

Date	Comment type	Name or agency	Comment
12/7/2025	Email	Member of the public - Andy Janes	I would like to submit a written comment for the upcoming Transportation Advisory Committee meeting on December 15.
			<p>My request is that DRCOG will make some improvements to the proposed regional transportation plan by moving funds currently scheduled for highway expansions to multimodal and safety improvements. We know that widening highways are only temporary solutions to traffic delays and can actually reduce the safety of those roads. Instead, I would like to see some of the many dangerous corridors in the metro area, including Colorado, Alameda, Speer, and Wadsworth receive funding to improve connectivity and safety for those walking, biking and taking transit.</p> <p>We also need this change of focus to tackle climate change, the biggest crisis of our time. Highway expansions do not meet the moment and are going in the wrong direction if we want to have any chance of keeping global temperatures reasonable.</p> <p>Thank you for you time, Andy Janes Denver</p>
12/7/2025	Email	Member of the public - Dani Sandoval	<p>Good afternoon members of the Transportation Advisory Committee, my name is Dani Sandoval, and I live in Denver, CO - just south of Sloan's Lake. I'm writing to share my hope that you'll adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Sheridan Blvd, Alameda Ave, and 38th Ave, rather than expanding I-270 and I-25 North. From what I've read in the draft plan, it continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety and certainly won't fix congestion. Many studies have shown that induced demand will always fill these widened roads - only leading to even more congestion in the long run. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Instead of spending billions for highway widening projects directly, DRCOG should instead:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>In my own life, I walk, bike and sometimes drive to get around. But due to severe vision loss in my right eye, driving is unsafe. When bike and pedestrian infrastructure puts me directly next to speeding vehicles, I'm at even more of a risk of dying in the ever-increasing rate of hit-and-runs in Colorado. Investing away from highways and into expanding mobility options also comes with many benefits for myself and for many communities in the region.</p> <ul style="list-style-type: none">•Each 10% increase in miles traveled by transit reduces traffic deaths by 1.5%.•A 10% increase in people taking transit is associated with a 1.5% reduction in total traffic deaths, including vehicles. Transit crashes are rarer and less deadly than car crashes; with a 20% post-pandemic spike in severe Denver crashes, safer alternatives are urgent.•People walking and biking only account for 8% of total trips, and are involved in just 2% of traffic crashes, but they constitute 20% of the region's traffic deaths and injuries. We urgently need significant safety improvements to reduce these tragedies. <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you, Dani Sandoval</p>
			<p>Hello - I am submitting a written comment below for the upcoming Transportation Advisory Committee meeting on December 15. Thank you! Members of the Transportation Advisory Committee:</p> <p>My name is Joe, and I live in Denver. I strongly urge you to adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous corridors like Colorado Boulevard, Wadsworth Boulevard, Alameda Avenue, 38th Avenue, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North.</p> <p>I'm extremely disappointed that the draft plan continues to underfund sustainable transportation while allocating billions of dollars to highway widening projects that are expensive, polluting, and ultimately ineffective. Widening highways will not solve congestion or safety problems. Instead, DRCOG should front-load projects that make our most dangerous streets safer and improve connectivity and convenience for people walking, biking, and using transit.</p> <p>Highway expansion directly contradicts DRCOG's stated goals. Widening projects do not improve air quality, do not reduce greenhouse gas emissions, and do not meaningfully expand access to safe, affordable transportation options. By contrast, investments in transit, BRT, sidewalks, and protected bike lanes improve safety, reduce pollution, save households money, and provide real mobility choices—especially for people who cannot or choose not to drive.</p> <p>In my own life, I rely on walking, biking, and transit to get around Denver, and I see every day how unsafe and incomplete our current infrastructure is on major arterial roads. These investments aren't abstract to me — they affect whether I feel safe getting to work, running errands, and visiting friends without a car.</p> <p>DRCOG's goal is to "prepare for and adapt to future changes in transportation." Repeating the same highway-widening approach we've used for decades will not prepare our region for the future. If we want a safer, healthier, and more equitable transportation system, we must change what we choose to fund.</p> <p>Please redirect funding from highway expansion to multimodal and safety-focused projects that actually meet DRCOG's stated goals and the goals of our community. Thank you for your time and consideration.</p>
12/8/2025	Email	Member of the public - Joe Szuszwalak	<p>Hello, I am submitting a written comment for the upcoming Transportation Advisory Committee meeting on December 15. Thank you! Good afternoon members of the Transportation Advisory Committee, my name is William Baldwin, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front-load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use bike and pedestrian infrastructure to get around. It's really nice to live in a city where I can actually get to work, the grocery store, medical appointments, and my church either on a bike or on foot. It also helps with my mental wellbeing, getting exercise and getting outside at the same time that I'm getting where I need to go. However, most of the time I'm near a street with cars, I don't actually feel safe. My head is constantly on a swivel to make sure there's not a car that's about to hit me. This is frustrating -- I would love more safety infrastructure to protect people like myself who aren't in a car. Safety infrastructure actually benefits everybody, reducing pedestrians and bike fatalities as well as car crashes.</p> <p>Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Better air quality, not being stuck in a car, reducing crashes, reducing traffic. It's a win-win for everybody to provide viable alternatives to driving. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you.</p>

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12/8/2025	Email	Member of the public - Sarah Snider Komppa	<p>Transportation Advisory Committee Members,</p> <p>First, thank you for your service to our large region. Planning ahead helps us all chart a course for the best future for all residents in the Denver Metro area. Related to today's meeting agenda items, I sincerely hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North.</p> <p>I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use the metro area's transit, bicycle, and pedestrian infrastructure to get around. My children and I regularly bike to school and around town for our various activities and also ride transit. We would like to see more investment in great multi-modal transportation rather than highway infrastructure.</p> <p>Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Did you know that highway and road widening projects do not reduce congestion but actually increase how much people drive? Projects like Denver's I-25 T-REX expansion have seen traffic return to pre-construction levels after just two years of completion. DRCOG is behind schedule to meet the regional target of 35% of commutes outside of a vehicle by 2040, largely due to the lack of high quality transit, bike, or pedestrian infrastructure.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>As someone once said, stupidity is doing the same thing over and over but expecting different results. Let's not fall prey to the idea that widening our highways will reduce traffic.</p> <p>Thank you, Sarah Komppa</p> <p>Dear Transportation Advisory meeting,</p>
			<p>My wife and I are retired. In 2015, we were tired of the suburban drive-everywhere lifestyle. We moved to Denver for a more walkable neighborhood. We walk to the parks, restaurants & retailers in our neighborhood. Soon I will buy a bike for the occasional, small needs trips to the grocery store. We use the A line from Union Station to DIA for trips. We do not use the Light-rail to Union Station because of reliability and frequency issues.</p> <p>We are concerned about your 2050 Regional Transportation Plan which prioritizes highway expansion instead of funding multimodal and safety projects. Building bigger highways will just encourage more car travel, pollution and lack of safety. It backtracks on the stated goal of reducing CO2 emissions. My wife and I already hate driving on our major roads and highways because of dangerous drivers and excessive speeds.</p> <p>Denver's air is often too polluted for seniors to enjoy the outdoors. Pollution, PM 2.5 and ozone, is dangerous not just to us but to small children, pregnant women and people with respiratory problems. Add all these groups together and it is a significant part of the population that is endangered from air pollution. Bigger roadways and more cars increases air pollution. Providing good transit and safe streets for walking and biking reduces air pollution.</p> <p>Please refocus your planning and funding toward multimodal and safety projects.</p> <p>Sincerely Bob Walker Denver</p>
12/8/2025	Email	Member of the public - Savannah Terrell	<p>Hello, I am submitting a written comment for the upcoming Transportation Advisory Committee meeting on December 15.</p> <p>Good afternoon members of the Transportation Advisory Committee, my name is Savannah Terrell, and I live in Uptown. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use walking, biking, and transit infrastructure to get around town. Denver has the opportunity to be a nationwide leader in prioritizing multimodal mobility over vehicular travel - let's lead by example! Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p> <p>Over and over again it has been tested and proven that highway and road widening projects do not reduce congestion and increase how much people drive. Projects like Denver's I-25 T-REX expansion have seen traffic return to pre-construction levels after just two years of completion. DRCOG is behind schedule to meet the regional target of 35% of commutes outside of a vehicle by 2040, largely due to the lack of high quality transit, bike, or pedestrian infrastructure. In addition to not reducing congestion, highway expansions cost taxpayers \$24,000 per lane per mile per year for maintenance and each 10% increase in miles traveled by transit reduces traffic deaths by 1.5%.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you!</p>

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12/8/2025	Email	Member of the public - Amy Campbell	Hello, I am submitting a written comment for the upcoming Transportation Advisory Committee meeting on December 15. Thank you!
			Dear members of the Transportation Advisory Committee: my name is Amy Campbell and I live in Denver. I'm writing to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: •Increase safety for all users of the transportation system. •Improve air quality and reduce greenhouse gas emissions. •Expand the region's rapid transit network. •Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. •Expand travel options for vulnerable and underserved transportation users. However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use bicycle, pedestrian, and (some) car infrastructure to get around. It's so nice to start and end the day biking my kid to school! Investing away from highways and into expanding mobility options comes with many benefits for many communities in the region. The ones that matter most to me are climate and affordability. Transportation currently accounts for the most greenhouse gas emissions in the region (34%), contributing to local water and air pollution and making DRCOG home to the most polluted zip code in America: the Globeville Elyria-Swansea neighborhoods. This is no coincidence; the neighborhoods are surrounded by over five different highways and interchanges. Additionally, transportation is Colorado's 2nd-highest household cost, burdening low-income households and the 30% who don't drive. Not owning a car until I was 30 is what allowed me to buy a house on a graduate student salary. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you. Amy Campbell
			Good afternoon members of the Transportation Advisory Committee, My name is Mauricio Alvarez, and I live in Capitol Hill in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: • Increase safety for all users of the transportation system. • Improve air quality and reduce greenhouse gas emissions. • Expand the region's rapid transit network. • Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. • Expand travel options for vulnerable and underserved transportation users. However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use bike and pedestrian infrastructure to get around. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. -It helps even out the field economically as it helps less fortunate people to get around easier and hopefully find a better life for themselves. -Alternative mobility strengthens communities and it helps fight loneliness, it fosters connection and creates opportunities for people to meet casually. -Its healthier -Bike and pedestrian infrastructure needs way less maintenance and it's cheaper so we all get more bang for our buck. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you. MAURICIO ALVAREZ
12/9/2025	Email	Member of the public - Mauricio Alvarez	Dear members of the Transportation Advisory Committee, my name is Brandon McKinley, and I live in Denver's Capitol Hill neighborhood. I'm writing to urge you to adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening: •Does NOT increase safety for all users of the transportation system. •Does NOT improve air quality and reduce greenhouse gas emissions. •Does NOT expand the region's rapid transit network. •Does NOT provide more ways to travel by foot, car, bus, bicycle and other mobility devices. •Does NOT expand travel options for vulnerable and underserved transportation users. However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. I bike, take the bus, and walk to get around town, go to work, events, and the grocery store. I chose to get rid of my car when I moved to Denver in 2022 to try to live a more sustainable and more comfortable life in the city, where I didn't have to worry about traffic and parking, where I could know my community better, and where I could feel and be safer moving around. Each 10% increase in miles traveled by transit reduces traffic deaths by 1.5%. A 10% increase in people taking transit is associated with a 1.5% reduction in total traffic deaths, including vehicles. Transit crashes are rarer and less deadly than car crashes; with a 20% post-pandemic spike in severe Denver crashes, safer alternatives are urgent! DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you, Brandon
12/9/2025	Email	Member of the public - Brandon McKinley	

Date	Comment type	Name or agency	Comment
12/10/2025	Email	Member of the public - Danny Havelick	<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting.</p> <p>Good afternoon members of the Transportation Advisory Committee, my name is Danny Havelick, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I am an exclusive cyclist (my household has only one car, so I commute and run errands by bike), so multimodal infrastructure is a priority for me. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Sincerely, Danny Havelick</p>
			<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting.</p> <p>Good afternoon members of the Transportation Advisory Committee, my name is Hamilton Reed, and I live in Southwest Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use bikes, bus, and rail infrastructure to get around. Not only does non-auto transit make my life easier & calmer, it is better for the environment & is one of the things we need to do as a society to reverse climate change. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. In short, a "just one more lane, bro" mindset will not fix traffic or help us reach our climate goals. Getting people out of cars will.</p> <p>Thank you. Sincerely, Hamilton Reed</p>
			<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting.</p> <p>Good afternoon members of the Transportation Advisory Committee, I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. I walk, bike and take transit to get around as much as possible. Every time we spend money on highway expansion we make it harder for me to do that. Funding auto infrastructure instead of pedestrian, bike, and transit investments make my life harder, not easier. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Sincerely, Mathew Trostle</p>

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12/10/2025	Email	Member of the public - Ben Daniels	I'm submitting this written public comment for the Transportation Advisory Committee meeting.
			Good afternoon members of the Transportation Advisory Committee, my name is Ben Daniels, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
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12/10/2025	Email	Member of the public - Sami Tellatin	Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use transit, bike, and pedestrian infrastructure to get around. It's more pleasant than being stuck in traffic and I get exercise while doing it. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you. Sincerely, Ben Daniels I'm submitting this written public comment for the Transportation Advisory Committee meeting.
12/10/2025	Email	Member of the public - Adam Peterson	Good afternoon members of the Transportation Advisory Committee, my name is Sami Tellatin, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
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12/10/2025	Email	Member of the public - Adam Peterson	However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I prefer to use pedestrian, biking, and transit infrastructure to get around. The more we invest in transit, the more people we get off our roads and the safer our streets get. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you. Sincerely, Sami Tellatin I'm submitting this written public comment for the Transportation Advisory Committee meeting.
			Good afternoon members of the Transportation Advisory Committee, my name is [YOUR NAME], and I live in [TOWN or REGION]. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
12/10/2025	Email	Member of the public - Adam Peterson	Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.
			Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.
12/10/2025	Email	Member of the public - Adam Peterson	In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure to get around. [PERSONAL COMMENT ON WHY THIS IS IMPORTANT TO YOU]. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.
			DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you. Sincerely, Adam Peterson

Date	Comment type	Name or agency	Comment
12/10/2025	Email	Member of the public - Tim Keenan	Hi there, I'm Tim Keenan, and I live in Baker here in Denver.
			I'm totally blind, so I use walking and public transit as much as is practical to get where I need to go. The Denver Streets Partnership is telling me that you're considering widening highways rather than investing in multimodal transportation options.
			<p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">● Increase safety for all users of the transportation system.● Improve air quality and reduce greenhouse gas emissions.● Expand the region's rapid transit network.● Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.● Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>At some point, you've got to bet big on these next-generation projects on streets like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, and turn away from highway widening projects that won't solve Denver's long-term transportation needs. If you invest in a project that serves the community, the community will come. Denver Metro area residents like me need you to fund bold, sustainable, transportation projects rather than the same-old, same-old. It will take decades to change our outdated transportation paradigm, but that change has to start somewhere. Let it start with you!</p>
12/10/2025	Email	Member of the public - Patricia Whyde	<p>Thank you. Tim Keenan</p> <p>I'm submitting this written public comment for the Transportation Advisory Committee meeting. Good afternoon members of the Transportation Advisory Committee, my name is [Patricia], and I live in [Denver]. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use [TRANSIT/BIKE/walk/drive] infrastructure to get around . Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>[I strongly agree with the words stated above. In addition Coloradans still don't have a strong rail system that takes people all along I-70 and I-25. Expand wildlife bridges or underpasses in more places through the state. Do not widen roadways. It is a waste of money. Invest in real beneficial projects... multimodal]</p> <p>Thank you. Sincerely, Patricia Whyde</p>
			<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting. Good afternoon members of the Transportation Advisory Committee, my name is [YOUR NAME], and I live in [TOWN or REGION]. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure to get around. [PERSONAL COMMENT ON WHY THIS IS IMPORTANT TO YOU]. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Sincerely, Steve Zemanick</p>
12/10/2025	Email	Member of the public - Steve Zemanick	<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting. Good afternoon members of the Transportation Advisory Committee, my name is [YOUR NAME], and I live in [TOWN or REGION]. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users.
			<p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p>
			<p>In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure to get around. [PERSONAL COMMENT ON WHY THIS IS IMPORTANT TO YOU]. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p>
12/13/2025	Email	Member of the public - Heidi Newhart	<p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Sincerely, Steve Zemanick</p>
			<p>I'm submitting this written public comment for the Transportation Advisory Committee meeting. Good afternoon members of the Transportation Advisory Committee, my name is [YOUR NAME], and I live in [TOWN or REGION]. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">- Increase safety for all users of the transportation system.- Improve air quality and reduce greenhouse gas emissions.- Expand the region's rapid transit network.- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.- Expand travel options for vulnerable and underserved transportation users.
			<p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure to get around. [PERSONAL COMMENT ON WHY THIS IS IMPORTANT TO YOU]. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p>
12/15/2025	Virtual Attendee	Member of the public - Elizabeth Simons	<p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p>
			<p>Thank you. Sincerely, Heidi Newhart</p>
			<p>I find that highway widening is not really in support of the transportation system of the future that I think we want to see in Denver and the surrounding areas. I would like to see more emphasis and support given for alternate transportation methods. Less towards cars and more for travel by foot, car, buses, trains, etc. compared to highway widening.</p>

Date	Comment type	Name or agency	Comment
			<p>I am submitting a written comment for the Dec. 15 Transportation Advisory Committee meeting. Thanks for taking the time to read. Good afternoon members of the Transportation Advisory Committee, my name is Lucas Reilly, and I live in the Hale neighborhood in Denver and have been living in East Central Denver for the better part of the last decade. I also help run the website https://roadway.report, a project aimed at increasing awareness of our unnecessarily fatal and injurious transportation network across the United States, shining a light on the countless tragedies occurring in our communities every day at the hands of our transportation network. One glance at our main nationwide fatality map paints a pretty clear picture on why we shouldn't be expanding highways in our communities, and a little more scrutiny on Denver on the map (or on the Colorado Injury data map) gives a pretty compelling argument why we should be addressing deadly corridors like Alameda Ave., Colorado Blvd, Wadsworth Blvd, etc.</p> <p>I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on these dangerous city connectors rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and deadly highway expansions, increasing car dependency and thus death and injury. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. It is sad and troubling that the plan seems to continue in a legacy of prioritizing driver convenience over human life and dignity. It is a shame that we accept such a massive loss-of-life as collateral to a transportation network that is much less efficient than one with a better mode-share and better connectivity for those outside motor vehicles. Denver has a chance to become a leader in this movement; the plan as it stands squanders that chance to the tune of billions of dollars.</p>
12/15/2025	Email	Member of the public - Lucas Reilly	<p>Prioritizing highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">● Increase safety for all users of the transportation system.● Improve air quality and reduce greenhouse gas emissions.● Expand the region's rapid transit network.● Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.● Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals, and there are many steps that could be taken that cost a lot less than a billion dollars...</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done and they don't prepare us for the future of transportation. Denver Metro area residents need you to be brave, bold, and help create a future transportation system that values the lives of our neighbors over driver convenience.</p> <p>Yours, Lucas Reilly</p>