with objectives to ensure and to track equitable outcomes. Existing conditions data, published through the forthcoming State of the System report, will be used to assess existing inequities in transportation access, safety, reliability, mobility and other critical areas.

23) HAS THERE BEEN ANY THOUGHT OF USING HEALTH EQUITY ASSESSMENT TOOLS AS PART OF THE PLANNING PROCESS?

DME will directly address equitable transportation outcomes as a cross-cutting thread linking the goal areas of this plan. Equity will be considered throughout this planning process, and DME is examining best practices in integrating equity in transportation planning – including health equity assessments.

Historical context for systemic inequities, and key data points illustrating health equity outcomes will be included in the initial State of the System report. As the plan progresses, opportunities will be examined to use national tools and local best practices to evaluate equity at the project level – as an input into project prioritization processes, for example – and at the system-level – to track performance outcomes and provide benchmarks to measure success.

The project team is aware of and will continue to examine building on national best practices such as Policy Link, EPA, Robert Wood Johnson Foundation, and other assessments tools.