

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>			

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 DOT'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 Leichy		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! 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 wish 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.
Comment Map	John DiMattia		I support this project.	This project will foster equity, reduce greenhouse gas emissions, improve safety and reduce fossil fuel dependence. 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 Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.

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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 work downtown say. Prioritizing buses and safety for bikes allows folks to see demonstratable 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 Leichy		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!
Comment Map	John Connor		I support this 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!
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.
Comment Map			I support this project.	These improvements will help bikes get past sections of 15th Ave that are currently too dangerous.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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	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, engagable 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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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 Leichy		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.
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.	

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	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!

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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 drog 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.
Comment Map	Ian McGinnis		I support this project.	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	Jake Cohen		I support this project.	The Colfax BRT is a great project and I'm excited to use it.
Comment Map	John Connor		I support this project.	This project should be very high priority and will dramatically address east-west capacity.
Comment Map	John Desmond	Denver resident	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	Jose A. Castro	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.
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.
Comment Map	KF		I support this project.	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	Kurtis		I support this project.	This project needs to be implemented ASAP. YES.
Comment Map	Lani Rush	Unaffiliated	I support this project.	This is one of the most important planned transportation projects in Denver and should set the standard for the future. 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/125 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!



Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.
Comment Map	Mike A		I support this project.	This should be a top priority, fast-tracked 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.
Comment Map	Rob Toftness		I support this project.	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	Ryan Frazer		I support this project.	This project should be very high priority
Comment Map	Travis Tempel		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	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.

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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.
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		Have Concerns	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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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 ogf 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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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 Leiechty		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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
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 Peña Blvd traffic off the highway. Once everyone is settled onto the Peña 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 Peña 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 Peña 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 Peña 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 Peña has gotten so congested and slow I dread taking it.
Comment Map	Derek Phillips	Denver International Airport	I support this project.	Peña 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 Peña.
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 Peña frequently. The entire route from the I-225/I-70/Peña interchange to the Peña/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 Peña presents a significant slowdown of traffic and adds significant delay to travel on Peña. 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 Peña is problematic. Often if I drive it's 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 my ability to be efficient. Also, the traveling public particularly if they are not local do not understand and anticipate that Peña is a bottleneck, and so it's 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 Peña 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. Peña 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 Peña 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. Peña tends to have delays due to volume that were never experienced in my first decade at the airport. Peña Boulevard needs to be addressed sooner rather than later. Thank you.
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, Peña Blvd will need to be expanded to service the traveling public and other customers/employees who use Peña 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 Peña 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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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	Suezann 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.
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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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/usable 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 parallel 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.
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 westward'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!



Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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 breathe 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.
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. 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.
Comment Map	Dan Cavallari		I am opposed to this project.	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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
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 kohlhadt		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.
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!

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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 Boulevard will not alleviate traffic and will only make congestion in the area worse. The A line exist and could be used to alleviate 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 than 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.
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 agreement 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!).

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Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
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.
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.

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Denver - Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction				
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.
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 & listing 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 & Peña & 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.
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.

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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 isn't 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 blatant 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 EMBARRASSED.
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>

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.
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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.
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.	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	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.
Comment Map	Mike Lynch	N/A	I support this project.	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	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.
Comment Map	Samuel Chesser		I support this project.	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	Scott Danenhauer President	Berkley Regis United Neighbors (Registered area RNO)	I support this project.	This would be a great addition to the area and make it much more pleasant to use
Comment Map	Shelley Cook		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	Shiju Thomas		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	Stacy Liles		I support this project.	This would be an excellent project to enhance walkability and safety of the neighborhood.
Comment Map	Suzana Talusan		I support this project.	Sidewalk badly needed through this stretch of Sheridan Blvd
Comment Map	Tyler Johnson		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!
Comment Map	Ute Boileau		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				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!



Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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.

Comment Type	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position
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 Leichthy		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