

Appendix C

Active Transportation Plan public and stakeholder engagement

October 2025

Throughout the planning process, DRCOG staff worked with stakeholders, partners and members of the public to guide development of the Active Transportation Plan. Building on the engagement work completed for the previous regional Active Transportation Plan adopted in 2019, the project team sought to answer a foundational question: who in the Denver region faces barriers to traveling by active modes, and how can this plan remove those barriers?

Engagement for the plan focused on three primary efforts. First, the project team sought deep collaboration with an advisory group of local government and partner agency staff to set a vision, themes, network and plan recommendations that will guide DRCOG's active transportation efforts for the years to come. This committee, the Active Transportation Advisory Group, was key focal point for much of the engagement work. Second, the project team sought to amplify and promote the planning process to a wide audience with opportunities to learn about and provide input on the plan at any point during the process. Finally, the team sought to identify key population groups or constituencies that face barriers to using active modes of transportation, and engage those people in deep conversation. The efforts described in this document reflect the culmination of those priorities.

Active Transportation Advisory Group

In June 2024, staff from DRCOG's 59 member governments and partner agencies were invited to join the Active Transportation Advisory Group to guide the plan's development. Staff from the following agencies were identified to participate in the advisory group:

- Adams County
- Arapahoe County
- City of Arvada
- City of Aurora
- Town of Bennett
- City of Boulder
- Boulder County
- City of Brighton
- City and County of Broomfield
- City of Castle Pines
- Town of Castle Rock
- Colorado Department of Transportation
- (headquarters, Region 1 and Region 4)
- City of Centennial
- Clear Creek County
- Commerce City
- City and County of Denver
- Douglas County

App. C – Active Transportation Plan public and stakeholder engagement

- City of Edgewater
- City of Englewood
- Town of Erie
- City of Federal Heights
- Town of Foxfield
- Town of Frederick
- City of Glendale
- Highlands Ranch Metropolitan District
- Jefferson County
- City of Lafayette
- City of Lakewood
- City of Littleton
- Town of Lochbuie
- City of Lone Tree
- City of Longmont
- City of Louisville
- Town of Lyons
- Town of Mead
- Town of Morrison
- Town of Nederland
- City of Northglenn
- Town of Parker
- Regional Transportation District
- City of Sheridan
- Town of Superior
- City of Thornton
- City of Westminster
- City of Wheat Ridge

The Active Transportation Advisory Group met eight times between June 2024 and August 2025, as detailed in Table 1.

Table 1 Active Transportation Advisory Group meetings

Date	Meeting agenda
June 21, 2024	Plan kick-off: advisory group roles, vision and key themes, and network factors and measures.
August 21, 2024	Sidewalk delivery workshop: pedestrian design and accessibility, project and program delivery challenges.
October 29, 2024	Network development: pedestrian focus areas and short trip opportunity zones draft review, crossing gap analysis approach.
January 28, 2025	Bicycle+ guide development: survey review and responses, bicycle and micromobility design and operations.
April 2, 2025	Active transportation network charrette: regional active corridors network development, crossing gaps analysis update.
August 12, 2025	Draft plan review.
August 20, 2025	Draft Sidewalk Delivery Guide review.
August 26, 2025	Draft Bicycle+ Program Guide review.

The Active Transportation Advisory Group provided direction and feedback on each successive element of the plan and guidance resources, starting with the plan vision and guiding themes, through the three-part network development, sharing best and emerging practices in design and implementation, and finally establishing DRCOG implementation actions and performance measures.

In addition to committee meetings, members of the advisory group were consulted through individual conversations and interviews, through two detailed surveys (first on sidewalk design and construction, and second on bicycle+ facility design, operations and maintenance) and three online mapping activities (examples showing in Figure 1 and Figure 2).

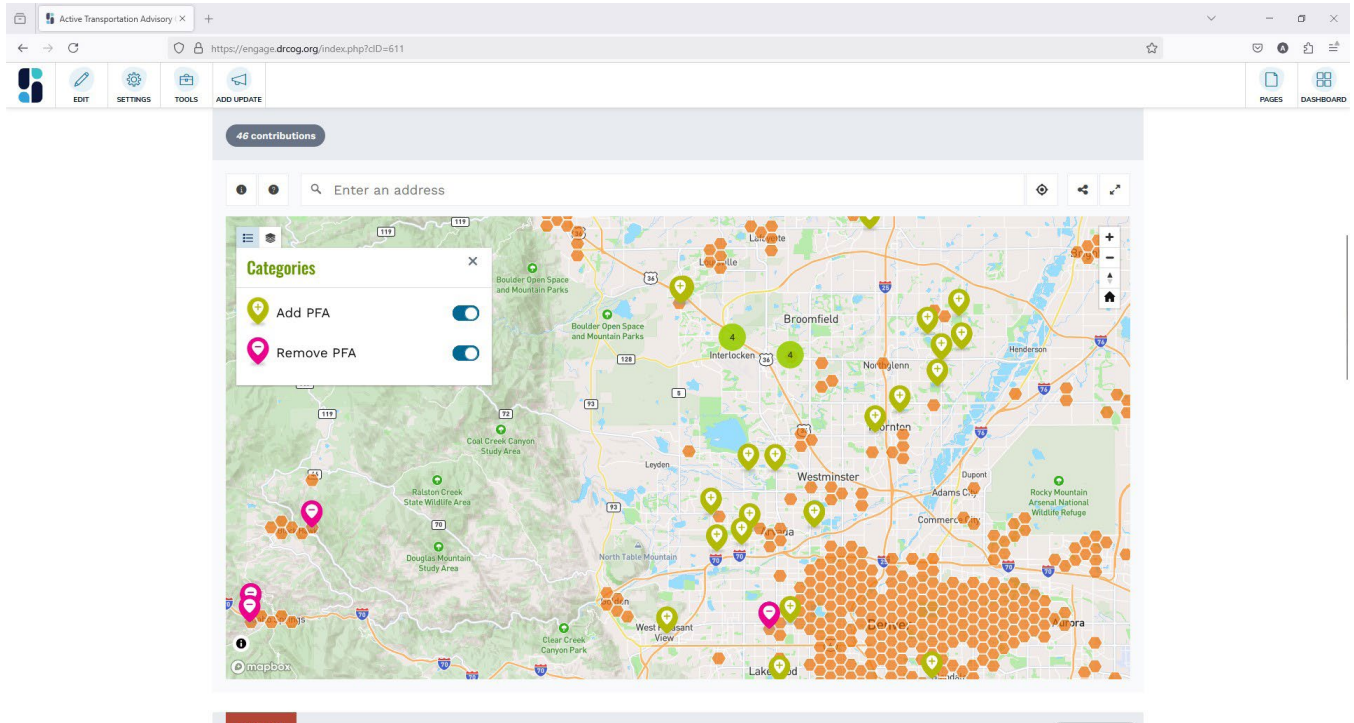


Figure 1 Stakeholder map feedback received in Fall 2025 on draft pedestrian focus areas.

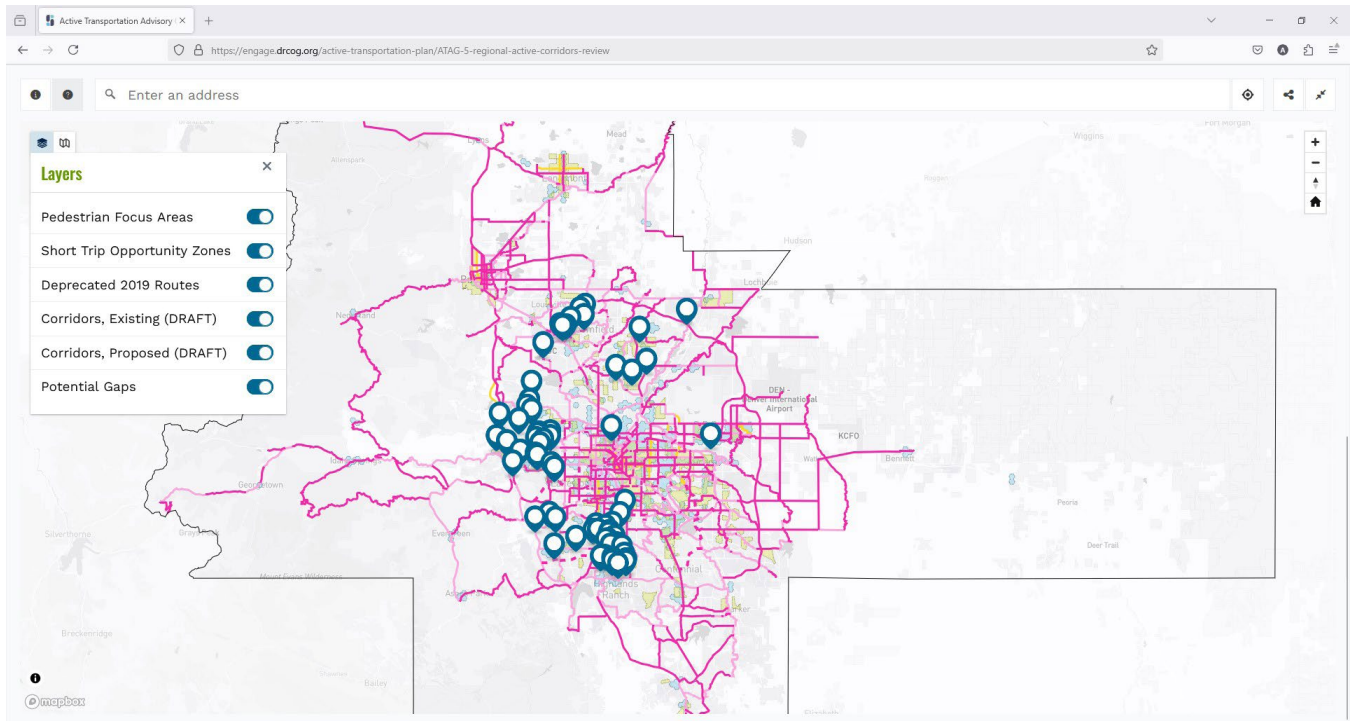


Figure 2 Stakeholder map feedback received in Winter 2025 on draft regional active transportation corridors.

Public engagement

In addition to feedback received from the Active Transportation Advisory Group, the project team engaged with community stakeholders and members of the public to shape the plan and guidance resources, as well as to amplify and promote the plan during the project initiation and draft comment periods. In order to maximize the impact of plan engagement, the project team focused efforts on two strategies:

- Engage community stakeholders and partners to promote and amplify the planning process to the broader public.
- Conduct targeted engagement events to have deep, substantive conversations with individuals or groups that face acute barriers to using the existing active transportation system in the region.

To meet these strategies, DRCOG staff and the project team established and maintained a project web page to serve as a "one-stop shop" for updates and opportunities to give input; attended impactful public events to spread awareness of the plan; hosted meetings with a group of community stakeholders; sent e-blasts to the plan advisory groups and community advisors at key milestones; and conducted in-depth focus group conversations or interviews with affinity groups to better understand acute issues that could be addressed in the plan. These activities took place throughout the planning process between June 2024 and August 2025.

Social Pinpoint project web page

In June 2024, DRCOG staff created a project web page through the agency's Social Pinpoint platform, which facilitates project-specific engagement and updates. The Active Transportation Plan's web page was hosted at engage.drcog.org/atp, and was updated at regular milestones to ensure that anyone who visited the page at any time in the project life cycle could quickly understand the plan's purpose, scope and timeline. Additionally, the project manager's contact information was listed, and a simple sign-up form was prominently placed to encourage visitors to subscribe for updates.

The Social Pinpoint page hosted various engagement modules during the planning process, including draft networks for review, draft documents, and public forums to submit and read comments from members of the public.

Throughout the project, the Active Transportation Plan web page received more than 2,600 views from more than 1,200 visitors, and 154 contributions from 32 contributors.

Outreach events and communications

The project team sent communications and conducted a limited number of public outreach events to further raise public awareness about the plan. Beginning in June 2024, DRCOG staff held conducted outreach during Bike to Work Day, collecting outreach cards from over 200 participants at seven locations across the region including in Boulder, Arvada, Denver and Aurora.



The project sent e-blasts in Summer 2024 to 40 community partners and organizations across the region to inform about the planning process, and hosted two virtual meetings in August 2024 with the community partners and stakeholders. Community partners included staff at transportation management associations, streets and disability advocates, open space stewards and recreation districts, and other groups identified by stakeholders.

In June 2025, the project team provided collateral to Bike to Work Day organizers to again raise awareness of the coming draft comment period.

During the public comment period (discussed further on page 6), DRCOG sent two email blasts to community stakeholders and partners to raise awareness and ask for help promoting the plan. The two blasts, sent on August 4 and August 19, 2025, included a "share kit" with a plan summary, suggested blurb and social media post to share with each organization's network. Finally, DRCOG's website published and promoted a news item on August 1, 2025 to spread awareness about the draft plan comment period.

Focus groups and interviews

Finally, the primary focus of engagement for the plan was placed on conducted substantive conversations with members of the public who have unique and relevant perspectives on the region's active transportation system, especially those who face barriers to walking, bicycling and rolling. Between February and August 2025, the project team led either focus group discussions or facilitated interviews with members of the following groups:

- Older adults and refugees, identified and facilitated in partnership with DRCOG's Area Agency on Aging, which were conducted with interpreters where necessary. These conversations focused primarily on barriers that older adults face while walking (and occasionally bicycling), as well as barriers that non-English speakers may encounter.
- Children and families, first through a Kids' Bike Fest event hosted through Denver's Department of Transportation and Infrastructure and then with leadership from the Park Hill Elementary Bike Bus. These conversations focused on expanding mobility and independent travel for school-age children, and traffic safety issues or challenges unique to children and families.
- Travel trainers working with blind and low-vision students at Colorado Center for the Blind. This conversation centered on how blind and low-vision people interpret and navigate the transportation system, including techniques and common challenges.

Additionally, DRCOG staff held one-on-one conversations with members of the public upon inquiry to discuss issues and opportunities for active transportation ranging from emerging technology to fairness to traffic rules and enforcement.

Public draft comment period

Finally, the plan was published for public comment between July 31 and September 1, 2025, during which time the plan received more than 80 comments. These comments are logged with staff responses in Table 2, Table 3 and Table 4; each comment was reviewed and responded to, and revisions were made to the final plan and resources based on these comments.

Table 2 Active Transportation Plan comments, July 31 - September 1, 2025

Name or agency	Comment type	Comment	DRCOG response
Member of the public	Social Pinpoint	The alameda shopping center in Denver is under rapid development of high density housing towers and is adjacent to a transit station. It is not identified as a pedestrian focus area. I believe it should be considering the plans for the area and it's future trajectory.	The Alameda Square Shopping Center (at Alameda & Zuni) and the former Alameda Shopping Center (at Alameda & Logan) are both included in Pedestrian Focus Areas geography. Additionally, the RTD Alameda Station and shopping center at Alameda & Colorado Blvd are also within the Pedestrian Focus Areas.
Member of the public	Social Pinpoint	Make your maps bigger. Give each one it's own page. This is a PDF document, you have no costs or page count. Please make this easier to read.	Rather than expand the number of maps, DRCOG will create a permanent shortlink to host the maps online.
Member of the public	Social Pinpoint	The regional active transportation corridors maps should highlight unsafe intersections and breaks in the corridor where it is difficult/impossible to cross arterials, highways, water, or rails. We need to identify the largest barriers so they can be removed. This plan doesn't do that. I can't even tell which segments exist, and which are still "visionary." Existing vs future should at least be called out. Since there is a measured performance indicator stating that % of people from an EXISTING active transportation corridor, this map should already exist and could easily be added.	The plan purposefully doesn't distinguish between existing and proposed corridors. Some corridors have an existing facility that may merit upgrade (e.g., upgrading shared lane markings to a separated bike lane, or a substandard shared-use path that can be widened or separated), while others are currently unbuilt in any form--and both could potentially be supported as TIP projects, etc. However, the distinction will be made during the needs analysis specified in Action #4. Additionally, the comment about identifying barriers is a great idea and we will plan to include in the gaps analysis.
Member of the public	Social Pinpoint	It is too easy to install very little infrastructure and label it a "neighborhood bikeway." We either shouldn't count this as progress for bicycle infrastructure, or there should be extremely strict qualifications for that term.	The final plan will include more information on how the facility types are defined, including setting firmer criteria for the goals of a Neighborhood Bikeway that specifically manage speed and volume to prioritize bike+ comfort. These criteria are based on FHWA and NACTO guidance.
Member of the public	Social Pinpoint	This plan should tie grant applications and transportation funding provided by DRCOG to multimodal projects. Grants should be scored higher if they are truly multimodal. The scandal of the DRCOG board ignoring staff recommendations and voting to give funding to widening Pena over all other projects should not have been possible. DRCOG funding must be unbreakably tied to advancing DRCOG goals.	Thank you for the comment. While grant and funding decisions are outside the scope of this plan, this will be considered in the next development of the Transportation Improvement Program Policy in 2026.
Member of the public	Social Pinpoint	Amount of DRCOG funding spent on multimodal infrastructure should be a performance indicator. % for cars vs % for multimodal infrastructure should be a performance indicator. Hold your self accountable.	This information is tracked in each cycle of the Transportation Improvement Program.

Name or agency	Comment type	Comment	DRCOG response
Member of the public	Social Pinpoint	Pg 44. "Percentage of arterial and collector streets with bicycle facilities within one mile of transit stations." This is too far a distance to draw any connection to actual access. Within 400 yards is more reasonable.	The commuter shed for this metric is based on analysis of historic travel surveys as well as current shared micromobility trip data, which has found that the mean micromobility trip is 1.4 miles and that a large portion of those trips (35 - 50%) connect to transit. We believe that the 1-mile bikeshed is a reasonable measurement distance for this factor.
Member of the public	Social Pinpoint	"Percentage of arterial and collector streets with sidewalks within 1/4-mile of transit stations" Again, this doesn't make sense. Unless the sidewalks directly connect to the transit station, how would a person walking or using a wheelchair access the transit? The goal should be % of transit stations connected to the sidewalk network.	The commuter shed for this metric is based on a "five-minute trip" (approximately, for the median user), which research has demonstrated is the distance most transit riders travel to reach their transit stop or station.
Member of the public	Social Pinpoint	"Percent of streets in the regional roadway system with sidewalks." This should be with sidewalks at least 5 ft in width. A 2 ft rollover curb would be measured as existing with this indicator. The sidewalk coverage maps on pg 20 shows the compliant and substandard sidewalks. The performance indicators should only measure "compliant" sidewalks.	We have added a clarification: this analysis was limited to PROWAG-compliant sidewalks to the extent that we have data available. PROWAG requires a minimum 4-foot pedestrian access route, so our analysis classified sidewalks as >4.5 feet to exclude curb width. It is based on aerial imagery and thus does not account for obstructions or surface quality issues that degrade accessibility, but does attempt to set a baseline of access to understand the network. Additionally, we have added a note to the relevant performance measures section to clarify that this defines "sidewalks" as PROWAG-compliant.
Member of the public	Social Pinpoint	I would find it helpful if the Active Transportation Plan explicitly defined "Compliant sidewalk" and "Sub-standard" sidewalks, perhaps with a cross-section diagram. I can't find this information in the plan (I stopped reading at the maps on page 20 & 21 to try to define this, and couldn't find anything using a keyword search). I *believe* that the criteria applied to the maps is " < 3' " or "> 3' " for sub-standard and compliant, based on what is in the Sidewalk Delivery Guide, although, when I Googled "Public Right of Way Accessibility Guidelines" and "sidewalk width" it looked like it was more 4' minimum. I'm a Northglenn resident, and am very familiar with our first-gen sprawl "sidewalks" that are not wide enough for strollers, wheelchairs, or people using canes (there is an older woman in my neighborhood that always walks her dog in the middle of the street, which might also have to do with lack of levelness, providing a trip hazard). The sidewalk outside my house is 32" lawn to curb ramp to the gutter - I think we were first filing Northglenn, or second. On the map, despite what I assume is a desire for "purplish" visualization (a mix of blue "good" and red "bad" throughout the region), the boundaries of my jurisdiction are very discernible as being sub-par (no purple, almost completely red). That is illuminating to me, and the staff that direct our city resources. I am left wondering...how to you fix an intricate network of too-narrow sidewalks? That is a question of complete curiosity, and it may be something that is eventually addressed in the SDG. Defining what is "compliant" vs "standard" in the ATP will help provide clarity, even if the case for sidewalks is made in the SDG.	Thank you for the comment! DRCOG is referring to the Public Right of Way Accessibility Guidelines, which requires a continuous pedestrian access route (PAR) at least four feet wide with five-foot wide passing zones every 200 feet. This analysis is based on a minimum 4.5' width (to exclude curb width from the PAR), and classifies sidewalks less than four feet as substandard. We have added the following clarifying note: "Based on available data, an estimated 23% of the region's existing sidewalks do not meet the basic standard width required by the Public Right of Way Accessibility Guidelines (which requires continuous pedestrian access routes that are at least four feet wide)."

Name or agency	Comment type	Comment	DRCOG response
Coalition 4 Cyclists	Social Pinpoint	Here are Coalition 4 Cyclists' comments. (1.) Consult CDOT and their draft ATP. (2.) Ask each region and/or member of DRCOG what active transportation projects they are prioritizing or want. (3.) Coordinate a plan for an initial core network of separated hard surface multi-use paths/bikeways. (4.) Get consensus agreement for the proposed core network across jurisdictions. (5.) Coordinate the seeking of funds across jurisdictions in order to execute on design and construction of a regional core network of separated paths. From there, municipalities and counties can plan and build relative to the core network with the intention of slowly achieving network multi-modal connectivity. C4C recommends starting with Highway 93 Golden - Boulder which crosses multiple jurisdictions and links emerging path systems in Larimer and Boulder Counties to the Peaks to Plains trail and beyond. The elevated goal of this process is to shift from the roadway design-use of right-of-way to the network multi-modal planning and design-use of right-of-way. It's an opportunity to incrementally adapt and scale planning and design like that of the State Highway 119(B) Boulder - Longmont project that has no added general purpose traffic lanes, roadway safety improvements, optimization for transit like bus rapid transit, separated (or complementary) bike-ped infrastructure, passenger rail to follow, and wildlife crossings if indicated.	Thank you to C4C for the thoughtful comments! The Active Transportation Plan is an envisioning/enabling plan. Much of what is described will actually be addressed in the RTP update, which includes the fiscally constrained project list. The ATP informs selection of those projects. • Hwy 93 is retained as a regional corridor, and we will pursue the opportunity to retain in the RTP projects list. • We've coordinated with CDOT throughout our parallel ATP developments and will continue to do so!"
Jefferson County	Social Pinpoint	Regarding the program and policy action #4 first bullet to "Set minimum active transportation level of service/level of comfort guidelines that are to be improved or retained on all projects." We have concern in how local agencies would determine level of service or comfort guidelines without a level of data analysis that is unreasonable for local agencies. Our experience is that a full GIS model is needed to evaluate this. The Complete Streets Toolkit misrepresents many arterial roadways as neighborhood connectors that creates a greater challenge for Jeffco in achieving the goals of a policy added to the TIP.	Action rewritten to remove "pedestrian level of service," which is a more data-intensive analysis than a design template for level of comfort for accommodation. Additionally, the Regional Complete Streets typology is periodically revised, and can be updated in the next revision cycle to better reflect current conditions..
Member of the public	Social Pinpoint	One of the roles that DRCOG should take in particular is helping coordinate bike connections between the different counties at their borders. There are several bikeway crossings between Denver and Jeffco, for example, that either abruptly terminate or navigate a mismatched intersection. Some heterogeneity is to be expected when the different counties weigh their funding priorities differently. But there should be alignment on the grand regional plan for the bike network. I have not seen these regional interconnects called out on Denver's most recent bike infrastructure plans. DRCOG is uniquely placed to drive that.	The draft networks have been intentionally developed to address those interjurisdictional tie-ins, and DRCOG is coordinating directly with those localities to build toward a more cohesive regional network. Some example modifications made based on local government feedback to strengthen those regional interconnections: • W 29th/32nd regional corridor refined at Denver/Wheat Ridge boundary • Broadway regional corridor realigned from Sherman in Englewood and Littleton to form cohesive spine with Denver • W 7th/8th Ave regional corridor refined with Jefferson County and Lakewood"
City of Lakewood	Emailed	An ATC comment that I missed during my review in May is the Union Blvd corridor. I don't feel as strongly about this as I do about Florida/Mississippi, but I would recommend re-routing it onto Van Gordon St. The reason for this is Union Blvd has proposed side paths, but those are seen as uncomfortable for many people, whereas Van Gordon has proposed separated bike lanes. As for existing facilities, Van Gordon is much more highly used due to its existing bike lanes compared to Union Blvd's spotty sidewalks with a hundred driveways. Routt St would also be better than Union Blvd, if you prefer a more direct route than Van Gordon St. But I wouldn't recommend Union Blvd.	Regional Active Corridor rerouted to Routt St. Intent is to connect Quail Street across US-6 (where a new overpass is proposed), then through Federal Center and RTD station, down to the Alameda Pkwy corridor.

Name or agency	Comment type	Comment	DRCOG response
Adams County	Emailed	Pg 20 - Since the Plan defines 'pedestrian focus zones', there should be some statistics about incomplete sidewalks in the 'pedestrian focus zones', to prioritize that the need should be addressed in these areas	We are adding this to the Sidewalk Delivery Guide, which has a more detailed discussion of the state of the sidewalk network.
Adams County	Emailed	Pg 20 - Map 4 Sidewalk coverage map: This is really hard to read. Is there a way to add a link to a webmap of this? Or, get rid of the map and create more insets that are zoomed in so the insets are easier to read	We will add a weblink to the final plan version.
Adams County	Emailed	Pg 22 - Similar to my first comment, it would be helpful to understand the crossing gap analysis statistics for pedestrian focus zones to help with prioritization at local jurisdictions	Additional information about the crossing gap analysis added to the Sidewalk Delivery Guide
Adams County	Emailed	Pg 24 - For employment, what was the denominator for density (per acre, per population)?	The denominator was area (square mile), based on employment estimates per .25-mile hexgrid container.
Adams County	Emailed	Pg 24 - Why was transit ridership not factored in, but just stop location? Seems like ridership would be more of an indicator for how many people are walking to/from transit stops?	We wanted to be future-proofed, so we opted to use RTD's System Optimization Plan and weight by route frequency rather than using current ridership. We felt this would better reflect anticipated investment and future growth, while also serving as a proxy for ridership.
Adams County	Emailed	Pg 28 - For table 1, if there could be a call-out box defining the facility types listed in table 1, that'd be helpful.	The final plan has added a facility type infographic.
Adams County	Emailed	Pg 31 - For the two stats on the side for highlighting Denver's evaluation, what were the 'innovative bicycle facilities'? It would be helpful to know a bit more information (or link to a Denver page), so get more information on what was reported as successful	The innovative bicycle facility refers to the package of design elements that go into Neighborhood Bikeways. Once the evaluation is published, we may be able to add a link through an administrative update.
Adams County	Emailed	Pg 35 - Adams County Enhancing Short Trips project used a differently methodology for defining opportunities, but identified the Pecos area (84th Ave to just south of Pecos Junction) as a priority for shifting the modes for 'short trips'. Anyway this could get added to the map? This would help the County to continue to prioritize piloting microtransit.	Geography is included in Short Trip Opportunity Zones
Adams County	Emailed	Pg 40 - Love #2. I would also add evaluation to this: "planning, design and engineering and facility evaluation work". From a County with just 1 transportation planner and ever-competing priorities, the more assistance we can have for evaluating the success of bicycle/micromobility/pedestrian projects within projects implemented in the County, the better case we can make to leadership for continued investment	Added 'evaluation' to the Program Action!
RTD	Emailed	In the Building a Better Bicycle+ Program, on page 10, RTD no longer requires micromobility operators to enter into licensing agreements for use on RTD properties. RTD now requires only staff review of requests from micromobility providers to use RTD properties.	Section rewritten to remove reference.
Town of Castle Rock	Emailed	Pg 5 - I believe this is the first mention of the TIP and it should be spelled out. (#4)	Spelled out in final version.
Town of Castle Rock	Emailed	Pg 5 - Not sure how this relates to the ATP as its written. ("Increasing the share of population living in areas with affordable housing and transportation costs")	Revised to "Increasing the share of population living in proximity to high-comfort active transportation network to help alleviate housing and transportation cost burden on households," which better aligns with the scope of the ATP.
Town of Castle Rock	Emailed	Pg 11 - Just a suggestion - if Vision Zero is important I would swap out this photo of not wearing a helmet with someone who is a wearing helmet.	We certainly see the argument and support safe riding behaviors. However, part of the goal of the plan artwork is to emphasize diversity of users, so some photos intentionally display people bicycling without helmets.

Name or agency	Comment type	Comment	DRCOG response
Town of Castle Rock	Emailed	Pg 12 - As we have seen the RTP scenario planning exercises, this is not a accurate planning tool. The model fails to reflect actual regional growth in the surrounding suburbs and instead focuses most growth in the infill areas of Denver. This will inaccurately show a reduction in VMT, when actually VMT will increase due to real world growth scenarios. I think it would be OK to discuss the land use and transportation relationship in theory, but I wouldn't mention the scenario modeling work.	While no modeling exercise is perfect, we do believe that the Scenario exercise is valuable for assessing the potential outcomes of varying planning approaches. The numbers cited in the ATP reflect only the anticipated changes in retrofitting streets with multimodal infrastructure across the region, not just in Denver. The scenario alluded to here does assume using planning and policy levers to focus regionwide development in transit-oriented communities and urban centers, which does focus more activity in Denver. However, these are indeed estimates.
Town of Castle Rock	Emailed	Pg 28 - Denver was not the first, there have been numerous bike share programs throughout the U.S. But they were one of the early modern bike share operators.	Agreed, this is correct. Revise to "modern municipal bike share program."
Town of Castle Rock	Emailed	Pg 32 - this should read the "Denver region..." (#2)	Agreed, thanks for catching!
Town of Castle Rock	Emailed	Pg 41 - add the term 'fees' this can apply to many type of improvement fees imposed by local jurisdictions	Accepted
Town of Castle Rock	Emailed	Pg 42 - add the term 'employers' since most TMAs work directly with the business world	Added.
Town of Castle Rock	Emailed	Pg 43 - see previous comment about this bullet (pg 5 comment)	Made similar change to align with ATP scope.
Town of Castle Rock	Emailed	Are these good performance measures for the goal above? They seem to be overall goals for the region no matter the location or demographic	Correct, these are PMs for the entire region. The particular PMs cited (population access to active transportation infrastructure) are based in the assumption that everyone in the region should have access to accessible infrastructure, and that DRCOG and its partners aim to increase the share of population with access to high quality infrastructure. However, the second and fourth do contain demographic measurements.
Town of Castle Rock	Emailed	Where's her helmet? And walking a dog by bike is asking for trouble - new photo recommended (Vision Zero!)	Same as above. Also, I just love her boots too much.

Name or agency	Comment type	Comment	DRCOG response
City of Northglenn	Emailed	We support DRCOG’s approach to STOZs and appreciate their alignment with Northglenn’s Bike/Ped Plan. At the same time, our analysis identifies additional areas particularly corridors near 104th Avenue, Huron Street, schools, and the industrial park at 112th Avenue Station that merit inclusion. Given the number of schools in Northglenn, many generating frequent trips under two miles, STOZ coverage could reasonably extend across much of the community. While we recognize DRCOG’s scope may limit the detail of this analysis, we believe this consideration is essential to fully capture short-trip activity in Northglenn. The City of Northglenn appreciates the inclusion of Short Trip Opportunity Zones (STOZs) in the draft Active Transportation Plan as a way to highlight mode-shift opportunities. However, based on our review, certain high-priority corridors in Northglenn do not appear to be fully reflected in the regional STOZ designations. DRCOG maps a STOZ around 120th & I-25, Market place & 120th and Irma Dr. • High-density apartments nearby • Marketplace retail destinations - Yes. • RTD station access - Yes. • Schools or parks within 1–2 miles x • Industrial park x	Thank you for the comment--we appreciate the local planning context. The FOCUS travel model incorporates all of these factors into its model of active user trips. While these factors are indeed present in the area described, the Transportation Analysis Zone (TAZ) nevertheless the described area did not score in the top quintile for short trip concentration for the region.
City of Northglenn	Emailed	104th Avenue & Huron Street Corridor: This area is a major hub of short trip activity in Northglenn, with multiple schools, retail destinations, civic facilities, and connections to RTD service. Local crash data also shows elevated pedestrian and bicycle collision activity along 104th Avenue and Huron Street. Despite this, the corridor is not fully covered in DRCOG’s STOZ layer. Without STOZ designation, these critical corridors may be under-prioritized for regional funding and multimodal investment. 1. Included in STOZs: RTD stations (I-25/112th, I-25/120th) and the Civic Center area → DRCOG captured those correctly. 2. Many schools (big short-trip generators like Northglenn High, elementary schools, and middle schools) fall outside the highlighted zones. 3. Several neighborhood retail centers, parks, and recreation facilities are not reflected within the STOZs, despite being major short-trip generators for walking and bicycling.	Thank you for the comment--we appreciate the local planning context. The FOCUS travel model incorporates all of these factors into its model of active user trips. While these factors are indeed present in the area described, the Transportation Analysis Zone (TAZ) nevertheless the described area did not score in the top quintile for short trip concentration for the region.

Name or agency	Comment type	Comment	DRCOG response
City of Northglenn	Emailed	The City of Northglenn appreciates DRCOG’s effort to identify Pedestrian Focus Areas (PFAs) as part of the draft Active Transportation Plan. However, upon review of the draft maps, we find significant discrepancies between the regional PFA designations and our local conditions. Crash Locations vs. PFAs: Analysis of Northglenn’s bicycle and pedestrian collision history shows that most of our highest-crash intersections (e.g., Washington St & 112th Ave, Huron St & 104th Ave, 120th Ave & Claude Ct) fall outside of DRCOG’s identified PFAs. Only one of the documented crash clusters overlaps with a PFA. This suggests that the current PFA boundaries do not adequately capture areas of highest safety concern." Analysis of Northglenn’s bicycle and pedestrian collision history shows that the majority of our highest-crash intersections are not captured within DRCOG’s PFAs. Notable examples include: • Fall inside of DRCOG’s identified PFAs: 104th & Melody dr. • Fall outside of DRCOG’s identified PFAs: E. 120th Ave & Claude Ct.; Washington St. & E. 117th Ave.; Washington St. & Malley Dr; Huron St. & W. 112th Ave.; W. 104th Ave. & Livingston Dr.; W. 104th Ave. & Huron St.; Huron St. & on W. 106th Ave. This suggests that the current PFA boundaries do not adequately capture areas of highest safety concern as seen on the map. Such as schools, parks, most collisions of the bike/pedestrian. Pedestrian Level of Service (PLOS): DRCOG’s PFAs also miss key corridors identified in Northglenn’s Pedestrian Suitability analysis as having low PLOS scores (e.g., Community Center Drive, portions of Washington St, and residential areas adjacent to I-25). These corridors experience substandard sidewalks (≤3 ft wide) or lack sidewalks entirely, yet they are not represented in the draft PFAs. Mismatch with Local Priorities: Connect Northglenn (2018) (Northglenn pedestrian and bike study) prioritizes corridors such as 104th Ave, Huron St, Washington St, and 120th Ave for sidewalk and safety improvements. While some of these corridors intersect with DRCOG’s PFAs, others are not captured. This may create inconsistencies between regional funding priorities and our adopted local plan. We recommend DRCOG refine the PFA boundaries in Northglenn by integrating local crash data, pedestrian level-of-service analysis, and sidewalk inventory information. In particular, PFAs should expand to include: • Washington Street (from 104th Ave to 120th Ave) • Huron Street (from 104th Ave to 120th Ave) • 104th Avenue (east–west corridor through central Northglenn) • 120th Avenue	These factors were assessed in development of the networks. Washington Street has been added to the Pedestrian Focus Areas geography to reflect local planning priorities, and 104th and 120th are retained. Huron Street has not been included in the final plan.
City of Northglenn	Emailed	Given the high concentration of schools and related short-distance travel patterns across Northglenn, the Short Trip Opportunity Zones could reasonably extend to much of the city. School access generates frequent trips under two miles, reinforcing the need for STOZ coverage that captures neighborhoods and corridors throughout the community. Thus, as seen in the above Northglenn’s recommendations map many of our planned neighborhood bikeways and pedestrian connectors are located outside of DRCOG’s identified STOZs. These facilities represent critical short-trip corridors that connect residents to schools, transit hubs, and local destinations. The omission of these routes from the STOZ layer suggests that regional data may be undercounting short trip potential within residential neighborhoods, particularly around 104th Avenue, Huron Street, and the industrial park employment area near 112th Avenue Station.	It's important to remember that we're not just looking at Northglenn but the entire region. There are a few TAZs that did score in the top 10th percentile regionally for short trips, but not the entire city. That's not to say Northglenn is discouraged from pursuing short trip mode shift in these areas, just that they may not have the same short trip concentration as other parts of the region.

Name or agency	Comment type	Comment	DRCOG response
City of Northglenn	Emailed	The City of Northglenn requests that DRCOG revisit its Short Trip Opportunity Zone (STOZ) designations in the vicinity of the 112th Avenue Station. • The Northglenn Industrial Park, located southwest of the station, is home to more than 90 businesses and 870,000 sq. ft. of industrial/flex space. Demand continues to be strong for this type of space short trips is significant for employees and visitors The 112th Avenue Station Area Master Plan (2017) identified the industrial park as a critical employment hub and a western gateway to the station, with recommendations for improved pedestrian, bicycle, and transit connectivity. • Despite its clear role as a short-trip generator, this industrial area is not currently captured within DRCOG’s STOZ layer.	The industrial park in question isn't quite a good candidate, landing in the 55th percentile regionally for short trip concentration.
City of Northglenn	Emailed	Regional Active Transportation Corridors: The City of Northglenn supports DRCOG’s identification of Regional Active Transportation Corridors (RATCs) within the draft Active Transportation Plan. We find that the proposed RATCs align well with Northglenn’s adopted connecting corridor.	No change necessary - thank you for your review!
City and County of Broomfield	Emailed	Pg 16, Map 2: Both the short trip opportunity areas and pedestrian focus areas are largely concentrated in Denver. If funding is to be directed primarily to these areas, Broomfield is concerned that other communities may face challenges accessing DRCOG grant funding to support improvements to their own networks.	Thanks for your comment--part of our approach to developing the PFA geographies for this update to the ATP was to revisit this tension. The result of our revised methodology was that while in the 2019 adopted plan 41% of Ped Focus Areas fell within Urban area type, in this proposed draft 30% of ped focus areas are in urban areas. The PFA geographies constitute < 2.4% of the region's total land area.
City and County of Broomfield	Emailed	Pg 21, Map 5: In Broomfield, several locations identified as having no sidewalks actually do have sidewalk infrastructure in place. These locations include: Industrial Lane between Shep's Crossing and Commerce Street, Nickel Street between Commerce St and Midway Blvd, Netta Drive and adjacent neighborhood streets.	Thank you for the careful review--we've made these updates.
City and County of Broomfield	Emailed	Consider exploring opportunities to establish cooperative purchasing agreements for pedestrian/ADA infrastructure (e.g., tactile warnings, accessible pedestrian signals, or thermoplastic pavement markings). Regional procurement could help lower costs, streamline purchasing for jurisdictions of varying size and capacity, and promote consistency. CPAs would support DRCOG stated goal of expanding technical assistance for member governments and would likely accelerate project delivery. I could see this being a recommendation in the Plan.	Added the following to Action #7: "Assess opportunities to establish cooperative purchasing agreements for bicycle and pedestrian infrastructure to potentially lower costs and accelerate project delivery."
City and County of Broomfield	Emailed	Please consider developing ped focus areas and short trip opportunity areas with multiple tiers to ensure equitable access to funding opportunities. This could look like an urban context and a suburban/rural context with slightly different thresholds to allow for wider distribution of funding.	Thank you for the comment--while we are opting to retain the PFA calculation methodology, we did include a couple factors to balance urban and suburban/rural areas. For instance, we awarded greater points to rural and suburban hexbins than urban bins, and after assigning scores to street segments within a hexbin, divided the composite scores by centerline mileage to ensure scores were no simply a measure of population or street network density but a controlled measure of population and access characteristics. However, we will keep this tension in consideration as we proceed into the next TIP Policy development in 2025-26.

Name or agency	Comment type	Comment	DRCOG response
City and County of Broomfield	Emailed	Pg 16:We'd love to see a few more ped focus areas around the CO 7 I-25 interchange area. Broomfield has a ton of walkable development extending west to Lowell, south to 160th, and north to CR4. This area is currently under development. CO 7 will also have transit on the corridor, anticipated to launch in 2026. Broomfield will have stations at Mt. View and Sheridan, so it would be nice to acknowledge their near term walkability. We greatly appreciate the inclusion of more short trip and ped focus areas in Broomfield since last fall.	Added additional geography extending west to include new development that likely lagged the data we had access to.
City and County of Broomfield	Emailed	Pg 35 - I'd suggest adding a few more short trip opportunity zones in Broomfield, specifically in and around the Arista area and around Broomfield station. Both of these locations lack grocery stores or other key services and require residents to travel to the regional commercial on 120th to access these amenities. These are short trips, but today, are often made in vehicles.	Thanks for the comment--while we are not including this geography in the STOZs, which rely on the FOCUS travel model, we agree with the argument and have included this area in the Pedestrian Focus Areas to ensure that the walkable land uses are giving priority scoring.
City and County of Broomfield	Emailed	Pg 38: Not quite sure the density of regional active transportation corridors you are aiming for, but it might be worth adding the path on Industrial lane connecting the Nickel/Commerce/US 287 intersection with the Flatiron Station. It should be fully constructed by the end of 2026. This is being suggested because it connects Broomfield residents to regional transit.	Thanks for the comment! There is currently a .7mi spacing between the US-36 Bikeway and Loop Link path, so Industrial is within the buffers of those two routes. We have generally aimed for ~1-1.5mi spacing in urban contexts, and 2-3mi in suburban contexts. This area is classified in our regional typology as Suburban, but that may change in the next plan update given recent development activity. 1-mi spacing feels appropriate.

Table 3 Sidewalk Delivery Guide comments, July 31 - September 1, 2025

Name or agency	Comment type	Comment	DRCOG response
Member of the public	Social Pinpoint	The sidewalk delivery guide, pg 16 states: ""Controlled crossing locations At locations with either existing traffic control devices or when evaluating whether to install a traffic control device (including stop signs, traffic signals, pedestrian hybrid beacons, or rectangular rapid flash beacons), practitioners often use warrants as outlined in the MUTCD, as well as locally adopted guidance or standards (such as the City of Boulder’s Pedestrian Crossing Treatment Installation Guidelines). For the purpose of improving pedestrian mobility, there are four traffic signal warrants that can be applied to support better crossings: pedestrian volume, school crossings, crash experience, and roadway network." The way this is written it seems like the use of Boulder's guide is encouraged. But the installation of traffic control devices where the meeting of warrants is encouraged probably shouldn't reference local guidelines. I'd rewrite it to read as follows: "Practitioners often use warrants as outlined in the MUTCD. In addition, some communities have developed their own guidelines for the installation of pedestrian crossing treatments as in the City of Boulder's Pedestrian Crossing Treatment Installation Guidelines."	The section was revised to include more detail about the local examples and to emphasize that local guidelines are provided as examples rather than recommended practice across all jurisdictions.
Town of Castle Rock	Emailed	Pg 12 - should mention that bus stops are also frequently placed in the furnishing zone along transit corridors	Added a note clarifying furnishing/amenity zone uses.
Town of Castle Rock	Emailed	Pg 12 - signal cabinets and other utility cabinets should be placed behind sidewalks at intersections and driveways so as not to impede sight lines and obstruct the people's ability to see vehicles or pedestrians.	Added a graphic illustrating this to the Crosswalk Design section.
Town of Castle Rock	Emailed	Pg 12 - should also mention that any landscaping placed in the furnishing zone should comply with AASHTO sight triangle language.	Added a note clarifying.
Town of Castle Rock	Emailed	Pg 12 - graphic should match the text 'zones' and the sidewalk zones.	Revised to make this adjustment.

Name or agency	Comment type	Comment	DRCOG response
Town of Castle Rock	Emailed	Pg 14 -I suggest adding some language about shared use sidepaths along collectors and arterials where bikes and peds share the facility along the street. This makes for a physically separated facility for cyclists and peds and a more comfortable environment. But the width needs to be at least 8 feet preferably 10'.	Added additional text under "Managed interactions with bicycles" as well as reference to Bicycle+ Program Guide for further guidance.
Town of Castle Rock	Emailed	Pg 14 - You may want to add that the curb width should not be included when measuring the width of the sidewalk.	Added clarification under Pedestrian Through Zones on page 15.
Town of Castle Rock	Emailed	Pg 25 - Let's not forget that a big ADA compliance issue is the slope of roadways at crosswalks. This can be a difficult challenge to overcome on existing roads because it involves changes to the grade of the roadway and drainage.	Added note on page 10 to address this consideration.
Town of Castle Rock	Emailed	Pg 28 - This program has been renamed back to the BUILD grant.	Revised to reflect the sequential name changes from TIGER to BUILD to RAISE and back to BUILD.
Town of Castle Rock	Emailed	Pg 28 (RMS) - This program has been suspended and is uncertain if it will return	Revised to reflect current funding situation of the RMS program.
Town of Castle Rock	Emailed	Pg 28 (SRTS) - this is both a federal and state funded program	Added clarifying note about federal and state funding.

Table 4 Bicycle+ Program Guide comments, July 31 - September 1, 2025

Name or agency	Comment type	Comment	DRCOG response
Member of the public	Social Pinpoint	The bicycle design guidelines table needs to discuss minimum turning radii for bikes/vehicles of different sizes on pg 17. Access on an off trails, trail intersections, and switchbacks are frequently hard to navigate on normal bikes (having originally been designed for pedestrians), let alone cargo bikes. This is an important consideration moving forward and should not be relegated to a text paragraph. Hard numbers should be provided.	We have referred to AASHTO's Guidelines for the Development of Bicycle Facilities to provide this information. Thank you for the comment!
City of Lakewood	Social Pinpoint	On page 13 of the Bicycle+ Guide, the image of the NACTO Urban Bikeway Design Guide is of the old cover of the 2nd edition from 2014. I would recommend replacing it with an image of the 3rd edition cover released in 2025, since that is the edition that is listed alongside the image.	Image was replaced in the final document.
City of Arvada	Social Pinpoint	Arvada allows class I and II on all paved trails and shared use paths and has a 15 mph speed limit.	Thank you! We've added Arvada to the list of local regulations on page 9.
Coalition 4 Cyclists	Social Pinpoint	For Coalition 4 Cyclists, the draft Sidewalk and Bicycle+ Guides on their own are fine. They are largely a reflection of AASHTO and NACTO standards which are good. C4C is in agreement that outcomes are superior when design is to AASHTO and NACTO standards. When design is at or below a minimal standard, then there should be a complement in the network system for multi-modal and bike-ped users. The challenge is to address the matter of urgency by executing. The longer that current roadway design-use of right-of-way is in place, the longer adverse safety outcomes, diminished mobility, and diminished freedom of movement go on. C4C's request is that DRCOG coordinate with its member regions and CDOT in order to propose a core active travel network that is safe and appealing in order to subsequently and incrementally fund the construction of that core network.	Absolutely, thank you for the comment. The Active Transportation Network is intended as the core network, which will be prioritized during the Transportation Improvement Program. DRCOG will continue to work with our partners at CDOT to accelerate delivery of the network through implementation of the plan actions.
RTD	Emailed	In the Building a Better Bicycle+ Program, on page 10, RTD no longer requires micromobility operators to enter into licensing agreements for use on RTD properties. RTD now requires only staff review of requests from micromobility providers to use RTD properties.	Section rewritten to remove reference.

Name or agency	Comment type	Comment	DRCOG response
Town of Castle Rock	Emailed	General - should there be any mention of laws such as the 3' passing separation or not having to come to a full stop at stop signs	DRCOG staff opted not to explicitly mention these legislative considerations, though they are important, due to guide scope.
Town of Castle Rock	Emailed	Pg 8 - Have to be careful with this statement, especially since most e-scooter trips are actually replacing walking trips not car trips ("Research shows these programs are effective in encouraging adoption, replacing car trips and helping new riders become regular cyclists.")	Added local survey information about the trip breakdowns in Denver, Boulder and Arvada.
Town of Castle Rock	Emailed	Pg 9 - insert the word 'modern bike share programs...' because there have been numerous types of different bike share programs for decades	Accepted.
Town of Castle Rock	Emailed	Pg 16 - what about mentioning other options like bikes with trailers, baby joggers, strollers, skateboards, hand bikes, etc... ("As the variety of micromobility devices grows—from traditional bicycles and e-bikes to scooters, cargo trikes and other small electrified vehicles—so does the diversity of people using them.")	Accepted.
Town of Castle Rock	Emailed	Pg 17 - Is rideable defined? ("Table 2 outlines minimum and preferred rideable widths...")	Added more nuanced discussion to Lane Widths section.
Town of Castle Rock	Emailed	Pg 17 - How should traffic signal timing be handled? In particular timing of the yellow light so slower micromobility users have the chance to clear the intersection before side street traffic is released? LPI? ("Intersections" paragraph.)	Added more discussion throughout of operations.
Town of Castle Rock	Emailed	Pg 17 - I think a table showing various widths from all the different sources mentioned in Chpt 1 would be great rather than just using NACTO since some jurisdictions don't recognize this publication as an official document. It is overly focused on high density urban environments and not so much suburban areas (Table 2)	Agreed, added additional information to the table to include FHWA guidance.
Town of Castle Rock	Emailed	Pg 19 - did not find appendix B so couldn't comment on it.	Typo, this is meant to say Figure 8, which was moved into the main document so that it would be easier to review.
Town of Castle Rock	Emailed	Pg 19 - design elements in this document cannot be used to score grant application including TIP. Every jurisdiction has their own standards that go through extensive public input and review and eventual approval by Council/Commission. These standards can't be thrown out in order to use the design in this manual. It may also not an approved document at the local, State, or federal level. And as mentioned earlier it was stated that its only using NACTO and not the other national publications that cities may follow. ("Grant applications (including TIP)")	As written we're not intending this to be adopted, but we would like for it to be used in the next TIP Policy Document to inform minimum criteria for regionally funded projects. However, it is intended as guidance, not standards. Additionally, we have filled in more guidance from AASHTO and FHWA to address the concerns about NACTO's urban-focused scope.
Town of Castle Rock	Emailed	Pg 21 (Table 3 - Target Speed) - speeds < 20 mph are not found on public streets, except for maybe alleys. Even the Model Traffic Code uses 30 mph for local streets while some cities may choose to adopt 25 mph. Just not sure how relevant the <20 mph scenario is - local low volume and speed streets should be shared space or bike blvd. but bike lanes not so much	Staff have added more information from AASHTO and FHWA to provide more flexible guidance for facility selection.
Town of Castle Rock	Emailed	Pg 21 (Table 3) - again should be using all references documents not just NACTO	Revised with FHWA Bikeway Selection criteria as well.
Town of Castle Rock	Emailed	Pg 25 - should be 'block' ("long bock sizes")	Yes, it should. Thank you for catching!
Town of Castle Rock	Emailed	Pg 27 - shared sidepaths should also be mentioned as a high comfort facility - access to and from destinations is much greater than using cycle tracks, they are also safer.	Sidepaths are referenced as a potential high-comfort facility throughout the guide, including in Suburban contexts on this page.