

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Overall Comment Summary

Sponsor	Project	Subregion	Comments Begin on Page:	Total Comments	% Support	% Concerned	% Opposed
Adams County	Adams County Comprehensive Safety Action Plan	Adams	3	3	100%	0%	0%
Adams County	High Line Canal Trail Underpass at Colfax Ave.	Adams	4	13	100%	0%	0%
Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. - Preconstruction	Adams	5	2	100%	0%	0%
Arapahoe County	Easter Trail Study	Arapahoe	15	2	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Broadway	Arapahoe	16	16	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Colfax Ave.	Arapahoe	17	13	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction	Arapahoe	18	11	91%	9%	0%
Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	Jefferson	91	10	100%	0%	0%
Aurora	13th Ave. Multimodal Improvements: Yosemite St. to High Line Canal Trail - Design	Arapahoe	19	15	80%	20%	0%
Aurora	Gun Club Rd. Multimodal Capacity Improvements: Quincy Ave. to Aurora Pkwy. - Preconstruction Activities	Arapahoe	20	2	100%	0%	0%
Aurora	I-225 & Alameda Ave. Bridge Replacement - Preconstruction	Arapahoe	21	3	0%	100%	0%
Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	Boulder	26	3	100%	0%	0%
Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	Boulder	27	1	100%	0%	0%
Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	Boulder	28	4	100%	0%	0%
Boulder County	Boulder County Vision Zero Safe Routes to School Action Plan	Boulder	29	9	100%	0%	0%
Boulder County	Boulder Countywide Strategic Transit Plan	Boulder	30	4	100%	0%	0%
Boulder County	Lafayette-Louisville-Boulder Protected Bikeway Feasibility Study	Boulder	31	13	100%	0%	0%
Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	Boulder	32	11	100%	0%	0%
Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	Boulder	33	10	80%	10%	10%
Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	Boulder	34	10	90%	10%	0%
Boulder County	SH-119 Bikeway: Niwot Rd. to Airport Rd.	Boulder	35	9	89%	11%	0%
Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	Boulder	36	13	100%	0%	0%
Boulder County	South Boulder Rd. BRT Study: SH-7 & 119th St. to Broadway & Table Mesa Dr.	Boulder	37	7	86%	14%	0%
Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	Boulder	38	16	100%	0%	0%
Broomfield	Midway Blvd. Multimodal Improvements: Lake Link Trail to Zuni St.	Broomfield	50	8	100%	0%	0%
Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	Broomfield	51	4	25%	0%	75%
Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	SW Weld	103	4	25%	0%	75%
Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	Douglas	79	55	91%	4%	5%
Castle Pines	Monarch Blvd. Bike Lanes: Winter Berry Pl. to City Limits	Douglas	82	57	47%	12%	40%
Castle Rock	I-25 and Crystal Valley Pkwy. Interchange	Douglas	84	35	97%	0%	3%
CDOT	Federal Blvd. BRT - Preconstruction	Adams	6	41	98%	2%	0%
CDOT	Federal Blvd. BRT - Preconstruction	Denver	53	41	98%	2%	0%
Centennial	Colorado Blvd. Multimodal Improvements: Arapahoe Rd. to Dry Creek Rd.	Arapahoe	22	9	89%	11%	0%
Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	Arapahoe	N/A	0	N/A	N/A	N/A
Commerce City	88th Ave. Roadway Capacity Improvements: I-76 to SH-2	Adams	8	5	20%	20%	60%
Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	Denver	55	26	100%	0%	0%
Denver	Alameda Ave. Underpass Improvements: Kalamath St. to Cherokee St. - Preconstruction	Denver	56	16	94%	6%	0%
Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	Denver	57	30	97%	3%	0%
Denver	E. Colfax Ave. BRT	Denver	59	48	98%	2%	0%
Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction	Denver	61	11	91%	9%	0%
Denver	High Line Canal Underpass at Yale Ave.	Denver	62	8	100%	0%	0%
Denver	North Central Community Transportation Network Multimodal Improvements	Denver	63	4	75%	25%	0%
Denver	Northeast Denver Trails	Denver	64	8	88%	0%	13%
Denver	Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction	Denver	65	178	21%	4%	75%
Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	Denver	74	49	98%	2%	0%
Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave.	Denver	77	14	100%	0%	0%
Douglas County	Colorado Blvd. Bike/Ped Bridge over C-470	Douglas	86	4	50%	25%	25%
Douglas County	Douglas County Transit Pilot	Douglas	87	6	67%	17%	17%
Erie	Erie FlexRide Service	Boulder	39	5	40%	60%	0%
Erie	Erie FlexRide Service	SW Weld	104	5	40%	60%	0%
Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	SW Weld	N/A	0	N/A	N/A	N/A
Erie	SH-52 Intersection Safety Improvements: WCR 3, WCR 5, WCR 7, and I-25	SW Weld	N/A	0	N/A	N/A	N/A
Frederick	WCR 13 and WCR 20 Intersection Operational Improvements	SW Weld	N/A	0	N/A	N/A	N/A
Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	Jefferson	92	1	0%	100%	0%
Golden	Golden Free Transit Program	Jefferson	93	13	85%	0%	15%
Golden	US-6 & Heritage Rd. Multimodal Grade Separation - Preconstruction	Jefferson	94	1	100%	0%	0%
Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	Jefferson	95	13	100%	0%	0%
Lakewood	Morrison Rd. Path	Jefferson	N/A	0	N/A	N/A	N/A
Lakewood	Sheridan Blvd. Path: Jewell Ave. to Iowa Ave.	Jefferson	96	5	80%	20%	0%
Lakewood	Wadsworth Blvd. Path Improvements	Jefferson	97	2	50%	50%	0%
Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	Jefferson	98	9	78%	22%	0%
Littleton	Bowles Ave. Corridor Study: Sheridan Blvd. to Santa Fe Dr.	Arapahoe	23	2	100%	0%	0%
Littleton	Santa Fe Dr. & Mineral Ave. Operational Improvements	Arapahoe	24	3	67%	33%	0%
Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	Douglas	88	6	33%	33%	33%
Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Design	Boulder	40	3	100%	0%	0%
Longmont	SH-66 Multi-use Path: Hover St. to Main St./US-287	Boulder	41	3	100%	0%	0%
Longmont	US-287 & 21st Ave. Bike/Ped Underpass	Boulder	42	5	80%	0%	20%
Longmont	WCR 26 Multiuse Trail	SW Weld	105	1	100%	0%	0%
Louisville	SH-42 & South St. Bike/Ped Underpass	Boulder	43	4	25%	75%	0%
Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	Boulder	44	8	25%	0%	75%
Mead	Town of Mead Trails and Open Space Master Plan	SW Weld	N/A	0	N/A	N/A	N/A
Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	Douglas	N/A	0	N/A	N/A	N/A
Parker	SH-83 and Hilltop Rd. Intersection Operational Improvements	Douglas	N/A	0	N/A	N/A	N/A
Parker	SH-83 and Main St. Roadway Operational Improvements - Preconstruction	Douglas	89	1	100%	0%	0%
Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	Boulder	45	72	86%	8%	6%
Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River - Preconstruction	Adams	9	2	50%	0%	50%
Thornton	124th Ave. Multimodal Improvements: Claude Ct. to Colorado Blvd.	Adams	10	4	50%	50%	0%
Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	Adams	11	6	67%	33%	0%
Thornton	Colorado Blvd. Separated Bike Facility: 88th Ave. to E-470 - Design	Adams	12	11	100%	0%	0%
Thornton	Thornton Pkwy. Multiuse Path: I-25 to Grant St.	Adams	13	1	0%	100%	0%
Thornton	168th Ave. and Colorado Blvd. Roundabout - Design	SW Weld	106	2	0%	0%	100%
Wheat Ridge	35th Ave. Multimodal Improvements: Sheridan Blvd. to Wadsworth Blvd.	Jefferson	99	13	85%	15%	0%
Wheat Ridge	Tabor St. Multimodal Improvements: Clear Creek to I-70 Frontage Rd. North - Preconstruction	Jefferson	100	5	100%	0%	0%
Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	Jefferson	101	6	100%	0%	0%

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Adams County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Adams County	Adams County Comprehensive Safety Action Plan	STBG	3	100%	0%	0%
Adams County	High Line Canal Trail Underpass at Colfax Ave.	AQ/MM	13	100%	0%	0%
Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. - Preconstruction	STBG	2	100%	0%	0%
CDOT	Federal Blvd. BRT- Preconstruction	STBG	41	98%	2%	0%
Commerce City	88th Ave. Roadway Capacity Improvements: I-76 to SH-2	STBG	5	20%	20%	60%
Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River - Preconstruction	STBG	2	50%	0%	50%
Thornton	124th Ave. Multimodal Improvements: Claude Ct. to Colorado Blvd.	AQ/MM	4	50%	50%	0%
Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	AQ/MM	6	67%	33%	0%
Thornton	Colorado Blvd. Separated Bike Facility: 88th Ave. to E-470 - Design	AQ/MM	11	100%	0%	0%
Thornton	Thornton Pkwy. Multiuse Path: I-25 to Grant St.	AQ/MM	1	0%	100%	0%
<b>Total:</b>			<b>88</b>			

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TIP Application Comments as of 2/22/2023 - Adams County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Adams County - Adams County Comprehensive Safety Action Plan				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	I am all for actively learning and working to improve safety for all road users!
Comment Map	Allen Cowgill		I support this project.	This is great to see all of these cities coming together to reduce traffic fatalities. I can't think of a more noble goal than reducing the unacceptable number of deaths on our roads.
Comment Map	Jesse Dubin		I support this project.	
Adams County - High Line Canal Trail Underpass at Colfax Ave.				
Comment Map	Allen Cowgill		I support this project.	This is a great project to connect communities north and south of I-70. So many of the communities on the north side of the highway are cut off from the south and this would be a welcome improvement.
Comment Map	Casey Kulm		I support this project.	This would be a fantastic investment for the region
Comment Map	Jennifer Hoffman		I support this project.	The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	Keith Reed		I support this project.	The metropolitan highway system is so hostile to the human condition. Projects like this that allow safe wayfinding using active modes of transportation should be prioritized.
Comment Map	Kenyon Moon		I support this project.	The Canal crosses Colfax three times in quick succession. Taking even one of those off-grade is an idea I whole-heartedly support. Not only that, but I would ask you to do the other two - and Tower Road - as well.
Comment Map	Kurtis		I support this project.	The Canal crosses Colfax three times, this is one. One of the others is proposed as well. Do all three AND Tower Road as well.
Comment Map	Lawrence		I support this project.	Crossing at Colfax is extremely uncomfortable as cars move quickly and there isn't even signage to drivers indicating a crossing here
Comment Map	Megan		I support this project.	Please support this project that creates a safe option for people to access trails and remain safe from a busy road. Please make this a priority, as well as the other Options to create safe access while using the Highline Canal trail.
Comment Map	Mitch Petz		I support this project.	Colfax is an extremely dangerous crossing for bikes and pedestrians alike. Connecting the highline canal at a sensitive crossing like this will significantly improve safety and efficiency.
Comment Map	Rob Toftness		I support this project.	
Comment Map	Rolf Asphaug		I support this project.	Crossing Colfax was unnerving during my hike of the High Line Canal Trail. I ask that this underpass be carefully designed with good lighting and clear lines of sight so that travelers feel safe.
Comment Map	Victor		I support this project.	I support this project for its safety and connectivity improvements to the high line canal trail.
Comment Map	Will silvia		I support this project.	Increasing safe bike infrastru
Adams County - McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. - Preconstruction				
Comment Map	Brian McWilliams	Taxpayer	I support this project.	I used to travel this road often. Even then, congestion would back traffic up in both directions most of the stretch slated for improvements under this project. Additionally, the Monaco and 96th Ave intersection was/is a choke point, encouraging people to race turns against oncoming traffic, a big accident issue. Designing in access to the S. Platte trail is a huge win for bicycle, non carbon transportation, as right now that area is too dangerous to transit on a bicycle.
Comment Map	Erol Morey		I support this project.	Improves airport access using E 96th vice E-470 toll road
CDOT - Federal Blvd. BRT- Preconstruction				
Comment Map	Alejandra X. Castañeda	Mothers against private motor vehicles	I support this project.	I live 1.5 blocks from Federal Blvd and hear, see and smell traffic congestion and violence on a daily basis. Prioritizing BRT on Federal would allow me and others to use the #31 bus more often and dependably, helping to curb private motor vehicle traffic on this high-injury city road. It would also align with DOTI's stated transportation hierarchy and our region's environmental goals.
Comment Map	Alison Torvik		I support this project.	Federal is such a dangerous and congested street. I'd love to see some reliable and frequent transit on this road.
Comment Map	Allen Cowgill		I support this project.	Federal Blvd is one of the busiest transit corridors in Denver. BRT is one of the most affordable ways to improve transit along the corridor, helping with climate, equity, and multimodal goals for the region. This is a great investment for the metro area. This is a great investment to improve transit throughput along one of the busiest transit corridors in the metro area. This would further climate, multimodal, and equity goals.
Comment Map	Andy C	N/a	I support this project.	We need all resources turned toward making BRT the easiest and simplest way to travel our major corridors through Denver—we need it for pedestrian and driver safety, we need it to improve traffic flow/reduce traffic, and we need it for air quality/the environment. I live on the west side and take the bus practically everywhere—a faster connection up and down Federal would be life-changing.
Comment Map	Bruce Perry		I support this project.	I support this project. It is not as much of a priority as the Colfax BRT< but still a very high priority. Right now Federal is flat out dangerous to anyone not in a car (and still very dangerous in a car!). Multimodal improvements would be a huge help and connect some underserved parts of the city, especially if the colfax BRT runs all the way to Federal.
Comment Map	C Byerhof		I support this project.	Similar to Colfax BRT, this project provides a great service of providing efficient, high speed transportation through central Denver areas where most current (more efficient) services are limited to serving outer communities. Federal Blvd is also in great need of a face lift to foster more human scaled design and multimodal transport comfortability.
Comment Map	Casey Kulm		I support this project.	Every major arterial in Denver should have high frequency transit yesterday. Federal is an obvious candidate for rapid investment into rapid transit.
Comment Map	Chris Applegate		I support this project.	This supports CDOT's 10 year plan in the Denver area that can reduce vehicle miles and improve transit along a major corridor and provide added benefits for economic development. It also provides a high frequency service that does not go through downtown Denver but does connect and provide more opportunities for more folks to reach places without diverting to downtown.
Comment Map	David Kider		I support this project.	Let's do it. This will improve equity, fight climate change, and improve safety.
Comment Map	Gregory Leichty		I support this project.	Federal Blvd BRT will be an incredible improvement for people using this corridor.
Comment Map	Heidi Newhart		I support this project.	This is a desperately needed project to support multi modal uses thru out our N and S West side neighborhoods. Helping to relieve traffic, and making our intersections safer along this corridor.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
				Federal BRT is by far the most important project on the map, given that E Colfax BRT is already set in motion. An extremely high ridership bus route used by many transit dependent riders in lower income minority communities in west Denver. These riders have been punished with poor, slow mixed traffic bus service and unsafe street conditions for FAR too long. It's about time we REWARDED them. I hate thinking that so many riders are counting down the days until they can afford a car and contribute to traffic and pollution because of the poor service they deal with. This project can reverse that and get people OUT of cars and ONTO transit which flies by traffic in dedicated lanes and traffic lights that turn green for the bus. My only criticism? This needs to connect to the E Colfax BRT to start building a network. Remove the silly gap between Federal and Auraria.
Comment Map	Ian Frasch		I support this project.	This project has it all. Climate goals? Check. Equity goals? Check. Safety goals? Check. The list goes on. FUND THIS THING!
Comment Map	Jake Cohen		I support this project.	I wish this was more true BRT with dedicated lanes. But believe this is a good candidate for funds
Comment Map	Jeff Kolb		I support this project.	I live one block off of Federal, near 44th, and I strongly support any effort to make Federal safer and more useful for those not in cars. My teenage children are afraid to cross Federal to visit their friends' houses on bike or on foot. Moreover, as someone in a car, and frequently contributing to vehicular congestion on Federal, I would love to have better bus service, particularly improved service that incorporates bus signal, bus lanes, and other major investments in providing truly rapid bus transit.
Comment Map	John Connor		I support this project.	This will be an incredibly important project for Federal Blvd and its surrounding and connecting neighborhoods. It will make the road safer for those not driving, more inviting for local businesses, and create a greater sense of community. I support it completely. It should be fast-tracked.
Comment Map	John Desmond	Denver resident	I support this project.	This is a hugely important and valuable project that should receive the highest priority. Federal Boulevard is currently an very dangerous street for pedestrians to cross, with inadequate sidewalks and waiting areas at existing bus stops. Any design should prioritize safe ped/bike crossings, traffic calming and, of course, more frequent and reliable transit service. This project will foster equity, reduce greenhouse gas emissions, improve safety and reduce fossil fuel dependence.
Comment Map	John DiMattia		I support this project.	Yes please to all BRT projects ASAP
Comment Map	Jose Castro	Denver Resident	I support this project.	I support this project as one of the highest priorities for which funding should be requested. Creating a city-wide BRT network should happen as soon as possible, and creating a route on Federal is the natural next step after the Colfax route. As such, this needs to move forward with all haste. This project helps achieve Denver's mobility, sustainability, environmental, accessibility goals. Please submit this with one of the highest levels of priority for funding.
Comment Map	Josh Montague		I support this project.	Fast, reliable transit through the major urban corridors is the biggest single missing piece to advance Denver's repeatedly stated goals of reducing injuries and death, reducing VMT, and reducing air pollution. BRT must be prioritized.
Comment Map	Keith Reed		I support this project.	All BRT projects should be prioritized and fast tracked.
Comment Map	Kenyon Moon		I support this project.	Federal Boulevard kills people all too often, and even sees the memorials to those killed run over. Even vehicle-on-vehicle collisions are terrifying, if not deadly, as a recent rollover (as of the writing date) reminds us. I support all efforts that stand a chance of increasing the number of people getting where they need to go while reducing the obscene number of crashes, injuries, and deaths. This includes re-designing the ROW, more bus headways and BRT, building pedestrian-friendly infrastructure, and anything else that slows fast drivers and reduces points-of-conflict.
Comment Map	KF		I support this project.	
Comment Map	Kurtis		I support this project.	
Comment Map	Lani Rush		I support this project.	We should be doing all bus rapid transit at about four times the pace that's currently under way. We need this promptly to reduce emissions and deaths. I agree also that non-car infrastructure needs updates simultaneously, particularly crossings.
Comment Map	Leighton Moreland		I support this project.	I think idea is great and will provide a high degree of connectivity on the route and make better use of the G line and W line connections
Comment Map	Lexi B	N/A	I support this project.	Absolutely support. Please also make sure that there are connections to other transit options (W line, G line, N line, North Peak rail etc) to connect to the rest of the region. Please connect to key destinations (Mile high stadium, Meow Wolf, Colfax BRT to connect to the rest of downtown, DCPA and convention center, etc). These systems will not be utilized if they drop you off only at busy intersections with no way to connect to your final destination safely without a vehicle.
CDOT - Federal Blvd. BRT- Preconstruction				
Comment Map	Mackenzie Bland		I support this project.	We desperately need faster long range transit in the area. During the design and construction of this project, the outer lane should be restriped to be a bus only lane in the interim. We need this transit now.
Comment Map	Mark Hettig	individual	I support this project.	please fund this!
Comment Map	Michelle Van Engen		I support this project.	The Federal Blvd. BRT project should be prioritized and fast-tracked. As currently designed, this road is deadly. It has been identified as part of Vision Zero high-injury network. Redesigning and dedicating a lane to bus rapid transit will improve safety along this entire corridor as it moves people from personal vehicles to transit. BRT is most successful when there is a network of reliable service, and we should prioritize building out the entire network.
Comment Map	Mike A		I support this project.	
Comment Map	Paul Donegan		I support this project.	This would be a great improvement for moving people along Federal Blvd. and should include improvements that slow cars down (this can feel more like a highway than a street) make it safe for people to cross Federal - especially near BRT stops.
Comment Map	Richard Bamber	Greater Denver Transit	I support this project.	This project has the potential to revolutionize not just bus service on Federal Blvd, but transit service on the west side of the city in general.
Comment Map	Robert Schmid		I support this project.	Definitely support. However, this will only make sense if it is connected to other mass transit lines (BRT and Light Rail) within the region - especially east/west lines like Colfax, Alameda, and Hampden.
Comment Map	Ryan Frazer		I support this project.	This project will go a long ways towards making Federal a safer and more equitable route to travel along. A well-funded and well-implemented BRT route that truly meets the definition of Bus Rapid Transit--particularly dedicated lanes--will help folks who don't have cars to get around, and will entice drivers to this new, fast alternative to driving.
Comment Map	Sandee		I support this project.	This would provide much needed infrastructure on the N-S corridor.
Comment Map	Tyler Johnson		I support this project.	Federal is a great street for BRT. Demand for transit is already high, but buses are currently a very slow option during times with heavy traffic.
Comment Map	Will silvia		I support this project.	

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Zoe Farrell		I support this project.	Currently Federal is incredibly dangerous, just take a look at all of the ghost bikes and how often they get hit! We need to change the infrastructure to encourage other modes of transit and make Federal safer for everyone.
Comment Map			I support this project.	This project is imperative
Comment Map			I support this project.	
Comment Map	Bryan Wilson		I have concerns about this project.	I STRONGLY SUPPORT this project, but would like to see some safety improvements for bike/ped infrastructure. Examples include 35th Ave Neighborhood Bikeway & the 41st Ave Neighborhood Bikeways. These need to have shared bike/pedestrian refuge & potentially diverters preventing left-turns both off of Federal as well as onto Federal.
<b>Commerce City - 88th Ave. Roadway Capacity Improvements: I-76 to SH-2</b>				
Comment Map			I support this project.	This is a traffic bottleneck and those of us who live in this area would appreciate it. Not everyone wants to be stuck on a bike or bus to get to work.
Comment Map	Kenyon Moon		I have concerns about this project.	Adding a center turn lane may be appropriate, but I am skeptical that adding multiple thru-lanes will improve both volume and safety. This short segment connects two busier streets, but giving cars free reign to race past each other is not safety. We've seen other streets go from congested to dangerous with these sort of proposed changes. I would support a central raised island/median with turnouts for driveways/intersections, but I do not support adding second or more thru-lanes in either direction.
Comment Map	Allen Cowgill		I am opposed to this project.	This will increase VMT along with GHG emissions against climate goals, and make this road more dangerous by widening it.
Comment Map	Jose Castro	Denver Resident	I am opposed to this project.	I am opposed to this project. Road widening increase vehicle miles traveled and are directly against Denver's stated mobility, accessibility, environmental, and sustainability goals. This project should not move forward. Instead, other projects promoting expansions in mobility options, including by bike, train, bus, and walking, should move forward. Please do not submit this project for funding.
Comment Map			I am opposed to this project.	On page 18, the project application claims to reduce VMT despite the induced travel from doubling the number of vehicle lane miles. This is false advertising. To receive DRCOG funding, the project should proceed with the bicycle and pedestrian improvements while maintaining the existing 2-lane roadway. Commerce City should take the savings from avoided roadway expansion and invest those dollars in completing the gaps in our walking, biking, and transit infrastructure.
<b>Thornton - 104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River - Preconstruction</b>				
Comment Map	Erol Morey		I support this project.	Traffic can back up along this stretch of 104th, popular with folks heading to airport without paying E-470 toll
Comment Map	Keith Brooks		I am opposed to this project.	I support the mixed use paths but this project is gluttonous road widening, and is in opposition to reducing vehicle miles traveled and greenhouse gas emissions.
<b>Thornton - 124th Ave. Multimodal Improvements: Claude Ct. to Colorado Blvd.</b>				
Comment Map	Bob Smith		I support this project.	Reclaiming excess asphalt to reduce vehicle speeds and provide a PROTECTED bike facility would be a huge win. The sidewalk on the south side is unusable for much of winter due to ice not melting in shaded areas.
Comment Map	Erol Morey		I support this project.	Improves multimodal access to RTD station.
Comment Map	Connie Hawkins		I have concerns about this project.	Our back yard is on 124th between Fillmore and Claude Ct. We are not opposed to the project because we don't know what is ultimately planned. Commuter traffic on 124th has increased dramatically with completion of the light rail station and speeding well in excess of the 30mph posted limit through the residential area is routine and enforcement is nearly non-existent. More stop signs, lowering the speed limit, and strict enforcement would be a lot cheaper than any other alternative and would help keep 124th from being changed from a residential street to the noisy commuter thruway it is becoming. I say add bike lanes by narrowing (there's room) the existing vehicle lanes, (widen vehicle lanes and folks will just drive faster), add stop signs, lower the speed limit, and please enforce it. 124th, located on the half-section line through housing, grade school and park, was never intended to carry heavy commuter traffic such as 120th or 128th. Thank you.
Comment Map	Judith Sallis		I have concerns about this project.	From Fillmore to Claude the road is wide enough for cars and bikes except near the tracks. From Fillmore to Colorado there are narrow spaces that could be widened but then sidewalk would be in the way. There's also an issue there at school-leaving time when there's a line of cars waiting for their kids. An extra lane here would be very helpful to both cars and bikes.
<b>Thornton - Big Dry Creek Trail: 136th Ave. to 144th Ave.</b>				
Comment Map	Erol Morey		I support this project.	South end of project needs to connect to the Big Dry Creek (BDC) underpass at I-25. It is not apparent that the project follows or "goes along" BDC. It seems to be a sidewalk along E 136th, Wash St, and E 144th. I would think the trail would be much nicer if it followed BDC as it does in Broomfield and Westminster.
Comment Map	PAUL CSIBRIK		I support this project.	I am in support of this project if the trail is nearer the creek and not at all by the street. The intersection of 136th and Washington is very busy as is 144th. and Washington, Accidents will happen. I also believe planting some trees would be beneficial for shade and nesting sites.
Comment Map	Tom Butts		I support this project.	This is an important connection to existing trails and will provide much safer passage for bicycles and pedestrians around the very busy 136th and Washington intersections.
Comment Map			I support this project.	Glad to see gravel shoulders being put in for healthier running surfaces.
Comment Map	Kenyon Moon		I have concerns about this project.	On the map, it looks as though the proposed route is entirely along streets. Trails as described in the description are unfailingly a boon to their neighborhoods, just uncertain as to the route and whether it follows the creek or follows the streets.
Comment Map	Rene deGraaf		I have concerns about this project.	If the trail is next to the main road and not totally separate and is not actually along big dry creek, what good is it? The path shown is not scenic and possibly hazardous. Will there be underpasses to cross 144th at the connection point and Washington at 136th as shown?
<b>Thornton - Colorado Blvd. Separated Bike Facility: 88th Ave. to E-470 - Design</b>				
Comment Map	Allen Cowgill		I support this project.	This would be a great way to connect the South Platte Trail network to Thornton and Northglenn.
Comment Map	Brian McWilliams	Taxpayer	I support this project.	There is ZERO public transportation availability north of 128th. By creating a bike feeder line, you enable a significant population to reach transportation hubs for work & recreation. It would be wonderful to be able to use the public transport that we have, as RTD has no plans for northerly expansion in the next two lifetimes.
Comment Map	Erol Morey		I support this project.	Makes a nice tie-in with proposed bike lane along E 124th
Comment Map	Keith Brooks		I support this project.	This looks like a great project
Comment Map	Kenyon Moon		I support this project.	Yes, especially if there is a thru-connection for foot/bike/etc traffic to the Platte River Trail where it passes the 88th/Colorado area
Comment Map	KF		I support this project.	
Comment Map	Kurtis		I support this project.	
Comment Map	Lexi B		I support this project.	This is a great way to connect the S platte trail to northern communities

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Adams County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Mike A		I support this project.	
Comment Map	Rob Toftness		I support this project.	This is a great way to connect the S platte trail to northern communities
Comment Map	Will silvia		I support this project.	
Thornton - Thornton Pkwy. Multiuse Path: I-25 to Grant St.				
Comment Map	Kenyon Moon		I have concerns about this project.	Does this trail connect to anywhere people will be going to or coming from? To be clear, I support pedestrian improvements to any busy thoroughfare, I'm just confused as to whether it is a bridge to nowhere or if it connects to (or connections are planned for this segment)? There is a trail just west of this proposed segment, if nothing else could it be extended to connect to that trail? (If not already existing)

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Arapahoe County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Arapahoe County	Easter Trail Study	AQ/MM	2	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Broadway	STBG	16	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Colfax Ave.	AQ/MM	13	100%	0%	0%
Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction	AQ/MM	11	91%	9%	0%
Aurora	13th Ave. Multimodal Improvements: Yosemite St. to High Line Canal Trail - Design	AQ/MM	15	80%	20%	0%
Aurora	Gun Club Rd. Multimodal Capacity Improvements: Quincy Ave. to Aurora Pkwy. - Preconstruction Activities	STBG	2	100%	0%	0%
Aurora	I-225 & Alameda Ave. Bridge Replacement - Preconstruction	STBG	3	0%	100%	0%
Centennial	Colorado Blvd. Multimodal Improvements: Arapahoe Rd. to Dry Creek Rd.	AQ/MM	9	89%	11%	0%
Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	STBG	0	N/A	N/A	N/A
Littleton	Bowles Ave. Corridor Study: Sheridan Blvd. to Santa Fe Dr.	STBG	2	100%	0%	0%
Littleton	Santa Fe Dr. & Mineral Ave. Operational Improvements	STBG	3	67%	33%	0%
<b>Total:</b>			<b>76</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Arapahoe County Subregion

TIP Application Comments as of 2/22/2023 - Arapahoe County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Arapahoe County - Easter Trail Study				
Comment Map	Kenyon Moon		I support this project.	I am not familiar with Easter Trail, specifically, but closing small gaps between busy trails and nearby neighborhoods has only ever served to increase business traffic and quality of life for residents.
Comment Map			I support this project.	I have longed for a safe way to ride my horses from Foxfield to the cherry creek trail. I would be thrilled if the study could incorporate the feasibility of equine access on this trail.
Arapahoe County - High Line Canal Trail Underpass at Broadway				
Comment Map	Allen Cowgill		I support this project.	Having tried to cross this intersection on foot and biking, a tunnel here would be a welcome improvement to crossing this dangerous section of road.
Comment Map	Cindy Sandhu		I support this project.	This is a terrible intersection for pedestrians and bikers currently. Would love to see an underpass to make it safer!
Comment Map	Dave Hirsch		I support this project.	This would make my long runs on the highline canal trail so much safer when I get to that intersection at Broadway!
Comment Map	Donovan Forbes		I support this project.	
Comment Map	Jennifer Hoffman		I support this project.	The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	Jennifer Mitkowski		I support this project.	I love this trail and riding it on my bike but this underpass would improve it GREATLY! It would feel and be so much safer!
Comment Map	Keith Reed		I support this project.	As long as roads like Broadway are designed to operate as high speed highways, everything possible should be done to allow safe passage across it.
Comment Map	Kenyon Moon		I support this project.	Yes, period. This has been desperately needed for decades. Do it, and don't look back.
Comment Map	Kirk		I support this project.	
Comment Map	Kris Saline		I support this project.	this needs to happen
Comment Map	Kristen Hirsch		I support this project.	My family and I are frequent users of the Highline Canal trail between Santa Fe and Broadway. The inability to continue along the trail without having to cross multiple lanes of traffic means we are limited in the section we can use for biking, running, and walking. The Santa Fe underpass will allow us to continue to access the trail to the south, but without a similar project at Broadway, we have to turn around as it isn't safe to try and make it across that busy thoroughfare. Constructing this underpass would allow trail users on both sides of Broadway to safely access the trail beyond that point.
Comment Map	Matthew Downey		I support this project.	much-needed!
Comment Map	Megan		I support this project.	This is a critical area on the Highline Canal trail where the option to safely cross is lacking. Please make this a priority.
Comment Map	Mitch Petz		I support this project.	
Comment Map	Paul E. Schauer		I support this project.	This portion of the Highline Canal trail requires an awkward detour on narrow sidewalks up the road to a busy intersection at Arapahoe and Broadway. Building this project would improve the entire bridge, canal, and the pedestrian access all at once. Please make this project a priority. Thank you.
Comment Map	Rolf Asphaug		I support this project.	I frequently walk the Highline Canal in this area, and the Broadway intersection is dangerous even with traffic lights. I ask that this underpass be carefully designed with good lighting and clear lines of sight so that travelers feel safe.
Arapahoe County - High Line Canal Trail Underpass at Colfax Ave.				
Comment Map	Allen Cowgill		I support this project.	This is a great project to connect communities north and south of I-70. So many of the communities on the north side of the highway are cut off from the south and this would be a welcome improvement.
Comment Map	Casey Kulm		I support this project.	This would be a fantastic investment for the region
Comment Map	Jennifer Hoffman		I support this project.	The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	Keith Reed		I support this project.	The metropolitan highway system is so hostile to the human condition. Projects like this that allow safe wayfinding using active modes of transportation should be prioritized.
Comment Map	Kenyon Moon		I support this project.	The Canal crosses Colfax three times in quick succession. Taking even one of those off-grade is an idea I whole-heartedly support. Not only that, but I would ask you to do the other two - and Tower Road - as well.
Comment Map	Kurtis		I support this project.	The Canal crosses Colfax three times, this is one. One of the others is proposed as well. Do all three AND Tower Road as well.
Comment Map	Lawrence		I support this project.	Crossing at Colfax is extremely uncomfortable as cars move quickly and there isn't even signage to drivers indicating a crossing here
Comment Map	Megan		I support this project.	Please support this project that creates a safe option for people to access trails and remain safe from a busy road. Please make this a priority, as well as the other Options to create safe access while using the Highline Canal trail.
Comment Map	Mitch Petz		I support this project.	Colfax is an extremely dangerous crossing for bikes and pedestrians alike. Connecting the highline canal at a sensitive crossing like this will significantly improve safety and efficiency.
Comment Map	Rob Toftness		I support this project.	
Comment Map	Rolf Asphaug		I support this project.	Crossing Colfax was unnerving during my hike of the High Line Canal Trail. I ask that this underpass be carefully designed with good lighting and clear lines of sight so that travelers feel safe.
Comment Map	Victor		I support this project.	I support this project for its safety and connectivity improvements to the high line canal trail.
Comment Map	Will silvia		I support this project.	Increasing safe bike infrastru
Arapahoe County - High Line Canal Trail Underpass at Quebec St. - Preconstruction				
Comment Map	Allen Cowgill		I support this project.	This would be a welcome improvement to crossing this dangerous street. This is a really dangerous crossing for people that walk and bike. An underpass would be a welcome improvement.
Comment Map	Christopher Poirier		I support this project.	The High Line Canal is a treasure in the metro area. This project would help it meet its full potential and eliminate a dangerous road crossing for pedestrians and bicyclists.
Comment Map	Fritz Clauson		I support this project.	Improvements like this are crucial to unlock the High Line Canal Trail's potential for both recreational and functional uses. The current configuration is dangerous for all users, with uninterrupted high-speed traffic.
Comment Map	Jennifer Hoffman		I support this project.	The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	Kenyon Moon		I support this project.	Yes yes yes Any project that takes High Line Canal crossings off-grade from busy streets will get my unequivocal vote.
Comment Map	June Churchill		I support this project.	Making sure our multiuse paths can flow smoothly and safely grade separated from busy and dangerous roadways can only increase their utilization and support biking as an efficient form of travel and recreation. I support this project.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Arapahoe County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Fritz Clauson		I support this project.	Improvements like this are crucial to unlock the High Line Canal Trail's potential for both recreational and functional uses. The current configuration is dangerous for all users, with uninterrupted high-speed traffic.
Comment Map	David Bondelevitch		I support this project.	As a bicyclist who has used these trails, it is important to protect both pedestrians and bicyclists. Intersections with major roads are becoming more and more dangerous.
Comment Map	Mitch Petz		I support this project.	These are exactly the types of projects we need to improve interconnectivity of our bike infrastructure
Comment Map	Gregory Leichty		I support this project.	This would be fantastic for cyclists and other trail users and increase safety.
Email	Kirk McGahey		I have concerns about this project.	I'd like for DRCOG to look into adding a pedestrian/bicycle trail connector between the High Line Canal Trailhead and Waterton Trailhead. They are less than 1/2 mile apart, but require walking along a dangerous heavily congested 2 lane Waterton road with no shoulder. Both are heavily used and increasing in popularity. The nearby Sterling Ranch is expected to add an additional 36,000 residents to the area in the next few years. Connecting Waterton Canyon to the Highline Canal would allow pedestrians and cyclists from as far away as NE Aurora to access Waterton Canyon via a safe path and without traveling in a vehicle.
Aurora - 13th Ave. Multimodal Improvements: Yosemite St. to High Line Canal Trail - Design				
Comment Map	Allen Cowgill		I support this project.	This is a great project to see more safe east/west connections.
Comment Map	Andy C	N/a	I support this project.	More safe ways to get between Denver and Aurora on a bike, safe ways to bike to my friends' homes in Aurora, this is encouraging to see. I want to make sure the shared-use path is the preferred bike facility, though, if the alternative is sharrows on 13th Ave
Comment Map	Bill Pincus		I support this project.	yes please but bike lanes are better than sharrows.
Comment Map	Casey Kulm		I support this project.	Such a no brainer given the cost to benefit ratio here.
Comment Map	Gregory Leichty		I support this project.	
Comment Map	John Desmond	Denver resident	I support this project.	Another east-west multi-use path that needs upgrading. I'm not a fan of sharrows, however. Hopefully their use will be minimized.
Comment Map	KF		I support this project.	
Comment Map	Kurtis		I support this project.	
Comment Map	Michelle Van Engen		I support this project.	It's great to see separated bike infrastructure and other multi-modal improvements that will improve safety features on an east-west route parallel to Colfax.
Comment Map	Mitch Petz		I support this project.	The city needs more safe bike paths that run west/east. Sharrows are a start, but a protected bike lane needs to be considered here.
Comment Map	Will silvia		I support this project.	
Comment Map	Zoe Farrell		I support this project.	Would love more East/West bike lanes! But please, please no more sharrows! They just don't feel safe, and as we are building more bike infrastructure we should be building protected bike lines. Very in favor of the rest of the description including the raised crosswalks and curb extensions crosswalk.
Comment Map	Keith brooks		I have concerns about this project.	Sharrows and painted bike lanes do little to improve the safety of cyclists
Comment Map	Kenyon Moon		I have concerns about this project.	I question the efficacy of sharrows, but the other elements all have my support
Comment Map	Matthew Wilcox		I have concerns about this project.	Do the project but get rid of the sharrows and do something that protects multimodal users.
Aurora - Gun Club Rd. Multimodal Capacity Improvements: Quincy Ave. to Aurora Pkwy. - Preconstruction Activities				
Comment Map	John Redmond		I support this project.	Gun Club from Jewell all the way past Quincy needs to be addressed. The population boom in the Aurora Reservoir area and south has made Gun Club a de facto highway and with just 2 lanes the roadway cannot keep up with this massive growth.
Comment Map	Keith Reed		I support this project.	This is an incredibly hostile area for anyone not in a motor vehicle.
Aurora - I-225 & Alameda Ave. Bridge Replacement - Preconstruction				
Comment Map	Allen Cowgill		I have concerns about this project.	While the multimodal components to this project are great to allow better accessibility for people walking, biking, and using transit, I have concerns that this project will increase VMT as currently designed by widening this road.
Comment Map	Keith brooks		I have concerns about this project.	Widen the sidewalks but do not increase the number of vehicle lanes.
Comment Map	Kenyon Moon		I have concerns about this project.	Crossing this bridge or using this interchange in a car is a grind on a good day. Doing so on foot or human-powered wheels is worse, and the bridge itself has sidewalks barely wide enough for one person and with barriers so low that even a short person (me) feels like the next truck to roll past will blow them over into the freeway below. I have concerns about adding lanes, but at the same time I think we would be hard pressed to find a way to make this crossing worse -- please don't abuse my initial support by proving me wrong on the "can't make it worse".
Centennial - Colorado Blvd. Multimodal Improvements: Arapahoe Rd. to Dry Creek Rd.				
Comment Map	Alejandra X. Castañeda	Mothers against private motor vehicles	I support this project.	Yes! Reducing city roadway lanes and adding protected bike and pedestrian facilities is exactly what we need to get us closer to our climate and Vision Zero goals.
Comment Map	Allen Cowgill		I support this project.	Road diets like this are proven safety measures to make streets safer and reduce high injury crashes and fatalities. This is a great step forward to improve safety and multimodal connectivity along the corridor.
Comment Map	Andrea Suhaka	Transportation Solutions Arapahoe County	I support this project.	This road is very difficult for children walking to school, seniors taking a walk, people on bike, parents with child- run in a stroller but, it's not enough! This work need to go all the way to County Line Road.
Comment Map	Jake Cohen		I support this project.	This is a great road diet!
Comment Map	Jennifer Hoffman		I support this project.	Better and safer bike and pedestrian corridors will significantly improve safety, quality of life, and environmental sustainability. This will provide a much-needed connector between other trails in the area.
Comment Map	Keith Reed		I support this project.	Yes! Reducing lane miles on high speed roadways will go a long way towards making Denver a safer place.
Comment Map	Matthew Downey		I support this project.	Would be a huge improvement! I used to live a few blocks away from this stretch of Colorado and rarely saw any congestion - definitely no need for 5 traffic lanes.
Comment Map	Steve Tuttle		I support this project.	We live along this corridor and the proposed improvements are both very much needed and appropriate to improve walking and biking to school, trails, etc., using underutilized travel lanes.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Arapahoe County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Eric Smith		I have concerns about this project.	Note the comments from people talking about Denver - Centennial is not Denver - if you don't like roads and cars, stay in Denver. That said, I live off of Colorado in the area and let's not waste \$10 million reducing travel lanes for vehicles. Colorado is empty 90% of the day. Spend our tax dollars making the area immediately around Newton as safe as possible for students and then thinking outside the box and have students travel through the neighborhoods north and south of the school, instead of on Colorado. Paint a bike lane on the neighborhood streets and enforce 25 mph or lower through the neighborhoods. Same for the negligible number of recreational bicyclists in the area. If you want to access trails off of Colorado, nothing is stopping you from using side streets to move N/S.
Littleton - Bowles Ave. Corridor Study: Sheridan Blvd. to Santa Fe Dr.				
Comment Map	Kirk McGahey		I support this project.	I'd like to see a bike lane added to Bowles to safely commute to the S. Platte path.
Comment Map	Mike A		I support this project.	
Littleton - Santa Fe Dr. & Mineral Ave. Operational Improvements				
Comment Map	Kirk		I support this project.	The commute by bicycle to the lightrail station is currently very dangerous with drivers turning into the crosswalk
Comment Map			I support this project.	
Comment Map	Kenyon Moon		I have concerns about this project.	Driving here is rough, being outside a vehicle even more so. I support the goals but have two concerns (1) will this connect to any ped-improvement efforts that might come in the future, or that are already in the works? And (2) does the proposal include an off-grade or other protected ped access to cross between the rail platform and each of the four quadrants here (and not just paint and a token light)?

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Boulder County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	AQ/MM	3	100%	0%	0%
Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	AQ/MM	1	100%	0%	0%
Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	AQ/MM	4	100%	0%	0%
Boulder County	Boulder County Vision Zero Safe Routes to School Action Plan	STBG	9	100%	0%	0%
Boulder County	Boulder Countywide Strategic Transit Plan	STBG	4	100%	0%	0%
Boulder County	Lafayette-Louisville-Boulder Protected Bikeway Feasibility Study	AQ/MM	13	100%	0%	0%
Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	STBG	11	100%	0%	0%
Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	STBG	10	80%	10%	10%
Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	STBG	10	90%	10%	0%
Boulder County	SH-119 Bikeway: Niwot Rd. to Airport Rd.	STBG	9	89%	11%	0%
Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	AQ/MM	13	100%	0%	0%
Boulder County	South Boulder Rd. BRT Study: SH-7 & 119th St. to Broadway & Table Mesa Dr.	STBG	7	86%	14%	0%
Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	AQ/MM	16	100%	0%	0%
Erie	Erie FlexRide Service	AQ/MM	5	40%	60%	0%
Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Design	AQ/MM	3	100%	0%	0%
Longmont	SH-66 Multi-use Path: Hover St. to Main St./US-287	AQ/MM	3	100%	0%	0%
Longmont	US-287 & 21st Ave. Bike/Ped Underpass	AQ/MM	5	80%	0%	20%
Louisville	SH-42 & South St. Bike/Ped Underpass	STBG	4	25%	75%	0%
Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	AQ/MM	8	25%	0%	75%
Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	AQ/MM	72	86%	8%	6%
<b>Total:</b>			<b>210</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Boulder County Subregion

TIP Application Comments as of 2/22/2023 - Boulder County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Boulder - 30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.				
Comment Map	Ash Tribble		I support this project.	I heavily agree with improving the multimodal abilities of this section of 30th street because it's a major connector of local medium to high density housing, such as the University's William's Village, to CU Boulder. As of right now, it's difficult to be a pedestrian/bicyclist on this street due to the narrow sidewalks, and lack of protection on the bike lanes. If enough funding is available, I would also recommend adding protected bicycle lanes to Aurora Ave from the underpass to 30th street.
Comment Map	Karen Doyle	resident	I support this project.	Very busy corridor, these would be helpful improvements.
Comment Map			I support this project.	
Boulder - Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.				
Comment Map	Ash Tribble		I support this project.	In its current state, the section is vastly car oriented and dangerous to ride a bike through. While the south end of the road has a wide sidewalk, the north end has a thin sidewalk, and a painted bike lane. The Folsom/Colorado intersection is especially poorly designed and dangerous, with the painted bike lane on the north end having to move through a car lane just to stop at the light. This project will greatly improve a student's ability to get to the University of Colorado campus from the northeast.
Boulder - Folsom St. Multimodal Study: Pine St. to Colorado Ave.				
Comment Map	Allen Cowgill		I support this project.	This would be a great improvement to connect the university to all of the neighborhoods on the North.
Comment Map	Andrew Nawrocki		I support this project.	This is a much needed improvement to bicycle facilities on Folsom. The existing painted "bike lanes" are extremely narrow and vehicles travel quite fast through this stretch. I'd like to see current excessive vehicle traffic on Folsom redirected to 28th to make this a calm street befitting the mixed use nature of the area.
Comment Map	Ash Tribble		I support this project.	Improving the multimodal situation for Folsom street would lead to a much safer connection between the University and its nearing businesses and residential areas. The stretch of Folsom from Pine to Arapahoe especially needs attention, as there's only a thin painted line separating a thin bike lane from car traffic.
Comment Map	Ryan Larocque		I support this project.	This stretch of Folsom would benefit greatly from improved bike infrastructure. Protected bike lanes would make biking in Folsom more safe and more comfortable.
Boulder County - Boulder County Vision Zero Safe Routes to School Action Plan				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	Walking to school is a healthy, environmentally-friendly, and energizing option for many children and families, and I support working to make this option safer and more feasible for more children.
Email	Alexey Davies	Community Cycles Advocacy Committee	I support this project.	Our youth are the biggest demographic in Boulder County and an effective method to fund youth transportation projects is needed. This Vision Zero Safe Routes To School Plan will be important so goals are set and a strategy developed to achieve those goals for our youth. The data gained will allow the highest prioritized schools to identify specific infrastructure projects or programs to improve safety.
Comment Map	Allen Cowgill		I support this project.	Great to see giving kids a safe choice to bike and walk to school.
Email	Cathy Lauderbaugh		I support this project.	I would like to see the Vision Zero Safe Routes project funded. The area around Centennial Middle School on Norwood Avenue is extremely dangerous. Here are some examples of what is happening: - parents have no where to pick up their children and are therefore forced to stop in the middle of the street. This blocks the street for about 5-8 city blocks. - the result of the blocked street is that parents then park in the neighboring driveways, which is dangerous to the families who live there (small children hit by a car on their own property). - further complications include: parents texting while driving on the WRONG side of the street. - no flashers at the main crosswalks, causing cars not to see children on bikes. I have witnessed multiple children almost hit by a car, within inches.
Comment Map	Dave Pomeroy		I support this project.	Please look at feasibility of easement to create path west of MacIntosh Lake, that would connect to Hygiene Elementary.
Email	Laurie Jundt Donlon		I support this project.	I live across the street from Centennial Middle School and am a daily neighborhood walker/runner. I have spoken with the city about the 19th street project with some success and I believe that the full funding of the Vision Zero project is an additional piece of this puzzle. The parents and students that need safe access to both Centennial and CrestView as well as the neighbors surrounding this area are committed to seeing a safer neighborhood community. Pick up and drop off at both schools are, in a word, scary. I have almost been hit three times in front of Centennial as well as walking across 19th at Norwood, Oak and Orchard Avenues.
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	Mike Francis	Self	I support this project.	I support safe routes to school, especially for bicycles. Please look at the route to Monarch High School along 88th. It should have a complete street with sidewalks at minimum.
Comment Map	Tillie Fields		I support this project.	By encouraging our kids to have safe options to walk and bike to school we teach them the value of transportation options beyond cars. Let's build a comfortable network to get our children to school safely and sustainably
Boulder County - Boulder Countywide Strategic Transit Plan				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	Transit is a major solution as the area increases in population and traffic, and especially in the more rural areas of the county, transit can be an essential solution for people to get around.
Comment Map	Briana Sikerica Czarniecki	Participate in Center for People with Disabilities	I support this project.	It is beyond frustrating getting transportation throughout the county. I take the access a ride bus and it can up to 2 hours to get any where and this is very stressful for a disabled person.
Comment Map	Lusa Ciandro	Resident of Josephine Commons in Lafayette	I support this project.	More transportation availability from Josephine Commons to shopping areas or doctors offices is very much needed.
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Boulder County - Lafayette-Louisville-Boulder Protected Bikeway Feasibility Study				
Comment Map	Aljoana Gilmore		I support this project.	This is a much much needed project
Comment Map	Allen Cowgill		I support this project.	There are very few high comfort connections between our cities. This would be a welcome improvement.
Comment Map	Barb Parnell		I support this project.	Baseline seems to make the most sense. Arapahoe is already problematic in terms of an insufficient shoulder. S. Boulder Rd is very busy. Baseline feeds directly into the East Boulder bike path, from there you can pick up the rest of the bike infrastructure in Boulder.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Charles Danforth		I support this project.	Riding on Arapaho is one of the scariest things I've ever done on a bike. Very narrow/non-existent shoulders, high speed traffic, lots of blind intersections... a dedicated bike lane there between 75th and US287 would be a game-changer. South Boulder Road and Baseline aren't too bad as a cyclist/commuter (though could always be improved).
Comment Map	David Blankinship		I support this project.	I am greatly in support of this project. Although I think that the bike shoulders on Baseline Rd. and South Boulder Rd. are sufficient for many riders, many younger and newer riders in Boulder County are not comfortable riding next to traffic without a protected bike lane or bike path. It would be amazing if we could find a way to follow especially the Baseline Rd. corridor (as it already tends to get the majority of the bikers because of the slower speeds and more peaceful setting). If possible, we should look at leveraging any public land along the route (especially if it ends up following a more northerly corridor near the South Teller Farm trailhead). Also, if possible, it would be great to have a narrow soft surface trail along the path for running. Quite simply, I see this as a great way to support commuting alternatives and bringing the communities of Boulder, Louisville, and Lafayette closer together. I would strongly recommend that Arapahoe Rd. between Teller Farm and 95th St. be included for bikeway improvements even if it isn't the primary means of getting from Boulder to Lafayette and Louisville. The Teller Farm trail is a wonderful gravel trail and unfortunately getting there from the south and east involves riding west on Arapahoe for about 1.5 miles where there is no shoulder. Also, another thing that would be great to see if a north/south connector from Baseline to Arapahoe to connect to Teller Farm from the south.
Comment Map	Donovan Forbes		I support this project.	Better bikeways make cycling a viable transport option and can reduce VMT.
Comment Map	Joshua Brown		I support this project.	This is a much needed improvement to connect our cities for cyclists who prefer a high-comfort, protected bike route.
Comment Map	Lara Van Matre		I support this project.	I vote for Baseline or S. Boulder Rd as Arapahoe is the longest continuous E-W corridor, and already the least safe and comfortable. The project could deflect car traffic to Arapahoe and slow traffic along Baseline or S. Boulder Rd, which already have some stretches of comfortable safe bike throughfare.
Email	Matt Muir	Cyclists 4 Community	I support this project.	C4C has committed to contribute to Boulder County \$5000 to this project. Such facilities will reduce serious injuries and deaths among cyclists to effectively zero and they will preserve or improve livability in Boulder County.
Comment Map	Mike Francis	Self	I support this project.	I support this project!
Comment Map	Rachel Plessing		I support this project.	The high speeds and volumes of traffic make Arapahoe, South Boulder, and (certain parts) of Baseline make the roads feel unfriendly for traveling by bicycle. While the shoulders on Baseline and South Boulder in undeveloped areas feel safer, the speed of traffic is always a factor. I've had a handful of close calls with cars drifting onto the shoulder (whether intentionally or inadvertently) on South Boulder Road west of McCaslin, an area that I consider the safest section of South Boulder. Additionally further protection/infrastructure connecting these roads in the north/south direction in the area of 95th would be appreciated.
Comment Map	Veronica Martinez		I support this project.	Improving bike connections between these cities would be a wonderful improvement. There aren't many safe options currently.
Comment Map	Will silvia		I support this project.	
<b>Boulder County - Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements</b>				
Email	Alexey Davies	Community Cycles Advocacy Committee	I support this project.	Community Cycles believes this improvement to Jay Rd. in particular is desperately needed for one of the last existing gaps of the LoBo Trail. Many people want to ride from Gunbarrel to central Boulder and this is the primary route. It also is a crucial connection for Longmont to Boulder bicycling. But Jay Road is quite busy and has high speeds. We were all devastated by the death of cyclists hit on Jay Road not long ago. So we very much need a safe off-street separated path along this stretch. This is perhaps the most important road improvement currently proposed by the county. The enhanced intersection at Jay and Spine is critical as well. The ADA improvements to five transit stops along Jay Road and Spine Road plus the Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay Road and Spine Road support active transportation.
Comment Map	Allen Cowgill		I support this project.	Having spent some time biking on Jay road, this would be a much safer and comfortable experience and a great connection to these neighborhoods.
Comment Map	Astrid Maute		I support this project.	I used to commute by bike to my workplace in Boulder. However I have not done it for years. Jay Rd during rush hour is too busy and cars are too close for my comfort. It is stressful. I also do not allow my kids to bike to Boulder because of this missing piece in the LoBo trail. Years ago, the community was asked for input and like many we went to the meeting at Celestial seasoning. The only measure which came out of this was a slightly wider bike lane and a crossing to cottontail trail but nothing else to warn cars they cross into the bike lane. I hope this time it will be different.
Comment Map	Conor Canaday		I support this project.	This section of the LoBo trail is by far the weakest as far as encouraging commuters to travel by bike. I generally feel safe biking on roads and this stretch still feels intimidating to me. I support this effort for its small scope and high ROI.
Comment Map	David Blankinship		I support this project.	This trail connector would help complete the LoBo trail by filling in an obvious gap between Boulder and Longmont. There are some alternative gravel routes along the railroad right now, but this would be a much more formalized trail that would be accessible to more users.
Comment Map	Elaine C. Erb		I support this project.	As a regular bike commuter along the LoBo path between Niwot and Boulder, this area is the most stressful section of the commute. These enhancements will improve the comfort, safety, and appeal to other cyclists for this travel option
Comment Map	Evan Kalina		I support this project.	I ride Jay Road every day to commute to/from work on my bike. It is the most dangerous part of my 8-mile bike commute. A colleague told me that "[she] doesn't ride her bike to work because Jay Road is a death trap." The speed and volume of traffic on this road are simply too great for the on-street bike lanes to be safe. Also, in the winter, snow is plowed into the bike lanes and persists for weeks, turning them into narrow, icy, high-consequence fall zones if a rider were to fall alongside traffic. The south part of Spine Road, which I also ride every day, isn't much better and suffers from many of the same problems that Jay does, albeit with a lighter traffic volume. This project means a lot to me because it would allow me to get off of these dangerous sections of road and onto much safer multi-use paths and trails. I truly believe it would make cycling between Boulder and Gunbarrel much more approachable for new riders. Please help us stay safe out there by funding this project.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Jan Borstein		I support this project.	The proposed work would add a much needed section of the LOBO trail, providing a safer, smoother connection between Gunbarrel and Boulder. I live near 75th and Jay so frequently cycle on Jay Rd. and the LOBO trail. I use my bike to run errands and for recreation. A dedicated bike path would make riding along Jay Rd. safer and encourage more riders. Many of my neighbors say they won't ride on Jay Road because of the volume and speed of traffic. The proposed improvement for turning left from Jay onto Spine would also make that interscetion safer. Thank you.
Comment Map	Karen Doyle	resident	I support this project.	This will greatly improve cyclists and ped safety and help to get more active transportation.
Email	Matt Muir	Cyclists 4 Community	I support this project.	C4C has committed to contribute to Boulder County \$5000 to this project. Such facilities will reduce serious injuries and deaths among cyclists to effectively zero and they will preserve or improve livability in Boulder County.
Comment Map	R.K.		I support this project.	I ride LoBo a lot and this area is always the place I'm afraid I'll get hit. This would significantly improve a big safety problem on LoBo.
Boulder County - SH-119 Bikeway: Airport Rd. to Hover St.				
Email	Alexey Davies	Community Cycles Advocacy Committee	I support this project.	It is called "The Diagonal" for good reason. No other route connects these communities so effectively. We are happy and proud that our local and state governments have prioritized the addition of a separated and thus protected route for bicycling and pedestrian travel in the corridor that will be maintained for year-round use. Good plans have been developed! Specifically, this project's proposal of a separated bike facility and the infrastructure required to safely and directly travel from Airport Road to Street where it will connect into the City of Longmont's multiuse path system.
Comment Map	Allen Cowgill		I support this project.	Connecting Boulder to Longmont via safe bikeways would be a great project to increase regional connectivity.
Comment Map	Conor Canaday		I support this project.	I support this effort in addition to the BRT effort. This area may experience increased growth and commuter traffic over the coming years and having infrastructure to keep cyclists off of 119 is a benefit to all.
Comment Map	David Schwartz		I support this project.	A safer cycling link from Boulder to Longmont is a terrific asset.
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	Mitch Petz		I support this project.	
Comment Map	R. K.		I support this project.	Please build this!! I would bike this way far more often if a protected bike path were available.
Comment Map	Sandee		I support this project.	This bikeway is long overdue! It will give Boulder-Longmont commuters another option, along with recreational cyclists. It will be much more safe than riding on the shoulder of SH119.
Comment Map	Peter Crampton		I have concerns about this project.	The SH-119 BRT should be a higher priority than the bikeway. Will increase ridership and address a need for more vulnerable community groups.
Comment Map	dave hoerath/longmont	private citizen	I am opposed to this project.	Why build a trail parallel to the existing LOBO trail that goes the same places?
Boulder County - SH-119 Bikeway: Foothills Pkwy. to Jay Rd.				
Email	Alexey Davies	Community Cycles Advocacy Committee	I support this project.	This project's proposal of a separated bike facility and the infrastructure required to safely and directly travel from Boulder to Jay Road.
Comment Map	Allen Cowgill		I support this project.	This will be a great connector to help complete the bike network in NE Boulder and for folks in Longmont.
Comment Map	Andrew Nawrocki		I support this project.	I very much support this project and the rest of the Boulder/Longmont bikeway. My only concern is the southern terminus of the bikeway, which appears to just end at the Pleasant View complex. The bicycle connections here are quite poor, especially for those trying to connect to the Foothills path directly south. There should be an underpass to enable bikes and pedestrians to get across Foothills safely and efficiently given the very high vehicle speeds here. It feels like a missed opportunity to not incorporate a connection to the Foothills path.
Comment Map	Conor Canaday		I support this project.	I support this effort in addition to the BRT effort. This area may experience increased growth and commuter traffic over the coming years and having infrastructure to keep cyclists off of 119 is a benefit to all.
Comment Map	David Schwartz		I support this project.	This is an important part of the bike connection between Boulder and Longmont.
Comment Map	Elaine C. Erb		I support this project.	Being able to bike along the CO 119 would make my bike commute to Boulder shorter and faster. The corridor has become too treacherous to ride on the road leaving me with a meandering commute on soft surface trails that become inaccessible when covered in snow. This corridor serves bike commuters, recreational cyclists who may want to access roads to the north, and serves as a regional connection. We very much need this improvement! Future transit plans also call for fewer stops between Boulder and Longmont. The bikeway can help connect to areas that may not have ready transit access
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	Mitch Petz		I support this project.	
Comment Map	R.K.		I support this project.	Please build this!! I would bike this way far more often if a protected bike path were available.
Comment Map	Peter Crampton		I have concerns about this project.	The SH-119 BRT should be a higher priority than the bikeway. Will increase ridership and address a need for more vulnerable community groups.
Boulder County - SH-119 Bikeway: Niwot Rd. to Airport Rd.				
Email	Alexey Davies	Community Cycles Advocacy Committee	I support this project.	This project's proposal of a separated bike facility leaving Niwot BRT and the infrastructure required to safely and directly travel from Niwot to Airport Road. This will provide great multimodal connections to and from the Niwot Road BRT station.
Comment Map	Allen Cowgill		I support this project.	This would be a great project to better connect Boulder to Longmont via safe bikeways. It will be a very well used route.
Comment Map	Conor Canaday		I support this project.	I support this effort in addition to the BRT effort. This area may experience increased growth and commuter traffic over the coming years and having infrastructure to keep cyclists off of 119 is a benefit to all.
Comment Map	David Schwartz		I support this project.	An important link for cyclists!
Comment Map	Elaine C. Erb		I support this project.	The CO 119 bikeway is desperately needed. I ride from Niwot to Boulder as well as Niwot to Longmont. Even if I ride Niwot to Hygiene, this option helps me make a lovely loop ride. I have had to stop riding along the Diagonal due to the increased speed and aggressiveness of drivers. This is a much needed connection that helps connect our communities.
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	R. K.		I support this project.	Please build this!! I would bike this way far more often if a protected bike path were available.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Sandee		I support this project.	This bikeway is long overdue! It will give Boulder-Longmont commuters another option, along with recreational cyclists.
Comment Map	Peter Crampton		I have concerns about this project.	The SH-119 BRT should be a higher priority than the bikeway. Will increase ridership and address a need for more vulnerable community groups.
Boulder County - SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line				
Comment Map	Allen Cowgill		I support this project.	This is a large missing gap in multimodal connectivity between cities in the region. Would be a welcome improvement as biking on the shoulder here is currently very unsafe.
Comment Map	Charles Danforth		I support this project.	Biking along CO93 has improved over the years, but it is still one of the scarier sections of roadway I use. Protecting this stretch of highway would be a great benefit for a small price.
Email	Charlie Mye	Bike Jeffco	I support this project.	<ul style="list-style-type: none"> <li>The plan for this bikeway from the Jefferson County line to Marshall Rd in Boulder County will provide the impetus for the other jurisdictions to fill in the bike routing gaps for development of a well connected regional bike route network.</li> <li>Once the bikeway is extended out to reach Golden and the town of Boulder, then this will be an even more amazing regional transportation and recreational corridor serving the Front Range.</li> <li>The area has examples of well designed bikeways paralleling highways such as the Genesee / El Rancho Bikeway parallel to I-70, and the 36 Bikeway which move cyclists safely to popular destinations. The SH 93 Bikeway would serve a very large population with the potential for a high level of use for commuting as well as recreation.</li> <li>The potential for making important connections with other planned bikeways has the makings of a cycling network that could be showcased nationally. Other bikeways could include: the Boulder/Lyons Bikeway being planned, the popular 36 Bikeway, local bike routes and multi-use paths.</li> <li>Safety: Although SH 93 does have shoulders between Golden and Boulder, it is unrideable for most cyclists given the high volume of motorized traffic reaching speeds of well over 55 mph. This bikeway along with the connections to other bikeways and routes will enhance the level of safety for cyclists.</li> <li>This project is so important because it will provide the impetus for the region to really get serious about putting together a connected cycling network.</li> </ul>
Comment Map	Conor Canaday		I support this project.	This area feels like an accident waiting to happen between cyclists and motorists. I fully support completing this feasibility study.
Comment Map	Kenyon Moon		I support this project.	Highway 93 is popular - and terrifying - on a bike. Heck, it is terrifying in a car.
Comment Map	Kirk McGahey		I support this project.	Reducing the risks of travelling this popular road in any transportation/recreation mode should be pursued.
Email	Matt Muir	Cyclists 4 Community	I support this project.	C4C has committed to contribute to Boulder County \$5000 to this project. Such facilities will reduce serious injuries and deaths among cyclists to effectively zero and they will preserve or improve livability in Boulder County.
Email	Michael Raber		I support this project.	As a League of American Bicyclists nationally certified Instructor LCI #4404 teaching safe, enjoyable, and legal bicycling. I strongly support the proposed study completion of the CO 93 bike connection from the intersection of CO 93 and CO 170 (Marshall Road) south to the Jefferson County line as it would provide a safer & more bicycle friendly connection between Boulder County and Jefferson County. The current connection requires cycling on the shoulder of Highway 93 which has become more challenging with the increase in motor vehicle traffic, speed, and weather conditions. The project is consistent with the WestConnect Coalition PEL Study, Boulder County Transportation Master Plan 2020 update, and the Denver Regional Active Transportation Plan
Comment Map	Mike Francis	Self	I support this project.	I strongly support this project! Biking this section of 93 is very dangerous as car commuters speed by. We need a carfree safe path from Golden to Boulder.
Comment Map	Rob Guinn		I support this project.	There is no alternative to SH 93 for travel along the Front Range between Boulder and Golden. SH 93 desperately needs cycling improvements, and Jefferson County should coordinate on the project. With ample land, almost zero buildings and few intersections it would be cheap, allow commuters the option to cycle to work and save lives. All the other proposals have alternative roads or some existing cycling infrastructure, and 93 improvements should be the top of the list, since there is nothing at all, apart from a glass and debris filled shoulder.
Comment Map	Stefano Prezioso		I support this project.	A protected shoulder/multi-use path would improve safety for drivers and cyclists in an already well-trafficked area by both drivers and recreationalists. I support this project.
Email	Stephen Selle	Monday Riders Cyclist Group	I support this project.	CO 93 is the major gap in connecting existing and planned bicycle infrastructure in Boulder County and Jefferson County. CO 93 is tier 1 CDOT high demand corridor but due to the volume and speed of motorized traffic CO 93 is essentially unrideable by all but the most fearless riders. Completing the CO 93 bike connection from the intersection of CO 93 and CO 170 (Marshall Road) south to the Jefferson County line would provide a safe and comfortable connection bicycle between Boulder County and Jefferson County. The feasibility study will identify a preferred alignment and preliminary construction cost, the first step in completing this important bicycle connection. The project is consistent with the WestConnect Coalition PEL Study, Boulder County Transportation Master Plan 2020 update, and the Denver Regional Active Transportation Plan
Comment Map	Will silvia		I support this project.	
Boulder County - South Boulder Rd. BRT Study: SH-7 & 119th St. to Broadway & Table Mesa Dr.				
Comment Map	Ash Tribble		I support this project.	I support this project because it will provide greater access, especially for those living in Lafayette and Louisville, to Boulder's job market. Many people have to commute to Boulder to go to their jobs, and helping to increase access, especially multimodal access, will lead to decreased traffic and lower injury crashes.
Comment Map	KF		I support this project.	
Email	Matt Muir	Cyclists 4 Community	I support this project.	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	Sandee		I support this project.	This will provide much needed infrastructure for people who in-commute into Boulder. It will allow more people to take BRT and bike rather than cars.
Comment Map	Shana Johnson		I support this project.	I think it's great to study potential BRT improvements to S. Boulder Rd, however, the current DASH routing through downtown Louisville is anything but BRT-like. You don't take the bus off a major arterial (S. Boulder) through a low-speed, vehicle constrained space (downtown Louisville) if your goal is to improve transit travel times. People WILL make their way to the route if the bus is more competitive with driving. There's a ton of development going along S. Boulder too, including infill the old Louisville cyclery spot, DELO, etc. If you want to combat the idea that buses are slow, you have to actually make them fast. Revolutionary!!!
Comment Map			I support this project.	

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Barb Parnell - resident		I have concerns about this project.	Since the HWY 36 project, I associate BRT with toll roads, can you please make it clear as to whether or not a given BRT project involves toll roads or not. If it does for this project, then I do not support the project. Rather our roads should remain completely publically owned and paid through via our taxes.
<b>Boulder County - Southeast Boulder County SuperFlex Demand Response Transit Service</b>				
Comment Map	Allen Cowgill		I support this project.	Great to see more transit flex-ride services available.
Comment Map	Amelia Groves	Boulder County HHS	I support this project.	I work with older adults who live in Louisville and transportation is a huge barrier for people to access healthcare, grocery shopping, social services, and so on. Programs like Flex Ride are wonderful but one generally can't leave that city. Lafayette, Louisville, and Erie are home to services accessed by residents of all three cities so it would be a huge benefit to make those accessible to everyone. Traditional buses are valuable but are not fully accessible due to time schedules, lack of sidewalks and safe road crossings, and the final leg of the trip from the bus stop to destination not being covered. A SuperFlex system will open up southeast Boulder County even more for a wide variety of users.
Comment Map	Connie Grosshans		I support this project.	This would be a tremendous addition to seniors like myself who have mobility issues. I would support this 100%. I would also help promote it in any way I can.
Comment Map	Ellie Carlson	Colorado Commission for Deaf, Hard-of-Hearing and Deafblind.	I support this project.	Funding this project will provide increased access to employment, medical care, education and recreation for individuals who are deaf, hard of hearing, and deafblind in Southeast Boulder County. The deafblind population in particular is at high risk for isolation; demand response transit service in combination with orientation and mobility training offers a solution.
Comment Map	Gary and Carol Cox		I support this project.	We support the expansion of these on-demand services which are so needed by so many.
Comment Map	Jenny Bux		I support this project.	I support this because I haven't had a car since 2017 and FlexRide and Ride Free have been a real help. The upgrade to the software would help the drivers and eliminate some of the confusion and the ability to see their rides. I use this service a lot for doctor's appointments in Lafayette (I live in Louisville). I like that there would be more coordination between the services.
Comment Map	Jill Bilek	TRU PACE	I support this project.	This would be a wonderful addition for the participants who live in different local communities to keep in touch and not have to worry about finding transportation outside of their individual locations.
Comment Map	Karen Haffnieter		I support this project.	Seniors in Lafayette and Louisville need reliable transportation for basic living needs (grocery shopping, doctor's appointments, etc.) Many seniors can no longer afford to keep their cars and need an alternative mode of transportation that allows them to continue to live an independent and active life.
Comment Map	Kathi Gallagher		I support this project.	I live in a Senior Housing facility in Lafayette and I use the public mass transit system and I would especially welcome a way to get from my housing to the nearest light rail connection at Eastlake and 124th! The Park and ride bus location in Lafayette, as well as locations in Lafayette, Louisville and Boulder would also be helpful.
Comment Map	Kelly Reynolds	BCHHS	I support this project.	I work with in BC Senior Housing and we have many seniors who need more transportation available in Lafayette and Louisville. Free Ride has been great, but does not begin to cover the need. Adding more buses and more flexibility would be well utilized by our seniors.
Comment Map	Lara Van Matre	Sister Carmen Community Center	I support this project.	I support this project both as a resident of SE BOCO, an employee of a family resource center serving many individuals who rely on insufficient public transportation, a parent of children who cannot drive and teens who shouldn't, the daughter of an older adult who soon will need ways to get around that don't depend on her driving, a citizen of the world who realizes that we cannot continue as a society to prioritize cars over public transit. Programs like superflex cover the gaps in our current impoverished public transportation service, and pave the way for acceptance of and funding for more comprehensive service in the future.
Email	Matt Muir	Cyclists 4 Community	Support	Generally, C4C supports Boulder County's leading Transportation Master Plan due to its network, multi-modal approach that addresses our greatest challenges.
Comment Map	Natalie Lydon-Eikel	Center for People with Disabilities	I support this project.	Transportation is a huge need in our community, specifically accessible and on-time services, to help those who do not have other options.
Comment Map	Patricia Rice		I support this project.	I support this very important project because it helps people to get to the places they need to go without limitations. This is wonderful for everyone, whether they have a car or not.
Comment Map	Terri Bashans		I support this project.	As a middle aged person with disabilities living on a fixed income in Lafayette, I find it extremely difficult to get around. Ride free Lafayette is wonderful but as gas prices rise, the ridership has as well making it hard to use for timed appointments. Then if dr appts are in Longmont or Boulder, one is out of luck. And the cost of using Lyft and Uber has for me been up to \$44 one way to Longmont. It is imperative for a healthy community to have its lower income seniors and people with disabilities involved. We need to have a way to stay connected and active, it is vital for us as individuals and as a diverse place to live. Thank you, Yerri Bashans
Comment Map	x Jan Kariya		I support this project.	I am a disabled senior living in Lafayette. I do not have reliable transportation and have found it difficult to use the current available public transportation. We do not have a bus stop near our house and it is too far to walk for me. Any added services to the current public transportation will be helpful.
<b>Erie - Erie FlexRide Service</b>				
Comment Map	Allen Cowgill		I support this project.	Great to see direct funding for transit services.
Comment Map	Josh		I support this project.	Please consider pedestrian and bike safety and connectedness when considering all projects!
Comment Map	Lara		I have concerns about this project.	I support this project as we definitely need more public transit options in Erie, but want to make sure it actually satisfies constituents needs. There are only a handful of morning and afternoon buses that go to Boulder... nothing that runs continuously or on Sundays... which is not conducive to many folks lifestyles. Also, it would be great to have a routine public transit option that goes from Erie to Lafayette... and then a bus that routinely goes to the furthest north subway stop in Thornton.
Comment Map	Heather		I have concerns about this project.	Erie needs all the roads wider; especially Highway 7 and Erie Parkway to I-25. It can take 30 minutes, to go a few miles during peak times. How about a bike trail from Erie to Boulder, as Baseline and Arapahoe Roads from Erie to Boulder are still only one lane, and traffic is a nightmare in those directions too? When all this growth happens, how come the cities never widen the roads?
Comment Map			I have concerns about this project.	Our first priority should be to widen Baseline/Highway 7. I dont see that project here. Broomfield, especially, is building in every piece of land the city oversees and nothing has been done to make 7 serviceable.
<b>Longmont - SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Design</b>				
Comment Map	Conor Canaday		I support this project.	I support this effort.
Comment Map	Peter Crampton		I support this project.	I ride the BOLT along this road frequently. Totally agree with the need for dedicated transit lanes and signal priority. Presume this is a first step for the SH-119 BRT, which is desperately needed.
Comment Map			I support this project.	

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Boulder County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Longmont - SH-66 Multi-use Path: Hover St. to Main St./US-287				
Comment Map	Conor Canaday		I support this project.	This area is going to see increased development and a project such as this will become gradually harder to complete. Right now, I don't know if a safe way to traverse the same geographic area as a cyclist or pedestrian.
Comment Map	David Schwartz		I support this project.	This would be an important improvement for the flow of pedestrians, cyclists, joggers, etc, through an increasingly busy area of town and improve connection in this area.
Comment Map	Karen Doyle	resident	I support this project.	This should greatly improve safety and connectivity along a busy highway and corridor to Rocky Mtn National Park, which is Colorado's premiere destination.
Longmont - US-287 & 21st Ave. Bike/Ped Underpass				
Comment Map	David Schwartz		I support this project.	I come through this area regularly and it would make a big difference in safety and ease. I am especially thinking about youth I know who depend on the paths to get around this side of town.
Comment Map	Leslie Cantu		I support this project.	
Comment Map	Rachel Moyer	N/A	I support this project.	I live right near this intersection and use it every. I am very interested in biking to work but safety is a concern for me, so I highly support this project.
Comment Map	William Singel	N/A	I support this project.	I also live near this intersection and would love to see it more accessible for walking and biking.
Comment Map	Peter Crampton		I am opposed to this project.	I live in this neighborhood, and bike & walk along 21st regularly. Safety is the least of my concerns along this stretch of road with the minimal volume of traffic involved; and certainly not enough of a concern to build an underpass. Money would be better spent on the SH-119 BRT.
Louisville - SH-42 & South St. Bike/Ped Underpass				
Comment Map	Mike Francis	Self	I support this project.	I support this project!
Comment Map	Charles Danforth		I have concerns about this project.	While I would love to see this, I am concerned about the pricetag, the relative benefit per \$, and the connectivity options. There is already a stoplight and crosswalk one block north at Short Street where the connections eastward are obvious (Centaurus HS, open space, ballfields) which has been a great improvement. Rather than a very expensive underpass at South Street adjacent to functioning pedestrian infrastructure and leading nowhere, I would rather see a crosswalk/stoplight at Griffith and improved pedestrian opportunities at Pine/CO42... for a tiny fraction of the proposed \$9M pricetag.
Comment Map	David Blankinship		I have concerns about this project.	In principle, this is a great project that would provide more connectivity to Old Town Louisville from the Lafayette side. However, the cost of \$9 million (which is almost certainly to go higher with inflation) is very steep for this given that there is nice signaled crossing of Highway 42 there right now and the Coal Creek Trail underpass is there not far to the south. I think that the scope of the project should be refined to bring down the cost and minimize the disruption to the traffic flow on the west side of Highway 42. Voters in Louisville were rather clear in fall 2021 that they are reluctant to spend taxpayer money on underpasses and we need to be very diligent to make sure that we tackle the highest project projects and keep them streamlined if we decide to move forward with any.
Comment Map	M. christiansen		I have concerns about this project.	I have to concur with Mr. Blankinship's comments dated 2/8 and 2/12. It is vital to support the residents of Louisville who rejected the underpasses via voting. I believe it is important to shift the focus to Hwy 42 and West pine street where there are increased traffic in both bicyclists and pedestrians present. In order to promote healthy lifestyle, sustainability and environmental atmosphere, we can create trails/pathways connecting to the existing trails leading to Old town Louisville. It is most cost effectiveness and there is no need to create conveniences or laziness.
Louisville - Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.				
Comment Map	Kenyon Moon		I support this project.	Yes, I support this
Comment Map	Mike Francis	Self	I support this project.	I support this project!
Comment Map	Alex	N/A	I am opposed to this project.	3 million dollars to experiment with Dutch-style buffered bike lanes. This is a project for wealthy Louisville residents to pat themselves on the back about how great they are. 1. Via Appia has several protected pedestrian crossings already, each with protected pedestrian refuge islands. 2. Louisville has an incredibly well-connected paved trail system already. 3. Via Appia is a low traffic street. 4. Via Appia is a low speed street. 5. Via Appia has well maintained sidewalks on both sides for the entire length of the road. 6. Via Appia doesn't connect to any major employment centers or high density residential areas. 7. Want to make a difference in Louisville? Do this on McCaslin or S. Boulder or Hwy 42, which actually pose dangers to cyclists and connect to employment centers. 8. Drivers will be frustrated, drive faster, and make riskier decisions. This will decrease pedestrian safety. 9. Via Appia is in a high fire risk area. 4 lanes is crucial for speedy evacuations.
Email	Alex Bullen		I am opposed to this project.	I do not support the project for several reasons. 1. Pedestrian crossings, refuge islands, sidewalks, crosswalks, and bike lanes already exist on Via Appia. All are very well maintained. 2. Via Appia is an evacuation and emergency vehicle route. Reducing lanes reduces the roadway's capacity for both crucial safety functions. In the wake of the Marshall Fire rebuild, reducing the roadway capacity would be a terrible PR move. 3. Via Appia is a low speed, low volume road. Drivers on it are local and very respectful of pedestrians, moreso than most places in the area. 4. Buffered bike lanes are great and I wish we had more of them. But, a small time roadway like Via Appia is not the place to put them. There's no problem to solve. Put them on McCaslin, Hwy 42, S Boulder Road - all of which have high speeds, high volume, employment centers, high density residential, and RTD connectivity. 5. As mentioned above, Via Appia has no employment centers or high density residential. Cyclists would still have to connect on dangerous roads.
Comment Map	Amy Keuhlen		I am opposed to this project.	I live off Via Appia and it is already challenging to turn left out of my neighborhood towards South Boulder Road with two lanes of traffic. I think reducing the lanes and increasing the width of bike lanes will make it even more challenging to turn left in this crucial spot and require a Uturn somewhere else with the amount of traffic on Via Appia every day. Without installation of a 4 way stop or light at Lafayette, as well as other intersections along Via Appia, I think this can only make the congestion and flow of traffic worse.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Charles Danforth		I am opposed to this project.	I am a frequent cyclist around Louisville and find this stretch of Via Appia to be one of the least scary of our major roads. Bike lanes/shoulders are sufficient and comfortable. Reducing lanes and adding other traffic control measures (such as done on Hoover and Cherry) are going to make cycling significantly less safe. Furthermore, the pricetag (\$3M) is vastly out of proportion to any potential gain. That money could be much better used on other important infrastructure projects or protected bike lanes along other city or county roads (CO42 or South Boulder Road, for instance).
Comment Map	David Blankinship		I am opposed to this project.	This project is not a good use of money and is an over-reach of some of the recommendations in the City of Louisville's 2019 transportation master plan. There was a methodical public input process that went into the creation of this document and it seems to be a knock at the process to decide to implement aspects of the Via Appia rework that were not called for in the project. There were multimodal improvements recommended, but nowhere did it state in the plan that the road should be reduced from 4 lanes to 2 lanes. Other concerns I have are related to egress of fire engines at the fire station on Via Appia. Louisville residents are very sensitive to fire-related issues just over a year after the Marshall Fire and anything that would make it more difficult to fire engines to get to a fire would be ill-advised. Also, the main concern that I personally hear when it comes to Via Appia is the Pine & Via Appia intersection. Let's focus on that and, in needed, look at a roundabout there. One other aspect of this proposed project that I wanted to point out is that the stretch of Via Appia already has nice sidewalks on either side of the road that cyclists can use if they don't feel comfortable in traffic. I think that between the sidewalks and the on-street bike lanes there are opportunities for cyclists to go where they prefer based on their comfort level. Quite simply, it doesn't seem like a good use of over \$3 million.
Comment Map	Steven Smith		I am opposed to this project.	This project is on a vital roadway for emergency vehicles, with both a police and fire station. It will block critical responders. It is also unnecessary-- I am not sure who the intended audience is as it does not connect services well. There are already good biking lanes, trails through the open space and walk/bike infrastructure here. This would be a waste of funds in addition to making the community less safe by slowing down response times when emergency vehicles cannot get around cars.
<b>Superior - McCaslin Multi-Use Underpass north of Rock Creek Pkwy</b>				
Comment Map	Abby Krolick		I support this project.	This would feel a lot safer to pedestrians and bikers versus crossing McCaslin. I think it would increase foot/bike traffic as well. The average speed on McCaslin has definitely increased over the last few years - it feels like cars are drag racing either down the hill or up the hill. Additionally, the pedestrian crossings at either end of the roundabout at the bottom of the hill are terribly placed - esp given the speeds - maybe those would work on a slower road, slower roundabout, but you cannot have those crossings at either end of a highspeed road & roundabout. An underpass would help reduce risk of someone getting hit by a car.
Comment Map	Amanda Vaughan	Superior Resident	I support this project.	I walk this area daily and would love a better way to cross there. Current underpasses in different locations in town get a lot of use.
Comment Map	Andrew Vaughan		I support this project.	I support this project. As Downtown Superior continues to build out and hundreds of new homes are added, an increasing number of new residents will want to walk and ride to the open space on the west side of McCaslin. This underpass would be safer and more convenient than crossing at the roundabout to the north or at the light with Rock Creek to the south, which is up a huge hill. The reality is that, without a safe crossing like this, people will continue to approach McCaslin from Tract H (now the "Vista Corridor Open Space") and then jaywalk across McCaslin at a place where traffic tends to be moving pretty fast down the hill.
Comment Map	Anonymous		I support this project.	Strong supporter of this project. The Boulder County Sheriff office has expressed concerns about the number of people crossing between Tract H and the OR trailhead. Given the number of homes being built in Downtown, all residents should have safe access to the huge amount of Boulder County Open Space. We should encourage safe access for pedestrians instead of telling them to "go over there to cross safely." That "cars first" mentality is why Superior has the absolute worst pedestrian crossing areas...50% of drivers totally ignore the flashing yellow lights on lower speed roads - with people doing well over 50 MPH on McCaslin (which is a 4 lane road), there is no way way that a blinkly yellow light and "cars must yield" signs are going to have any effect. Comments like that again put the onus on the pedestrian to find a safe passage rather than protect them from 5,000 lb metal machines
Comment Map	Arik Klingensmith		I support this project.	
Comment Map	Ben Miller		I support this project.	This project would provide a safe connection for the many students in Original Town/Sagamore who are zoned for the Monarch elementary/middle/high campus. The alternative is crossing a 40mph, 5-lane arterial at-grade.
Comment Map	Ben Schy		I support this project.	I have been wishing for this for years! This will make the beautiful open space much more accessible and serve as a great walk/bike corridor from Rock Creek to old town Superior.
Comment Map	Brian Shucker		I support this project.	Besides improving access to the open space to the west, this underpass creates a no-traffic-conflict route between the Rock Creek neighborhood and the entire bike path network to the north. Going from one traffic crossing to zero is a big deal; it opens things up for kids, people with pets, cyclists who avoid traffic, etc.
Comment Map	Brian Yost		I support this project.	I think this is a good idea and warranted at this location. I don't feel a crosswalk or median cut would be sufficient especially on the east side (cars going northbound) as the sight lines are not good because of the steep hill decline and people travel very fast there. Underpass would be much more safe.
Comment Map	Bruce Cecil		I support this project.	We are seniors living roughly a half mile from this crossing on mccaslin. We would love to have this underpass for walking and biking. We regularly walk our dog along the connector along the north end of tract H and we would appreciate not having to go up to rock creek and crossing mccaslin there, where we are always a little concerned that drivers ignore the traffic lights. We think the younger folks who express concerns about getting their children across mccaslin have an even more important concern. While we are a small community, the traffic on mccaslin is very often not local.
Comment Map	Chris L.		I support this project.	I am a resident of Superior and I fully support this project. I will soon relocate extremely close to this particular location of Superior and having an underpass would really make the area that much more walkable between downtown and several residential areas. There is absolutely a need for this and it fits very well within the overall vision for the new downtown area currently under development.
Comment Map	Cora Bracho-Troconis		I support this project.	Mc Caslin Bv is very busy and this pass will be great to get to the trail head wirth not risk. Now people cross the street i. The middle once they realize that the two emplacements to get across the street are too far away. I support this project!
Comment Map	Daniel Solorzano	Superior Resident	I support this project.	I support this project. Considering the high increase in population density, both pedestrian and automobile traffic will increase significantly in the coming years. It makes sense to construct safe access to the great open space area away from high-speed traffic (45MPH) on a very steep road.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Dann Kramer		I support this project.	This proposed underpass would be of great benefit, because the only alternative for crossing the busy Blvd. of McCaslin is a major intersection further to the south, and the intersection is very busy possibly prone to a pedestrian injury or worse. The underpass would also be very useful since it would connect a major trail system to the west with north Rock Creek and the new Downtown Superior area.
Comment Map	Dave Glynn	Resident	I support this project.	It's needed. I would use it.
Comment Map	David Baskett		I support this project.	Superior is developing a very good, safe off street trail system, but it is difficult to cross major four lane arteries. This is a needed safety project that would benefit bikes, pedestrians and vehicles on McCaslin.
Comment Map	David Blankinship		I support this project.	I know that this underpass project is strongly supported by the Superior open space advisory committee. I think that it make quite a bit of sense to facilitate the linking of the Dirty Bismarck loop on the west side of McCaslin to Downtown Superior and its new multiuse paths. As is the case of most underpasses, though, the cost is definitely of concern and we should do whatever is possible to keep the underpass as basic as possible for fiscal responsibility.
Comment Map	Debbie Jacobs		I support this project.	I have spent many years biking and riding the Superior and Rock Creek area. This underpass would provide a safe connection from one side of McCaslin to the other. Right now you have to go up to the stoplight at Rock Creek Parkway to safely cross even if you have come up neighborhood paths that do not go up to that intersection.
Comment Map	Debbie Yeats		I support this project.	Mccaslin road has become very busy and a multi use underpass is much needed for residents to safely tranverse from east to west. With all the new building west of McCaslin and the high density Downtown, a safe underpass connecting us is a high priority.
Comment Map	Emily Deardorff		I support this project.	I think this would be amazing! Yes, there are other areas for crossing, but this would keep pedestrians and cars separate and allow increased access between trails on the E and W sides of McCaslin. I would much prefer this to the crosswalk at the roundabout...that feels like an accident waiting to happen. This would allow for seamless movement across a busy street.
Comment Map	Eric Olson	Superior Resident	I support this project.	McCaslin Multi-Use Underpass north of Rock Creek Parkway is necessary for safety in our community.
Comment Map	Greg Holecek		I support this project.	I love walking my dog along this path, but McCaslin is too much of a psychological and physical barrier, so we never cross it. If you put this underpass in, we will easily venture out to the west. My dog and I would take advantage of this path on a weekly basis, as would a lot of walkers and bikers for decades to come.
Comment Map	Hollis Richardson		I support this project.	It's commonplace to see runners dashing across McCaslin in this area to get to the trails, and pedestrians and motorists alike would be much safer with an underpass at this location. An underpass is also the right solution to maintain the sight lines and vistas of the area.
Comment Map	James Merrion	Superior Resident	I support this project.	This is a fantastic idea and badly needed. The road is very steep there, making a flashing light crossing or other pedestrian cut-thru that requires traffic to stop very unfeasible. Cars in winter could not reliably stop for a pedestrian crossing at street level. As a parent, I do not allow my kids to venture over there without me currently as I am too concerned they may not cross at the light further away. With the road speeds and steep grades, this solution is the safest and best solution possible. Tying it into a location near the existing open space trails is brilliant.
<b>Superior - McCaslin Multi-Use Underpass north of Rock Creek Pkwy</b>				
Comment Map	Jason Fryda		I support this project.	This has potential to be a high volume crossing for both downtown and rock creek residents and I think the density of residents in the area now and in future warrants an underpass. Although I like lower dollar solutions, McCaslin Blvd design is such that it is too high speeds for A surface crossing
Comment Map	Jeff Isaacson		I support this project.	
Comment Map	Joe and Elizabeth Cirelli	Superior resident	I support this project.	McCaslin Blvd is going to see more and more traffic so an underpass would definitely make it safer for walkers and bikers to get to the open space trails west of McCaslin.
Comment Map	John Craven		I support this project.	This would be great. It would make it much easier and safer to get across McCaslin on foot/bike. I support this effort.
Comment Map	Kathryn Godfrey		I support this project.	As always, anything to improve auto traffic & benefit drivers, comes with a blank check. \$6mil is small potatoes for a govt project, especially when \$4.5mil is coming from a federal grant. That cost is worth the lives that could be saved from peds & bikes attempting to run & cycle through traffic to cross! Roundabouts are helpful for auto traffic, but drivers are navigating so much already, add bikes & peds & you have crashes waiting to happen. Flashing/APS crosswalks can be expensive, they do not separate peds & bikes from cars, which exposes them to danger & discomfort, especially crossing a busy arterial with a roundabout. I have a positive vision for this project & imagine my 8yo daughter & I riding to trails, pools, to school at Monarch, Miner's Park, the Community Center, & the regional trail system going east; easy access to between Downtown, Founder's park & the Marketplace; our Sagamore friends being able to travel by bike to join us Downtown for dinner & drinks, etc.
Comment Map	Kay Lynn Hartmann		I support this project.	Adding an underpass for McCaslin would encourage more open-space use AND be safer for biking to the main retail area (Target). It would also connect the new neighborhood to Superior pools. With the additional housing near downtown, McCaslin is getting busier so creating a safe crossing point makes a lot of sense. I oppose the yellow crossing lights in the middle of McCaslin. Either create the underpass, or encourage people to walk to the nearest stoplight/crossing area.
Comment Map	Kellie Ruse		I support this project.	Much needed to safely get from the western trails to the eastern trails.
Comment Map	Ken Lish		I support this project.	This infrastructure would provide a much safer means for pedestrians and cyclists to cross McCaslin between the Oerman Roche Trailhead and Tract H. What some comments seem to be missing is that a HAWK indicator or pedestrian refuge wouldn't be feasible in this location given the grade of the hill, the number of lanes, the volume of traffic, and the speed of traffic. The underpass seems to be the only feasible solution, despite it's cost.
Comment Map	Kevin Clinton		I support this project.	I use the Oerman-Roche trailhead extensively from Superior. This would go a long way toward increasing safety of pedestrians and riders in the area. The current road crossing is not safe or convenient. Bikes in the bike lane don't trigger the traffic light sensor, so without a car to 'escort' you across the road you need to pop 2 curbs (sometimes towing a kid), hit the pedestrian button and hope neither you nor your kids slide into traffic passing a few feet away at 50MPH while you wait. \$6M seems ridiculously high, though. Did we get competitive quotes or just award to the highest bidder?
Comment Map	Libby Jones		I support this project.	I like the idea of an underpass at this location. Separates people from cars. It's a fast moving, busy area & only growing. Feel this may be the safest route to stop people vs vehicle accidents.
Comment Map	Linda Besen		I support this project.	I am a resident of Superior and would use this underpass all the time to get from my home to Purple Park. It would be safer and much more pleasant than using McCaslin to get there and back. Thank you.
Comment Map	Lindsay Boyle	N/A	I support this project.	There's no safe access today to continue on this commuter trail system, and people often run or ride across the roadway. It's dangerous, and an underpass would help tremendously!

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Marcia Rehn		I support this project.	Above-ground crossing McCaslin is much too dangerous. Please picture in your mind a pedestrian trying to cross the steep hill in winter. The south-bound cars are gunning their engines to try to make it up the steep hill, and the north-bound cars are slipping and sliding all the way to the bottom of the hill. An underpass is the only safe solution. I'm all for fiscal responsibility, but I urge the decision-makers not to cut corners on the lighting installation in the new pedestrian/bike underpass. It is a perfect location for a colored neon light installation that this high-quality town can be proud of.
Comment Map	Mark and Nancy Berry		I support this project.	This would be a great way to link the existing trails to the east of McCaslin, within Rock Creek generally and Tract H specifically, to the Open Space trails to the west of McCaslin. At present one is required to go up the sidewalk to the light at Rock Creek Parkway, cross, then go back down to the trail head. This would be both safer and easier for hikers and bike riders.
Comment Map	Michael Taliaferro	Rock Creek Resident	I support this project.	I was walking over here just in the past couple days to scope out the proposed location of the underpass. Since there already exists drainage and flood mitigation at this spot, it should make it easier to build and connect Rock Creed to Old Town Superior better at a natural crossroads location; half way between Rock Creed and Old Town. Along with the connection to the trailhead right here it should be a win win for all but the people voicing concern over the price tag. I fully support this project and think it will be a very beneficial civil engineering project for decades to come!
Comment Map	Mike Francis	Self	I support this project.	This is the best project of all. I strongly support this project!!! Everytime I walk or bike across McCaslin in this area I feel like I'm playing a deadly game of frogger. Heading south on McCaslin, it starts from the side walk or bike lane. Then across two lanes of speeding traffic while fighting the uphill go into the left turn lane towards Discovery Parkway. Then across two more even faster speeding lanes of traffic coming down the hill to finally get to the other side walk so that I can get to the Rock Creek underpass towards Purple Park. If anyone is coming in or out of Discovery Parkway, it's even more dangerous. This is the best \$6M that can be spent!
Comment Map	Misti Gossett-Thrower		I support this project.	Great connection to other trails in Superior and Boulder County
Comment Map	Peggy Trainor		I support this project.	I run across McCaslin to get to Meadowlark Trail to run. I wholeheartedly support this as a safer means to cross!
Comment Map	Peter Ruprecht	NA	I support this project.	My family has lived in Superior west of McCaslin for 20 years. During that time we have found it very difficult to access the rest of the town on foot or bike because McCaslin is scary to cross: the only stoplights are at 4- or 6-lane-both-ways intersections and the new roundabout is suicidal for pedestrians. Especially with the new Downtown Superior amenities being built just east of McCaslin, we'd love a better way to cross that huge road without having to resort to driving all the time.
Comment Map	Rachael Bray		I support this project.	Nowhere near to cross busy McCaslin at that location. Much safer solution
Comment Map	Robert Besen		I support this project.	I am in favor of any project which encourages walking and biking and provides safe access to trails for all users, including differently abled residents. This underpass will add additional safe access between an extensive open space trail network and downtown Superior as well as the Rock Creek neighborhoods. I feel an underpass is always preferable to an at grade traffic controlled crossing.
Comment Map	Ruslan Dautkhanov		I support this project.	Would be great to move this project north somewhat though, closer to the new development area, and to the north of the Discovery Park, not south of it. Current position is too close to the lights crossing so not so valuable. It would be best if it was closer to the lower trails so you don't have to climb up to go from the open space area to the new downtown development area
Comment Map	Ryan Welch		I support this project.	The town of Superior has recently added two amenities for outdoor recreation and to move around town, the Oerman Roche trail head just west of this proposed site and Tract H (soon to be renamed) to the East. This underpass would connect these popular locations. Where there are surface connectors close by, people still cut across McCaslin near these sites today. The underpass is a great solution.
Superior - McCaslin Multi-Use Underpass north of Rock Creek Pkwy				
Comment Map	Sarah Peltier		I support this project.	This would be the only way to cross McCaslin not at surface level, creating a safe passageway for pedestrians and cyclists to connect the Rock Creek neighborhood to the Marshall Mesa open space. The traffic speeds on McCaslin regularly exceed 55mph which makes the existing level crossings pretty terrifying, and crossing at the traffic circle at the bottom of the hill is a pedestrian death wish. Lets be real - all the drivers here hate stopping for the extra time it takes pedestrians to cross at Rock Creek Parkway!
Comment Map	Shawn T. Samuelson		I support this project.	The Town of Superior has recently invested much time and money into creating a new trailhead with amenities on McCaslin Blvd across from densely populated Downtown Superior without having a safe, direct path to get to the trailhead unless you cross at the Rock Creek Pkwy traffic light, the traffic roundabout, or the Coal Creek bridge underpass which are ~0.3 miles or more from the trailhead. Direct connectivity would greatly enhance safe access to Mayhoffer Singletree Trail and Coal Creek Regional Trail, as well as potentially increase use of current and future Oerman-Roche trailhead amenities. An indirect benefit is that it would serve as a Wildlife Crossing Underpass from BoCo open space to the Tract H open space corridor in Superior. The more ways that bikes and pedestrians can access BoCo open space without having to cross over McCaslin or drive to the trailhead, the better.
Comment Map	Stacey Hartmann	Superior resident	I support this project.	This would be a wonderful link for the Rock Creek neighborhood residents to access the trailhead on the other side of the busy McCaslin Road. It also provides easier/safer access to Old Town Superior and the main shopping areas for our entire town. Please support this project.
Comment Map	Stefano Prezioso		I support this project.	Both existing crossings along McCaslin are prohibitively far for pedestrian use when trying to access the trails at Oerman-Roche Trailhead. The northern crossing at the roundabout would add ~1 mile of walking round trip. The southern crossing is an insignificant improvement at ~0.9 miles round trip. As such, without a safe crossing, pedestrians will continue to cross unsafely at grade on McCaslin Blvd because the alternatives are prohibitively far. An at-grade crossing with signs and blinking lights can work on slower-speed roads, but the four lanes of McCaslin Blvd, along with the steep and rounding hill that significantly limits visibility for northbound traffic is a risk for both pedestrians and drivers. Traffic may back up due to pedestrians crossing, which could cause a collision with stopped traffic for a distracted driver. Given the limited visibility for northbound traffic and the need for better access to OR Trailhead for the new homes in Superior, I support this project.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Stuart Fehr		I support this project.	An underpass at this location would be a welcomed improvement. It would link the Oerman-Roche Trailhead to the trail being developed and extended in Tract H which would improve recreation. The alternatives today are to take a 0.6 mile detour North on McCaslin to the roundabout and pass through the new neighborhood on the West side, or to cross at the light at McCaslin and Rock Creek Parkway. The light takes a very long time to cross because the timing has clearly been optimized for traffic throughput on McCaslin. This proposed underpass would also make bike commuting between most of Superior and Boulder easier. I often return home from Boulder via the sidewalk along the East side of McCaslin from the underpass at the McCaslin/36 interchange specifically to avoid the traffic light crossing at McCaslin and Rock Creek Parkway. Creating this underpass would link both sides of McCaslin to the existing underpass below Rock Creek Parkway, which would make bike commuting safer and faster.
Comment Map	Susan Johnson		I support this project.	My husband and I routinely walk to Downtown Superior and the Meadowlark Trail. We have worked out how to safely cross at the light at RockCreek or the underpass at Town Hall, but it would be much preferred to not deal with crossing McCaslin at all. The newly proposed underpass would open up many options for our daily circuits through Superior.
Comment Map	Susan Wilcox		I support this project.	We live in Downtown Superior. To access the Oerman Roche trailhead I have to dash across 4 lanes of traffic on McCaslin. I don't know why traffic moves so fast on the uphill and downhill section of the road, but it can be scary. I would love to have this connection to our great trails system. If it's decided that the project is too expensive and a crosswalk is installed instead, I think there needs to be a discussion about controlling the speeds of cars up and down the hill.
Comment Map	Terry Imel		I support this project.	So many people (and growing) on the east side of McCaslin Blvd (a very busy, divided, 4-lane "highway") and expansive popular open space trail system on the west side, behooves a safe crossing solution to avert pedestrian/auto tragedies. Personally, I do not walk to the open space trails because of the lack of safe crossing...I drive my car, instead. The ped underpass is the most logical solution, despite the fact that it is not the lowest cost solution.
Comment Map	Travis Titus		I support this project.	All for more bike/pedestrian path connections
Comment Map	Vanessa Hetzel		I support this project.	This project just makes sense! With the growth that has occurred and is continuing in Superior, more and more folks need a safe way to get from their residences to open space areas , shopping areas and to ride/run/walk within town. Ive lived in Superior for 15 years and have always thought having an underpass in this location would be a tremendous asset to the town and save lives. I am so excited there is a plan to make this project happen.
Comment Map	Victoria Pane		I support this project.	This would be a great addition to the current bike/walking paths and a safe and family-friendly way to cross McCaslin.
Comment Map	William Simmons		I support this project.	This proposed underpass is needed in order to facilitate safe access to open space and trails on the West side of McCaslin. Most of Superior resides on the East side. I reside on the West side, and still firmly believe access is needed for all. It is incorrect to imagine that a stoplight or another underpass, each 1/4 mile away, will encourage full use or safe access.
Comment Map	Zhenya Shvartsman		I support this project.	It's crazy that we can't access the Open Space area from the Downtown Superior area w/o either running across a dangerous street or hooking all the way to the circle or Rock Creek Parkway traffic light.
Comment Map		Superior resident	I support this project.	I have spent many years hiking and biking in the Superior and Rock Creek area. This underpass would provide a safe connection from one side of McCaslin to the other. A cut & crosswalk in the median is dangerous and will cause unnecessary congestion and stop lights which we are trying to avoid with all the traffic circles. The traffic light at Rock Creek and McCaslin is dangerous at all times of the day. With the added housing being built, this is the best solution.
Comment Map			I support this project.	
Comment Map	Charles Danforth		I have concerns about this project.	I would love to improve pedestrian/bike connectivity across McCaslin here, but I feel a full underpass isn't the right answer. A signed HAWK crossing would be sufficient (and a big improvement over the currently look-both-ways-and-dash system runners have to use) and at a tiny fraction of the cost. The much budget could be used a lot more profitably to improve bike infrastructure over a larger area.
Comment Map	Dale Mood	Superior Resident	I have concerns about this project.	While an underpass at this location would be nice, I believe the price tag is much too high for the amount of use it would get. There is a stop light at McCaslin and Rock Creek Pkwy, not far away from the proposed location. If an underpass is to be built, I would suggest it be located farther north, some where around the round-about where there will be much more pedestrian traffic once downtown Superior is completed.
Comment Map	Darius Baer		I have concerns about this project.	I am always in favor of safer bike and pedestrian crossings. However, there are two safe crossings within .25 mile south and .4 mile north of the proposed underpass. If this crossing warrants the need based on daily crossings, then a flashing yellow light should be installed with a safe stop in the middle of divided McCaslin. The 6 million cost could be better used for construction of more bike/pedestrian trails and paths.
Comment Map	Ian Brogden		I have concerns about this project.	Not sure if cost is warranted. There is already a bike/ped underpass at Grasso park between original Superior and east side, and an underpass near the RTD. Working out some better lighting / crossing options at the round-about and at Rock Creek parkway end might be a better use of our \$\$.
Superior - McCaslin Multi-Use Underpass north of Rock Creek Pkwy				
Comment Map	Joel White		I have concerns about this project.	I love the idea of underpasses as they are much safer and would be much more likely to be utilized. My concern with this project is a high price tag coupled with the fact there are two underpasses between Highway 36 and Rock Creek Parkway already, as well as an established crossing area at McCaslin and Rock Creek. Is it worth over \$6 million to have a 3rd underpass?
Comment Map	Laura Skladzinski		I have concerns about this project.	I couldn't agree more that we need a safe crossing to Oerman Roche trailhead, as most pedestrian traffic is on the east side of McCaslin and currently needs to think ahead to cross at either the Main Street roundabout or the intersection of McCaslin and Rock Creek Parkway. However, I think a \$6M underpass is overkill and not a good use of taxpayer funds. I would much rather see a cut in the current median to allow for a pedestrian refuge between the northbound / southbound traffic, along with a lighted / blinking / etc crosswalk at Discovery Parkway to cross McCaslin just below the trailhead. This could be done at a fraction of the cost, using existing infrastructure, and would be easier to maintain.
Comment Map	Andrew B		I am opposed to this project.	This saves pedestrians/riders roughly 1/4 mile to access more hiking/riding. There is a crosswalk 1/8 mile south and an underpass 500 ft north of the roundabout. Both of which provide easy access for people accessing the trailhead or accessing shopping. It's a nice idea but the \$6M price tag doesn't make sense to me to save a 1/4 mile walk.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Boulder County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map		A Superior Resident	I am opposed to this project.	with a price tag of \$6,000,000 dollars, this project seems quite overblown. which member of the board stands to make money with this? we already know they have their hands in the development of downtown superior. <a href="https://www.dailycamera.com/2022/09/21/superior-residents-sue-town-trustees-developer-of-controversial-town-square-project/">https://www.dailycamera.com/2022/09/21/superior-residents-sue-town-trustees-developer-of-controversial-town-square-project/</a> given the price tag, we could easily find more cost effective options ranging from the use of an existing crosswalk 100 yards from the proposed underpass, to adding an additional crosswalk, with flashing lights, similar to the many existing crosswalks throughout superior. we could also add a light, for the additional crosswalk traffic similar to the crossing light on 88th.
Comment Map		superior resident	I am opposed to this project.	HI although I agree that we need a safer way for pedestrians/bikers to get across the street, there is a light within 100 yards of the trailhead, I feel for 6 MILLION dollars we could do something that will help a broader spectrum of the community. Is it possible to put in a pedestrian crossing with flashing lights/sound similiar in boulder for crossers.
Comment Map		Superior resident	I am opposed to this project.	Huge cost. Constant disruption during construction. We have dealt with constant construction around McCaslin for years and years. Poor use of funding in a time of inflation. Spend the money in Olde Town to help the devastation there.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Broomfield Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Broomfield	Midway Blvd. Multimodal Improvements: Lake Link Trail to Zuni St.	AQ/MM	8	100%	0%	0%
Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	STBG	4	25%	0%	75%
<b>Total:</b>			<b>12</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Broomfield Subregion

TIP Application Comments as of 2/22/2023 - City & County of Broomfield Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Broomfield - Midway Blvd. Multimodal Improvements: Lake Link Trail to Zuni St.				
Comment Map	Allen Cowgill		I support this project.	This is great to have more connectivity for bike and pedestrian LOS.
Comment Map	Brian McWilliams	Taxpayer	I support this project.	Improving bicycle access on this main transport path would be a huge win for regional connections. It opens up not only access to Boulder, but feeds people to regional transit hub for access southward as well.
Comment Map	Charles Danforth		I support this project.	Improving Midway for bikes would be a huge boost to the BoCo-Broomfield cycle commuting community.
Comment Map	KF		I support this project.	
Comment Map	Lexi B	N/A	I support this project.	This is a great road that connects many part of the community; increased safety for bikes and pedestrians along this corridor would really increase overall commuting biking/walking throughout the community.
Comment Map	Mathew Braun		I support this project.	I support this project, as it supports a Broomfield-Boulder bicycle commute route and potentially reduces the amount of cars on our roads.
Comment Map	Mike Francis	Self	I support this project.	I strongly support this project!! The current corridor is far too car centric and dangerous.
Comment Map	Sandee		I support this project.	This is an important connector for those who commute Broomfield-Boulder by bicycle. It will increase safety and encourage even more commutes that don't involve a car.
Broomfield - SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities				
Comment Map	Arthur Enns	Homeowner on Colorado National Golf course	I support this project.	We need to widen CO-7 to a full 4 lines and get rid of the lane changes without notice (as happens at the Childrens Hospital). This continues to be put off as not necessary improvements but with the number of cars every day it is more than due!
Comment Map	Allen Cowgill		I am opposed to this project.	Widening this road will increase VMT, GHG, and ultimately result in an more unsafe road by widening it. This project will increase VMT and a road widening will lead to a more unsafe road and go against climate goals.
Comment Map	Keith brooks		I am opposed to this project.	Road widening doesn't work, spend the money on literally anything else Road widening is a vestige of a 1950s car centric planning mentality and will make our community less safe all for the benefit of entitled drivers
Comment Map	Will silvia		I am opposed to this project.	Road widening will increase carbon emissions, spending should focus on transit and low carbon options.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Denver Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
CDOT	Federal Blvd. BRT- Preconstruction	STBG	41	98%	2%	0%
Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	STBG	26	100%	0%	0%
Denver	Alameda Ave. Underpass Improvements: Kalamath St. to Cherokee St. - Preconstruction	STBG	16	94%	6%	0%
Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	AQ/MM	30	97%	3%	0%
Denver	E. Colfax Ave. BRT	STBG	48	98%	2%	0%
Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction	AQ/MM	11	91%	9%	0%
Denver	High Line Canal Underpass at Yale Ave.	AQ/MM	8	100%	0%	0%
Denver	North Central Community Transportation Network Multimodal Improvements	AQ/MM	4	75%	25%	0%
Denver	Northeast Denver Trails	AQ/MM	8	88%	0%	13%
Denver	Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction	STBG	178	21%	4%	75%
Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	AQ/MM	49	98%	2%	0%
Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave.	AQ/MM	14	100%	0%	0%
<b>Total:</b>			<b>433</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Denver Subregion

TIP Application Comments as of 2/22/2023 - City & County of Denver Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
CDOT - Federal Blvd. BRT- Preconstruction				
Comment Map	Alejandra X. Castañeda	Mothers against private motor vehicles	I support this project.	I live 1.5 blocks from Federal Blvd and hear, see and smell traffic congestion and violence on a daily basis. Prioritizing BRT on Federal would allow me and others to use the #31 bus more often and dependably, helping to curb private motor vehicle traffic on this high-injury city road. It would also align with DOTI's stated transportation hierarchy and our region's environmental goals.
Comment Map	Alison Torvik		I support this project.	Federal is such a dangerous and congested street. I'd love to see some reliable and frequent transit on this road.
Comment Map	Allen Cowgill		I support this project.	Federal Blvd is one of the busiest transit corridors in Denver. BRT is one of the most affordable ways to improve transit along the corridor, helping with climate, equity, and multimodal goals for the region. This is a great investment for the metro area. This is a great investment to improve transit throughput along one of the busiest transit corridors in the metro area. This would further climate, multimodal, and equity goals.
Comment Map	Andy C	N/a	I support this project.	We need all resources turned toward making BRT the easiest and simplest way to travel our major corridors through Denver—we need it for pedestrian and driver safety, we need it to improve traffic flow/reduce traffic, and we need it for air quality/the environment. I live on the west side and take the bus practically everywhere—a faster connection up and down Federal would be life-changing.
Comment Map	Bruce Perry		I support this project.	I support this project. It is not as much of a priority as the Colfax BRT< but still a very high priority. Right now Federal is flat out dangerous to anyone not in a car (and still very dangerous in a car!). Multimodal improvements would be a huge help and connect some underserved parts of the city, especially if the colfax BRT runs all the way to Federal.
Comment Map	C Byerhof		I support this project.	Similar to Colfax BRT, this project provides a great service of providing efficient, high speed transportation through central Denver areas where most current (more efficient) services are limited to serving outer communities. Federal Blvd is also in great need of a face lift to foster more human scaled design and multimodal transport comfortability.
Comment Map	Casey Kulm		I support this project.	Every major arterial in Denver should have high frequency transit yesterday. Federal is an obvious candidate for rapid investment into rapid transit.
Comment Map	Chris Applegate		I support this project.	This supports CDOT's 10 year plan in the Denver area that can reduce vehicle miles and improve transit along a major corridor and provide added benefits for economic development. It also provides a high frequency service that does not go through downtown Denver but does connect and provide more opportunities for more folks to reach places without diverting to downtown.
Comment Map	David Kider		I support this project.	Let's do it. This will improve equity, fight climate change, and improve safety.
Comment Map	Gregory Leichty		I support this project.	Federal Blvd BRT will be an incredible improvement for people using this corridor.
Comment Map	Heidi Newhart		I support this project.	This is a desperately needed project to support multi modal uses thru out our N and S West side neighborhoods. Helping to relieve traffic, and making our intersections safer along this corridor.
Comment Map	Ian Frasch		I support this project.	Federal BRT is by far the most important project on the map, given that E Colfax BRT is already set in motion. An extremely high ridership bus route used by many transit dependent riders in lower income minority communities in west Denver. These riders have been punished with poor, slow mixed traffic bus service and unsafe street conditions for FAR too long. It's about time we REWARDED them. I hate thinking that so many riders are counting down the days until they can afford a car and contribute to traffic and pollution because of the poor service they deal with. This project can reverse that and get people OUT of cars and ONTO transit which flies by traffic in dedicated lanes and traffic lights that turn green for the bus. My only criticism? This needs to connect to the E Colfax BRT to start building a network. Remove the silly gap between Federal and Auraria.
Comment Map	Jake Cohen		I support this project.	This project has it all. Climate goals? Check. Equity goals? Check. Safety goals? Check. The list goes on. FUND THIS THING!
Comment Map	Jeff Kolb		I support this project.	I wish this was more true BRT with dedicated lanes. But believe this is a good candidate for funds
Comment Map	John Connor		I support this project.	I live one block off of Federal, near 44th, and I strongly support any effort to make Federal safer and more useful for those not in cars. My teenage children are afraid to cross Federal to visit their friends' houses on bike or on foot. Moreover, as someone in a car, and frequently contributing to vehicular congestion on Federal, I would love to have better bus service, particularly improved service that incorporates bus signal, bus lanes, and other major investments in providing truly rapid bus transit.
Comment Map	John Desmond	Denver resident	I support this project.	This will be an incredibly important project for Federal Blvd and its surrounding and connecting neighborhoods. It will make the road safer for those not driving, more inviting for local businesses, and create a greater sense of community. I support it completely. It should be fast-tracked.
Comment Map	John DiMattia		I support this project.	This is a hugely important and valuable project that should receive the highest priority. Federal Boulevard is currently an very dangerous street for pedestrians to cross, with inadequate sidewalks and waiting ares at existing bus stops. Any design should prioritize safe ped/bike crossings, traffic calming and, of course, more frequent and reliable transit service. This project will foster equity, reduce greenhouse gas emissions, improve safety and reduce fossil fuel dependence.
Comment Map	Jose Castro	Denver Resident	I support this project.	Yes please to all BRT projects ASAP
Comment Map	Josh Montague		I support this project.	I support this project as one of the highest priorities for which funding should be requested. Creating a city-wide BRT network should happen as soon as possible, and creating a route on Federal is the natural next step after the Colfax route. As such, this needs to move forward with all haste. This project helps achieve Denver's mobility, sustainability, environmental, accessibility goals. Please submit this with one of the highest levels of priority for funding.
Comment Map	Keith Reed		I support this project.	Fast, reliable transit through the major urban corridors is the biggest single missing piece to advance Denver's repeatedly stated goals of reducing injuries and death, reducing VMT, and reducing air pollution. BRT must be prioritized.
Comment Map	Kenyon Moon		I support this project.	All BRT projects should be prioritized and fast tracked.
Comment Map	KF		I support this project.	Federal Boulevard kills people all too often, and even sees the memorials to those killed run over. Even vehicle-on-vehicle collisions are terrifying, if not deadly, as a recent rollover (as of the writing date) reminds us.
Comment Map	Kurtis		I support this project.	I support all efforts that stand a chance of increasing the number of people getting where they need to go while reducing the obscene number of crashes, injuries, and deaths. This includes re-designing the ROW, more bus headways and BRT, building pedestrian-friendly infrastructure, and anything else that slows fast drivers and reduces points-of-conflict.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Denver Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Lani Rush		I support this project.	We should be doing all bus rapid transit at about four times the pace that's currently under way. We need this promptly to reduce emissions and deaths. I agree also that non-car infrastructure needs updates simultaneously, particularly crossings.
Comment Map	Leighton Moreland		I support this project.	I think idea is great and will provide a high degree of connectivity on the route and make better use of the G line and W line connections
CDOT - Federal Blvd. BRT- Preconstruction				
Comment Map	Lexi B	N/A	I support this project.	Absolutely support. Please also make sure that there are connections to other transit options (W line, G line, N line, North Peak rail etc) to connect to the rest of the region. Please connect to key destinations (Mile high stadium, Meow Wolf, Colfax BRT to connect to the rest of downtown, DCPA and convention center, etc). These systems will not be utilized if they drop you off only at busy intersections with no way to connect to your final destination safely without a vehicle.
Comment Map	Mackenzie Bland		I support this project.	We desperately need faster long range transit in the area. During the design and construction of this project, the outer lane should be restriped to be a bus only lane in the interim. We need this transit now.
Comment Map	Mark Hettig	individual	I support this project.	please fund this!
Comment Map	Michelle Van Engen		I support this project.	The Federal Blvd. BRT project should be prioritized and fast-tracked. As currently designed, this road is deadly. It has been identified as part of Vision Zero high-injury network. Redesigning and dedicating a lane to bus rapid transit will improve safety along this entire corridor as it moves people from personal vehicles to transit.
Comment Map	Mike A		I support this project.	BRT is most successful when there is a network of reliable service, and we should prioritize building out the entire network.
Comment Map	Paul Donegan		I support this project.	This would be a great improvement for moving people along Federal Blvd. and should include improvements that slow cars down (this can feel more like a highway than a street) make it safe for people to cross Federal - especially near BRT stops.
Comment Map	Richard Bamber	Greater Denver Transit	I support this project.	This project has the potential to revolutionize not just bus service on Federal Blvd, but transit service on the west side of the city in general.
Comment Map	Robert Schmid		I support this project.	Definitely support. However, this will only make sense if it is connected to other mass transit lines (BRT and Light Rail) within the region - especially east/west lines like Colfax, Alameda, and Hampden.
Comment Map	Ryan Frazer		I support this project.	This project will go a long ways towards making Federal a safer and more equitable route to travel along. A well-funded and well-implemented BRT route that truly meets the definition of Bus Rapid Transit--particularly dedicated lanes--will help folks who don't have cars to get around, and will entice drivers to this new, fast alternative to driving.
Comment Map	Sandee		I support this project.	This would provide much needed infrastructure on the N-S corridor.
Comment Map	Tyler Johnson		I support this project.	Federal is a great street for BRT. Demand for transit is already high, but buses are currently a very slow option during times with heavy traffic.
Comment Map	Will silvia		I support this project.	
Comment Map	Zoe Farrell		I support this project.	Currently Federal is incredibly dangerous, just take a look at all of the ghost bikes and how often they get hit! We need to change the infrastructure to encourage other modes of transit and make Federal safer for everyone.
Comment Map			I support this project.	This project is imperative
Comment Map			I support this project.	
Comment Map	Bryan Wilson		I have concerns about this project.	I STRONGLY SUPPORT this project, but would like to see some safety improvements for bike/ped infrastructure. Examples include 35th Ave Neighborhood Bikeway & the 41st Ave Neighborhood Bikeways. These need to have shared bike/pedestrian refuge & potentially diverters preventing left-turns both off of Federal as well as onto Federal.
Denver - 15th St. Multimodal Improvements: Larimer St. to Central St.				
Comment Map	Alejandra X. Castañeda	Mom for more protected bike lanes	I support this project.	Oh, lord, YES! I often take 15th St to more directly access my neighborhood with my 12yo and her friends after we exit the Cherry Creek Trail. Having separated/protected space on 15th St will be a game changer for us and will make us safer when crossing I-25. I'd love it if you could extend this project just a bit more to connect with the bike lane on W29th Ave and improve the 4-way intersection crossing at Umatilla, Boulder St, 15th St and W 29th Ave to prioritize people on bikes and pedestrians.
Comment Map	Allen Cowgill		I support this project.	This is the main connection to get from downtown to North Denver. It is one of the busier bike routes despite their not currently being a bike lane between Larimer and the Highland neighborhood. Adding a dedicated bike lane would improve multimodal connectivity to North Denver, along with the South Platte Trail.
Comment Map	Andy C	N/A	I support this project.	My partner and I regularly bike downtown and through the Highlands. That ped/bike only bridge where 16th would be is great, but often takes us some number of blocks out of our way, which doesn't have to be necessary. If i lived in the neighborhood, I can imagine this project would make a huge difference
Comment Map	Casey Kulm		I support this project.	I frequently cross on foot/bike in this area, as well as plenty of other people I know, and this would be a great project that would induce more transit / biking / walking.
Comment Map	Chris Applegate		I support this project.	This project is greatly needed to provide more safe options to access and travel through downtown Denver. Especially with the bus only lane added it will contribute to greater speeds for transit riders and support folks getting too and from places without the delays of cars. Car ridership is often linked to the speed of transit or infrequency from my coworkers that word downtown say. Prioritizing buses and safety for bikes allows folks to see demonstrateable goals to increase frequency and speed of other transit options they want to have.
Comment Map	David Hawkins	Individual	I support this project.	This would serve as a great connection from downtown to NW Denver neighborhoods for folks who bike or bus. It's also a great connection to downtown for all users of the river trails, we know that improving these connections is good for business. Build it!
Comment Map	Gregory Leichty		I support this project.	A separate bike lane is sorely needed on 15th St. The current allocation of street space makes this dangerous and uncomfortable.
Comment Map	Ian McGinnis		I support this project.	It's very... disconcerting getting dumped from the existing bike lane on 15th into traffic. Completing this bike lane across I-25 would greatly improve cyclist safety and reduce conflicts with motorists.
Comment Map	Jake Cohen		I support this project.	It'd also be nice to see more support for turning right from the bike lane into downtown. Right now it feels like playing frogger.
Comment Map	John Connor		I support this project.	Great project! This is a fundamentally important project for improving bike connectivity in Denver. Crossing the rail, river, and interstate corridor is a harrowing and dangerous experience for all but the most determined riders. Please make this safer for everyone urgently!

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Denver Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	John Desmond	Denver resident	I support this project.	This is one of the key bicycle connections from northwest Denver and the Platte River Trail into Downtown and is currently unsafe because of the lack of separated bike lanes. This is a short stretch but a crucial one. Please build it and make it a high priority.
Comment Map	Jose Castro	Denver Resident	I support this project.	I support this project. Denver lacks bike routes connections into the highlands through this area, accessing the downtown core of Denver. This project would go a long way to creating a connected, city-wide bike network. This project helps achieve Denver's goals of sustainability, mobility, and accessibility. Please submit this project with among the highest priorities for funding.
Comment Map	Josh Montague		I support this project.	This would be a positive, high-impact improvement to one of the busiest corridors in the central business district.
Comment Map	Kenyon Moon		I support this project.	I support connecting neighborhoods west of the freeway & river with Auraria and other downtown areas. Any chance of extending it a few blocks to the theater and light rail line?
Comment Map	KF		I support this project.	Please use physical separation. Not just striping.
Comment Map	Kurtis		I support this project.	
Comment Map	Lani Rush		I support this project.	I cycle here regularly and it is a nightmare. I very much support keeping bike lanes entirely separate from cars (the bus drivers look for me, at least).
Comment Map	Matt Eric		I support this project.	This is a badly needed extension to the 15th street corridor.
Comment Map	Paul Donegan		I support this project.	This would be a GREAT improvement along a key connection.
Comment Map	Philip Taylor		I support this project.	I have ridden this stretch of 15th Street many times by bike and it feels very unsafe. Offering a separated bike lane would be a tremendous help for bicyclists in NW Denver who commute to work by bike. This is a fantastic idea.
Comment Map	Richard Bamber	Greater Denver Transit	I support this project.	Please find a way to separate the 2-way bike lane from the bus lanes as this is a busy 2-way transit route.
Comment Map	Rob Toftness	Denver Bicycle Lobby	I support this project.	This highly traveled corridor has connections to the regional trail network and continues the 15th Street protected bike lane (PBL) which currently just ends at Larimer Street. This desperately needs to be completed for cyclists as they are simply dropped into the street or forced to share narrow space with pedestrians.
Comment Map	Ryan Frazer		I support this project.	This route is a really important connection for bicyclists to access Downtown and/or the Highlands, yet it has some really unpleasant sections as currently "designed". A bike route that doesn't force users to share sidewalk space with pedestrians, and especially makes cyclists feel safer while slowly climbing hills, will go a long way toward inducing more cycling between Downtown and the Highlands. I hope this project continues one block north past Central St., connecting to the the 29th Ave bike lanes, owing to the large hill to get between Central and 29th.
Comment Map	Travis Tempel		I support this project.	
Comment Map	Tyler Johnson		I support this project.	The protected bike infrastructure on 15th St ends too soon to allow connection to neighborhoods outside of downtown. These improvements will help bikes get past sections of 15th Ave that are currently too dangerous.
Comment Map			I support this project.	
Denver - Alameda Ave. Underpass Improvements: Kalamath St. to Cherokee St. - Preconstruction				
Comment Map	Allen Cowgill		I support this project.	There are very few safe east/west connections under the railroad bridges for people that walk and bike. This would serve as a major improvement in one of the more dense parts of the metro area where so many people walk and bike.
Comment Map	Casey Kulm		I support this project.	This is one of the more dangerous parts of the city that I have to contend with as someone that doesn't drive often, and I'm sure others would greatly appreciate this.
Comment Map	David Hawkins	Individual	I support this project.	There are very few safe east/west connections in this part of town for people who walk or bike (and frankly, even driving here is dangerous). It's important to implement this in a way that increases safety and comfort for folks who walk and bike.
Comment Map	David Wolf		I support this project.	Currently, crossing under the railroad tracks puts cyclists in a very dangerous situation. These changes will make it far safer to traverse between the Platte bike path and Broadway (and the rest of Denver).
Comment Map	Jake Cohen		I support this project.	This project is an essential infrastructure improvement
Comment Map	John Desmond	Denver resident	I support this project.	This is one of the few east-west bike/ped connections in central Denver. It is currently very unsafe and intimidating for pedestrians and cyclists. These improvements would be a big help.
Comment Map	Jonny Rotheram	Resident	I support this project.	I live in Athmar Park and currently can't access s. Broadway area by walking or biking as the existing infrastructure is deficient.
Comment Map	Jose Castro	Denver Resident	I support this project.	I support this project. Expanding rail access and creating a new multi-use path will both help achieve Denver's goals of mobility, accessibility, and sustainability. Please submit this project with a high priority for funding.
Comment Map	June Churchill		I support this project.	Currently, the railroad tracks and I-25 form a massive barrier stretching through the city. Crossings are few and far between, and most of the ones currently existing are dangerous and uncomfortable. This small connection will do a lot of good in reconnecting communities split by the freeway, and provide access for residents of West Denver to Broadway and the bike lane projects there.
Comment Map	KF		I support this project.	Yes please! Bikes/peds have so few safe ways to cross 25th and Platte. This is so important!
Comment Map	Luchia Brown	Concerned Denver Resident	I support this project.	Bicyclists and pedestrians desperately need a safer way to navigate this incredibly dangerous area.
Comment Map	Mitch Petz		I support this project.	It is incredibly hard to find a safe way to cross the I25 corridor without risking your life on a bike. I have been almost runover countless times by drivers who aren't willing to share the road or are incredibly careless with their vehicles. This underpass improvements will save lives and be a lynchpin in the east west transit in the Denver metro area.
Comment Map	Paul Donegan		I support this project.	I'm glad to see the emphasis on the comfort and safety of people that walk and roll, plus thinking ahead about accommodating rail service. My only concerns are about the safety of pedestrians at each end of the project area - please ensure the intersections at Santa Fe and Cherokee are safe places to cross.
Comment Map	Ryan Frazer		I support this project.	It is really important to make the few connections that cross barriers like the South Platte River, I-25, and the railroad tracks comfortable for non-drivers to use. This project will really help folks walking or biking.
Comment Map			I support this project.	
Comment Map	Kenyon Moon		I have concerns about this project.	Improvements for walk/roll connections in this stretch are desperately needed, but too many times I've seen these projects get watered down or put on the back-burner and the potential for a pleasant, engaging neighborhood are punted decades down the road. Do it, but do it right. Do it in ways that empower people out of their car without completely prohibiting people in their car. The current design is frustrating (though not necessarily deadly) in a car, and outside of a car the area is (currently) only accessed by the desperate when it should be intuitively accessible to everyone.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Denver - Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	This area is in great need of safer, protected north-south infrastructure and Broadway is a perfect, central corridor. It is a connection to downtown and to much of the retail and business areas of town.
Comment Map	Alejandra X. Castañeda	Mothers against private motor vehicles	I support this project.	As the mother of a 12 yo who would like to bike more to places/businesses in Denver, having more two-way protected bike lane is key. As a mobility advocate who often works side-by-side with wheelchair users, "enhancements to the dedicated bus lane including enhanced markings, bus stop ADA upgrades & signal reconstruction intersection improvements" would go a long way to get Denver closer to being ADA compliant and accessible to all people.
Comment Map	Allan Babcock		I support this project.	This is the kind of connection we need to building more of denver. There are major gaps in the north-south bike network and this would correct a major missing element.
Comment Map	Allen Cowgill		I support this project.	Currently, there is no north/south bike lane in one of the most dense residential neighborhood in the entire state of Colorado. This is a no brainer to connect Cap Hill and Civic Center to the Cheery Creek Trail on the south. This is a really big missing connection in the Denver network.
Comment Map	Andy C	N/a	I support this project.	This would be huge! My workplace is along W 13th just off of Broadway, and right now we're struggling with staff and patrons finding parking in the neighborhood. If cycling up Broadway gets easier, more comfortable, and even attractive, staff and patrons will have an easier time coming to our facility, and it will feel less stressful to spend your day going out and about between cultural facilities and the civic center. We need this quickly!
Comment Map	Casey Kulm		I support this project.	More of this. Stop giving us a spaghetti network, and wonder why activation is low.
Comment Map	David Pardo	YIMBY Denver	I support this project.	This is a needed improvement
Comment Map	David Talley		I support this project.	Increased use of bike lanes on Broadway all the way north to RINO would benefit and promote businesses and residential housing on Broadway. The road could be a cool corridor of businesses and commerce rather than a pass through for vehicles.
Comment Map	Gregory Leichty		I support this project.	This would be an important north-south bike connection that Denver is lacking in this area.
Comment Map	Ian Frasch		I support this project.	Why does right-of-way need to be acquired for this project? This should be repurposing a car parking/travel lane that the city already owns. The right of way is already there, it's just being used extremely inefficiently, given to private cars. Anyway, please fund this project! As a transportation cyclist it's frustrating that cars get the convenient straight route that passes by destinations, but bicyclists have to take a zig zaggy route. Build safe convenient bike routes and you will see mode shifts from cars to bikes. I have so many friends who would certainly bike around the city if bike infrastructure at all existed. Denver has a serious lack of good north-south bike routes that are safe from cars. This really should be extended all the way to RiNo to connect to the bike lane there, giving bicyclists same the convenient straight north-south route that cars have been given. I don't understand why this project is such a short little stub, less than a mile long!? Please extend it!
Comment Map	Jake Cohen		I support this project.	Very important project that will create a key connection between south denver and downtown
Comment Map	John Desmond	Denver resident	I support this project.	This is extremely important for bicycle access into downtown Denver. It will complete the project now under construction between Speer and I-25 which was funded by Denver and supported by Denver citizens in the 2017 bond election. It will also connect to the regional Cherry Creek multi-use path and several existing east-west bike lanes. In addition, it will enhance pedestrian and bike safety along Broadway and at intersections by narrowing the crossing distances and calming traffic. This should be a no-brainer.
Comment Map	Jose Castro	Denver Resident	I support this project.	I support this project. Denver lacks north-south bike routes through this area, the core of Denver. This project would go a long way to creating a connected, city-wide bike network. This project helps achieve Denver's goals of sustainability, mobility, and accessibility. Please submit this project with among the highest priorities for funding.
Comment Map	June Churchill		I support this project.	As someone who works and commutes daily into this area, this missing bicycle link is a big part of the reason I choose to take the train into downtown instead. Navigating from the Cherry Creek Trail into Civic Center is very difficult currently, and access for downtown and cap hill residents into the Broadway commercial corridor is limited by the lack of a bike lane here. This would be a fantastic link to the under construction North Broadway bike lane south of Speer, and will help form a future backbone of Denver's biking network. As a resident in the University area, this extension and a (hopeful) future extension of the protected bike lane south of I-25 will make a spine stretching the length of the city, connecting Denverites all along the corridor to businesses and routes that were previously difficult to access. This is a fantastic proposal and I fully support its funding.
Comment Map	Kenyon Moon		I support this project.	Having managed a business, one of the most frustrating things to hear is a customer walk in after having driven past many (many) times and always been curious but unable to get in because there was no parking, or traffic was too heavy, or whatever. The single biggest change I want running a business is the capacity for passing traffic to stop in on impulse, and bike/roll lanes are a very easy way to increase foot traffic even when things are busy and local parking is at capacity.
Comment Map	Kevin Lowe		I support this project.	I commute daily via bike in the west wash park area and find it difficult to safely navigate to the cherry creek path. This would be a major improvement
Comment Map	KF		I support this project.	Please don't use plastic bollards. Give us real physical protection.
Comment Map	Kurtis		I support this project.	This should be a transit and people corridor first. Reduce lanes and create an equitable transportation corridor for all users, not just those speeding through town and neighborhoods.
Comment Map	Mackenzie Bland		I support this project.	Broadway is too loud and prone to speeding today for businesses and residences along it to thrive. I ride the 0 south to the Broadway/i-25 station for work and this route desperately needs enhancements to improve bus travel times and support higher frequencies. A two-way protected bike facility also connects Cap Hill to both Downtown and South Broadway. Broadway should be the heart of Cap Hill/Golden Triangle, but right now people use it as a highway. I've never seen it even halfway to capacity during rush hour on the weekdays or on a gorgeous weekend day.
Comment Map	Mark Hettig	individual	I support this project.	critical to make biking a viable option and complete a gap in the network
Comment Map	Matthew Downey		I support this project.	Really needed to extend the Broadway bike lane currently being constructed all the way into downtown. There really isn't a good way to get into downtown from Cap Hill/Golden Triangle on a bike today (Cherry Creek Trail is out of direction for most of the key spots downtown).
Comment Map	Mike A		I support this project.	Please use immovable barriers instead of flexible bollards
Comment Map	Nick B		I support this project.	I live just east of here and bike North South in this area quite a bit. It is really in need of better protected lanes.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Patrick B		I support this project.	Denver has a strange scarcity of north-south bike lanes. As someone who occasionally commutes by bike and loves biking around town generally, I'm always in favor of more options, especially one that will making getting downtown from my neck of the woods even easier.
Comment Map	Richard Bamber	Greater Denver Transit	I support this project.	This project shows the way in terms of protected bicycle infrastructure that is kept separate from transit bus movements. More of the that please!
Comment Map	Rob Toftness		I support this project.	This is a much needed connection that needs priority
Comment Map	Ryan Frazer		I support this project.	We need more safe and useful north-south connections in Denver, and this is part of a huge gap in the bike network of the city. Do this project and then others like it.
Comment Map	Tyler Johnson		I support this project.	Denver needs more high comfort bike infrastructure
Comment Map			I support this project.	
Denver - Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction				
Comment Map	Lexi B	N/A	I have concerns about this project.	I support as long as care is paid to the intersections -- many bike commuters now will now use Cherry Creek path until 14th to Bannock that is now closed to vehicles. So dollars may be spent making that existing utilized pathway more safe. Long term Broadway should be more bike / ped friendly, closed to vehicular traffic or only one-way + BRT. Thank you for your work on this!
Denver - E. Colfax Ave. BRT				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	I highly support this project! Buses on Colfax are used by local residents and thru-commuters alike, and are often caught up in the ridiculous traffic that fills up the road. BRT would help make the bus run more smoothly, therefore encouraging more people to take it, and improving safety and the movement of people on the corridor.
Comment Map	Alejandra X. Castañeda	Mothers against private motor vehicles	I support this project.	Nothing to add to the other thoughtful comments in support of this project. Prioritizing convenient transit options all across the Denver metro area should always be at the top of the list, for the health and well-being of our communities.
Comment Map	Alison Torvik		I support this project.	There have been community meetings about this project for at least 20 years. It's long overdue and desperately needed!
Comment Map	Allan Babcock		I support this project.	This is the right kind of project for improving transit in the region
Comment Map	Allen Cowgill		I support this project.	This project supports equity, climate, and multimodal goals along the busiest transit corridor in Denver. Accelerating the build of this will be a great thing for the metro area.
Comment Map	Andy C	N/a	I support this project.	Unambiguous support! We must prioritize transit on main streets and corridors so that workers can get to work quickly, neighbors can visit each other without having to drive and park, and new transit users feel comfortable trying it out
Comment Map	Bill Pincus		I support this project.	time to stop studying and start building
Comment Map	Bruce Perry		I support this project.	I strongly support this project, but the BRT should run all the way to Federal station on the west side. That would be much better for cross town trips by connecting to the W line or trips that also include North/South travel by connecting to the future Federal BRT. Also, on the East side, the BRT should continue as full, center running, dedicated lane with signal priority BRT all the way to 225.
Comment Map	C Byerhof		I support this project.	High speed public transportation through the central areas of Denver is sorely needed, as much of the current (more efficient) transportation options (light-/commuter rail and BRT) serve outer communities. Providing this connection will also provide a much needed service connecting CU campuses, alleviating traffic on one of the city's busiest roads, provide more mobile equity, as well as potentially improving economic conditions throughout the several communities that Colfax bypasses. This project could just be the start of a service that connects through the western communities and maybe even provide service all the way to Golden.
Comment Map	Casey Kulm		I support this project.	Every major arterial in Denver should have high frequency transit yesterday. Colfax is an obvious candidate for rapid investment into rapid transit.
Comment Map	Christopher Poirier		I support this project.	This project will speed transit times down Colfax, revitalize the street, bring in additional business, and reduce greenhouse gas emissions. There is no downside, and this is absolutely worthy of funding.
Comment Map	David Pardo	YIMBY Denver	I support this project.	This is very much needed and should be one of the highest priority projects drcog deals with
Comment Map	Devin Brady		I support this project.	I live near East Colfax and this bus rapid transit project is badly needed. I'd argue that it's the most impactful transportation program in the state. Build it as soon as possible!
Comment Map	Florian pFENDER		I support this project.	
Comment Map	Gregory Leichty		I support this project.	Colfax BRT is sorely needed. My only issue with this project is that it's not happening faster.
Comment Map	Ian Frasch		I support this project.	Let's get this built as quickly as possible! Long overdue given the ridership on this route, the adjacent residential and business density. I look forward to E Colfax being a pleasant street with high quality fast transit rather than a nasty car sewer. If done correctly with signal priority, dedicated lanes, farther spaced stops, etc throughout the route, this could be a crown jewel transit route for the city that is a no brainer for people to take to get around. It will get people out of cars and onto transit. I hope the design allows for potential future express service on the route with limited stops. Although Colfax is extremely dense with destinations, I worry that too many stops may slow the bus down. If the design allows for an express bus with only a few limited stops to pass by a local bus, that would be ideal.
Comment Map	Ian McGinnis		I support this project.	The Colfax BRT is a great project and I'm excited to use it.
Comment Map	Jake Cohen		I support this project.	This project should be very high priority and will dramatically address east-west capacity.
Comment Map	John Connor		I support this project.	I live 1/2 block off of Colfax, and I have for 6 years. This project, and especially expanding it further west, will connect me to the rest of the Denver Metro area in ways that I haven't had since I moved to Colorado nearly a decade ago. Let's see it move forward with lightning speed and highest priority!
Comment Map	John Desmond	Denver resident	I support this project.	I live one block from Colfax in the project area and believe this should be DRCOG's #1 priority. Denver is already moving forward with this project - which has had great community input and checks all the boxes of faster and more reliable transit, improving safety, enhancing equity, reducing greenhouse gas emissions and fostering more economic activity along the route - and the additional funding will speed the completion date up on this and also result in a better project. HIGHEST PRIORITY.
Comment Map	Jose A. Castro	Denver Resident	I support this project.	I support this project as one of the highest priorities for which funding should be requested. Creating a city-wide BRT network should happen as soon as possible, and this start on Colfax needs to move forward with all haste. This project helps achieve Denver's mobility, sustainability, environmental, accessibility goals. Please submit this with one of the highest levels of priority for funding.
Comment Map	Josh Montague		I support this project.	Fast, reliable transit through the major urban corridors is the biggest single missing piece to advance Denver's repeatedly stated goals of reducing injuries and death, reducing VMT, and reducing air pollution. BRT must be prioritized.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	June Churchill		I support this project.	Colfax is part of Denver's high injury network and is a constant snarl of traffic. Additionally, it is a highly frequented pedestrian and commercial corridor. Investing in BRT here will reduce the carbon impact, increase the safety, make travel on the corridor quicker, and overall contribute to connecting Denver together. I encourage the funding and quick implementation of this project.
Comment Map	Keith Brooks		I support this project.	This is the single most important Transit project in the Denver metro area
Comment Map	Keith Reed		I support this project.	This is one of the most important projects on the list. Build it now.
Comment Map	Kenyon Moon		I support this project.	I am happy that my city of Aurora recently go on board with extending the Denver proposal through the part of Colfax in Aurora. I would support running it all the way to Chambers, if not further, but even just to 225 is a huge boon. And tell RTD to run even more headways, this is a busy corridor.
Comment Map	KF		I support this project.	This project needs to be implemented ASAP. YES.
Comment Map	Kurtis		I support this project.	This is one of the most important planned transportation projects in Denver and should set the standard for the future.
Comment Map	Lani Rush	Unaffiliated	I support this project.	Please for the love of reducing the ozone and general air pollution move this timeline up. There is no reason we shouldn't have functional BRT down Colfax by January 1, 2024. Be more aggressive or we're all going to have asthma by the time you choose a ~color scheme and a ~mascot. Please just implement bus service.
Comment Map	Lexi B	N/A	I support this project.	Absolutely support; wish this was in a long time ago. Would be helpful / more utilized if this started downtown and extended along Colfax to Colorado as a first phase (high commercial area). Then please do similar along Broadway extending from Broadway/I25 Park and ride up to 5 points. I know they are closing Broadway/welton to vehicles on a trial basis, but I think this entire area should be bike/ped and BRT. Would really help to promote the rest of the RTD system in downtown if you connect existing rail to BRT! Thank you for your work on this!
Comment Map	Mackenzie Bland		I support this project.	Could we temporarily convert one through lane in each direction to bus only while this project is undergoing design and construction? We need better bus transportation and traffic calming for vehicles on Colfax yesterday.
Comment Map	Mark Hettig	individual	I support this project.	Super important - fund this please!
Denver - E. Colfax Ave. BRT				
Comment Map	Matt Eric		I support this project.	This is probably the single most important project in the Denver area at the moment. DRCOG should examine ways to accelerate the schedule, as the current project plan calls for completion no sooner than 2028. A possibility is to redirect funding from other, less necessary projects (such as the foolish proposal to widen Peña Blvd.). I also feel that this project doesn't go far enough given the timeline; by 2028, it's entirely possible that the corridor will have grown to the point that a tram line or other enhancement is required. BRT should be considered a transitional, fast-to-install technology, not an end in and of itself.
Comment Map	Michael A. Farrington		I support this project.	This would be a critical improvement for our multi method transportation here in our neighborhoods in east colfax. Please make this a high priority project!
Comment Map	Michelle Van Engen		I support this project.	Let's build out the Colfax BRT and the region's entire BRT network as quickly as possible! BRT is going to increase transit ridership, reduce private vehicle miles traveled, improve commute times, support our air quality and climate goals, and be a safer way for us to get around the city. This should be a top priority, fast-tracked project.
Comment Map	Mike A		I support this project.	
Comment Map	Mitch Petz		I support this project.	Excellent idea.
Comment Map	Paul Donegan		I support this project.	This project is long overdue. Please ensure BRT improvements are complimented with crossings that prioritize people walking and rolling. Denver's "Main Street" should not be a vehicle thoroughfare.
Comment Map	Richard Bamber	Greater Denver Transit	I support this project.	This project needs to have its program accelerated. 7m riders / year (pre-pandemic) on the existing 15 & 15L bus routes means that this corridor has proven transit demand. Infrastructure should also be upgrade on Colfax west of Civic Center to allow some BRT services to serve Federal / Decatur station & upgrade east-west crosstown trips.
Comment Map	Rob Toftness		I support this project.	This project should be very high priority
Comment Map	Ryan Frazer		I support this project.	Along with the Federal BRT, the east Colfax BRT has a change to really change how people get around the Denver metro for the better.
Comment Map	Travis Tempel		I support this project.	
Comment Map	Tyler Johnson		I support this project.	BRT on Colfax is a great project.
Comment Map	Victor		I support this project.	This project will change the way people move about our city for the better.
Comment Map	Will silvia		I support this project.	
Comment Map	Zoe Farrell		I support this project.	I highly support this project! Colfax could be such a great walkable area with all of the amazing stores and restaurants, but currently I just don't feel safe walking so close to such high speed traffic. I end up walking and biking a road north or south of Colfax which is such a shame for all of the local businesses. I would love to see Colfax redesigned for transit users, walkers, and bikers. There is such potential here and rapid transit is an excellent start!
Comment Map			I support this project.	
Comment Map	Bryan Wilson		I have concerns about this project.	I STRONGLY SUPPORT the project, but just want to make sure we get some bike/pedestrian crossings at places like Emerson, Dahlia, & Pontiac, for example.
Denver - High Line Canal Trail Underpass at Quebec St. - Preconstruction				
Comment Map	Allen Cowigll		I support this project.	This would be a welcome improvement to crossing this dangerous street. This is a really dangerous crossing for people that walk and bike. An underpass would be a welcome improvement.
Comment Map	Christopher Poirier		I support this project.	The High Line Canal is a treasure in the metro area. This project would help it meet its full potential and eliminate a dangerous road crossing for pedestrians and bicyclists.
Comment Map	Fritz Clauson		I support this project.	Improvements like this are crucial to unlock the High Line Canal Trail's potential for both recreational and functional uses. The current configuration is dangerous for all users, with uninterrupted high-speed traffic.
Comment Map	Jennifer Hoffman		I support this project.	The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	Kenyon Moon		I support this project.	Yes yes yes Any project that takes High Line Canal crossings off-grade from busy streets will get my unequivocal vote.
Comment Map	June Churchill		I support this project.	Making sure our multiuse paths can flow smoothly and safely grade separated from busy and dangerous roadways can only increase their utilization and support biking as an efficient form of travel and recreation. I support this project.
Comment Map	Fritz Clauson		I support this project.	Improvements like this are crucial to unlock the High Line Canal Trail's potential for both recreational and functional uses. The current configuration is dangerous for all users, with uninterrupted high-speed traffic.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	David Bondelevitch		I support this project.	As a bicyclist who has used these trails, it is important to protect both pedestrians and bicyclists. Intersections with major roads are becoming more and more dangerous.
Comment Map	Mitch Petz		I support this project.	These are exactly the types of projects we need to improve interconnectivity of our bike infrastructure
Comment Map	Gregory Leichy		I support this project.	This would be fantastic for cyclists and other trail users and increase safety.
Email	Kirk McGahey		I have concerns about this project.	I'd like for DRCOG to look into adding a pedestrian/bicycle trail connector between the High Line Canal Trailhead and Waterton Trailhead. They are less than 1/2 mile apart, but require walking along a dangerous heavily congested 2 lane Waterton road with no shoulder. Both are heavily used and increasing in popularity. The nearby Sterling Ranch is expected to add an additional 36,000 residents to the area in the next few years. Connecting Waterton Canyon to the Highline Canal would allow pedestrians and cyclists from as far away as NE Aurora to access Waterton Canyon via a safe path and without traveling in a vehicle.
Denver - High Line Canal Underpass at Yale Ave.				
Comment Map	David Bondelevitch		I support this project.	As a bicyclist who has used these trails, it is important to protect both pedestrians and bicyclists. Intersections with major roads are becoming more and more dangerous.
Comment Map	Fritz Clauson		I support this project.	Improvements like this are crucial to unlock the High Line Canal Trail's potential for both recreational and functional uses. This project would also serve as a much-needed safe pedestrian connection for neighborhood residents to bypass the high-speed and dangerously-configured intersection of Holly and Yale.
Comment Map	Gregory Leichy		I support this project.	This would be fantastic for cyclists and other trail users and increase safety.
Comment Map	Jennifer Hoffman		I support this project.	I bike through this intersection frequently and it is very poorly designed for cyclists, with a narrow and curvy path to the crosswalk. Because of this, cyclists are often tempted to cross the street in the middle of the block rather than waiting for the light, so it increases danger both for them and for motorists. The High Line Canal is a vital urban transportation and recreation resource. Anything that makes it safer and more accessible to a broader population of Denver residents will have a significant positive impact.
Comment Map	June Churchill		I support this project.	South Denver has few bicycle facilities compared to central Denver, and Yale Ave in this area is one of the hardest roads to navigate in the city. Creating an underpass will decrease conflicts between bikes and cars here and allow a greater flow of bike and pedestrian traffic through the crossing. This is especially important for families in the area who may use the trail for recreation, as the difficult layout of the current crossing decreases safety for kids. I support this project to increase Denver's bike friendliness.
Comment Map	Kenyon Moon		I support this project.	This intersection/crossing is not the busiest the Canal faces, though it is relatively busy. But it is among the most frustrating and least accessible. Even at-grade improvements would be a boost, and an off-grade crossing would absolutely be a game-changer. While we're on the topic - the section of South Holly from here (Yale) north to the other Canal crossing and on to Leetsdale could stand to be completely redone even if pedestrian improvements are minimal. Add a multi-use lane and better sidewalks and this corridor would leapfrog to become one of the most bustling and desirable areas in Denver.
Comment Map	Megan		I support this project.	This is yet another area where one is unable to use the Highline canal trail without access to a safe option. Please make this a priority
Comment Map	Shannon Fischer		I support this project.	This is long needed for this intersection — particularly because the bike path doesn't align with the street crossing and is very prone to accidents.
Denver - North Central Community Transportation Network Multimodal Improvements				
Comment Map	Aishwarya Krishnamoorthy		I support this project.	This neighborhood is surrounded by large, high-capacity arterials and the highway, and people in the area need safe infrastructure if they need to get around without a car.
Comment Map	Allen Cowgill		I support this project.	Globeville, Elyria, and Swansea have been some of the most seriously neglected neighborhoods in all of Denver in term of an investment in safe walking and biking infrastructure. In addition, the neighborhoods have been destroyed by interstate highways being built right through the middle of them. A large portion of families in these neighborhoods do not have cars and rely on walking or biking to get around their neighborhoods or for children to get to school. Many streets do not have sidewalks, and there is very little safe or comfortable bike infrastructure. Children are often walking in the middle of the streets due to lack of sidewalks or safe crossings, and the neighborhood has heavy freight traffic due to nearby railyards and industry so it makes it even more dangerous. If we are going to commit to equity and help right some of the historic wrongs, we need to fully fund this project more than just about any of them on the list of potential projects for this TIP.
Comment Map	Alma Urbano		I support this project.	I have questions about what exactly the crosswalk safety will look like especially along Washington St and which specific crossroads, the sidewalks are still the main need all over GES (what is the updates on that?) but i would support more pedestrian accessibility for both walking individuals and people with wheelchairs or similar needs to fit on the sidewalks, safety when crossing/arriving at the various streets.
Comment Map	Fran Aguirre	Unite North Metro Denver	I have concerns about this project.	There were rumors of having a shuttle bus system to get people in GES to to places like work and shopping areas when they have no car. What is happening to this shuttle bus and how can some of these dollars supplement or even establish it if necessary. There is no parking at the commuter rail stop on Brighton Blvd even if there is a car. This service needs to be bilingual also.
Denver - Northeast Denver Trails				
Comment Map	Allen Cowgill		I support this project.	Green Valley Ranch deserves the same amazing network of trails that much of other parts of Denver has. This would be great to connect neighborhoods and allow for increased recreation and transportation for residents that bike and walk.
Comment Map	Andy C	N/a	I support this project.	I would love to see separated bike facilities come to NE Denver, more and better!
Comment Map	Chris Applegate		I support this project.	This project no matter your zip code should help support the entire region in connecting to high quality and safe transit options. Cycling is critical to helping Denver's air quality and knowing that folks can access trails across the region. While we have a long ways to go to connect all of these trails across the regional these pieces will help bridge the gaps.
Comment Map	Gregory Leichy		I support this project.	
Comment Map	Kenyon Moon		I support this project.	I regularly find myself needing to get to and from the Montbello and Green Valley Ranch areas for work-related reasons, often on my bike. There are several excellent trails and paths, but there are gaps separating them one from another. Closing these trail gaps will be a boon to people in these neighborhoods and those of us who visit or pass through.
Comment Map	Mike A		I support this project.	Yes, I can't wait to use this.
Comment Map	Sam DeWitt		I support this project.	
Comment Map			I am opposed to this project.	Nobody will use these, but folks "concerned about climate" will feel good about themselves. Put this money toward widening Pena.
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
City and County of Denver Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Akio Ohtake-Gordon		I support this project.	Any more construction in and around this corridor will only make things worse, but long term, Peña and the exit onto Peña from I-70 needs to be improved. In the space of 1 mile, you merge all 225 traffic onto I-70, herd all Chambers Rd traffic off the highway, then merge all Chambers Rd traffic onto the highway, and then exit all Pena Blvd traffic off the highway. Once everyone is settled onto the Pena Blvd ramp, you glance over and there is little to no traffic on I70. I think an improved exit onto Peña is currently needed more than the added lanes onto Peña.
Comment Map	Andreas Nolzen		I support this project.	I highly support this project. Transportation to and from the airport needs to be easy and smooth, in particular with DIA's ambition to grow. The current scope of I70 and E470 already does not meet today's demand, it creates a bottle neck and causes major traffic delays - which will just get worse. With the plan to expand Pena as well as to promote active transportation and shared connections to the airport, this project is a much needed investment that will improve existing traffic patterns and create viable alternatives.
Comment Map	Angela Ramirez		I support this project.	I support this project to support the growing demand of travel needs for Denver, this is a great opportunity to work towards creating efficiency in travel at DIA
Comment Map	Annie Christensen	Citizen	I support this project.	I feel like this has been a long time coming. The problem is that Pena Blvd is way past it's capacity now and has been for many years. With the amount of residential development, additional warehousing being built and the Pepsi Cola Bottling plant that is going to be built near this transportation corridor, it is going to make it nearly impossible for passengers and employees of DEN to get to their flights and work on time with the amount of trucking traffic that will be getting onto Pena Blvd to access E-470 and I-70 and not actually airport related vehicle use. We already have traffic that is non-aviation related utilizing the corridor now and the traffic backups are not in spurts but all day long. Making a toll lane might be better, but enforcing the use of it may be difficult. I am not sure that a HOV lane would help. I support the study to see what will help alleviate the traffic problems currently, and what could be done to deter the vehicles that are non-aviation traffic.
Comment Map	Chayot Ing-aram	Denver International Airport	I support this project.	This project will help reduce congestion and many avoidable road accidents. The airport has clearly outgrown its current infrastructure; roadways included. It's time we put additional capital dollars to support this huge economic engine to the state of CO.
Comment Map	Connor Ebner	Sixt	I support this project.	I believe that an additional lane would help the traffic into/out of the airport, and further support increasing volume of DIA.
Comment Map	CR		I support this project.	Peña Blvd is the gateway to DEN, the economic engine for northeast Denver. Infrastructure improvements are needed to support continued growth and improve mobility/access in this underserved community. The addition of managed lanes would encourage high occupancy vehicles and improve transit use on Peña boulevard. If congestion is not addressed on Peña, the region will suffer
Comment Map	Dave B		I support this project.	I'm not sure that adding one lane is enough. In the 8 years I've worked at DEN, this stretch of Pena has gotten so congested and slow I dread taking it.
Comment Map	Derek Phillips	Denver International Airport	I support this project.	Pena BLVD was not designed for the amount of traffic it currently supports. This project would increase safety for both the airport employees, and the public traveling Pena.
Comment Map	Derik Mortenson	Concessions International	I support this project.	
Comment Map	Elizabeth Zollo		I support this project.	As a Denver native, a DEN employee and commuter, this improvement is needed to make working at DEN more attractive to employment seekers and more convenient for the traveling public. I first worked at DEN over 20 years ago and the airport has improved and grown so much since then, we have to ensure our roadways and infrastructure keep up with the growth.
Comment Map	Heidi lang	High flying foods/ new Belgium	I support this project.	
Comment Map	Jackie Pinales		I support this project.	This area is heavily congested & with increased traffic to the airport this is necessary
Comment Map	Jacob Garner		I support this project.	I live in Aurora and work at DEN. While I try to plan to take RTD, my schedule does not always allow me to use public transportation and so I drive on Pena frequently. The entire route from the I-225/I-70/Pena interchange to the Pena/E-470 interchange is frequently clogged with traffic, sometimes caused by accidents but more frequently caused by inefficient lane management. Each on- and off-ramp to Pena presents a significant slowdown of traffic and adds significant delay to travel on Pena. Drivers become frustrated and aggressive in weaving through traffic, which only serves to further aggravate the slowdowns as other drivers react. The large cargo vehicles are particularly aggressive and dangerous on this stretch of road, often ignoring lane markers by crossing over solid white lane lines to avoid slowing down for merging traffic and cutting off left-lane traffic. A study would help plan to alleviate these detrimental interactions.
Comment Map	Janet Kieler	n/a	I support this project.	I live in Denver and work at DEN. While i take the A line most of the time when i do need to drive Pena is problematic. Often if I drive its because i need to work a partial day at DEN and then travel to a meeting off campus. the drive times are so unreliable that it impacts by ability to be efficient. Also, the traveling public particularly if they are not local do not understand and anticipate that Pena is a bottleneck, and so its hard for them to add the extra time needed to travel and get to the airport on time for their flight. this leads to customer frustration, missed flights, economic impact. The pena project should have an element that improves bike access to DEN and includes secured bike parking.
Comment Map	Jay Schoenfeld	Rental Car	I support this project.	I support this project. Unless every passenger coming off a plane is going to start using mass transit, the back log of traffic is a problem. Pena was not ORIGINALLY designed for such volume. DIA is now one of the busiest airports in the world and ignoring this issue will only increase exponentially.
Comment Map	Joel Ramos	DEN	I support this project.	The problem is well beyond Pana Blvd. The funding must integrate the interstate and other regional transit capacity and capabilities. Been in Denver for close to 26 years. The population has outgrown transit capacity. With our weather, we fail to meet the essential complexity required to meet demand door-to-door (home/office to gate).
Comment Map	John Leavitt	Denver International Airport	I support this project.	I work at the airport and frequently use this stretch of road. Often, this roadway is backed up with heavy traffic and there are frequent accidents that affect employees and visitors alike. With the airport's continued growth we must invest in this facility otherwise we risk harming the region's largest economic engine to our detriment.
Comment Map	John Redmond		I support this project.	As an employee at the airport since 2007 I have seen the tremendous growth at not only the airport but surrounding communities such as Green Valley Ranch. Pena tends to have delays due to volume that were never experienced in my first decade at the airport. Pena Boulevard needs to be addressed sooner rather than later. Thank you.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Joshua Schulz		I support this project.	Denver International Airport is the primary economic engine of the State of Colorado, and accessibility to/from the Airport is essential to continued success. It is important to assess all transportation options to DEN, but regardless of mass transit opportunities, Pena Blvd will need to be expanded to service the traveling public and other customers/employees who use Pena Blvd for non-Airport travel.
Comment Map	Kevin Westlye	High Flying Foods	I support this project.	Given the importance of the airport to the regional economy we need to support infrastructure to efficiently move passengers and employees to and from the airport. Given the development of the area the traffic congestion needs to be strategically managed. The commute to the airport is the number one concern of our employees
Comment Map	Maddison Tischler Ward	DEN	I support this project.	I support this project to better meet the needs of Pena blvd. users, promote safety enhancements, a shift to more sustainable needs, reduce accidents, reduce travel time and prepare for DEN's vision 100 of meeting the needs to reach 100 million annual passengers.
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
Comment Map	Matthew Kaufman	Denver Resident	I support this project.	The airport is a major economic engine for our region. Not only does it serve airline travelers, it is also home to thousands of essential workers. While some can ride the train to the airport, others are dependent on riding buses, carpooling, vanpooling, or driving. This investment would help improve travel for employees and passengers using high-occupancy vehicles. This will increase job opportunities for many individuals. The funds for multiuse trails can further improve access by giving people who live near the airport a safe way to get their biking and walking. The funds for transportation demand management will also help raise awareness of the transportation options available to travelers and employees, which will help increase the use of transit, carpooling, and vanpooling.
Comment Map	Matthew McKibbin	Denver International Airport	I support this project.	Pena BLVD has more than doubled the amount of traffic over the past 20 years. In order to provide safe transportation infrastructure to the airport and surrounding communities, Pena BLVD needs this expansion project. Thank you.
Comment Map	Rebecca DeSantis		I support this project.	I support work in Pena to improve traffic flow for buses. If we want people to use RTD more, a dedicated bus lane to the airport would be huge. Not everyone can easily take the A line depending on where you live in the metro area. Improving bus access would also make it easier for airport employees to use RTD and not drive daily.
Comment Map	Sean C	DIA	I support this project.	With all the building in GVR and Reunion over the last few years, in addition to the exponential increase in passenger traffic at DIA, Pena is overdue for widening.
Comment Map	Shellee		I support this project.	We can't continue to grow as a region and not study, review and plan for that growth on Pena Blvd. We need a holistic approach.
Comment Map	Suezzann Bohner		I support this project.	All of these comments make assumptions that 'all traffic' on Pena is accessing the airport, rather than all the surrounding neighborhoods which will only continue to grow. Based off of driving down I-225, you'll need a minimum of 3 lanes each way to absorb increasing traffic from surrounding developments. We definitely need to improve public transportation as well, but that is between the train stations and where people actually need to go. Studies already show that RTD fails in the last mile and public transit won't work until that is fixed.
Comment Map	Tea Schook		I support this project.	I live near 48th Ave and Peña and work at the airport. Busing or using the train means driving several miles out of my way to get to work, so I drive on Peña mornings and evenings to and from my office. Traffic has increased substantially in both directions which means the commute that used to take 12 minutes now takes 30 minutes. If I see the back up at Peña inbound, I end up taking back roads to Jackson Gap; or when leaving the airport the stalled traffic is up to or passes the Tower road southbound exit, I'll take Tower to get home. Expanding lanes is long over due. The project is sorely needed. I end up driving several extra miles on neighborhood streets each way to avoid the Peña traffic jams. The backed-up Peña traffic also creates traffic jams on the local main streets, like 56th and 48th (GVR) Avenues and Tower Road. Even 40th Ave experiences traffic jams from Peña's crowding. Buses and trains are nice enough but for those of us who live and work out here, the only economical option is driving our personal vehicles. Peña is inadequate to handle current traffic levels, let alone the anticipated future increase in passengers, visitors and airport workers.
Comment Map	Todd Butcher, Regional Vice President	Avis Budget Group	I support this project.	As the largest rental car operator at Denver International Airport ("DEN"), Avis Budget Group fully supports DEN's efforts to improve Pena Boulevard. This project will benefit our mutual customers in numerous ways, including a wider thoroughfare that will increase safety and reduce congestion, as well as help promote more environmentally sustainable modes of transportation to the Airport, including dedicated bus and carpool lanes. Given DEN's current passenger traffic and its forecast of significant growth over the next eight years, there is inherent urgency to get the improvements to Pena Boulevard done now
Comment Map	Turd Ferguson	Private Citizen	I support this project.	Overall I support widening Pena, however, there are several low cost things that could be done to alleviate some of the issues with this road. 1 - Repurpose the Mt. Elbert lot as a cell phone lot. I have no idea what idiot thought its current location was in anyone useful. And as evidenced by all the people stopped on the shoulder, I'm not alone. 2 - Consolidate Rental Car Center - It's absolutely idiotic this hasn't been done already. Bonus points if it's connected via a train and not another damned bus. 3 - Make travel between DIA and say 40th/Airport free and setup a "kiss and ride" area, or at least don't overcharge just because it goes to DIA. 4 - Lay off the bike lane nonsense. Nobody is biking to DIA with luggage to leave for their vacation. 5 - Defund the DRCOG - Your organization is an absolute joke.
Comment Map		Denver Resident	I support this project.	The backups on Peña, especially at I-70 East and Peña are awful every day. The use of the A-line may be convenient for some airport travelers and employees, but the A-line commute time and the cost of RTD fares do not make it convenient for most to choose that route. In addition, RTD fares for the residents of this community have to pay "regional" fares to utilize RTD services. In addition to airport traffic, there are several communities in the area that utilize Peña every day and get stuck in this traffic. We need to find ways that not only benefit the airport travelers, but that also benefit the residents of this area. The use of managed lanes may help resident commuters and airport traffic get to their destinations quicker.
Comment Map			I support this project.	Along the same alignment, an option of a road Tunnel from Tower road to I-70/i-225 junction would also be good idea.
Comment Map			I support this project.	Strongly support. Please widen the lane
Comment Map			I support this project.	
Comment Map			I support this project.	LOL at the militant folks on here who think that EVERYONE in Metro Denver wants to "reduce VMT" and/or be forced to take the bus, train, or ride a bike to the airport. This project is necessary and needed.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map			I support this project.	Getting to/from the airport is a mess and RTD is unsafe, both in terms of on-board experience as well as the Park and Rides and Union Station, so I support making it easier for (safer) passenger vehicles to get to/from the airport.
Comment Map	Alison Torvik		I have concerns about this project.	If a managed lane is a bus lane, I'm for it. If it's only making space for more cars, I couldn't oppose it more. We all know you can't build your way out of congestion.
Comment Map	Andy Cohen		I have concerns about this project.	DIA is a major employer, and a high value amenity for Denver and the region. I am generally in favor of projects that help accommodate its workforce and support its status as a major national, and increasingly international, hub. My main concern is this seems to be moving bottlenecks around rather than solving them. At higher volumes, traffic will still have nowhere to go as the additional lane vanishes at E-470, or in the other direction, trying to merge onto I-70 during high volume periods. Even with eventual expansion of an additional lane all the way to the terminal, space for parking/drop off/pick-up is still finite. Generally, this feels like a 20th century transportation project for an airport that is trying to elevate its profile as a 21st century hub. The addition of multi-use paths are nice, and could be helpful as a seasonal commuting option for workers if they extended all the way to worksites, and DIA provided facilities to securely store bikes and e-bikes.
Comment Map	Eric Smith		I have concerns about this project.	Same commenter's on every proposal not supporting road infrastructure improvements. I hope you ignore these people with an obvious and unhelpful agenda. As someone who can't use the A train, I would like to see a separate, express (NO TOLL) lane that runs from I70 to the airport with no exits. The commuter traffic makes it more and more difficult to drive to the airport in a timely manner.
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
Comment Map	Erik Conerty		I have concerns about this project.	The metro area is growing near the airport and more people are using Pena to gain access to these areas. Folks need to stop thinking that Pena is only used for access to the airport but as another road that needs to grow to support the growth in the area. Additional lanes need to be added to Pena, but they shouldn't be toll lanes.
Comment Map	Jackson Cohen		I have concerns about this project.	I have concerns about this being prioritized over other potential options to increase capacity to the airport that would be more cost effective like managed bus lane or investment in A-line either dual track to increase headways or potential express service on the A line. Should be much more cost effective.
Comment Map	Riley Lowe		I have concerns about this project.	Fixing the interchange between 225 70 and Peña would be smarter as once you are on Peña it goes fine but gets congested before you can get on Peña
Comment Map	Zeb		I have concerns about this project.	Can we just get better RTD infrastructure?
Comment Map			I have concerns about this project.	What is to be done about the bottle neck issue once one has reached E470 inbound Pena? are the extra lanes expected to merge? That will only cause more backup's and delay. Add a north airfield parking option accessible via 120th and traffic will decrease from people coming in from Adams county. Adding a North Terminal will increase transportation options on many levels.
Comment Map	Aaron Hackl	Denver resident	I am opposed to this project.	The train on that corridor is highly successful/usuable and has excess capacity, especially when you consider RTD can still add more railcars to existing runs without lengthening platforms. Ignoring the very serious issues of climate and safety inherent to increased VMT, pursuing this course is just a wasteful misallocation of government resources when you have a paralell rail corridor with plenty of capacity.
Comment Map	Aishwarya Krishnamoorthy		I am opposed to this project.	Expanding Peña Blvd will only welcome more traffic onto the highway, and won't solve the congestion problem. Getting more people to ride the train would reduce the number of cars on the road to the airport, reducing the congestion on the road. The city and RTD should focus on expanding and improving the frequency and availability of the A line train service to the airport. Parking at the airport is already a disaster, so I don't understand why the city would choose to make it worse by inviting more cars.
Comment Map	Alejandra X. Castañeda	Pedestrian Dignity	I am opposed to this project.	I am with fellow commenters below in fully opposing any more funds be used to add car lanes to any road or freeway in the Denver metro area (and beyond). As other have said: induced demand. We could use these millions to meaningfully invest in sustainable mobility options, like public transit (i. e., improving RTD's lightrail/buses to the airport). Thank you.
Comment Map	Alex H.	High Flying Foods	I am opposed to this project.	This money should be spent on bettering the A line and making it easier to use public transport. Also, pay the train operators more money.
Comment Map	Alex Weltman		I am opposed to this project.	Cmon bro. One more lane. just gimme one more lane bro!!!!!! ONE MORE LANE WILL FIX IT I PROMISE!!! Jokes aside, this is absurd. We know widening just leads to more traffic. We don't need a 6 lane highway. Remember when we widened i25 to 10 lanes? Traffic is absolutely horrible in that section of i25. The priority should absolutely be on improving the A line. The money spent on this project could pay to lower the fare of the A line for years!
Comment Map	Allan Babcock		I am opposed to this project.	This project does not align with climate goals of reducing VMT. This will spur the wrong kind of development for the region. We should be encouraging better transit alternatives and not car trips.
Comment Map	Allen Cowgill		I am opposed to this project.	All of our research and history shows us that traffic will be just as bad on Pena within 5 years if we expand this road. With one of the best commuter rails in the country, the A-line, taking this same path, we should be investing more in transit. Widening the highway will result in increased pollution bordering a community of color which will result in worse public health outcomes. We should stop expanding highways. This will not only be a waste of money it will have harmful outcomes.
Comment Map	Amy Kenreich	none	I am opposed to this project.	We should absolutely NOT be adding lanes to this highway, even if it is an HOV lane. The application seems to disregard everything we have learned about what actually creates mode-shift. If the real motivation was to encourage people to carpool, then we would just use one of the existing lanes as an HOV lane. If we continue to try to solve "congestion" by giving more space and resources to driving, we'll never reach our environmental goals.
Comment Map	Andrew Fischer		I am opposed to this project.	I'm opposed to expanding Peña Blvd. because (1) the induced demand that adding additional vehicle lanes creates will only produce the exact same level of congestion within a few years and make the investment mostly worthless as well as (2) adding additional vehicle lanes undermines the region's investments in the A Line, other public transit options, and environmentally conscious transportation more generally. Instead, please invest in fully double-tracking the A Line and buying additional train sets to increase train frequency, span of service, and train length. At certain times of the day, especially late nights leaving the airport, the A Line currently has standing room only. Let's invest in solving that problem—not digging further into the car dependency hole. The A Line should run every 7.5 or 10 minutes with four-car (or longer) trains.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Andrew Gehauf		I am opposed to this project.	I strongly oppose this project when there is an underutilized rail line right next to the road. This proposes to use \$5,000,000 DRCOG funds; enough to lower A-line ticket prices by \$2 for nearly 4 years (using ridership numbers from westword's 01/22 article). Making a more streamlined train transit experience will improve the drive for everyone, and ensuring that everyone has their choice of transit options (Train, bus or car) when driving Peña is way better than forcing everyone to choose driving by upgrading the road to a higher level than the rail.
Comment Map	Anna Kramer		I am opposed to this project.	Do not widen Pena. More lanes will only encourage more people to drive to DIA, thus resulting in the same (or greater) levels of traffic. We need to be supporting alternative transportation (trains, bus, etc) between the city and the airport.
Comment Map	Ashley Kidder	Ashley Kidder, Ltd.	I am opposed to this project.	Vehemently opposed to this project. These funds should go to public transportation and enriching the commuter rail line already built from Union Station to DEN. The A line needs higher frequency (and thus, minimized headways) and improved connection times to bus routes and other rail lines in the area. What DEN does not need is an extra lane which has been proven time and again will not actually reduce traffic or congestion. It's 2023; enough with expanding highways!
Comment Map	Azar		I am opposed to this project.	Just expand the A-line instead of building this pointless and dangerous nonsense. Or go ahead and build it, but when you wonder why Colorado doesn't have any more snowmelt or winters anymore, you don't get to wonder, because you know exactly why.
Comment Map	Becky English	Sierra Club	I am opposed to this project.	Please do not widen Peña Blvd; 'induced demand' is well-understood. Instead, increase fees at DEN lots, and make Peña a toll road east / outside of the E-470 loop. Use that revenue -- and apply for funds -- to improve the A train (go full duplex) as well as A Train and lightrail level of service (earlier, later, more frequency). It's very important for the City to align its investment with its strategic goals. Adding asphalt to Peña Boulevard is a recipe for increased driving and parking, when instead we ought to be investing for multimodality with enhanced connectivity, greenhouse gas reduction, and important safety and security measures. Instead, increase fees at DEN lots, and make Peña a toll road east / outside of the E-470 loop. Use that revenue -- and apply for funds -- to improve the A train (go full duplex) as well as A Train and lightrail level of service (earlier, later, more frequency). Common sense!
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
Comment Map	Ben Burnett	None	I am opposed to this project.	With limited funding and many other multi modal projects on the table, I believe this project will bring taxpayers more harm than good. If the region is serious about reducing greenhouse gas emissions, then widening Peña Blvd and encouraging further vehicle traffic with additional lanes would be detrimental toward that goal. Maintenance, rather than expansion, of our existing roadways should be prioritized. When you look at funding over the last 50 years, transit and other multi modal options have long been an afterthought in the region's transportation policy. Let's start to bring options other than driving on parity with experience and transit times by prioritizing multi modal projects for DRCOG funding.
Comment Map	Ben O'Connell		I am opposed to this project.	Spending millions of dollars to induce more car travel is unethical. My air quality in this city is bad enough already, and this project would just further degrade the quality of the air I have to breath every day. Adding additional highway lanes clearly doesn't align with the cities climate goals, or vision zero goals. You should spend this money to improve and incentivize public transportation.
Comment Map	Ben Shpurker		I am opposed to this project.	Expanding Pena is just inducing additional vehicular demand. Cars are one of the largest cause of pollutants and planet harming emissions in Colorado, and we should not be spending funds to expand Peña Blvd.
Comment Map	Benjamin Fuller	N/A	I am opposed to this project.	Spend money on increased and better transit. If you want better transit lanes or shared use lanes, use the existing lanes. One more lane isn't going to help and is unsustainable. We know this academically for decades. Stop wasting our money on unfair, inefficient and unworkable infrastructure.
Comment Map	Benjamin Murray		I am opposed to this project.	Adding more lanes does not decrease traffic. Improving public transportation does. Also why is it \$10 to go to the airport using RTD? Why is RTD expensive in general? Spend less on policing and spend more on public transportation
Comment Map	Brian McWilliams	Taxpayer	I am opposed to this project.	Widening roads just invites more driving. Spend the money on improving public transport to the airport instead. The current level of congestion and accident rate and a projected increase are not even highlighted here. In my use of Pena, this are seems better than many other more congested & accident prone areas. If the concern is that future growth will make things worse, than that future growth should pay for the improvements, not existing taxpayers.
Comment Map	Bruce Perry		I am opposed to this project.	This is a horrible idea and a waste of money. This will not solve the traffic problem - it will just induce more urban sprawl along this corridor and lead to more people driving, causing air quality problems locally and contributing to global climate change. A better use of the money would be to double track the A line all the way to the airport and improve frequencies, and lower fares such that more people take the train. As a compromise, I would be ok with this lane expansion IF AND ONLY IF the A line is also double tracked, frequencies improved to 10 minutes or better, hours extended to 2 am every day, and fares reduced to the regular RTD rates.
Comment Map	Bryan Wilson		I am opposed to this project.	I strongly oppose this project. Instead, make Peña Blvd a Toll Road East (Outside) of the E-470 Loop & increase the cost of parking at the Airport lots. Take the funds generated to increase the pay of Transit operators as well as frequency of the trains. Also, please make parking at the RTD lots along the A-line FREE as well as reduce the Fare to ride the A-line or make that free as well. These steps will reduce the demand on Peña Blvd & therefore eliminate the need to widen it.
Comment Map	Camille Pahl		I am opposed to this project.	Highway widening projects are a massive waste of money, going against visions set forth in planning measures. Not only that, but I've never even seen this highway with traffic before. Redirect this funding towards reducing the cost to take the A-Line and improving A-Line frequency.
Comment Map	Carrie Murphy		I oppose this project.	The addition of lanes does not decrease traffic. The massive amount of money it will take to build and maintain this additional lane would be better used to increase funding to and incentivize public transit ridership.
Comment Map	Casey Kulm		I am opposed to this project.	I thought that the DIA group sponsoring this project brought up a great point that transit ridership is low, and that they believe less single occupancy vehicles on Peña could help alleviate climate, and traffic concerns. For those reasons this highway expansion should not occur. More work should be done to get people to the A line. More work should be done to use existing capacity, and reduce single occupancy vehicles. If both of those things are done this highway expansion is unnecessary. Highway expansion would inevitably induce more single occupancy vehicles demand, and is a climate crime.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Chris Applegate		I am opposed to this project.	I believe with the stated climate goals of the State of Colorado and the City of Denver this project would continue decade long policy of build more lanes and more people will come without solving the issue at hand. Better use of this funding is to increase mobility and frequency to transit options in the Denver region to ensure individuals have access to the airport and new opportunities developing around TOD. The low density development around the airport does present challenges, but with zoning changes and better use around the A line stations we can make the area better focused on better transit freedom for all. Wider lanes does not support transit freedom. People need options and investments in core bus, train and bike infrastructure is critical for a safer Denver region.
Comment Map	Chris Herr	Denver Resident	I am opposed to this project.	We cannot afford to continue prioritizing cars and widening roads when we know it won't solve the problem long term. Invest in public transit and multimodal infrastructure.
Comment Map	Chris Miller		I am opposed to this project.	Empirically, expansion of road capacity is sub-linear in efficacy and super-linear in cost. The airport is often bottlenecked at the destination of drivers, and additional road capacity before that point makes the backlog of cars worse. Expanding capacity on Pena would be a poor expenditure if it were the only way to get out to the airport. But, expanding Pena is even worse given the context! The A Line is an effective way to commute to the airport. Road expansion undercuts the investment in the region we have made in the A Line. If I wanted the city to spend money specifically to undercut prior investments, I'd live in California or Texas, not Denver. I thought we were more economically responsible than that.
Comment Map	Christopher Poirier		I am opposed to this project.	We do not need additional lanes on Pena Blvd to the airport. Traffic moves consistently as-is, and we should be encouraging alternative ways of getting to the airport, such as the A-Line. This will also result in additional induced demand, and more cars driving is the last thing we need as we try to reduce our greenhouse gas emissions.
Comment Map	CJ		I am opposed to this project.	No more highway widening, take the A line
Comment Map	Colleen Adams	Denver resident	I am opposed to this project.	The City of Denver should not pour millions of dollars into a project that will overwhelmingly benefit drivers, at the cost of the climate, pollution and public health, and multimodal transportation goals. The City should seek to prioritize and put money into non-car focused projects, especially when Peña has great alternatives to driving for commuters - like the A line. Increased lanes leads to induced demand, which will only worsen the Denver area's non-compliance with the Clean Air Act's air quality limits.
Comment Map	Concerned Citizen	Denver Resident / DEN Employee	I am opposed to this project.	Every traffic study has shown that adding lanes does not alleviate traffic congestion. We need to invest in better public transit, both bus and A Line (and other light rail). Transit oriented development is critical to long term growth of the region.
Comment Map	Dan Cavallari		I am opposed to this project.	Expand and refine our public transportation. There is no need to further expand roads that are already inefficient, expensive, environmentally devastating, dangerous, and otherwise an unwise investment. Expand RTD's capabilities and frequency. Further, increase amenities and safety/security at RTD parking lots. Even better, put this money toward creating bike lanes and other public transportation options to address the 'last mile' problems with RTD in general.
<b>Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction</b>				
Comment Map	David Hawkins	Individual	I am opposed to this project.	This is served by a fantastic transit line, expanding the highway increases pollution that affects the communities that live nearby. Support better transit along this corridor. Pena does not need to be expanded.
Comment Map	David Kider		I am opposed to this project.	We need to stop investing in more lanes on this road. We have an excellent train to the airport. Let's invest in that and reduce automobile traffic along this route.
Comment Map	David Mintzer		I am opposed to this project.	Despite over 250 comments in opposition to this project and the many city plans developed over the past decade professing to prioritize modes other than the automobile, it appears the subregional forum has once again decided to fund the Pena Blvd expansion at the expense of other transit, bicycle and pedestrian projects. There will be a new administration come November and it is near certain that spending \$277 million on Pena expansion is a non-starter for most of the candidates. Please do not allow this TIP money to be wasted on a dead end project.
Comment Map	David Wolf	Denver resident/citizen	I am opposed to this project.	No changes need to be made to Pena Blvd, more traffic should be encouraged on the A-line train. This is a horrible waste of public funds.
Comment Map	Devin Brady		I am opposed to this project.	Adding highway lanes, even "managed" ones, has been proven to increase traffic and emissions. Make the A Line more frequent and add bus connections instead. Make our existing transit more efficient. Expanding highways is 20th century thinking and we need to choose a new path.
Comment Map	Donovan Forbes		I am opposed to this project.	Spending millions on a highway expansion to decrease congestion seems redundant when there are existing transit connections to the airport. Money would be better spent making services such as the A-Line more accessible and convenient.
Comment Map	Eliza Handley		I am opposed to this project.	This only encourages more driving and it is already unsafe enough for pedestrians and bikes in the area
Comment Map	Eugene Roach		I am opposed to this project.	Adding extra lanes will only lead to induced demand and further congestion. This money should be spent on public transit options to and from the airport, such as additional A Line and AT bus service, both of which are currently often overcrowded.
Comment Map	Florian Pfender		I am opposed to this project.	Adding highway lanes never solves congestion, it just invites more traffic, which will then increase congestion in other places. Also, this is prohibitively expensive, you could fund all other non-highway projects from the cost of this one ineffective project. Adding active transportation to the airport (!) is a weird fig leaf, use the budget in more accessible places.
Comment Map	Genna Kohlhardt		I am opposed to this project.	I want to echo everyone's comments: we know adding lanes doesn't fix traffic. What does: an affordable and reliable public transit option. Let's invest there instead.
Comment Map	Gregory Leichty		I am opposed to this project.	Adding lanes will not relieve traffic congestion, but rather will incentivize driving personal vehicles which our region needs to be actively pursuing reductions in vehicle miles traveled. There are thousands of better uses for the funds that would be required to design and construct this wasteful project. The status quo is far better than this proposed highway widening. DRCOG, City of Denver, and RTD should be working together to fund free transit passes for all airport employees, public and private.
Comment Map	Heidi Leathwood, Climate Policy Analyst	350 Colorado	I am opposed to this project.	Transit options should be improved to get cars off the road. Widening will only create induced demand and soon there will be just as much congestion. Light rail and bus service to the airport should be more frequent and cost less to the rider. Another improvement would be a bike 'road' that is far separated from Pena, for bikers safety.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Heidi Newhart		I am opposed to this project.	This is a ridiculous project. I 100% agree with other comments opposing this project, there are so many other multi modal options to support the airport and all of the other goals set by our city and counties, induced car demand on an exit is a terrible idea that has outlived its usefulness.
Comment Map	Ian Frasch		I am opposed to this project.	Why is this still on here? I thought we made ourselves clear in the last public comment. Highway expansion is incompatible with our regional goals for transportation, climate change, and traffic violence. Killing the planet by inducing more driving and suburban sprawl while taking money away from important alternatives to private car travel. On a corridor that has the best, most efficient rail line in the state! Stop funding these projects and sending us deeper into car dependency! These funds would be better spend upgrading the A line to be more frequent and/or faster with additional trackage allowing for express service. Or, fund a BRT network including Federal blvd! Having lived here 6 years I have always used the A line or skyride buses and have visitors do the same. Any congestion issues can be solved by tolling the entire highway with dynamic prices. You don't need another lane. RTD riders should not have to pay more than people in private cars to get to the airport.
Comment Map	Ian McGinnis		I am opposed to this project.	Expanding this highway instead of investing in making the A-line more accessible and useful runs counter to many of the region's transportation and climate goals. In place of this project, it'd be great if the A line's frequency were increased and feeder routes to the A line were improved to prioritize getting to the airport quickly.
Comment Map	Ian McNamara		I am opposed to this project.	
Comment Map	Isabel Cruz		I am opposed to this project.	Making investments in highway expansion is not consistent with our region's climate goals, nor is it going to solve the problem of congestion. As others have noted, building more lanes does not decrease traffic in the long run. This money should be leveraged to improve light rail and bus service in this area (both to the airport and surrounding neighborhoods) so it is reliable, timely, and more widely accessible. We must leverage our resources to invest in solutions that are data-driven and improve the long-term outlook for transportation, mobility, and climate adaptation in the Denver metro area.
Comment Map	Jack Fleitman		I am opposed to this project.	This is absurd. Denver will not be on the right side of history if you fund this highway expansion. We cannot continue to support and enable urban sprawl by increasing roadway capacity. As a taxpayer, I don't want to continue subsidizing disastrous suburbanization. We need to fund better RTD service and demand better land use. If you live out in the burbs by DEN, you should want more bus service, higher A line frequency, wider sidewalks in your neighborhood, and proper grade separated (curb level) bike lanes to your front door. To widen this highway will induce more emissions, more traffic, and go against all stated multimodal and climate goals of the city of Denver. Multi-use paths along Peña will not be widely used, not because people don't want active transportation, but because it's next to a busy highway away from actual housing and goods and services. Let DEN figure out another way to get their funding. We desperately need this funding for actual multimodal projects.
Comment Map	Jacob Southard	Citizen	I am opposed to this project.	This money is wasted on Peña. It should be used to enhance multimodal connections to the A line or subsidize the ticket fare for the A line. This will only increase green house gases and incentives people to drive.
Comment Map	Jake P		I am opposed to this project.	Building bigger roads actually makes traffic worse. The concept is called induced demand, which is economist-speak for when increasing the supply of something (like roads) makes people want that thing even more. Though some traffic engineers made note of this phenomenon at least as early as the 1960s, it is only in recent years that social scientists have collected enough data to show how this happens pretty much every time we build new roads. Please do not spend money to widen Pena.
Comment Map	James C		I am opposed to this project.	I ride the a train to fly out of Denver twice a week. It is incredibly underutilized. If people want to avoid the traffic they should take the train. Seems ridiculous to waste my tax dollars on a road expansion when there are solutions already in place.
Comment Map	Jean Schulte		I am opposed to this project.	Please improve public transit in this area instead of funding this project. As others have said, this seems unlikely to reduce traffic or improve safety. Expand the RTD offerings instead!
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
Comment Map	John Desmond	Denver Resident	I am opposed to this project.	We need to put money into better transit options to DIA. This project will only encourage more vehicular traffic. It is a significant misuse of public funds and will also do nothing to reduce greenhouse gas emissions and reliance on fossil fuels. Instead, we should focus on subsidizing fares for the A-Line and increasing the frequency of transit service on all transit lines serving the airport or feeding into the A-Line in order to encourage alternative ways of getting to the airport.
Comment Map	John DiMattia		I am opposed to this project.	Money would be better spent on the A-line than by inducing more car demand by expanding the highway.
Comment Map	John Erhardt	self	I am opposed to this project.	We are in a climate emergency. expanding a road that is finally well served by public transit shouldn't be on the table. Let's remove car lanes and expand the A line.
Comment Map	John Riecke		I am opposed to this project.	Expanding highways is counterproductive. If the airport wants travel reliability then they should put funds towards improving the A Line and make one of the two lanes already on Peña a toll lane. Why are we sending tens of millions of dollars on car infrastructure given that every development, travel, and air quality plan is firmly against it? You can't make us go through years of planning and then ignore the plans that are created.
Comment Map	Jordan Huggins	Aurora Residen	I am opposed to this project.	Widening Pena Boulivaurd will not aliveate traffic and will only make congestion in the area worse. The A line exist and could be used to aliveate traffic along corridor
Comment Map	Jose A. Castro	Denver Resident	I am opposed to this project.	I am opposed to this project. Denver has greater needs than a highway widening that goes directly against Denver's stated mobility, accessibility, environmental, and sustainability goals. This project should not move forward. Instead, other projects promoting expansions in mobility options, including by bike, train, bus, and walking, should move forward. Please do not submit this project for funding. Any future expansions specific to travel to and from the airport should be focused on RTD's A line instead of this wasteful project.
Comment Map	Josh Montague		I am opposed to this project.	Expanding highways induces demand. This is well studied, in spite of constant CDOT documents stating the opposite. The city and state must prioritize alternative methods of transportation along the airport corridor in order to stop the cycle of highway expansion that makes health quality worse for Denverites and visitors.
Comment Map	Josh Saunders		I am opposed to this project.	Please improve transit instead of expanding the road. The A line is great and adding more frequent service or expanding bus transit is a much better use of our limited resources then adding one more lane. We really have to get past "one more lane will fix it" solutions.
Comment Map	Joshua Brown		I am opposed to this project.	I do not support the adding of additional lanes to travel to DIA. This money would be better spent on more sustainable modes of transportation instead of causing induced demand for cars.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	June Churchill		I am opposed to this project.	If we want to decrease VMT on this corridor and emissions along with them I am in agreeance with other commenters that we should double track the A line instead, and also fund other projects in the Denver region to achieve those goals. In the previous funding call I sent a letter discussing why the project's goals were not supported by the project itself and so I urge that this plan not be adopted.
Comment Map	Keith Reed		I am opposed to this project.	No no no. Nothing should be done to further encourage the use of personal vehicles to access the airport.
Comment Map	Ken Schroepel		I am opposed to this project.	Stop with the highway expansion. All transportation funding relating to DEN should focus on expanding transit: double-tracking and grade-separating the A line, subsidizing employees and travelers with transit fares, etc.
Comment Map	Kenyon Moon		I am opposed to this project.	Travel lanes on Pena are *not* the bottleneck for the airport. The bottlenecks are the pickup/dropoff areas and the airport parking. If we want to get more people to the airport, put us on the A-line. Increase headways and/or increase stations. And increase connections to/from the stations. And if we really do need more parking, add a deck at Central Park, Peoria, and 61st stations with improved luggage-friendly pedestrian access from the parking decks to/from the platforms. Building a trail along Pena is fine, even a good idea as it would simultaneously connect residents along the Montbello/GVR trails, the Arsenal, the Canal, Gaylord Hotel and provide a thru-route for long-distance recreational bikers. Others may ride to plane spot or to work, even to fly. But no more lanes, that's insane.
Comment Map	KF		I am opposed to this project.	I've never had more the a slight slow down on this road. I drive it about 20 times a year at various times of day. This would be a massive waste of money for what seems like little gain.
Comment Map	Kimberly Eckert	Individual	I am opposed to this project.	As someone who travels frequently for work in and out of DIA, I can tell you that the community would be better served by improving the train and other public transportation access to DIA - more frequent A trains, more frequent light rail trains that connect communities to Union Stations or other connection points to the A line, etc.
Comment Map	Kirk		I am opposed to this project.	I'd like to see more frequent train service to the airport before expanding the highway.
Comment Map	Kurtis		I am opposed to this project.	I do not support widening Pena and continuing down a path that caters to cars rather than supporting equitable and environmentally sensible alternatives. Invest in making the A line more frequent and reliable.
Comment Map	Layton Hill	N/A	I am opposed to this project.	This is a colossal waste of money. It parallels RTD's flagship rail line that has insufficient frequency. 10 min headways first!
Comment Map	Leighton Moreland		I am opposed to this project.	Expanding Pena just incentivizes people to drive to the airport instead of taking the train that cost millions to build. Save the emissions and run the A line more frequently than every 15 minutes. Resurface pena as needed and build a multimodal trail not more lanes
Comment Map	Lindsey Davis	People of Denver	I am opposed to this project.	Induced demand will ensure that this additional lane only adds to our already traffic-burdened city. This is a giant waste of money (much like the giant TV screen that people see for ~5s when they drive past the airport) that doesn't solve the central problem it seeks to address: congestion. Improved transit access would be far less costly and more beneficial to the citizens and the environment. Increase train frequency of the A-line, solve the signage issues that result in delays for that train. Decrease the train fare as it should be a public good and not a profit center. I can't imagine just improving what we have would cost more than the proposed cost (\$18.5Mil) of this project. Much like the useless lane that was added to US-36, this will cost millions of dollars to help a tiny fraction of the state's population. Improving our public transit infrastructure would provide much better dividends.
Comment Map	LK	Denver Resident	I am opposed to this project.	Widening this road seems to be in direct opposition with the city's transit and climate change goals, and I'm strongly opposed to it. The last thing we need is to widen this road, using a large portion of the city's budget to do so. We should put more focus on the transit options to and from the airport rather than encouraging more people to drive. Rather than funding this extremely misguided project, put the budget towards the ticket cost of the A-line, it's one of the most expensive airport transit options.
Comment Map	Loren Hansen		I am opposed to this project.	Installation of a managed lane is induced demand, subsidizing car ownership at the risk of undermining the transit that already exists out there. Money from the project should and can be used to look into multiuse paths in and around the Green Valley Ranch area to get to the airport. As someone who has ridden my bicycle to the airport twice, both on the "official" path and the suggested detour, its a miserable experience. Using the funds to invest in a path that doesn't feel like misery and isn't dangerous would be a boon.
Comment Map	Luchia Brown	Concerned Denver Resident	I am opposed to this project.	Must I pile on that this is a terrible idea and goes against everything we have learned in the past 100 years about induced demand and what we now know about green house gases? I suppose I must. The money should be used to double the A Line track, get rid of at-grade crossings, and have great frequencies...and for lower fares. I hardly driven to the airport since the A Line opened (when it was running!).
<b>Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction</b>				
Comment Map	Mackenzie Bland		I am opposed to this project.	What the airport needs is better transit. I love the A line, but it needs to be more frequent. Improved bus connectivity to A line stations as well as direct buses to the airport are better than widening the roadway. If any widening were to occur, it should exclusively be for buses to run allowing them to bypass traffic and encouraging people to take transit to the airport. If there are tolled/managed lanes added, the revenues should be reserved for improving transit to the airport and eventually converting the managed lanes to bus only lanes. As Uber and Lyft are starting to raise their prices, RTD has a real opportunity to improve travel to and from the airport-- a benefit to both residents and tourists.
Comment Map	Malorie Torrey		I am opposed to this project.	While I am in support of the multi use path, I opposed to the increase in car lanes on Peña Blvd. Adding lanes does not decrease traffic, it creates induced demand and increases traffic. Please rethink this and invest in public transit. If you must add a lane, use it as a true BRT lane to add easy public transit access from a non union station node.
Comment Map	Mark Hettig	individual	I am opposed to this project.	waste of money - we just paid for a high capacity train line along this that better supports our stated climate goals
Comment Map	Mathew Braun		I am opposed to this project.	I do not support the addition of more lanes. This only further induces demand for car travel. This money would be better spent elsewhere.
Comment Map	Matt Eric		I am opposed to this project.	"Managed lanes" are a miserable failure at addressing traffic issues. The only solution to traffic is to provide alternatives. This is money that could be far better spent improving the A-line corridor.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Matt Frommer		I am opposed to this project.	Why build a billion-dollar rail line to the airport if you're just going to undermine transit ridership with continued investment in car infrastructure? This project is not an urgent need. It's a self-fulfilling prophecy for more car trips, which runs directly counter to Denver's state policy goals. What is urgent is the need for investment in completing the missing gaps in our bicycle, pedestrian, and transit system. We continue to prioritize projects that might shave 2-3 minutes off a driving commute in 2040 while neglecting non-drivers who literally cannot travel where they need to go. Leave the Pena road capacity as is and use the money to invest in the overwhelming number of transit, bicycle, and pedestrian projects we need in this city.
Comment Map	Matt Wilcox		I am opposed to this project.	This is a joke. Every piece of research from around the world would say this is a bad idea and a waste of money. The majority of respondents this time and a couple months ago are opposed but it looks like you've already decided to move forward and ask for funding before the comment period is over. How does allocating funding to this project over the numerous deserving multimodal projects align with any of the regions stated goals? It just... doesn't. Seems like a farce.
Comment Map	Matthew Downey		I am opposed to this project.	The money needed for this project could be put to much better use - this wouldn't help anyone not traveling in a car, and it probably wouldn't even help them that much.
Comment Map	Matthew Larsen	Resident of Denver	I am opposed to this project.	The Peña Blvd expansion project will only encourage more driving. Climate change is real and whatever we can do to reduce emissions must be done. Therefore we should be spending this money on lower emitting methods of getting to the airport, such as the train, not on making it easier to drive.
Comment Map	Michael A. Farrington		I am opposed to this project.	Please do not dump more money into a road that does not need it. Please use the money to improve access via public transit or other means but continuing to pour money into road infrastructure is a poor investment into our communities.
Comment Map	Michael Collins		I am opposed to this project.	There will always be an increasing number of people who need to access DIA. Adding more lanes is just a band-aid, and one that is unlikely to work for long. The obvious choice is to expand the rail network in geographic scope and frequency. Every person who arrives at DIA by car who lives in the metro Denver area is a transportation policy failure and reflects poor rail service
Comment Map	Michael Hulet		I am opposed to this project.	I would prefer a narrowing of Peña to an expansion. Study after study has found that highway expansion leads to induced demand, and therefore more traffic, not less. Peña is already so wide that it feels uncomfortable and dangerous to change lanes to find the one I need to be in, and this project will only make it worse. We should be investing in transit solutions other than private vehicles to get to and from Denver International Airport. The RTD A-line train is a wonderful service that I often utilize, and it would be great to see more consistent and reliable bus service to and from popular destinations like Boulder. This would not only be better for the environment, but it would also help greatly in solving one of the current major problems with the airport, in that if I have a red-eye flight in our out, I generally have to know somebody or park my car at the airport if I wanna get there or back before sunrise. Peña Boulevard expansion does nothing to alleviate that problem
Comment Map	Michelle Van Engen		I am opposed to this project.	I, along with 150 others, voiced my opposition to this highway expansion project previously and will continue to do so. We do not need to expand access for private vehicles driving to the airport. There is a much better alternative in RTD's A Line, which supports rather than hinders Denver's climate goals. Widening Peña Blvd goes against all of Denver's climate goals. When I travel to the airport or have visitors fly in, I recommend they take the light rail as a more efficient, convenient and climate-friendly option. We should be encouraging mass transit, not inducing demand for private vehicles. With limited funding and many other higher-value multi-modal projects on the table, the Peña Blvd. managed lane should be de-prioritized and taken off the future project list entirely.
Comment Map	Mike		I am opposed to this project.	It's just going to cost more money to encourage people to drive more. Make the current left lane a tolled lane and use the money to cover the operating costs of Peña and use any leftover for improving the A line.
Comment Map	Mike A		I am opposed to this project.	Please do not add another lane to Pena and instead use the money for physically protected pedestrian infrastructure.
Comment Map	Mitch Petz		I am opposed to this project.	More roadspace only leads to more and more cars, which then leads to more roads. It's called Induced Demand and is proven over and over again. Let's run an efficient public transportation network for that corridor and subsidize it accordingly.
Comment Map	Molly McKinley, Policy Director	Denver Streets Partnership	I am opposed to this project.	The Denver Streets Partnership, a coalition of community organizations advocating for people-friendly streets in Denver, is opposed to the widening of Pena Blvd. Funds should be spent on projects that align with the City's own safety, air quality, climate, and equity goals. Adding additional vehicle capacity will only facilitate induced demand and add more vehicle miles traveled and the pollution that goes along with them. Denver should be funding projects that create safer connections for people walking and biking and ones that expand access to public transit.
Comment Map	Morgan Phipps		I am opposed to this project.	We need safe bike lanes and a reliable public transit system. Expanding already massive roadways has no benefits and is not climate forward.
Comment Map	Nolan Hahn		I am opposed to this project.	Expanding highways will simply induce more demand. We should be supporting transit options with this money.
Comment Map	Olivia Dorencz		I am opposed to this project.	I am opposed to this project. We should not be encouraging people to drive to the airport when the A line and the AT bus can get people there. The money spent on this would be better spent on improving transit access to the airport.
Comment Map	Patrick B		I am opposed to this project.	Adding additional car lanes induces demand and will not improve traffic long-term. Additional support for multi-modal methods of transportation would be a more effective solution for traffic and for the environment.
Comment Map	Rae Love		I am opposed to this project.	Increased traffic lanes would increase traffic via induced demand. This money would be well spent elsewhere to improve transit to the airport.
<b>Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction</b>				
Comment Map	Rebekah Dumouchelle		I am opposed to this project.	We need increased transit to the airport (more frequent A/B buses and later schedules that don't leave workers and travelers stranded), not more cars going out there. Workers also need ecopasses. I oppose building more lanes, which might temporarily relieve congestion but permanently increase emissions and induce demand for paving even more lots.

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Comment Map	Richard Bamber	Greater Denver Transit	I am opposed to this project.	Despite 150 comments against at the last round of public comment, Greater Denver Transit is extremely disappointed to see this project is still on the list. This calls in to question whether DRCOG is actually reading & listening to what the public are saying on how OUR tax dollars are spent. As previously commented: The funds for this project need to be put towards completing the double tracking of A Line between 61st & Pena & Denver Airport stations. In addition, platform extensions & extra trains should be considered between 40th & Airport - Gateway Park & Denver Airport stations. The airport should expand aviation related services such as parking, hotels & car rental near 40th & Airport - Gateway Park station so that these can be accessed by train. We do not consider this project to be truly multi-modal & are not impressed by the attempt to make it look so by adding some bike trails in. This is a roadway capacity project & nothing more.
Comment Map	Rob Toftness		I am opposed to this project.	It's widely known that road widening doesn't achieve the intended effect of less congestion in the long term and only worsens emissions. Widening a road also does not increase safety and any comments mentioning that must be immediately ignored. Rather than widening a road which doesn't need it funding should go to other projects that support transit and cycling.
Comment Map	Robbie	Frequent traveler	I am opposed to this project.	Expand train service first! Expand public transit options! We can't keep ignoring the devastation and destruction that cars and vehicles of ALL KINDS have on our environment and planet. We MUST combat pollution NOW and STOP expanding highways, especially to DIA. Look up INDUCED DEMAND.
Comment Map	Robert Hurst		I am opposed to this project.	It seems obvious that the A-line train and transit connections should be expanded and improved prior to expanding a highway to make a wider traffic jam.
Comment Map	Ryan Frazer		I am opposed to this project.	Widening highways has proven time and again to be merely a temporary solution for a bigger problem. If DIA and the city are actually interested in promoting active transportation, they should add more tracks to the A Line and fund higher-frequency trains between Union Station and the airport. This will also actually help the city reach its climate goals, whereas more highway lanes will move the city in the opposite direction.
Comment Map	Ryan Larocque		I am opposed to this project.	Adding another lane will not improve traffic or travel times in the medium or long term. Induced demand will mean that adding another lane will only lower travel times temporarily. Instead put this money towards improving transit or lowering the cost of the A line to the airport so that the reason is a reasonable option for workers there.
Comment Map	Sam DeWitt		I am opposed to this project.	Adding lanes, as we have learned in Colorado time and time again, merely induces demand. It doesn't achieve anything but delaying traffic to another time, when we'll again expand roadways. Prioritize transit. Explore tolls for driving Pena to the airport. It is embarrassing and awful that we talk a big game about improving the environment and then continue to pour concrete to make it easier for cars to destroy our air quality. Stop this madness. Do not vote for this. Encourage transit, ride sharing, etc.
Comment Map	Scott Sanderson		I am opposed to this project.	Is the climate emergency real? Are we already drowning in cars and traffic? Does air quality matter? Do road deaths count? If this project is controversial now, imagine how it is going to look in the years to come with hindsight. Please stop spending the transportation budget on widening highways. It should be clear that this only invites more cars and traffic. Please spend it on improving A line service instead.
Comment Map	Sean Farrell		I am opposed to this project.	Simply no.
Comment Map	Skyler Everitts		I am opposed to this project.	Dear [Recipient], Expanding highways won't solve traffic congestion. Studies from the University of Toronto and Texas Transportation Institute found that new lanes don't offer a long-term solution to traffic problems. Instead, expanding highways can lead to more driving, more traffic, and increased pollution. According to the Environmental Protection Agency, highway expansion leads to air and water pollution, as well as habitat destruction. We should invest in sustainable transportation options like public transit, bus rapid transit, and other modes of transit, rather than pouring money into a project that exacerbates existing problems. Please reconsider the proposed highway expansion to Denver International Airport.
Comment Map	Steve Bernini		I am opposed to this project.	These funds would be much better put to use to improve public transportation needs and lower pricing. In the long term we should not be investing in car infrastructure, and these widening efforts never decrease traffic or solve the issues they are intended to. The A Line frequency should be increased and price lowered to incentivize use and improve it's reliability for travelers
Comment Map	Tiffany Caudill	Denver Resident	I am opposed to this project.	The people have already spoken out in opposition to this. We have to stop funding car- centered projects that will only increase single car usage and we have to start investing in multi- modal transit.
Comment Map	Tim Drummond		I am opposed to this project.	The best way to get people to and from DIA is public transit. Widening this highway will do little to improve traffic, but will spur thousands of additional, unnecessary car trips each year. We must prioritize investments in public transit so that the light rail and bus options are frequent, reliable, and affordable.
Comment Map	Tim Pegg		I am opposed to this project.	Taxpayer money was already spent to build the RTD A line. This highway expansion subsidizes car trips and undercuts A line ridership, and likely will not reduce trip times in the long term because of induced demand. Further, the same induced demand means that this will fail to meet the stated climate goals because congested periods will have more vehicles traveling slowly. As an occasional DIA flyer, I opt for transit instead of paying for long term parking, so this project will not help me. It might hurt me if it undercuts transit options enough that service becomes even more infrequent. In my opinion any money spent on this project would actually be better spent improving the RTD system.
Comment Map	TJ Kirk		I am opposed to this project.	Please do not add another lane to Pena, it will induce more demand for traffic solving nothing. Instead, we will just have more car crashes and air pollution. Add more bus/train routes, and run them more frequently.
Comment Map	Torin Jensen		I am opposed to this project.	Studies show widening highways doesn't "improve safety," "shorten travel times," or "lower emissions," but the actual opposite. Spend the money wisely!
Comment Map	Travis Tempel		I am opposed to this project.	Induced demand outweighs the benefits of mass transit. Toll the entire road if possible, do nothing if not. Spend the funds on regional transit or projects that improve the health and safety of people.
Comment Map	Trevor Smith	N/A	I am opposed to this project.	Widening Peña Blvd does not solve the core issue of poor traffic management at the i70/i225 interchange. Instead, the i70/i225 interchange should be studied for more efficient traffic flow. By widening Peña, throughput will simply cause even more congestion at the interchange. As a city, we should invest more in promoting RTD ridership to and from the airport.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Tyler Johnson		I am opposed to this project.	Denver should not be expanding capacity for private vehicles, especially in a corridor shared with RTD's premier rail line. Widening Peña Blvd goes against all of Denver's climate goals. The fact that this is still being considered after wide public opposition raises question of integrity. What special interests are acting to bring this project to the table. What relationships do they have with decision makers?
Comment Map	Victor		I am opposed to this project.	We do not need more highway lanes for cars. We need better means of transportation for people.
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
Comment Map	Wendi Sussman		I am opposed to this project.	The project will induce demand for driving private vehicles. Money would be better spent on other projects that align with Denver's climate goals.
Comment Map	Will silvia		I am opposed to this project.	This will draw funds away from vital bike infrastructure projects. Increase transit connections and service intervals of the a line instead and offer free passes to airport employees.
Comment Map	William Pincus	na	I am opposed to this project.	Really! We spent a fortune building a train that works great. You would do better beefing up public transport to, once again, building more roads, adding to already problematic congestion and increasing ozone and GHG pollution. Build the future we want and need not the past that has us trapped.
Comment Map	Zhang		I am opposed to this project.	I would much rather see this money spent towards increasing frequency of RTD lines to the airport or towards adding direct rail lines outside of denver metro towards the airport. In the first place, congestion on i70, 270, and i25 cause much worse delays for any trip towards DIA than Pena Blvd itself.
Comment Map	Zoe Farrell		I am opposed to this project.	As a city we can't keep spending so much money building extra lanes for cars! We've seen that it only leads to more car traffic and ends up back at the same level of congestion. The A line is already a great option to get to the airport and we should be funding project to encourage use of public transportation to the airport. Additionally, highway expansions are so expensive that for the cost of this project we could fund many other projects that would noticeably improve the quality of life in Denver.
Comment Map		Denver Resident	I am opposed to this project.	I care about the climate crisis Again, just as with the previous attempts, this is a bad project. The study isnt complete yet an expensive solution is being proposed. Tons of research that widening lanes is a bandaid and not a long term solution. Airport should be spending money to promote the A-line and improve station access.
Comment Map			I am opposed to this project.	There should be more effort to get people to use the train that can accommodate so many at once that get to the airport. Widening lanes do not help once they get to drop off that creates a bottleneck already happening and backing up cars. Stop making more lanes, encourage people to take the train
Comment Map			I am opposed to this project.	Stop subsidizing the cost of getting to the airport for suburban residents just to make our city even more dangerous and car-centric. We have enough highways and interstates. Let's start building reliable public transit and make sure it's the cheapest, most convenient way to get around our metro. I can't stand how many people per year die due to car violence because people in the suburbs demand long wide interstates to get around. Let's make this city built for people and not SUVs please.
Comment Map			I am opposed to this project.	Wouldn't it be better served to have a direct lane going from 225N to NB Pena Blvd? There are a lot of issues with 225 N merging into the same lanes as the Chambers exit on WB I-70. Widening Pena will do nothing to alleviate that merge area problem which is much greater than traffic along Pena.
Comment Map			I am opposed to this project.	This is in blatent opposition to denver's climate goals. If DIA gets busier it will be as a LAYOVER AIRPORT only. Meaning no new use of Pena needed. We have a bottle neck in terms of housing for tourists. Our hotels are routinely sold out. Towns are increasingly reducing/banning airbnbs. Rocky mtn national park is booked out. The ski areas are capping ticket sales. Tourists will not be flying here without somewhere to stay, and something to do. There is not increased capacity for tourists that will randomly increase the use of DIA and Pena. This widening appears to serve no one but the suburban sprawl development of Green Valley Ranch, which is also a giant insult to Denver's infill and climate goals in the comprehensive plan. Denver should be embarrassed for proposing this. The DRCOG board should be embarrassed for proposing this. The person who wrote this grand proposal claiming that reducing congestion by adding lanes will reduce GHG emissions SHOULD BE EMBARRESSED.
Comment Map			I am opposed to this project.	This isn't needed.
Comment Map			I am opposed to this project.	Adding lanes, whether managed or not, will NOT improve traffic. Numerous studies have shown this. This will increase traffic; increase emissions which is against Denver's climate goals; and take money away from supporting and improving the existing public transit system. Denver needs to improve the A Line by adding more stops; increasing number of trains; and improve reliability. Adding and improving bus routes to and from the airport will also help. More access to public transit will get more people off the road. The US is so heavily focused on cars and urban sprawl and neglects public transportation. More lanes mean more people will drive. 1. <a href="https://rmi.org/more-lanes-do-not-mean-less-traffic/">https://rmi.org/more-lanes-do-not-mean-less-traffic/</a> 2. <a href="https://www.wired.com/2014/06/wuwt-traffic-induced-demand/">https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</a> 3. <a href="https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief">https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief</a> 4. <a href="https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.htm">https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.htm</a>
Denver - Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.				
Comment Map	Alejandra X Castañeda	Pedestrian Dignity	I support this project.	If i could choose a #1 project to support this one would be it. Safe & dignified sidewalks are the most essential mobility infrastructure upon which all other mobility options depend. This project would immediately improve the health & well-being of all surrounding communities, connecting parks, transit routes and neighbors.
Comment Map	Allen Cowgill		I support this project.	Current there are no sidewalks on Sheridan Boulevard between 49th Avenue and 52nd Ave. It leave the Inspiration Point neighborhood effectively cut off from the rest of Denver. There are also two large mobile home communities that sit north of 52nd Ave. Many of the people in these neighborhoods do not have a car and walk south on Sheridan to get to Walmart and other shopping south of I-70. In addition, Sheridan is on the high injury network for Denver, and has a disproportionate number of serious injury and fatal crashes. The North Denver community has been wanting sidewalks here for years.
Comment Map	Arthur Santomango	IPNA	I support this project.	I have been a resident of Inspiration point since 1989. I was amazed there were no sidewalks around Inspiration Point on 49th street or Sheridan Blvd. Seeing the high speed traffic on Sheridan with Pedestrians using a simple path on the west side and nothing on the east side, it's a miracle that pedestrians have not been killed there. This should have been corrected a long time ago. I feel neglected by the city of Denver when it comes to my walking safety.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Brooke Havard	Community member	I support this project.	A sidewalk and safe crossing across Sheridan is essential and long overdue. I have lived in the community for 3 years and I have never crossed Sheridan on foot or used public transport because it is simply too dangerous without safe pedestrian access. Installing a sidewalk and safe crossing will connect communities!
Comment Map	Bruce Perry		I support this project.	This is very important. There is absolutely no pedestrian infrastructure there and it's a very busy road.
Comment Map	Chris Stuart		I support this project.	This sidewalk is very important for public safety
Comment Map	Councilwoman Amanda P. Sandoval	Denver City Council	I support this project.	Sidewalks along this stretch of Sheridan Blvd are desperately needed and the residents of this multijurisdictional area deserve safe and dignified passage. The City of Denver has 2 Million in funding to leverage for this project. RTD has a highly utilized bus route along Sheridan which only has a dangerous social path, & it should also be noted that Sheridan is part of Denver's high injury network meaning it is not a safe place for pedestrians to travel. As the Councilwoman for this area I hope that DRCOG funds this project which the city has already undergone a study. The Inspiration Point Neighborhood is literally cut off from the rest of Denver. Please see link to information regarding the Denver study. <a href="https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Department-of-Transportation-and-Infrastructure/Programs-Services/Projects/2021-Archive">https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Department-of-Transportation-and-Infrastructure/Programs-Services/Projects/2021-Archive</a> Funding this project will have a positive impact for the next 7 generations of Denverites!
Comment Map	Cristie Drumm		I support this project.	Please make a safe walkway for this area a priority. It is a high-traffic area where safety for walkers is an issue.
Comment Map	Derek Parks		I support this project.	We need sidewalks!
Comment Map	Emily Green	Cibo Meals	I support this project.	This project is WAY overdue, Sheridan has become a major thoroughfare and it is NOT fair not to have safe sidewalks for those who truly need them. Please make this happen for the safety and well-being of both pedestrians and drivers.
Comment Map	Erin Love	I live in the inspiration point neighborhood	I support this project.	I haven't crossed over Sheridan in 9 years because of almost getting hit 2 times. I really hope this happens!
Comment Map	Esther Kettering	Local resident near Sheridan	I support this project.	I often walk in the area, but never on Sheridan, preferring to walk on quieter residential streets in the neighborhood. I am a frequent driver on Sheridan. It is not safe for pedestrians. The sidewalks are often non-existent, narrow, or overgrown with vegetation, and littered with gravel. There is no buffer between heavy 30-40 mph Sheridan traffic and the pedestrians. One can often see a pedestrian making their way precariously along a narrow strip too close to traffic... if one lost balance, it would be easy to fall into the lanes of traffic & could be tragic. Not sure if an 8-10' wide walk is required... but a walk of some width, even only 4', is needed,,, and even better if a walk could have a narrow buffer/raise planter or curb between the traffic lanes and the actual walking surface.
Comment Map	Gina Volpe	Denver Native	I support this project.	Current there are no sidewalks on Sheridan Boulevard between 49th Avenue and 52nd Ave. It leave the Inspiration Point neighborhood effectively cut off from the rest of Denver. There are also two large mobile home communities that sit north of 52nd Ave. Many of the people in these neighborhoods do not have a car and walk south on Sheridan to get to Walmart and other shopping south of I-70. In addition, Sheridan is on the high injury network for Denver, and has a disproportionate number of serious injury and fatal crashes. The North Denver community has been wanting sidewalks here for years.
Comment Map	Jack Krowl		I support this project.	It's very odd that there is not a sidewalk on either side of Sheridan in this corridor and there should be for many different safety reasons. The street is way too busy to not have pedestrian access.
Comment Map	Jean Schulte		I support this project.	Please add a sidewalk here! Very difficult to navigate this area as a pedestrian.
Comment Map	Jennifer Hoffman		I support this project.	Denver needs more safe and functional sidewalks to improve quality of life, provide equitable access to important services like shopping and public transportation, and build toward a greener and less car-dependent community.
Comment Map	Jerry Guida	Inspiration Point Neighborhood Association	I support this project.	Currently there are no continuous sidewalks from 48th to 52nd Aves along Sheridan Blvd. This is dangerous. With or without sidewalks people are going to walk this stretch of Sheridan. Let's make this as safe as we can.
Comment Map	Jesse Dubin		I support this project.	
Comment Map	Jessica Wright	I live in inspiration point park	I support this project.	We need safe walkways and especially safe crossing of Sheridan Blvd. Our children go to school at Centennial elementary and we would like to be able to safely walk to school in nice weather. We would be so grateful as a neighborhood to be more connected to the growing Tennyson business district as well. Please make this happen!
Comment Map	John DiMattia		I support this project.	Yes please, much needed.
Comment Map	Jonathon Stalls	Pedestrian Dignity Project	I support this project.	The conditions of this road for anyone outside of a personal vehicle are horrendous and terribly unsafe. This a busy, practical bus route. There is public housing, a park, grocery, and residential all around it. Please prioritize safe and accessible pedestrian mobility on this corridor for everyone who walks and uses mobility devices. I also highly recommend detached sidewalks with trees so the sound of the higher speed car traffic is buffered. If there can be support for shelters and benches at the bus stops as well, it would help support the full network for all who use the bus routes. Thank you!
Comment Map	June Churchill		I support this project.	The inverted L has often received much less infrastructure support for pedestrians and bicyclists than the rest of Denver. Adding safe and comfortable sidewalks along this route will residents greater access to parks, services, and recreation. In addition, Denver crash data shows that this corridor has had multiple accidents causing serious bodily injuries and death. This is not surprising as Sheridan is part of the High Injury Network, and so should have pedestrian and biking projects prioritized to reduce further damage to the community.
Comment Map	kasia cox		I support this project.	much needed for safety
Comment Map	Katie Meyer-Jensen	I live in Inspiration Point Neighborhood	I support this project.	This has been a long time coming! I work downtown and would love to take the bus, but getting to the 52nd avenue stop is impossible without risking one's safety. I also recently had a son and would love easier access via safe sidewalks to both inspiration point and Berkeley lake. We have two beautiful parks so close to us in the neighborhood, but they are impossible to access safely without a vehicle and I live mere blocks from both. Sheridan is terribly unsafe, with traffic often ignoring speed limits or watching for pedestrians. Sidewalks on both sides of the street should be built. There is plenty of space on the golf course side for a safe sidewalk, so consider that too. Thank you for finally listening to residents putting plans in place to make our neighborhood safer and walkable.
Denver - Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.				
Comment Map	Laura Stamps		I support this project.	I live in Inspiration Point and walk all over, except for that section on Sheridan. I don't think I've ever seen a more dangerous stretch of a city street for a pedestrian.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Liz Taylor		I support this project.	Have you seen someone getting off the bus on this stretch of Sheridan, on to the patch of dirt with no buffer from the cars and trucks zooming by? It's simply terrifying. All people deserve safe and easy access to Inspiration Point Park and Berkeley Lake Park, not just people with cars. This is a serious equity issue.
Comment Map	Lucinda Nieto		I support this project.	This is absolutely needed. I literally saved a man in a wheel chair near the bus stop at Inspiration Point Park. There was no sidewalk so he was in the street going North! I pulled my truck in front of him so he would not get hit and then helped him get out of the street. He said he didn't see any other way to get to 52nd in his wheel chair. Thank you!
Comment Map	Mandy Christensen		I support this project.	Safe pedestrian access to this section of Sheridan is critical for connecting residents to services, commerce, and general neighborhood travel. The current situation is unsafe for pedestrians, public transportation users, and vehicle operators.
Comment Map	Marc Cherveney		I support this project.	This section of Sheridan Blvd is in desperate need of a sidewalk. Due to the speed of traffic along Sheridan, a buffer between all new sidewalks and Sheridan should be considered. Fencing to prevent golf from entering Sheridan needs to be installed.
Comment Map	Margot Mandel		I support this project.	As a new resident of the Inspiration Point neighborhood, I feel it is essential to have a safe route to walk or ride out of our neighborhood and across Sheridan blvd.
Comment Map	Marie Giedraitis-Edgar	Berkeley Regis United Neighborhoods	I support this project.	I agree that a safe sidewalk and wall for protection from traffic (with lighting) are needed from West 48th to W 52nd Ave.
Comment Map	Mary Helen Sandoval		I support this project.	This project is very important to the safety of people wanting to walk along Sheridan. The traffic moves very fast in this area and a sidewalk is very much in need. It should be set back some from the street for the safety of the pedestrians or those on bikes.
Comment Map	Mayzelle Yantis		I support this project.	Thank you for considering this project. This stretch of Sheridan is incredibly dangerous - speeding drivers, weather concerns on the steep hill, errant golf balls from the golf course. Please consider a sidewalk and wall on the east side to provide not only pedestrian safety but driver safety from golf balls and also noise mitigation for the surrounding neighborhoods. Perhaps a collaboration with cdot and the golf course would benefit everyone! Thank you
Comment Map	Melissa Oley Dickey	IPNA	I support this project.	As a longtime resident of the Inspiration Point neighborhood, with children who go to Centennial Elementary, I feel it is essential to have a safe route to walk or ride out of our neighborhood and across Sheridan blvd. I also know there are so many people who have no choice but to navigate this route; from 52nd and down Sheridan. I have done it once, on foot, and I don't recommend. We will always support making our streets safer!
Comment Map	Mike Lynch	N/A	I support this project.	This area of Sheridan offers no viable way to walk on either side of the street. We need sidewalks there to allow people a SAFE way to walk as well as ride bikes. This area needs improvement, please make it happen.
Comment Map	Philip Taylor		I support this project.	This project is critically important to Denver's northwest residents as well as residents who live just north of W 52nd Avenue. This sidewalk would provide safe access to critical community assets, including the Scheitler Recreation Center, Smiley Library, Lakeside Walmart and Inspiration Point and Berkeley Lake parks. Walking along this stretch of Sheridan Boulevard with its skinny and nonexistent sidewalks will make the hair stand up on the back of your neck. The high speeds and poor visibility on the road make getting around by foot incredibly dangerous. I live on the opposite side of Willis Case Golf Course and have a 16-month old boy. We look forward to a future where we can walk safely to Inspiration Point Park to enjoy the \$2.5 million in improvements Denver recently made. Thank you for helping advance this critically important project.
Comment Map	Phyllis Mack	Pedestrian Dignity	I support this project.	Yes, please add the sidewalk, retaining walls, lighting and protected pedestrian crossing for the bus stops. I support this because I'm disabled and I'm in a scooter chair and it would be safer for me to cross and to roll on the sidewalk. And I was awarded \$400K to improve the sidewalks in my community to make them wider and smoother and not cracked up. Thank you.
Comment Map	Robert Newman		I support this project.	I've been waiting 19 years for sidewalks to connect Inspiration Point to the rest of Denver. The sidewalk needs to be on the east side, but I am concerned that a wall will block the view of Willis Case, which is nice.
Comment Map	Robert Schmid		I support this project.	This section of Sheridan Blvd., east side, is in desperate need of sidewalks to allow north-bound pedestrian travel to reach the RTD 52 bus stop at 52nd and Sheridan.
Comment Map	Ron Yantis		I support this project.	A sidewalk is really needed. A wall along the golf course should be considered too. Without a sidewalk some pedestrians walk on the Willis Case golf course. This is very un-safe with golf balls flying all around from the 14th and 16th holes. Extensive traffic comes off (very short ramp) of the I-70 and up from I-76 this narrow area of Sheridan is very unsafe for people and has many accidents all along that stretch. A sidewalk would improve the safety of pedestrians significantly. As mentioned above, golf balls are flying in every direction including into Sheridan and across the street once there is a sidewalk adding to the safety of pedestrians walking in that area. Two holes are right next to Sheridan with the greens being only 20-30 yards from the street. With that being the main area for the golfers to hit towards obviously many times the street is the end results. A wall along the golf course (east of Sheridan) is strongly needed too.
Comment Map	Samuel Chesser		I support this project.	This would be a great addition to the area and make it much more pleasant to use
Comment Map	Scott Danenhauer President	Berkley Regis United Neighbors (Registered area RNO)	I support this project.	This stretch is in dire need of some side walks. Very Dangerous without one. Berkeley Regis United Neighbors (BRUN) Board of Directors and Zoning and planning committee has voted unanimously in support of the City of Denver's application to DRCOG for partial funding for construction of a sidewalk and associated infrastructure improvements on the east side of Sheridan Blvd from 48th Ave to 52nd Ave. This project is within the neighborhood boundaries of BRUN, a Denver Registered Neighborhood Organization (RNO).
Comment Map	Shelley Cook		I support this project.	This stretch of Sheridan is especially challenging for pedestrians given the steep grade. The project will help improve safety. Also, the sidewalk would provide access to a much used pair of bus stops on W. 52nd just west of Sheridan. There is a senior affordable complex and a mobile home community adjacent. Hopefully at some point Denver (south side), Jeffco (north side) and RTD can improve the bus stops on W. 52nd, especially the one on the north side, which is in deplorable condition and routinely floods.
Comment Map	Shiju Thomas		I support this project.	This would be an excellent project to enhance walkability and safety of the neighborhood.
Comment Map	Stacy Liles		I support this project.	Sidewalk badly needed through this stretch of Sheridan Blvd
Comment Map	Suzana Talusan		I support this project.	Thank goodness for this new sidewalk! It is so needed! I have walked along that rugged terrain and it is very dangerous as it is uneven. The worst part is when I see families walking from the bus stop along that route because there is no other route to take. This sidewalk will be a HUGE improvement for safety!

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Tyler Johnson		I support this project.	This area is in serious need of sidewalks on both sides of Sheridan. With so much city-owned property here, it is inexcusable to leave this area inaccessible to pedestrians.
Comment Map	Ute Boileau		I support this project.	My husband and I walk from Inspiration Point to the Tennyson neighborhood about once a week. A sidewalk is a welcome addition and will greatly increase pedestrian safety!
Denver - Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.				
Comment Map	Dale Zachary	I live on Sheridan between 48th and 49th	I have concerns about this project.	This project should be built on the east side of Sheridan, where it only impacts city owned golf course land. Putting it on the west side of Sheridan makes absolutely no sense other than for Inspiration Point Park access, which would already be covered through the protected pedestrian crossing, which is listed on the plan. It is extremely hypocritical for the city to put the burden of sidewalks on the homeowners when they do not have sidewalks adjacent to the golf course.
Denver - South Platte River Trail Improvements: Mississippi Ave. to Florida Ave.				
Comment Map	Allan Babcock		I support this project.	This project is a key need for our entire region. The lack of a fully separated bike path through here has made biking this route inaccessible for many families.
Comment Map	Allen Cowgill		I support this project.	This is one of the busiest bike path in the metro area. This part of the trail is below standard width. It can be dangerous with lots of users often approaching head on at high speeds.
Comment Map	Casey Kulm		I support this project.	Keep making our great bike paths even greater, and induce more demand.
Comment Map	David Wolf	Denver Resident	I support this project.	Restoring this section of the bike path to use will eliminate cyclists' need to cross the S. Platte River Dr., where cars are traveling at high speeds. Additionally, will remove the need for the detour which routes cyclists through a dangerous industrial area. Completion of this project has been long over due.
Comment Map	Gregory Leichty		I support this project.	This section is in dire need of reconstruction.
Comment Map	Jake Cohen		I support this project.	Key fixes for this part of the trail.
Comment Map	Jean Schulte		I support this project.	This project will improve safety for the many users of this trail.
Comment Map	Jennifer Hoffman		I support this project.	This is a popular area with lots of use by both cyclists and pedestrians. Improving its safety and usability would be a big win for all who enjoy this significant urban natural area.
Comment Map	John Desmond	Denver resident	I support this project.	I strongly support this project. This is a crucial section of the most important north-south bike/ped trail in the Denver metro area and definitely needs to be widened to enhance comfort and safety for all users.
Comment Map	June Churchill		I support this project.	The South Platte River trail is one of the few good north south biking connections in the city. Increasing the width on this section will make it more comfortable and inviting while increasing future capacity when more routes are connected directly in the trail.
Comment Map	Kenyon Moon		I support this project.	This project is long overdue My only complaint is that re-doing the entire length of the river trail to these specs will take too long As an aside from my other comment, would it be possible to extend Sanderson Gulch Trail the last few hundred meters and have it intersect with the river trail? Intersection improvements on Lipan, Florida, et al. are also appreciated, but I'm specifically interested in whether the Sanderson Gulch Trail gap can be completed, especially if it were to involve a pedestrian bridge across the river to separate vehicle and non-vehicle traffic at the Florida crossing.
Comment Map	Kurtis		I support this project.	
Comment Map	Matthew Downey		I support this project.	Denver's section of this trail is it's weakest point - much more pleasant further south through Englewood and Littleton. Widening would help a lot!
Comment Map	Mitch Petz		I support this project.	Important project

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Douglas County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	STBG	55	91%	4%	5%
Castle Pines	Monarch Blvd. Bike Lanes: Winter Berry Pl. to City Limits	STBG	57	47%	12%	40%
Castle Rock	I-25 and Crystal Valley Pkwy. Interchange	STBG	35	97%	0%	3%
Douglas County	Colorado Blvd. Bike/Ped Bridge over C-470	AQ/MM	4	50%	25%	25%
Douglas County	Douglas County Transit Pilot	AQ/MM	6	67%	17%	17%
Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	AQ/MM	6	33%	33%	33%
Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	STBG	0	N/A	N/A	N/A
Parker	SH-83 and Hilltop Rd. Intersection Operational Improvements	STBG	0	N/A	N/A	N/A
Parker	SH-83 and Main St. Roadway Operational Improvements - Preconstruction	STBG	1	100%	0%	0%
<b>Total:</b>			<b>164</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Douglas County Subregion

TIP Application Comments as of 2/22/2023 - Douglas County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Castle Pines - I-25 and Happy Canyon Interchange - Preconstruction				
Comment Map	Amy & Leo Stadler	Castle Pines Residents	I support this project.	We need a road that connects Happy Canyon Rd to The Canyons neighborhood east of I-25. This would increase access to and from the Canyons which greatly reduces the potential traffic backups in the case of an emergency such as a fire. Reference the Marshall Fire in Louisville in 2021.
Comment Map	Angela		I support this project.	Happy canyon and Lagae needs a solution like a roundabout...there is already lots of traffic on that road and that is before the huge influx of people that are about to move into the multi family housing being built on Lagae
Comment Map	Arthur Herrera		I support this project.	We need a road that connects Happy Canyon Rd to The Canyons neighborhood east of I-25. This would decrease traffic throughout the neighborhood and add multiple ways of egress in case of emergencies i.e. wildfires.
Comment Map	Barbara Egan	Resident, Castle Pines	I support this project.	A better interchange at Happy Canyon and Lagae is badly needed, as is access to Canyonside Blvd. Multiple ingress/egress points to the new neighborhoods is essential for traffic and safety.
Comment Map	Ben Mitchell	Timberline resident	I support this project.	My main concern is safety. The Lagae & Happy Canyon intersection is dangerous. It's hard to see in both directions when turning off Lagae onto Happy Canyon. Also when turning right onto Lagae from Happy Canyon the incorrect bank in the turn has caused multiple flipped trucks. With increased growth and traffic to the area, these issues will compound.
Comment Map	Brian O'Connor		I support this project.	The intersection of Lagae and Happy Canyon was never designed to accommodate the volume of vehicles that use it. Redesign is necessary and needed.
Comment Map	Courtney		I support this project.	As a Castle Pines resident and frequent user of this interchange, I support this project. This interchange has a number of issues and require enough investment to update it properly. To improve safety, a road is needed to connect happy canyon with the canyons community for additional access. With all the new housing on both E and W of I-25, there is a safety concern not only for traffic but access in/out in emergencies. It is important to provide the right infrastructure to support all the increased traffic and continued growth on east and west sides of happy canyon.
Comment Map	David	Castle Pines Resident	I support this project.	The traffic buildup when schools let out is becoming unbearable. As The Canyons continues to buildout and students who live there are attending schools on the West Side of I-25, there will be more and more traffic.
Comment Map	David Brown		I support this project.	Happy Canyon / Lagae intersection needs a re-design.
Comment Map	Don and Lori Beckman		I support this project.	The Happy Canyon and Lagae intersection is very dangerous. It's hard to see in both directions when turning off Lagae onto Happy Canyon. When turning right onto Lagae from Happy Canyon the turn is unsafe, especially for top heavy vehicles and has caused multiple trucks to roll-over. With increased growth and traffic to the area, these issues will only compound. The I-25 overpass should be widened to four lanes for safety and capacity.
Comment Map	Douglas Gilbert	Castle Pines North HOA#1	I support this project.	The project will alleviate several current safety and capacity issues and build for the future. The current overpass is at or beyond useful life. The City should also use the opportunity to separate bicycle and pedestrian traffic from motor vehicles. The mistakes of the signalized intersections at Castle Pines Parkway and I-25 should be avoided and a modern roundabout structure used.
Comment Map	Frank Muscara	Self	I support this project.	Visibility and related safety concerns are evident each time one goes through the Lagae/Happy Canyon intersection. A new design should reflect the current and future development of the area as well as accommodate truck traffic. The superficial damage to the Happy Canyon bridge over I-25 raises the question of whether there is structural damage present. A new bridge seems to be in order.
Comment Map	Ian and Karin Jensen		I support this project.	The Happy Canyon interchange and Happy Canyon to Lagae intersection are public safety hazards for many reasons already mentioned by other commenters, and the risk will only get worse as this overworked interchange gets even busier. I strongly support this project and look forward to the very valid use of this grant money to modernize the 60-year old infrastructure threatening the safety of thousands of I-25 and Castle Pines commuters every day.
Comment Map	Jacey Dobbel		I support this project.	With all of the building that has taken place over the last 5 years, the intersection at Lagae and Happy Canyon cannot support the traffic any longer. The Lagae & Happy Canyon intersection is dangerous. It's hard to see in both directions when turning off Lagae onto Happy Canyon. Also when turning right onto Lagae from Happy Canyon the incorrect bank in the turn has caused multiple flipped trucks. With increased growth and traffic to the area, these issues will compound. A roundabout will be much safer and is completely needed.
Comment Map	Jacob Carlson		I support this project.	As a Castle Pines resident and frequent user of this interchange, I support this project. This interchange has a number of issues and requires enough investment to update it properly. It will improve safety and also highlight our community in a positive way. With all the new housing on both E and W of I-25, it is important to provide the right infrastructure to support all the increased traffic.
Comment Map	Jacob Hartung		I support this project.	This HAS to happen. Getting stuck on Lagae turning left onto Happy Canyon is the worst, especially around 3 to 5 pm.
Comment Map	Jean Henry	Resident, Castle Pines	I support this project.	Badly needed.
Comment Map	Jeffrey Slocum	Slocum Family	I support this project.	The Lagae/e happy canyon interchange is frequently backed up to Chase Lane. This is before 2 large multi family complexes open on Lagae. The backup causes people to rush the blind left turn onto Happy Canyon. A roundabout for that intersection and eventual widening on the overpass would alleviate safety concerns.
Email	Jessica McGillen		I support this project.	Both this intersection along with Happy Canyon and Lagae need to be redesigned asap. With the amount of increased traffic this area has become dangerous. With more homes being built I do not see the traffic situation getting any better, just worse. As of now, at peak times residents are in traffic for an extreme amount of time just to try to leave the neighborhood. The worst intersection in Lagae and Happy Canyon, people drive way too fast on Happy Canyon coming from the highway and down the road and the traffic is constant at all times of the day. I often see people run the stop sign just so they can get out the huge traffic line. The turn is also sharp and leads to people sliding off the road in icy conditions. I have even seen a cement truck tip over and also almost crush another car while making this turn. The congestion is so extreme we have to give ourselves an extra 30 minutes just to leave the neighborhood at certain times. This current design is not working for this newly developed area. Please help us come up with a viable solution to the traffic dangers we are seeing here.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Joanne Hall		I support this project.	There are currently multiple problems on both Lagae and Happy Canyon. On Lagae, there are currently two multi housing developments being built and BOTH of these should be right turn only out of their driveways. Lagae already gets backed up near Happy Canyon in the mornings and afternoons. We don't need additional traffic at that intersection and they shouldn't be turning left without some kind of traffic signal. If the new residents are allowed to turn left, then Lagae needs to be widened from Chase Lane to Happy Canyon. Where Lagae meets Happy Canyon, it is an incredibly dangerous intersection with a sharp curve and too many motorists travelling way above the speed limit. Ideally, this would be a signaled intersection rather than another traffic circle. Also, the Happy Canyon overpass needs to be wider with at least two lanes in each direction.
Comment Map	Jordan Martin		I support this project.	This intersection is dangerous and needs redesign to accommodate the continuing development in the surrounding area. It is difficult to turn left onto happy canyon from lagae with poor visibility and heavy traffic in both directions.
Comment Map	Karen Israel		I support this project.	Desperately needs to be upgraded! Would love to see bike paths and sidewalk improvements as well to make this area more pedestrian friendly.
Castle Pines - I-25 and Happy Canyon Interchange - Preconstruction				
Comment Map	Kiel Hogan		I support this project.	As a Castle Pines resident and frequent user of this interchange, I support this project. This interchange has a number of issues and requires enough investment to update it properly. It will improve safety and also highlight our community in a positive way. With all the new housing on both E and W of I-25, it is important to provide the right infrastructure to support all the increased traffic.
Comment Map	Lance Mettler		I support this project.	The infrastructure of this area requires a clover leaf pattern at the intersection of Happy Canyon and I-25. As it exists, it cannot accommodate the expanding growth in residents that currently use this access point. It has definitely become a safety hazard and will only get worse without a major redesign of this interchange.
Comment Map	Laura Hall	Canyons Resident	I support this project.	Considering all the new development on both sides of 25, this interchange is insufficient. It's akin to the kind of intersection you would see in a small town, which the Castle Rock to Denver area is no more. This will become especially problematic once The Canyons is able to get a connection to Happy Canyon, which we desperately need. As of right now, the only way to exit the neighborhood is to the north, which is dangerous. We need more than one way in and out.
Comment Map	Lauren R		I support this project.	With all of the recent development, this project is extremely necessary. This area will continue to become more dangerous without improvement.
Comment Map	Lisa		I support this project.	
Comment Map	Lorrie Ball	Resident of the City of Castle Pines	I support this project.	This interchange currently is extremely dangerous and is in desperate need of having the Lagae Road that spills out into Happy Canyon reworked. I heard of a proposed roundabout and believe that this will work in this area and needs to be done quickly. This area is growing faster than the roads can keep up and safety is a huge concern here. Several trucks have already tipped over at this interchange. Finally, the bridge at I-25 is totally outdated - there are no longer any 2 lane bridges and this needs to be increased to 4 lanes to accommodate all the growth in this area.
Comment Map	Manoj		I support this project.	Happy Canyon / Lagae Rd has been very hazardous lately. There are no street lights either and causing night time issues. This is a MUST project and kindly approve this.
Comment Map	Mark	Self	I support this project.	We need better traffic flow at Happy Canyon and I-25. The "j-hook" at Lagae and Happy Canyon is very dangerous.
Comment Map	Mary Barnes		I support this project.	This area has undergone significant growth over the past 2 decades and the current interchange is inadequate, outdated and ugly. Please approve this project!
Comment Map	Mary Brown	Castle Pines resident	I support this project.	Since the City is allowing unmitigated growth, bringing with it increased vehicular traffic and interrupted wildlife corridors, to do nothing is not the answer. We need all the help we can get and the developers should pay their share. They should be building construction roads instead of ruining our roads which are not designed for heavy truck loads. I agree with other supporters' comments and agree the bridge should be replaced and the HC residents should be included for their input.
Comment Map	Matt Dobbel	Homeowner	I support this project.	With all of the building that has taken place over the last 5 years, the intersection at Lagae and Happy Canyon cannot support the traffic any longer. The Lagae & Happy Canyon intersection is dangerous. It's hard to see in both directions when turning off Lagae onto Happy Canyon. Also when turning right onto Lagae from Happy Canyon the incorrect bank in the turn has caused multiple flipped trucks. With increased growth and traffic to the area, these issues will compound. A roundabout will be much safer and is completely needed.
Comment Map	Matthew Simms		I support this project.	I agree with the comments others have made; with expanded building and traffic demand, this intersection needs a reorganization.
Comment Map	Melissa		I support this project.	Turning left on to Happy Canyon Rd from Lagae Rd is incredibly dangerous. Many close calls witnessed, especially when the multiple Castle Pines schools let out in the afternoon. People drive entirely too fast around the curve and anyone trying to turn is basically turning blind in front of them.
Comment Map	Melissa Coudeyras	Castle Pines Chamber of Commerce	I support this project.	The completion of this project will allow for better traffic flow in and out of our growing city. This benefits both our residents and businesses. It also provides better and safer access to I-25.
Comment Map	Mike Griffin		I support this project.	These improvements should have already been made. The Lagae and Happy Canyon intersection is incredibly dangerous and the bridge over I-25 is extremely old.
Comment Map	Murali Baggu		I support this project.	Desperately needs an ugrade
Comment Map	Pam Baird	Castle Pines resident	I support this project.	The intersection at Lagae and Happy Canyon is badly in need of upgrading. At times there is a 10 minute backup on Lagae for cars trying to make a left turn onto Happy Canyon. And this is prior to any traffic at all from the hundreds of new homes being built east of Lagae.
Comment Map	Pam Craig	Resident of Castle Pines North	I support this project.	With all of the building that has taken place over the last 5 years, the intersection at Lagae and Happy Canyon cannot support the traffic any longer. The builders of these homes should be bearing the cost of updating the infrastructure due to the increased number of homes. Was this even taken into consideration when the City approved all of these homes to be built? I'm sure they didn't. How about our overflowing schools and the amount of water that it takes to support all of the new homes? Our once quiet quaint community is no longer that...very sad to see all of this building going on. The City should approve this, but should pass on the cost to the builders of the new homes!
Comment Map	Patrick Griego		I support this project.	Extend Happy Canyon on the east side of I25 to access the Canyons area. On the west side of I25 straightening Happy Canyon to run straight west into Lagae world eliminate the curve and make for a safer straighter intersection
Comment Map	Philip Ferris		I support this project.	
Comment Map	Rick Hollis	Castle Pines Resident	I support this project.	Please make the intersection of Lagae and Happy Canyon a roundabout with proper sloping of the pavement. The current intersection is terrible!

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Robert Cunningham	Self	I support this project.	The I-25 overpass is overdue for an upgrade. It cannot safely accommodate all the traffic that uses it now. And the structure itself might be deteriorating. It's old. An interchange upgrade should include improvement of the intersection of Happy Canyon Road and Lagae Road, to the west of I-25. It is inadequate and unsafe for the volume of traffic that passes through there now. That volume will increase as the City of Castle Pines continues to grow on both sides of I-25.
Comment Map	Robin Bjorklund		I support this project.	According to the Federal Highway Administration's National Bridge Inventory database, the Happy Canyon bridge over I25, built in 1965, has been rated in POOR condition since 1991, and it has only gotten worse over the last 32 years. It is in dire need of replacement, before a major accident occurs with the bridge in its current condition. <a href="https://bridgereports.com/1068176">https://bridgereports.com/1068176</a>
Comment Map	Susanne Morris		I support this project.	Very unsafe in this area. It needs better design.
Comment Map	Zina Arana		I support this project.	With all the new construction in the area and all the new traffic this intersection is need of an upgrade. The intersection on Legae and Happy Canyon is a hazard and we have seen many accidents over the years. This intersection is part of the issue of I-25 and Happy Canyon. I wonder if the overpass was designed for the amount of traffic it gets now.
Comment Map			I support this project.	This is a much needed project. Traffic is expected to increase here once the new multi family development on Lagae opens.
Comment Map		CPN Resident	I support this project.	We definitely need a roundabout and better access turning from Lagae onto Happy Canyon Road. I would also like to see better signage and prettier landscape around I-25 in Castle Pines on Happy Canyon and Castle Pines Parkway. The current situation is embarrassing, and I think our beautiful community deserves better.
Castle Pines - I-25 and Happy Canyon Interchange - Preconstruction				
Comment Map			I support this project.	This project needs to be done, but THE DEVELOPERS of the Castle Pines land (ie VENTANA CAPITAL), should be responsible for the majority of the funding. Reference Elbert county as an example of a tax on developers who are seeking to build...and that tax goes straight to infrastructure. As a Colorado native and Castle Pines resident for the past 6 years, it's utterly disgusting how much building has been done with the complete negligence of infrastructure. The city council and the land developers need to be held to account. The happy canyon / legae intersection should be a large roundabout. There should also be a straightening of Happy Canyon to run straight west into Lagae which would eliminate the curve and make for a safer road, and less traffic going further southbound on happy canyon. There needs to be, at minimum, two lanes of traffic, each way, to support the growing population.
Comment Map	E. West	Happy Canyon HOA	I have concerns about this project.	I am in support of Exit 187/Happy Canyon Road/I-25 improvements that will meet the needs of the Happy Canyon residents on the east side of I-25; this is our only access in/out of our community. As major stakeholders, we'd like a seat at the table with the government entities involved to ensure the improvements make sense and will accommodate our local and other traffic without tearing up our neighborhood's entrance. I'd also like to see developers pony up much more money to keep up with the impacts they create.
Comment Map		Happy Canyon HOA	I have concerns about this project.	There are approximately 230 homes on the east side of I-25/Happy Canyon Road (Happy Canyon community) whose residents use Exit 187/Happy Canyon Road daily. We would like to be included in design/construction discussions with all parties - City of CP, CDOT, and Douglas County. We are stakeholders and taxpayers, too. The overpass definitely needs improvements and we want to make sure our concerns and needs are addressed in this process.
Comment Map	Allen Cowgill		I am opposed to this project.	Expanding this interchange will ultimately result in a higher volume of cars due to induced demand increasing VMT, along with increased GHG. This goes against our climate and multimodal goals.
Comment Map	Ash Tribble		I am opposed to this project.	Even with the increased demand of the interchange, this project should not get DRCOG funding. I do believe that the bridge is too dangerous not to fix; however, it does not need increased lane capacity. Adding more lanes has been tried and tried again across the United States for decades, to no avail. The Katy Freeway in Houston is a great example, as it's 26 lanes wide, and still gets bumper to bumper traffic. I would suggest that, with the planned mixed-use and walkable communities being added to the nearby area, to take the opportunity and provide increased multimodal access. Building infrastructure made for cars will not get people out of their cars and walking through the new developments. Better pedestrian and bike infrastructure will, especially as those new developments allow for daily trips to be a much shorter distance. Increased road capacity won't be needed if people are choosing to walk and bike to reach their basic needs.
Comment Map			I am opposed to this project.	This should have been addressed by the developer when they put in additional housing. This should not be a publicly funded project, developers need to be held accountable for the impact they have on the surrounding communities and the demand their projects put on public infrastructure
Castle Pines - Monarch Blvd. Bike Lanes: Winter Berry Pl. to City Limits				
Comment Map	Allen Cowgill		I support this project.	Great to see improved options for more safe bike and pedestrian connections.
Comment Map	Ash Tribble		I support this project.	I very much support this project because these improvements will make this area much safer for pedestrian and bike travel. Additionally, reducing the dependency on cars will lead to a decrease in traffic.
Comment Map	Brian Gertig		I support this project.	This bike lane ties in with existing lanes on either end. This middle section is needed to finish out this path. All our bike lane projects need to look at how they connect together. When you look at a map of the regions bike paths. they are a patchwork of little 1 to 2 mile paths that go no place and are there fore almost worthless. They need to all tie together if you actually want people to commute on them, or even use the for real recreation. This improvement will be a big step in connecting Castle Pines to Lone Tree and the rest of the cities.
Comment Map	Brion		I support this project.	This is part of a very popular route for both recreational and commuting cyclists. As the volume of traffic has increased along Monarch over the years this section of road has become less safe for cyclists. Hopefully this project will address not only the safety of cyclists but also of motorists driving this road. Almost all cyclists also drive cars.
Comment Map	David Brown		I support this project.	
Comment Map	Don Vagge		I support this project.	As a Castle Pines resident that drives this stretch of road frequently, I see value in the bike lanes. However, a better use of the money would be to replace the entire stretch of Monarch from Daniels Gate Road to Castle Pines Pkwy. The road is in horrible condition. What
Comment Map	Douglas Polzin (HOA President)	Hidden Pointe HOA	I support this project.	Cycling has shown significant growth in our community and from a safety perspective base on the curvature and blind spots of drivers, this project would be a significant improvement for the safety of residents in our community.
Comment Map	Frank Muscara	Self	I support this project.	This is a heavily used bike route that can be incredibly dangerous to cyclists especially through the curves. Drivers regularly swerve into the existing bike lanes as they try to manage the curves suggesting that there are accidents waiting to happen.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Ian Roberts		I support this project.	This is a dangerous stretch for riding. The entirety of Monarch needs to be reworked as the road is in very bad shape with large potholes and cracks that make the bike lanes dangerous.
Comment Map	Jacob Carlson		I support this project.	As a Castle Pines resident, I support this project to improve safety for bikers and drivers alike.
Comment Map	Jen		I support this project.	I would love to see the whole road redesigned and replaced through here - the potholes and cracks are terrible, with blind corners and cars that don't always slow down for pedestrians in the crosswalks. Expanding to make safer bike lanes is one step in the right direction.
Comment Map	John Hartle		I support this project.	This is a much needed project as bike use has increased substantially on Monarch.
Comment Map	Mark Jarosz		I support this project.	Those of us that call CP and this stretch of road home know that much repair is needed. Not only to the road surface, but to the bike lanes as well as the crosswalks. Funding to improve the bike lanes would be welcome to improve biker safety as long as it reworks the curbing to widen the bike lanes while not reducing the car lane widths. Improvements should not be done that allow increased traffic flow as its already too heavy. Making this a major thoroughfare is not what we want in our community. This work needs to be part of an overall plan to improve Monarch road surface, curbs, crosswalks, and bike lanes. If so then the \$ is a needed addition. I know folks want the road surface repaired, but as I understand it, this grant \$ cannot be used for that.
Comment Map	Mary Barnes		I support this project.	This is one of many dangerous sections for cyclists in need of repair and improvement!
Comment Map	Matthew Simms		I support this project.	I believe this project will make the roads safer for both motorists and cyclists, and also agree that I would like to see the scope of this project expanded to facilitate better traffic flow. Hopefully this is a good start!
Comment Map	Melissa Coudeyras	City of Castle Pines resident	I support this project.	This would provide safer lanes to all the cyclists who ride in our city.
Comment Map	Mirko Scherrer		I support this project.	Lots of cyclist ride this road. A lane improvement would do a lot of good. Highly support it.
Comment Map	Nathan Hieber		I support this project.	This would be helpful if paired with an overall project to do long term repairs to the road.
Comment Map	Pam C.	Resident of Castle Pines North	I support this project.	It would be wonderful to create bike lanes that will provide more safety for bicyclists.
Comment Map	Patrick Griego		I support this project.	Makes Monarch safer for all
Comment Map	Robert Cunningham	Self - Castle Pines resident and bicyclist	I support this project.	Traffic is heavy on this stretch of Monarch Boulevard, and it seems to be getting heavier. Cycling on Monarch would be much safer if there were buffered bicycle lanes in both directions. Also, crossing Monarch is difficult and unsafe at times for cyclists and pedestrians, even with the crossing warning lights at the intersection of Monarch and Daniels Gate Road. More is needed.
Comment Map	Ron Cushing		I support this project.	Currently, the best & safest way to navigate this stretch by bicycle is to use the open space paths. Please add this project!
Comment Map	Tom		I support this project.	As a Castle Pines resident myself and my children use the bike lanes all the time and this section is much needed as it just appears that the existing bike lanes were just stopped being worked on and left incomplete. There is no reason not to have this extend up and then even continue all the way up through the north of castle pines and even up into Highlands Ranch where at that point it's either winding dirt paths or bike riding on a busy and dangerous 2 lane road with no buffer between the bike paths and road (besides a white line).
Comment Map	Tom Norris		I support this project.	I wholeheartedly support this project for the safety of cyclists and motorists alike.
Comment Map			I support this project.	Added safety for cyclists along this stretch of road would be great
Comment Map			I support this project.	
Comment Map			I support this project.	Riding my bike on Monarch Blvd in its current condition is frightening and frustrating. We need safe, wide bike lanes. And stop advertising this proposed project as providing 6-ft wide bike lanes like I saw for the upgrades to CP parkway. There are 3-ft wide lanes with one on each side for a total of 6 feet, not 6 feet on each side of the road.
Comment Map	Becky Beall-Moore		I have concerns about this project.	I fully support upgrading Monarch and fixing the surface as well as providing safe bike lines. My concern is that the car lanes will be crowded further and make driving more tricky, especially through the curvy sections. My other concern is the transitions on either end of these proposed improvements when they only comprise a short section of Monarch.
Comment Map	Debra		I have concerns about this project.	If widening the bike lane means narrowing the road for vehicles, then this project makes no sense. The roads are already narrow enough.
Comment Map	john o'connor	self	I have concerns about this project.	Unless one is willing to expand the entire road this project makes no sense. The lanes are already too tight for cars given the huge amount of traffic during school rush hours. Current condition of the road itself does not warrant expansion of bike lanes as too many cars are swerving to avoid the decomposition of the roadway.
Comment Map	Kevin Merrill		I have concerns about this project.	I can only support the project if the entire road is going to be torn up and be completely replaced with concrete. The project should only be allowed to be performed after the school year is over, due to the high, daily volume of cars and buses on Monarch for multiple hours in early morning and late afternoon. Let's be smart on the construction start and end date. Incentivize the contract to be completed over the summer on time and on budget.
Comment Map	Robin Bjorklund		I have concerns about this project.	I highly suggest that the entire Monarch Blvd be completely removed and replaced - and not merely temporary "fixes" to potholes and cracks. And when replaced, add in a completely separate bike path where the sidewalk is normally located - off the road, and not on the road, constricting the existing lanes dangerously narrower. Make the bike path a seamless and smooth path that promotes biking (versus a bumpy sidewalk which is not conducive to bike riding). Similar biking paths are located around lakes across the Denver metropolitan area, and in cities across the nation. An optimized bike path that is completely separate from the main roadway is the safest solution for everyone. A bike lane that exists on the main roadway, but segregated by measly white lines that are typically ignored, is not safe.
Castle Pines - Monarch Blvd. Bike Lanes: Winter Berry Pl. to City Limits				
Comment Map	Tom Brand		I have concerns about this project.	All for it, if it includes a new road.
Comment Map		CP Resident	I have concerns about this project.	I support bike lines, but my concerns go beyond CP. The expansion of Monarch in its entirety, would increase traffic flow and ruin the reason that we moved to CP.
Comment Map	B		I am opposed to this project.	The existing 3' bike lane should be plenty for riding single file. Waste of money at this point.
Comment Map	CDTM		I am opposed to this project.	Wast of money. Fix the roads first.
Comment Map	Dan Radetsky		I am opposed to this project.	There is already sufficient room for bicyclists. Money would be better spent repairing and improving the road.

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Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	David C		I am opposed to this project.	This grant would not provide value or benefit due to the already constricting roadway, scattered potholes and the increasing crumbling of the roadway which makes navigating a vehicle already challenging. The entire road needs to be removed and replaced for the benefit of the heavy volume of vehicle traffic. The value and needs are for vehicle traffic not bikes. The Public Works Dept would fumble and mismanage this project.
Comment Map	Debbie S.		I am opposed to this project.	I am concerned about there being more room for bikers, and less for general traffic which is heavy especially during morning and afternoon school hours. I'm not sure where the extra room is coming from for the biking lanes. The traffic lanes are already tight, and during high traffic times it's difficult for cars to safely blend into the Monarch traffic from the side streets. I'd rather see this kind of money go towards road repairs and upgrades.
Comment Map	E. West		I am opposed to this project.	Waste of tax dollars for too few.
Comment Map	Jack Hercher	Castle Pines Resident	I am opposed to this project.	I am a cyclist and ride this stretch regularly. This sounds like a complete waste of money. What needs to be fixed is the concrete road and the many, many potholes and broken concrete patches. Save the money and allocate it to that. The lane that exists is wide enough. A 6 foot lane is unnecessary and likely would require widening the road, which is the reason for the silly pricetag. This would be a really poor use of funds that could be used to fix the road surface. The majority of the comments I have read say the same thing.
Comment Map	Jean Henry	Resident, Castle Pines	I am opposed to this project.	The cost of \$3,000,000 to put 6' bike lanes on a small portion of Monarch makes no sense unless it is pre positioning the expansion of Monarch in Castle Pines, which I vehemently oppose.
Comment Map	John Altomari	None	I am opposed to this project.	The City of Castle Pines is paying way too much attention and expense to bicyclists. It's all part of the media drama about carbon emissions, and wanting everyone to change their lifestyles. In this case, shrinking the driving lanes of the many to accommodate the very few bicycle riders. Concentrate on the majority, not the minority!
Comment Map	K		I am opposed to this project.	The amount of traffic on Monarch has grown with all the new building. This road carries all the school traffic also. This section needs to be redone with asphalt like the rest of Monarch. Not just a fix for now, so it would need to be replaced again later. This would be a waste of money. Plus making the traffic lanes more narrow would not help all the accidents that are on this section.
Comment Map	Lisa L.		I am opposed to this project.	Please put the funds to better use...drivers need adequate space to drive and shrinking the driving lanes to expand the bike lanes doesn't make sense...bicyclists have plenty of access to bike paths and trails that are much safer!
Comment Map	Manoj		I oppose this project.	This is a complete waste of money; we have a much bigger problem - safety issues and accident prone - Lagae Rd/ Happy canyon intersection towards I-25 merge (south) .. Winters have been ridiculously dangerous with several car hits.
Comment Map	Mary Brown		I am opposed to this project.	The City should keep road reconstruction as their priority, not a small connecting bike lane when Monarch hasn't been completed.
Comment Map	Randy Bishop		I am opposed to this project.	Too many dollars for such a short distance. It would be much better to spend the money to fix the entire width of Monarch that has been in very poor shape for a long time. I quit riding Monarch because of that.
Comment Map	S. Salter		I am opposed to this project.	Too small of a bike lane improvement. There are other areas that would have a bigger cost/time/benefit ratio.
Comment Map	susan johnson	citizen	I am opposed to this project.	This is a very dangerous section of road. Wildlife are killed weekly. There are not enough bike riders to warrant this expansion. The dollars should be allocated to another projects.
Comment Map	Susanne Morris		I am opposed to this project.	This is too small of an area to justify the money. Why do we have a few miles in the middle of a very long road that is proposed to have "safer" bike lanes? This entire road needs fixing and not just spending money on a short span. We are a bedroom community, we drive. There are miles and miles of walking and biking paths here in CO. Trying to make every street "bike friendly" is ridiculous. This road, in addition to pothole repair, needs better reflection and at a minimum those road rumble marks on the sides and down the middle.
Comment Map		Castle Pines resident	I am opposed to this project.	Monarch Blvd needs replacing, along the entire stretch from Daniels Gate to Castle Pines Pkwy. If you make the road safer for vehicular traffic it will naturally be safer for bicycle traffic. As a bicyclist myself, well maintained stretches of road (to include trash and debris removal from the shoulders) are much better to ride on than just a short section of road with dedicated bike lanes that quickly transitions back to a poorly maintained road along the rest of the route.
Comment Map		CP Resident	I am opposed to this project.	A \$3M project that does not improve the entirety of Monarch Blvd is a poor use of taxpayer dollars. While bike lanes would be a welcome addition to Monarch, it needs to be incorporated into a larger project that improves all of this major artery into CP. Better tax dollars would be spent in a joint City of Denver/Douglas County project improvement in paving Griggs Rd.
Comment Map		CP Resident	I am opposed to this project.	We need to keep up with the current roads. Available space is already enough for biking, the bigger issue is the maintenance and cleanliness of the roads to be safe. Bikers move into the roadway due to a lack of up keep of all the rocks in the current space.
Comment Map		CP Resident	I am opposed to this project.	Waste of money! Fix the roads we have!
Comment Map			I am opposed to this project.	This feels like an expensive bandaid to a bigger issue.
Comment Map			I am opposed to this project.	
Castle Rock - I-25 and Crystal Valley Pkwy. Interchange				
Comment Map	A Hart		I support this project.	As a resident of Castle Rock, I use the Plum Creek Interchange weekly. It is congested and difficult to maneuver, because everyone on the south end of Castle Rock uses this one interchange. I appreciate DRCOG's interest in keeping Castle Rock safe with proper transportation access suitable for a growing community.
Comment Map	Becky Hernandez		I support this project.	Looking forward to easier and faster access to the I25 for those living in the Crystal Valley Ranch area as well as reducing traffic at the Plum Creek onramp.
Comment Map	Blake Amen		I support this project.	I support the much-needed Crystal Valley Interchange and its many benefits, including eliminating four at-grade railroad crossings, easing the congestion and preventing the future failure of the plum creek interchange, and enhancing Castle Rock growth including new primary employment and sales tax opportunities.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Douglas County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Brian Kelley		I support this project.	This project is needed to handle the large amount of traffic being generated in Castle Rock. Right now, the Plum Creek Parkway interchange has become dangerous with the high volume of vehicles. This new interchange will assist in improving those conditions, and the new interchange will result in removing the existing west frontage road that has seen multiple vehicle fatalities in the past year.
Comment Map	Brittany Harker		I support this project.	This is long over due. The plum creek exit is unsafe and frequently backed up as it wasn't built to handle all of the additional traffic from Crystal Valley.
Comment Map	C Bird		I support this project.	This would improve traffic safety in Castle Rock and provide great access to south castle rock residents
Comment Map	C Byerhof		I support this project.	Growth in the southern Castle Rock area has pushed need for this project to help with growing congestion and to help provide more connectivity between Castle Rock communities.
Comment Map	C. Ahlstrom		I support this project.	
Comment Map	C. Hearold		I support this project.	The ability to access north and south bound IH25 in this area is a huge benefit, since I travel northbound IH25 for work, and get stuck at lights on Plum Creek prior to being able to access the IH25 on ramp.
Comment Map	Dawn Tiffany		I support this project.	Due to the expansive growth in the south and east areas of Castle Rock, this interchange is required to increase safety and relieve traffic burdens at the Founders/Meadows and the Plum Creek Parkway interchanges. The commercial development at the Crystal Valley interchange is needed in southern Castle Rock and nearby Douglas County. The accompanying tax revenue will also benefit the whole Town by funding fire, police, public works and recreation services.
Comment Map	J. Lott		I support this project.	This project is critical for both safety and population growth of Castle Rock, Douglas County, and the State of Colorado. It will alleviate congestion issues at the Plum Creek Parkway interchange as well as eliminate dangerous at-grade railroad crossings.
Comment Map	Jacob Vargish		I support this project.	I support the I-25 and Crystal Valley Parkway Interchange project. This project is a priority for the Town, the County, and this region of the State for all transportation users. I live, recreate and work in Castle Rock, the added safety and operational benefits to provide connectivity across the railroad, creek, and I25 corridors for all users is a huge win for this area.
Comment Map	Jeff Smullen	I-25 commuter	I support this project.	The Crystal Valley Interchange is needed to improve mobility within Castle Rock and to reduce congestion at the Plum Creek interchange. The east frontage road is often unusable due to congestion and Plum Creek Parkway is overburdened with south Castle Rock traffic. This interchange is overdue.
Comment Map	K Wilson		I support this project.	Please help make this project a reality. The current thousands, and thousands of residents to come will thank you
Comment Map	Karen Blessing		I support this project.	Crystal Valley is growing quickly and needs direct access to the interstate. The frontage road has too much traffic for its size and now has businesses and a school that causes traffic to back up on the frontage road. Most importantly, Plum Creek is struggling with the amount of cars that need to get on the interstate.
Comment Map	Karlee Hinckley		I support this project.	The Crystal Valley Interchange is very important to the Castle Rock community. The frontage road is unable to handle the level of growth that is seen every year. This interchange is the only solution.
Comment Map	L. Hearold		I support this project.	I support this project because I live in Crystal Valley Ranch and I have to take the long way around to get to IH25 north and south when I live literally up the street from IH25, and adding this interchange will provide the access I need to be able to get to north and south bound IH25. This cannot be constructed quick enough. As I stated I live in Crystal Valley Ranch and will have a birds eye view of the project when it's under way.
Comment Map	L.Moore		I support this project.	This interchange is essential to ease traffic flows as growth continues.
Comment Map	Mark Turner		I support this project.	The Plum Creek and I25 interchange is getting dangerous. Traffic exiting I25 to Plum Creek has backed up onto south bound I25. This interchange should have been built years ago.
Comment Map	Mark Witkiewicz	Douglas County Resident	I support this project.	Benefits include eliminating 4 at-grade RR crossings, providing essential new infrastructure to south Castle Rock and surrounding areas of Douglas county, eliminating future failure of Plum Creek Parkway interchange, enhancing growth including primary employment and helping to attract sales tax generating major retailers
Comment Map	Marne Hansen		I support this project.	This project will ease traffic in the Plum Creek interchange and give the folks in southern Castle Rock a much easier commute.
Comment Map	Matt Javernick		I support this project.	This project is long overdue and very much needed. I live in Crystal Valley and currently our only options to leave Castle Rock are the frontage road, which is small and gets crowded due to the school zone, or Lake Gulch which is also only a two lane road which leads to Plum Creek. Then Plum Creek gets very backed up during rush hour since it is the major interchange for the south end of Town.
Comment Map	Michael Harker		I support this project.	This is long overdue for the southern end of town. Plum Creek is always backed up and was not designed to handle the current amount of traffic.
Comment Map	Michael Igarashi		I support this project.	I live in CVR and this is an absolutely critical need for our neighborhood. Having to drive a single lane frontage road that has a school zone creates massive traffic down towards plum creek. Without the interchange it limits the growth of the community as well.
Comment Map	Rippy Bhangu		I support this project.	Crystal valley area is growing quickly and needs direct access to I-25. Plum creek exit is so unsafe and crowded to get on/off the interstate.
Comment Map	S. Sandman		I support this project.	The traffic on the single lane frontage is overwhelming and the backups at the light are dangerous. The congestion in this area will only get worse with the projected building. This area is Castle Rock, Douglas County and on I-25 so it has impact to multiple entities.
Comment Map	Samuel Smith		I support this project.	This project is not only over due, we've been told over and over that it's happening and nothing. The congestion on Plum Creek is getting overwhelming and this really should happen sooner than later. Houses are still going up everywhere and the traffic gets worse and worse.
Comment Map	Scott Berndt		I support this project.	This would take a great deal of traffic away from the already overcrowded Plum Creek Parkway. With the upcoming projects that are slated for the Dawson's Trail area on the west side of I25, this interchange will become more needed.
Comment Map	Staci Cory		I support this project.	Additional housing and shopping is being added to this area. This will continue to impact and add traffic at the Plum Creek interchange. Growth requires appropriate infrastructure.
Comment Map	Sydney Kozel		I support this project.	I support the I-25 and Crystal Valley Parkway Interchange. I work in Castle Rock, and the amount of congestion on I-25 in this stretch of road is immediately noticed while driving to work. The nearest exit to get to Castle Rock is the Plum Creek interchange. However, the Plum Creek interchange's design was not made for the amount of use it receives.
Comment Map	T. Vargish		I support this project.	The Crystal Valley Interchange project will help the southern area of Town access I-25, reduce the capacity on the existing Plum Creek Parkway interchange, as well as improve access to Douglas County residents in this area.
Comment Map	Teri Ho		I support this project.	The population growth on the south side of Castle Rock has made this interchange long overdue, as many of the current routes are unable to support the traffic volume.
Comment Map			I support this project.	
Castle Rock - I-25 and Crystal Valley Pkwy. Interchange				
Comment Map			I support this project.	

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Douglas County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Allen Cowgill		I am opposed to this project.	This project will increase VMT, GHG emissions and will go against climate and multimodal goals.
Douglas County - Colorado Blvd. Bike/Ped Bridge over C-470				
Comment Map	Randy Bishop		I support this project.	I support this project. I regularly ride the C-470 trail and often cross C-470 on Colorado Blvd to get to and from my home in Highlands Ranch. The current southbound is on a very rough and narrow bit of pavement, too close to speeding traffic. The sidewalk over C-470 is also rough and narrow with awkward return paths to the Colorado Blvd bike lane.
Comment Map	S. Salter		I support this project.	I drive this section of road frequently, and I cringe at the lack of safety for bicyclists and pedestrians which I see frequently on this road.
Comment Map	Kenyon Moon		I have concerns about this project.	Improving cross-freeway access that separate pedestrian and vehicular traffic, but I am confused as to why this project seems to be an island that only crosses the freeway. Does it (or will it) connect to the surrounding neighborhoods, or are we making it easier to cross the freeway...once you get to the bridge. But how does one get between the bridge and their destination?
Comment Map	E. West		I am opposed to this project.	Please stop wasting tax dollars on more bike/pedestrian flyovers. There are higher priorities elsewhere.
Douglas County - Douglas County Transit Pilot				
Comment Map	Brian Hilbert	County Resident	I support this project.	I support this project. This is a relatively car dependent area, but with opportunities for better bike, pedestrian, and transit infrastructure. I have personally experienced challenges commuting from here to downtown Denver via public transit, due to incomplete sidewalks and defective pedestrian crossing signals. I have also enjoyed local pedestrian and bike trails for recreation, and some of these networks would be even better with improved connections.
Comment Map	Lynda Halterman	Community member	I support this project.	This is a badly needed change
Comment Map	Steve and Robin Wurst	Homeowner in the Canyons in Castle Pines	I support this project.	I would like more bike paths for riding
Comment Map	Ted Stryker	Community Member	I support this project.	This is a needed public works initiative that will propel Douglas County into the future. We must develop a more agile, flexible, and efficient transportation system that links Douglas County to metropolitan areas north and south. Concerns about crime increases associated with public transportation are unfounded. Research shows insignificant increases in crime when suburban areas are linked with Metropolitan cities.
Comment Map	Dave Gonzalez	Douglas county resident	I have concerns about this project.	I support more more bike trails within our county to help separate bike riders from those pesky Californians who love to buzz bikes. Please no public transportation within our county since it helps transport crime. Please publish those crime transportation studies.
Comment Map	Edward Hooks	TaxPayer	I am opposed to this project.	Can we begin discussion about the feasibility of Sustainable Government first, please?
Lone Tree - I-25 and Lincoln Bike/Ped Infrastructure Connections				
Comment Map	Kirk McGahey		I support this project.	Lincole Ave. is a 6-8 monstrosity that forces people into cars for even short distances. This needs to stop. Take one of the 8 lanes and make it into a dedicated path.
Comment Map	Will silvia		I support this project.	Eliminate one lane of vehicular traffic for multi modal use.
Comment Map	Ash Tribble		I have concerns about this project.	I support the idea of increased bike infrastructure on Lincoln; however, building bike infrastructure doesn't naturally mean people will come. To be used as a replacement for driving, it must be able to bring people from where they are, to where they need to go. As the Advancing Lincoln Avenue project is still very much in its planning phase, I have seen no source on what the city of Lone Tree is definitively planning on doing to increase the walkability of the avenue. If the plans do call for mixed use, dense development, then the bicycle and pedestrian improvements are well justified.
Comment Map	Brian Gertig		I have concerns about this project.	It seems that MOST cycling trails in the entire Denver metro area including this one are piecemeal. If a bike path only extends for a mile or tow or three, it is worthless for commuting or for health and recreation to anyone who actually rides on a regular basis. Bike paths need to connect to other bike paths and go from city to city. In the Phoenix metro area I can ride 60 miles or more through several cities without ever losing my bike bath or having it abruptly end. Same in Albuquerque. But here. I'm lucky to be able to ride 2 miles before a sign just pops up say "Bike Lane Ends" If it isn't part of a bigger plan, save your money.
Comment Map	E. West		I am opposed to this project.	Too much money spent on bike/pedestrian trails instead of fixing existing roads and widening highways. And forget forcing taxpayers to use light rail/buses or making us pay additional fees to use the special toll lanes.
Comment Map	S. Salter		I am opposed to this project.	Please work on connecting the bike lanes and pedestrian walkways that already exist to make biking a good substitute for driving.
Parker - SH-83 and Main St. Roadway Operational Improvements - Preconstruction				
Comment Map	S. Salter		I support this project.	I take this intersection frequently, and it could definitely use some improvements with the turn lanes.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Jefferson County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	AQ/MM	10	100%	0%	0%
Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	STBG	1	0%	100%	0%
Golden	Golden Free Transit Program	AQ/MM	13	85%	0%	15%
Golden	US-6 & Heritage Rd. Multimodal Grade Separation - Preconstruction	STBG	1	100%	0%	0%
Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	STBG	13	100%	0%	0%
Lakewood	Morrison Rd. Path	AQ/MM	0	N/A	N/A	N/A
Lakewood	Sheridan Blvd. Path: Jewell Ave. to Iowa Ave.	AQ/MM	5	80%	20%	0%
Lakewood	Wadsworth Blvd. Path Improvements	AQ/MM	2	50%	50%	0%
Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	STBG	9	78%	22%	0%
Wheat Ridge	35th Ave. Multimodal Improvements: Sheridan Blvd. to Wadsworth Blvd.	AQ/MM	13	85%	15%	0%
Wheat Ridge	Tabor St. Multimodal Improvements: Clear Creek to I-70 Frontage Rd. North - Preconstruction	AQ/MM	5	100%	0%	0%
Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	AQ/MM	6	100%	0%	0%
<b>Total:</b>			<b>78</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Jefferson County Subregion

TIP Application Comments as of 2/22/2023 - Jefferson County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Arvada - 64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way				
Comment Map	Allen Cowgill		I support this project.	This would be great to have more multimodal connections along this dangerous street. I applaud the planners for stressing LOS for bikes and pedestrians.
Comment Map	Ian Harwick	Resident of Arvada and RTD District L board member.	I support this project.	This is a great way to connect Arvada and Jefferson County with even more great multi-use trails.
Comment Map	Jadwiga Brown		I support this project.	As a citizen of Arvada I am enthusiastically supporting the project that will improve safety and connectivity for bikes, pedestrians, and all users.
Comment Map	Jesse Dubin		I support this project.	
Comment Map	Jim Arndt		I support this project.	I support bicycle and pedestrian projects.
Comment Map	Keith Reed		I support this project.	
Comment Map	Lydia Meyer		I support this project.	This is a great plan for keeping cyclists and pedestrians safe.
Comment Map	Shelley Cook		I support this project.	As detailed in the application, this project will facilitate connectivity to numerous key regional destinations, including the Jeffco Schools athletic fields. In addition, it will potentially provide a connection for first and last mile travel to the Route GS, once that route is restored per RTD's SOP.
Comment Map	Terri Binder		I support this project.	
Comment Map	Zac Brown	Realtor with RE/MAX ALLIANCE.	I support this project.	I believe this project will make it safer for our residents to enjoy nature and exercise, to get the full value of our community.
Golden - 44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction				
Comment Map	Lexi B	N/A	I have concerns about this project.	What is this project? Will this RTD connect to the W line or g line or others? Please maintain Clear Creek Bike path, it is widely utilized. Please make CC path a safer connection along Easley road that connect to North Table / fairmont trail.
Golden - Golden Free Transit Program				
Comment Map	Andy C	N/a	I support this project.	I used to take the W from downtown Denver to JeffCo Govt center many times a week to visit my significant other—it was always a total shame and confusion how far away and strange it was to try and get from the W stop to downtown Golden. Now, living along the W in Denver, when we want to go to downtown Golden, we drive, and I know there are better ways! This seems like it could be a great first/last mile connection!
Comment Map	Bruce Perry		I support this project.	This is a good idea. Right now the Jeffco W-Line station is isolated from other transit and inaccessible from downtown Golden. This will allow people who live or work in downtown Golden to access RTD's rail services. This should only be a stopgap measure though - W-line should be extended to 19th/School of Mines and G-line should be extended to Ford street
Comment Map	Jadwiga Brown		I support this project.	Expanding public transportation connectivity for all user is a great idea, especially for people who solely depend on public transit.
Comment Map	Lawrence		I support this project.	It is almost comical that two lines stop just shy of actually getting into downtown Golden. Barring actually entending the lines into Golden, having a convenient way to get from the terminal stations to downtown would be great. The current best way to get to downtown Golden from the W line is to transfer to a bus at a station a few away from Golden - not at all intuitive.
Comment Map	Leighton Moreland		I support this project.	I think this is a great idea that will fill a huge gap in the network in the area! I regularly go to the Colorado Railroad Museum and I live near the Ward Rd station. A bus connection to the museum is something I would regularly use and I think many of the tens of thousands of visitors a day would use!
Comment Map	Mark Hettig	individual	I support this project.	love this please support our existing transit investments
Comment Map	Mike A		I support this project.	
Comment Map	Richard Bamber	Greater Denver TraNSIT	I support this project.	If coordinated correctly with train arrivals at Wheat Ridge / Ward & JeffCo Government Center stations (buses leave 3 mins after trains arrive, can wait an additional 3 mins as a courtesy), this project could be game changer in terms of transit links to & around Golden. Some of the budget must be spent on cross-marketing with RTD services including combined bus / train maps & schedules placed at the rail stations & major stops in Golden.
Comment Map	Shelley Cook		I support this project.	This could be a hugely important and impactful project. Not only would it provide first and last mile connectivity to Golden residents who need to take the W and G Lines, it sounds like it would be possible for folks in other communities served by the two rail lines to get to work and services at Coors, Jeffco Government Center, School of Mines and (if it stops there) at the Coors Tek center -- all major employers. I know that a large number of Arvada residents work at these sites, for example, and am sure the same is true for other nearby communities.
Comment Map	Terri Binder		I support this project.	This project will not only give riders a much needed option for fast, efficient and reliable transit at the G Line Commuter Rail Ward Road Station, but will connect riders to work sites along the line as well as Olde Town Arvada and Denver Union Station. After investing in rail throughout the Metro Area we need to make better use and offer riders options other than their cars. I believe this project will do just that.
Comment Map	Zac Brown		I support this project.	Great idea to expend public transit connectivity.
Comment Map			I am opposed to this project.	Until RTD can get safety under control, nobody will really want to use it to go to/from Golden. The W Line is consistently empty. There are other projects that offer more to folks who live in this region.
Comment Map		N/A	I am opposed to this project.	I agree with previous comments that discuss safety / access on the W line. Should extend W line to downtown golden if you would like to increase ridership. If these dollars are county-based, I think a similar program would be widely utilized if instead directed towards connecting to residents to the G-line in Olde Town Arvada. The Olde Town station is much more utilized and centrally located - I think a lot more resident would use it if there was a small hub and spoke model of bus service that connects surrounding neighborhoods (and amenities, like Walmart, Costco, etc) to olde town arvada.
Golden - US-6 & Heritage Rd. Multimodal Grade Separation - Preconstruction				
Comment Map	Bruce Perry		I support this project.	This project will better connect the Golden communities southwest of 6 with the main part of town. it will also remove a major bottleneck and improve traffic flow. Plans should be made with the idea in mind that the W-line will be extended further toward Colorado School of Mines.
Jefferson County - Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids				
Comment Map	Allen Cowgill		I support this project.	Our family has biked up the first segment of the Peaks to Plains trail just outside of Golden. It is one of the most beautiful bike trails in the entire state of Colorado. Completing this would be a great way to honor now Senator Hickenlooper and his vision to have a trail to connect Denver to the mountains.

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Jefferson County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Bruce Perry		I support this project.	This is a great way to add recreation options for people in the Denver area. My concern is that the cost is too high. This trail should be built to a lower standard that still allows accessible recreation but isn't as fancy as the existing segments to save money to be used for projects that enhance safety and mobility rather than recreation. The recently completed segment at the mouth of the canyon is way nice than it needs to be in order to be functional.
Comment Map	CJ		I support this project.	
Comment Map	Conor Canaday		I support this project.	Although this is an expensive project, I support it to complete the major trail/attraction that it would become if linked through to the end destination.
Comment Map	Gregory Leichty		I support this project.	I support the continuation of this great trail.
Comment Map	Jake Cohen		I support this project.	
Comment Map	John Desmond	Denver resident	I support this project.	The first segment of this trail is fantastic. I support extending it further with the same level of great design.
Comment Map	Jose Castro	Denver Resident	I support this project.	I support this project. The Peaks to Plains trail has the opportunity to become one of the premier recreational trails in the area. This project should be given high priority so that it can be completed in a timely manner. This project helps achieve Denver's goals of sustainability, mobility, and accessibility. Please submit this project with a high priority for funding.
Comment Map	Keith Reed		I support this project.	Such an important project. With the rapid acceptance of ebikes, this trail will quickly become the preferred option for many metro residents to access the mountains.
Comment Map	KF		I support this project.	
Comment Map	Kirk		I support this project.	
Comment Map	Leighton Moreland		I support this project.	I look forward to riding on this trail!
Comment Map	Steven Trabert		I support this project.	This will be a fantastic resource once completed.
Lakewood - Sheridan Blvd. Path: Jewell Ave. to Iowa Ave.				
Comment Map	Allen Cowgill		I support this project.	This is a really dangerous section of Sheridan. Having path here would make it more dignified and safe for the large volume of people that walk and use transit along the corridor.
Comment Map	Casey Kulm		I support this project.	The fact that there isn't one already is kind of sad.
Comment Map	Chris Stuart		I support this project.	
Comment Map	Nico Knight		I support this project.	This project would add tremendous value to the safety of the neighborhood. I'm surprised this already doesn't exist, especially since of the high family foot traffic.
Comment Map	Kenyon Moon		I have concerns about this project.	I support this project, but (1) it has to connect to the nearby multi-use trail, and (2) why only this segment of Sheridan? Sheridan has miles of deadly ROW, why is only this one small segment being treated?
Lakewood - Wadsworth Blvd. Path Improvements				
Comment Map	Kevin Schwandt	Reclaim Dentistry	I support this project.	Big support for this project! As a business nearby, excited to see this highly trafficked area revamped. That and I'm a biker and I'm immensely excited for the pedestrian connection to Clear Creek.
Comment Map	Kenyon Moon		I have concerns about this project.	Anything that stands a chance to reduce reckless driving on Wadsworth and improve the pedestrian experience gets a yes from me - but why only this one short segment? This doesn't even fill the entire single neighborhood, never mind the interchange with Hampden or the other miles of dangerous stretches of Wadsworth.
Lakewood - West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.				
Comment Map	Allen Cowgill		I support this project.	There is a massive population of low income residents that can not afford a car and rely on transit that lives along this corridor. Any improvements made will have an immediate impact to their safety and dignity. It is one of the more dangerous roads in the metro area and any improvement would help massively with safety.
Comment Map	Andy C	N/a	I support this project.	I live at Vrain and Colfax within Denver; I practically never consider walking west into Lakewood, even though there are cool shops, parks, and a new friend of mine lives just W of Sheridan on Colfax. Any way to make the walk down Colfax more comfortable and safe has my support!
Comment Map	Casey Kulm		I support this project.	As someone that lives a couple blocks from this stretch, and walks it frequently, I can attest to the need for far more safety improvements than what is being suggested here. By all means proceed with this project, but there is currently far too little foot space / bike space given to the large amount of people getting around outside of a car in this stretch.
Comment Map	Isabel Cruz		I support this project.	These improvements are sorely needed in our area and would be a great investment in improving safety and better mobility in Lakewood! West Colfax has so much to offer yet the long gaps between safe crossing opportunities, low lighting, and other issues make it difficult to navigate the corridor safely. Improving landscaping and lighting is an important step to make advancements in safety and comfort for pedestrians, cyclists and others who use the corridor already and to encourage more people to access this stretch without a car. This area is also well positioned with access to bus and light rail transit options and bike paths, so improvements to safety and usability would go a long way to increase multimodal transit uptake (and improve the quality of life for people like me who already access this corridor regularly by walking, rolling, and riding!).
Comment Map	Mike A		I support this project.	Please place boulders or plant trees to physically protect pedestrians
Comment Map	Ryan Frazer		I support this project.	This stretch of Colfax has a lot of businesses and a growing population of folks who walk along or across Colfax to access businesses and homes. Two important bike routes also cross Colfax (Pierce and Harlan). Starting in 2023 there will probably be significantly more motor vehicle traffic owing to Casa Bonita's reopening; therefore improving lighting and the landscape to make walking safer and more pleasant will be a huge help to the people who live and work in the West Colfax neighborhood.
Comment Map	Bruce Perry		I have concerns about this project.	I am an Edgewater resident and I need to walk across this stretch of Colfax to reach the W line. More lighting would be good, but really what is needed is more safe pedestrian crossings. Right now the marked crossings of Colfax are half a mile apart at Sheridan, Harlan, Pierce, and Wadsworth. It's not reasonable to expect people to walk half a mile out of their way just to cross the street. People will continue to cross at unsanctioned intersections unless more safe crossings are added. Pedestrian safety needs to be prioritized given how deadly W Colfax is for pedestrians.
Comment Map	Paul Donegan		I have concerns about this project.	I fully support efforts to improve the safety and enjoyment of pedestrians along this corridor, but I think this project should also be laying the groundwork for improved transit (perhaps BRT or dedicated bus lanes). The combination of the two will make this corridor more pleasant for all users and serve area residents regardless of how they get around. I would also support reducing the number of lanes dedicated to vehicle traffic (matching what is done on the Denver side of Sheridan).
Wheat Ridge - 35th Ave. Multimodal Improvements: Sheridan Blvd. to Wadsworth Blvd.				

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
Jefferson County Subregion

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Comment Map	Allen Cowgill		I support this project.	Our family bikes down 35th Avenue all the time from Denver. it would be great to have the 35th Avenue bikeway extend across Sheridan into Wheat Ridge. We love going to businesses and parks in Wheat Ridge, and this would make the experience a lot safer and more comfortable.
Comment Map	Bruce Perry		I support this project.	I support adding bicycle infrastructure along this corridor - I live in Edgewater and cycle here regularly to get over to shops on Tennyson. This corridor provides a strong east/west alternative for cyclists to taking 38th, which is too inhospitable to multi-modal users. This would connect to the 35th bikeway on East side of Sheridan. But please adopt strong traffic calming infrastructure not just sharrows, some of the recent installations in Denver are almost useless. I'll add we could also use a better north-south bike route through this part of Wheat ridge
Comment Map	David Kider		I support this project.	This extension to the bikeway is much needed and will make my trips along this route safer.
Comment Map	Demian Baum		I support this project.	
Comment Map	Jesse Dubin		I support this project.	
Comment Map	John DiMattia		I support this project.	Excited to see traffic calming improvements on this route as a cyclist who lives nearby and rides the route. Sharrows don't do anything so looking forward to seeing physical infrastructure to slow or re-route cars.
Comment Map	Josh Montague		I support this project.	This is a heavily used bikeway that suffers from under-investment. This would be a high impact project making the west suburbs and NW neighborhoods of Denver much more interconnected for bike traffic.
Comment Map	Kurtis		I support this project.	
Comment Map	Mike A		I support this project.	I would like to see this expanded to include physical barriers to protect bikes and pedestrians
Comment Map	Ryan Frazer		I support this project.	I regularly use 35th Ave. in Wheat Ridge to bicycle to and from work, and to access the Clear Creek Trail on bikes with my family. I am excited to see what improvements could be made to make this street comfortable for all users.
Comment Map	Travis Tempe		I support this project.	While I support the project, there must be additional efforts to protect cyclists on shared streets. Every intersection with a stop sign on 35th should be an all way stop.
Comment Map	Alejandra X. Castañeda	Pedestrian Dignity	I have concerns about this project.	If these improvements will be multimodal, then they should include traffic calming elements and the addition of sidewalks/rollways plus protected bike lanes. Sharrows have been shown to make conditions more dangerous for people on bikes. This section of W35th Ave has a lot of road space to fairly allocate it to all mobility types taking into consideration that people moving outside of a motor vehicle need additional protection. Thank you.
Comment Map			I have concerns about this project.	Improvements that allow neighborhood traffic to flow regardless of traffic should be welcomed, but people have been killed - recently - on this stretch of Sheridan and the memorials to them hit by cars, sometimes multiple times. I certainly support multi-modal improvements but I am skeptical of the nature of improvements that do not address the elephant in the room -- the fact that Sheridan is and continues to be a deadly thoroughfare.
Wheat Ridge - Tabor St. Multimodal Improvements: Clear Creek to I-70 Frontage Rd. North - Preconstruction				
Comment Map	Allen Cowgill		I support this project.	There are not many good connection from the Clear Creek trail in this part of Wheatridge going North towards Arvada. This would be a welcome improvement.
Comment Map	Bruce Perry		I support this project.	This project will make it much easier to access the wheat ridge and ware RTD station by bike. This is important with the new development going on near the 58 and 70 interchange.
Comment Map	Jesse Dubin		I support this project.	
Comment Map	Kenyon Moon		I support this project.	Getting around within the neighborhoods here by bike is challenging, and crossing I70 even more so. This will make it much easier to utilize the G-line when coming in and out of the neighborhood and accessing the Clear Creek Trail from the neighborhood. Driving less than a mile in order to walk several miles on the trail has always seemed silly, especially with as little parking as there is at trailheads, parking that should rightly be available for people coming from a further distance to enjoy the trail and commercial/business/restaurants near it.
Comment Map	Shelley Cook		I support this project.	This project will improve bike and pedestrian access to the G Line at Wheat Ridge Ward station.
Wheat Ridge - Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.				
Comment Map	Allen Cowgill		I support this project.	This is a great connection for Applewood and Wheatridge.
Comment Map	Bruce Perry		I support this project.	
Comment Map	Demian Baum		I support this project.	
Comment Map	Jesse Dubin		I support this project.	
Comment Map	Kenyon Moon		I support this project.	At face value, I like this project. Access to the various neighborhood shops in this corridor to/from Clear Creek Trail has long been a sore point. This will also make it much more practical to take the bike on the bus and ride the trail back to town (or vice versa) as the turn-around point for several lines is in the Appelwood shopping center there.
Comment Map	Leighton Moreland		I support this project.	

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
SW Weld County Subregion

Sponsor	Project	Track	Total Comments	% Support	% Concerned	% Opposed
Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	STBG	4	25%	0%	75%
Erie	Erie FlexRide Service	AQ/MM	5	40%	60%	0%
Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	STBG	0	N/A	N/A	N/A
Erie	SH-52 Intersection Safety Improvements: WCR 3, WCR 5, WCR 7, and I-25	STBG	0	N/A	N/A	N/A
Frederick	WCR 13 and WCR 20 Intersection Operational Improvements	STBG	0	N/A	N/A	N/A
Longmont	WCR 26 Multiuse Trail	AQ/MM	1	100%	0%	0%
Mead	Town of Mead Trails and Open Space Master Plan	AQ/MM	0	N/A	N/A	N/A
Thornton	168th Ave. and Colorado Blvd. Roundabout - Design	STBG	2	0%	0%	100%
<b>Total:</b>			<b>12</b>			

Public Comment Summary for 2024-2027 TIP Subregional Share (Call #4) Applications:  
SW Weld County Subregion

TIP Application Comments as of 2/22/2023 - SW Weld County Subregional Forum				
Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Broomfield - SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities				
Comment Map	Arthur Enns	Homeowner on Colorado National Golf course	I support this project.	We need to widen CO-7 to a full 4 lines and get rid of the lane changes without notice (as happens at the Childrens Hospital). This continues to be put off as not necessary improvements but with the number of cars every day it is more than due!
Comment Map	Allen Cowgill		I am opposed to this project.	Widening this road will increase VMT, GHG, and ultimately result in an more unsafe road by widening it. This project will increase VMT and a road widening will lead to a more unsafe road and go against climate goals.
Comment Map	Keith brooks		I am opposed to this project.	Road widening doesn't work, spend the money on literally anything else Road widening is a vestige of a 1950s car centric planning mentality and will make our community less safe all for the benefit of entitled drivers
Comment Map	Will silvia		I am opposed to this project.	Road widening will increase carbon emissions, spending should focus on transit and low carbon options.
Erie - Erie FlexRide Service				
Comment Map	Allen Cowgill		I support this project.	Great to see direct funding for transit services.
Comment Map	Josh		I support this project.	Please consider pedestrian and bike safety and connectedness when considering all projects!
Comment Map	Lara		I have concerns about this project.	I support this project as we definitely need more public transit options in Erie, but want to make sure it actually satisfies constituents needs. There are only a handful of morning and afternoon buses that go to Boulder... nothing that runs continuously or on Sundays... which is not condusive to many folks lifestyles. Also, it would be great to have a routine public transit option that goes from Erie to Lafayette... and then a bus that routinely goes to the furthest north subway stop in Thornton.
Comment Map	Heather		I have concerns about this project.	Erie needs all the roads wider; especially Highway 7 and Erie Parkway to I-25. It can take 30 minutes, to go a few miles during peak times. How about a bike trail from Erie to Boulder, as Baseline and Arapahoe Roads from Erie to Boulder are still only one lane, and traffic is a nightmare in those directions too? When all this growth happens, how come the cities never widen the roads?
Comment Map			I have concerns about this project.	Our first priority should be to widen Baseline/Highway 7. I dont see that project here. Broomfield, especially, is building in every piece of land the city oversees and nothing has been done to make 7 serviceable.
Longmont - WCR 26 Multiuse Trail				
Comment Map	David Schwartz		I support this project.	This would be a useful link in making the State Park more safely accessible and useable, expanding a regional network of trail connections between open space.
Thornton - 168th Ave. and Colorado Blvd. Roundabout - Design				
Comment Map	Brian McWilliams	Taxpayer	I am opposed to this project.	I drive this intersection at least once a week. There is no delay, with a maximum of 3 vehicles waiting a the stop sign. If the concern is that future growth might impact the intersection, then that future growth needs to pay for the upgrade. Without traffic studies that show an immediate need, asking for 1.3M for just the design seems way too high for the limited funds available to the overall pool. The money can be spent within the immediate area to provide more impact to the surrounding community.
Comment Map	Cindy Bezjak		I am opposed to this project.	Not Cost effective.