

**Summary of Written and Oral Testimony Received
2020-2023 Transportation Improvement Program (TIP)**

Project Name	TIP ID	Public Comments	Submitted By	Submitted Via	Date Received	DRCOG Comment
104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities	2020-033	Less widening of roads as it only leads to increased congestion.		Web map	6/18/2019	The TIP contains a balance of projects types, including bicycle/pedestrian, transit, and roadway operational improvements.
104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities	2020-033	The widening of 104th Avenue is another sensible project and is certainly required. With the amount of new residences and commercial activity on the rise, it is much more sensible to widen now than later.	Kyle Bradell	Web map	6/18/2019	Thank you for your comment.
104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities	2020-033	Widening of the road will only increase traffic (induced demand) and create more safety issues. Please make the area more accessible for multi-modal purposes.		Web map	6/18/2019	As part of this project, the City of Thornton plans to add adjacent shared-use paths.
120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	For 120th Avenue going east of Washington, I have no complaints about it except for one caveat: the price tag. \$11 million for about a mile or even less?	Kyle Bradell	Web map	6/18/2019	Thank you for your comment. Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
13th Ave. Corridor Multimodal Mobility Study	2020-069	For the 13th Avenue multimodal study, what exactly are you studying for \$500,000 from the tax box? Please, provide more details before wasting tax dollars that could be used elsewhere.	Kyle Bradell	Web map	6/18/2019	The study will include system planning, conceptual design, and a public outreach process for developing an enhanced multimodal corridor plan with special emphasis on pedestrian and bicycle travel.
16th St. Mall Rehabilitation: Market St. to Civic Center Station	2016-028	Think about biking connections downtown.		Web map	6/18/2019	Denver has a robust and established system of bike routes that connect to the 16th St Mall, including along Wynkoop, Lawrence, Arapahoe, Champa, Welton, Glenarm, Tremont, Court, and Cleveland.
16th St. Mall Rehabilitation: Market St. to Civic Center Station	2016-028	For 16th Street Mall, I am not sure why this is on the list as it has been approved in all but name. I do find it amazing though that it will cost \$113 million.	Kyle Bradell	Web map	6/26/2019	All projects that receive federal or state transportation funding are required to be included within the TIP.
88th Ave. Widening: I-76 to Hwy. 2 - Preconstruction Activities	2020-032	The widening of 88th Avenue is a sensible project and is needed considering the amount of freight traffic.	Kyle Bradell	Web map	6/26/2019	Thank you for your comment.
Active Transportation Wayfinding Pilot	2020-020	This can be a great asset and help us build a great biking infrastructure throughout the entire front range.		Web map	6/26/2019	Thank you for your comment.
Bridge St. & I-76 Interchange: Preconstruction Activities	2020-034	For I-76 and 160th Avenue project appears sensible. Building for the future.	Kyle Bradell	Web map	6/26/2019	Thank you for your comment.
Broadway Station and I-25 Safety and Access Improvements	2016-021	For the \$72 million modification at I-25 and Broadway, I am not sure what your ideas are considering there is light rail, freight rail, an interstate, a new apartment complex being built, and Santa Fe on the back side. What is your plan?	Kyle Bradell	Web map	6/26/2019	Project elements include the reconstruction of Broadway/Lincoln, Exposition, Ohio, and Kentucky, and a new SB I-25 flyover on-ramp to replace the existing left turns. Additional elements include paved parking, a bike path, sidewalks, modified traffic signals, and water quality features.

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C-470 Grade-Separated Trail over Acres Green Drive	2020-021	For the project of Acres Green Drive trail crossover, is the discussion around a tunnel or a bridge? Presently, this is not a high-profile concern. The best option is to have a bump in the road to slow & alert traffic along with flashing crosswalk signs.	Kyle Bradell	Web map	6/26/2019	The project will construct a bridge to grade-separate the bicycle/pedestrian users.
Central 70	2016-003	For the reconstruction of I-70 between I-25 and Pena Boulevard, I am not sure why this is on the list as it is being worked on at this very moment.	Kyle Bradell	Web map	6/27/2019	All projects that receive federal or state transportation funding are required to be included within the TIP.
Colfax Ave. Multiuse Path: I-70 to Poppy St.	2020-024	Great idea		Web map	7/8/2019	Thank you for your comment.
Colfax Ave. Multiuse Path: I-70 to Poppy St.	2020-024	The sidewalk along Colfax by I-70 looks reasonable. As long as no lanes are taken away, then this project is good.	Kyle Bradell	Web map	7/8/2019	The project will construct a shared-use path to the north of the roadway without taking any travel lanes away.
County Line Rd. Capacity Improvements: Broadway to University Blvd.	2020-035	Why this section of County Line Road has never been expanded is beyond me? Expand it as soon as possible in order to keep the traffic flow & safety up while keeping congestion down.	Kyle Bradell	Web map	7/8/2019	Thank you for your comment. Construction is currently projected to begin in 2023.
Downtown ADA Sidewalk Connections	2020-015	For Nederland, I cannot imagine that it costs \$1.5 million to construct a new ADA path. As such, the Town of Nederland and Boulder County should pay for the entire cost.	Kyle Bradell	Web map	7/10/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East	2020-057	Continuing with Dry Creek Road, the extension from I-25 to Inverness Drive East is a sound decision to make. The discussion on the new left turn lane for direct access to Dry Creek Station, I am not sure this would be a prudent project to go-ahead with.	Kyle Bradell	Web map	7/10/2019	Per the application, westbound Dry Creek Road drivers destined for the Dry Creek LRT Station currently must make a U-turn movement at the Chester Street signal to access the right-in-only driveway from eastbound Dry Creek Road. This westbound U-turning traffic often conflicts with the heavy northbound Chester Street right turning movement, creating a relatively short (under 300-foot) multi-lane weave section. This project will eliminate the need to make a U-turn at the Chester Street signal to access the LRT station from the east.
Evergreen Lake Trail Improvements	2020-025	Almost \$4 million to reconstruct a path that is less than a mile? That's worse than the Clear Creek Canyon sidewalk project. I'm sure costs can be controlled on this project. In addition, as this is a very local project, Jefferson County should pay for it	Kyle Bradell	Web map	7/10/2019	Per the application, drainage, runoff, and erosion issues have created the need to reconstruct the existing trail for safety reasons.
FLEX Route Extension: Boulder to Longmont	2016-011	For the FLEX routes, whatever happened to the promise by RTD and the area governments of using tax dollars to implement rail service in the northwest corridor? It seems that you are stealing Peter to pay Paul with this program.	Kyle Bradell	Web map	7/10/2019	Northwest Rail is still a FasTracks project. The FLEX Route Extension does not replace it.

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Front Range Trail Study	2020-073	A trail in this area would be great to create safe cycling opportunities away from traffic. However, this needs to be kept well away from Rocky Flats.		Web map	7/10/2019	The study will address the locations to place any future infrastructure.
Front Range Trail Study	2020-073	This is exciting, would receive both commuter and rec use, and potentially reduce vehicle traffic on 93.		Web map	7/10/2019	Thank you for your comment.
Front Range Trail Study	2020-073	Front Range Trail Study is a good idea. However, SH-93 should be expanded as a full fledged highway. This highway is quite crowded and needs to be expanded for safety reasons as well as to reduce congestion. Both the trail and 93 should be built together.	Kyle Bradell	Web map	7/14/2019	At this time, no known SH-93 capacity improvements are planned.
Greenway Trail: CR-37 to Stagecoach Ave.	2020-028	For the Greenway Trail up in Lochbuie, why does it cost almost a million tax dollars? It is just a drainage canal? Also, why is this project on this list? It is a very local project and seems like the Town of Lochbuie should pay for it.	Kyle Bradell	Web map	7/14/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Havana St. Transit Improvements: Montview Blvd. to Dartmouth Ave.	2020-046	For Havana Street from Montview all the way down to Dartmouth regarding transit improvements, most of it seems appropriate. HOWEVER, if you intend to take a lane away from each direction for the busses, then that would be a foolish mistake.	Kyle Bradell	Web map	7/14/2019	The project will not remove a travel lane.
High Line Canal Trail: East Colfax Ave. to I-70	2020-008	High Line Canal Trail at East Colfax and I-70. Wow! What a waste of nearly 5 million tax dollars. I am all in support for trails in the city. However, this seems out of whack.	Kyle Bradell	Web map	7/14/2019	The project consists of utility, culvert, and crossing constraints that are necessary that add to the cost.
High Plains Trail/Cherry Creek Trail Connector	2020-003	For the High Plains Trail & Cherry Creek Connector, \$7 million to build a bridge/tunnel under Parker Road and then straight out over the county line? Really? This connector must be built with gold then at that price.	Kyle Bradell	Web map	7/14/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Hokestra Trail Pedestrian Bridge	2020-030	I do not understand what the Hoekstra Trail Pedestrian Bidge has to do with this list. It appears to be a very local project and seems like Weld County is attempting to get as much free tax money from other government entities to pay for the project.	Kyle Bradell	Web map	7/14/2019	The project fills in a gap with a regional trail facility.
HOP Transit Service Expansion	2020-048	For the HOP service, I take it that it is \$13 million for just three years of expanded service. Are there no bus services no that traverse the route from downtown Boulder to the business parks on the east side of town?	Kyle Bradell	Web map	7/14/2019	Per the application, the City will purchase two more electric vehicles with this project. The expansion would provide high frequency local connections to regional travelers connecting from Boulder Junction on Routes FF4 and BOLT, providing important first and final mile connections for people traveling to east Boulder from US 36 corridor communities and Denver during off peak times when FF6 service in unavailable, and for people traveling from Longmont, Niwot, and Gunbarrel.

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I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	2020-061	At the I-25 and Alameda interchange, a three lane road going westbound from Santa Fe to meet up with the current three lane road after Kalamath would prove helpful for the congestion in that area.	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.
I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	The Dry Creek entrance to I-25 is a sound idea and a project that needs to be started quickly. With the amount of businesses and residences being added in and around the Top Golf area, an additional lane would be welcomed.	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.
I-25/Lincoln Ave. Traffic and Mobility Improvements	2020-062	The intersection of I-25 and Lincoln Avenue appears to be fine for now. However, I do think some kind of a flyover will be required shortly from westbound Lincoln to northbound I-25 before Havana Street.	Kyle Bradell	Web map	7/14/2019	The project includes the study of future traffic and mobility options in the location.
I-270 Corridor Environmental Assessment	2020-068	For I-270, do we really need to spend \$5.3 million for a study to see if anything has to be done? Barely anything has changed since the initial construction in the late 1960s and the second phase in 1999. I have much to say on this corridor.	Kyle Bradell	Web map	7/14/2019	The planned environmental study is the necessary first step that will guide future improvements.
I-76/Baseline Rd. Interchange Signalization	2020-054	For I-76 and 168th Avenue project, just like its sister a mile south, appears good. Building for the future.	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.
Industrial Ln. & Nickel St./Commerce St. Intersection Operational Improvements: Design	2020-050	For this intersection, it will have to be constructed properly. If RTD actually follows through with its promise to build a rail line to Boulder, either the crossover will have to be severed or an elongated overpass will have to be constructed.	Kyle Bradell	Web map	7/14/2019	The project will be designed to meet all federal, state, and local guidelines.
Industrial Ln. Bikeway Phase 2: Design Only	2020-019	If Broomfield County wishes to have a bikeway built, why does it cost \$768,000 just for the design phase? Also as Broomfield County is the sponsor, they should be the ones to pay for it all rather than ask the federal gov't to pay for almost all of it.	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.
Inverness Dr. West Bicycle and Pedestrian Facilities	2020-011	Inverness Drive West does not require any new pedestrian or bicycle "facilities". There are sidewalks on both sides of the road for pedestrians to use. For those that wish to bicycle at a faster pace, Inverness Drive West is a two lane road each way.	Kyle Bradell	Web map	7/14/2019	Per the application, by providing a dedicated bicycle facility where cyclists currently have to mix with either automobile traffic or pedestrians, the project will enhance safety for all users of the transportation system.
JC-73: SH-74 to Buffalo Park Rd. Operational Improvements	2020-066	This section being studied & discussed I do agree that improvements should be made as so many people visit this area in the summer. However, the costs again. \$12.5 million to reconstruct it? It better be built in gold & last for fifty years at the minimum	Kyle Bradell	Web map	7/14/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.

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Micro Transit Service & Mobility Options: North I-25 Area	2020-045	This Micro Transit Corridor along I-25, what is your plan? To have shuttles pick you up at Park N Rides? Or add a BRT lane? Or what? What does "underserved workforce needs" mean? Will this truly be good use of 2 million tax dollars?	Kyle Bradell	Web map	7/14/2019	Per the application, the service would initially entail an 8-9-mile deviated fixed route 'loop', anchored by RTD's Wagon Road Park & Ride (P&R) at 120th Avenue. The service would first focus trips from the P&R to the four employment anchors at 144th & I-25 based on prevalent shift work start and end times, 7-days a week.
Midway Blvd. Multimodal Corridor Action Plan	2020-044	There is not much room to maneuver as there are homes right on the main road to 287. I think the easiest solution is to purchase the homes that have driveways on Midway as they come up for sale. Then once they have been purchased, tear them down and pave.	Kyle Bradell	Web map	7/14/2019	Part of the project includes studying potential issues for future infrastructure locations.
Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	2020-010	The proposal to build a pedestrian bridge over Parker Road is good sense to the redevelopment of the commercial land on the other side from Nine Mile Station. However, I question the cost. \$7.5 million, really? It must be built with gold at that price.	Kyle Bradell	Web map	7/14/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Oxford Ave. Pedestrian Bridge	2020-012	This is an important project to improve safe bike-ped connections to transit.	C Townley	Web map	7/14/2019	Thank you for your comment.
Oxford Ave. Pedestrian Bridge	2020-012	For the bridge over Oxford Avenue, I am not sure what you are wishing to do as there are no trails in the immediate vicinity. The only thing I can come up with is that this is to provide a	Kyle Bradell	Web map	7/14/2019	Trail connections will be built as part of this project.
Parker Rd. Multi-Use Trail/Sidewalk: Twenty Mile Rd. to Hess Rd.	2020-023	As a resident of Parker who lives just a short distance from this location, I question the basic need for it. There is a walking/bicycle trail along Cherry Creek that is very accessible and adequately serves the community for N/S transit.	Kory Nelson	Web map	7/14/2019	Per the application, this project will complete a missing segment for several existing and/or new residential and/or commercial developments under construction. Currently, pedestrian and bicyclists are required to utilize Parker Rd. to access this area. The proposed segment of trail will not only provide a safe connection, but will also allow access to the Cherry Creek Regional Trail system.
Parker Rd. Multi-Use Trail/Sidewalk: Twenty Mile Rd. to Hess Rd.	2020-023	I believe this is too busy of a location for the need of a trail/sidewalk. I frequent this road and do not see folks using the street to walk. They're frequenting the Cherry Creek Trail.		Web map	7/14/2019	See comment above.
Parker Rd. Multi-Use Trail/Sidewalk: Twenty Mile Rd. to Hess Rd.	2020-023	In regard to the Parker Road multi-use trail construction from Twenty Mile Road to Hess Road, who in their right mind thought this was a great idea? Parker Road is a highway with drivers going 50 - 55 MPH on average.	Kyle Bradell	Web map	7/14/2019	See comment above.

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Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.	2020-063	As a resident of Parker, I am familiar with the S/B traffic jams exist every afternoon backed up from Lincoln. The nearby Pine Lane Elementary & Sierra Middle School also put a large # of vehicles on this road before and after school. This is needed.	Kory Nelson	Web map	7/14/2019	Thank you for your comment.
Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.	2020-063	For the project of Parker Road from Lincoln Avenue to Pine Lane, an overpass is the best solution to keep safety and travel time up while congestion down. This can be done as seen with Arapahoe Road and Parker Road overpass.	Kyle Bradell	Web map	7/14/2019	The construction of an overpass at this location is not planned as part of the application.
Parker Rd. PEL Study: Mississippi Ave. to Hampden Ave.	2020-070	I am not sure what study needs to be done considering new barriers were just constructed in the middle of Parker Road last year. That tells me that you wasted millions of tax dollars already and realize nothing has changed.	Kyle Bradell	Web map	7/14/2019	Per the application: to date, no substantive cumulative study for a vision and improvements has been performed for the Mississippi Avenue to I-225 section of the SH 83 highway. The study will identify the improvements necessary along the corridor to address existing and proposed multimodal operations, safety, mobility, congestion, accessibility (vehicular and transit), right-of-way preservation, and pedestrian/bicyclist connectivity, as well as how to accommodate future travel demands, transit ridership, and pedestrian/bicyclist demands that will occur as redevelopment continues within the corridor.
Parker-Quincy-Smoky Hill Intersection Operational Improvements	2020-056	I think when re-doing this intersection it would be wise to remove just a bit more of the road barrier from northbound Smoky Hill to provide additional lane space and ease congestion.	Kyle Bradell	Web map	7/14/2019	All project elements will be constructed using proper engineering guidelines.
Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	2020-002	We need to also get the bike path on the east side of the region along I-70 to connect all the way to the airport.		Web map	7/14/2019	Thank you for your comment.
Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	2020-002	For the Peaks to Plains Trail, this is a great idea. However, \$10 million per mile is rather outrageous. I am fully aware that this is in the canyon and costs will be higher. Either figure out a way to cut costs or take it off the docket for the present.	Kyle Bradell	Web map	7/14/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Rock Creek and Coal Creek Trail Connection	2020-014	Connecting our trails is vital. let's get our communities linked by safe, off road, bike facilities. There need to be good recreational trails but also paved and maintained trails that allow for cyclist commuters. Let's link the entire front range!		Web map	7/14/2019	Thank you for your comment.
Rock Creek and Coal Creek Trail Connection	2020-014	The Rock Creek and Coal Creek Trail Connection appears to be a very local project. Thus, I would recommend that Louisville and Boulder County use their own tax dollars for this project than request funds from Colorado.	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.

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Rock Creek and Coal Creek Trail Connection	2020-014	Excellent project, total support to it.	Norton, Community Bikes	Web map	7/17/2019	Thank you for your comment.
RTD T2 Comprehensive Plan	2020-005	When will Castle Rock have LightRail or Express Bus service to downtown Denver? It's about time we have grown from under 25K to over 70K in population since I moved to Castle Rock. When are you going to get us some relief on I-25?		Web map	7/14/2019	At this time, Castle Rock is outside of the RTD service boundary.
Santa Fe Dr. and Mineral Ave. Operational Improvements	2020-060	In regard to the Santa Fe & Mineral intersection, a quadrant road could be a solution as I presume this addition would extend S Platte River Parkway over Mineral & intersect as an on-ramp to southbound Santa Fe. The inside land can be used for RTD parking	Kyle Bradell	Web map	7/14/2019	Thank you for your comment.
SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities	2020-013	The proposed bikeway along SH 119 is one of the greatest potentials we have in the front range. This can aid commuting cyclists as well as touring bikers. Let's create a statewide network and make Colorado a great and safe place to bike.		Web map	7/14/2019	Thank you for your comment.
SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities	2020-013	Looks good! Complete this ASAP! All major roads and highways in Colorado should have a separated bike path. Next up US36 North from Boulder to Lyons.	Stephen, Boulder Bike Force	Web map	7/17/2019	Thank you for your comment.
SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities	2020-013	Necessary project to allow bike commuters to avoid contact with cars. I would suggest to have one or two shelters along the way maybe with a restroom. Suggest one bike highway to connect Lafayette to Boulder (via Baseline Road).	Norton, Community Bikes	Web map	7/17/2019	The SH-119 BRT enhancements project may include these types of amenities.
SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities	2020-013	I am fully in support of a bike path or separate bike lane similar to the one along HWY 36. I typically try and avoid 119 at all costs when cycling, but occasionally, especially where 63rd intersects with 119, I need to take it and have had close calls.	Vanessa L	Web map	7/17/2019	Thank you for your comment.
SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities	2020-013	Where I once rode my bike on SH 119, I avoid it most of the time now. This bikeway can serve a variety of needs from commuters to recreational cyclists as well as visitors as it becomes part of a statewide network.		Web map	7/14/2019	Thank you for your comment.
SH-119 BRT Enhancements	2020-001	BRT on SH-119. 46 million in tax dollars to pay for this? Something does not add up with this price tag. Would it not be wiser to take this \$46 million and put it towards the RTD rail line that was promised about 15 years ago to Boulder-area residents?	Kyle Bradell	Web map	7/14/2019	This project lays the foundation for future corridor-wide BRT.
SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Design	2020-040	SH-42 upgrades look reasonable as long as lanes for vehicles are not taken away. Main thoroughfares for any town cannot be constrained by "road diets".	Kyle Bradell	Web map	7/14/2019	The project will not remove a travel lane.

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SH-52 PEL Study: SH-119 to I-76	2020-075	SH-52 from Niwot to I-76. I am pleased to see someone is looking at this road. SH-52 can easily become the initial phase of the Front Range's Second Ring Road.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
SH-66 and WCR-7 Pedestrian Underpass	2020-029	I do not understand the purpose of an underpass for pedestrians at SH-66 just west of Weld County 7. Upon looking at a satellite map of the area, it shows that there is nothing there. So what is the purpose of this underpass at this time?	Kyle Bradell	Web map	7/15/2019	Per the application, the project will tie into the existing trail to the north, connect to the Liberty Ranch subdivision to the south, and provide a safe and efficient off-street commuter and recreational bikeway for the residents of Mead.
SH-66 Improvements: Hover St. to Main St.	2020-038	For SH-66, I think you should broaden the scope from about 1 mile to plan for future capacity from I-25 up to Lyons. It is the southeast entrance to Estes Park and RMNP and Longmont continues to grow.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
SH-7 and 119th Ave. Intersection Improvements	2020-042	\$10 million dollars to upgrade one intersection? I think BRT stations can be put on the back burner for now as I will assume most residents in that part of the metro would prefer to have the roads expanded to relieve congestion.	Kyle Bradell	Web map	7/15/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
SH-7 Preliminary and Environmental Engineering	2020-007	For State Highway 7 from Boulder to Brighton, PLEASE, expand this now before it is too late. For the most part, there is still a lot of open land along the highway that needs to be purchased so we can build for the future.	Kyle Bradell	Web map	7/15/2019	Capacity improvements are planned for portions of the corridor in the future using a mixture of federal, state, and local funding.
SH-7 Preliminary and Environmental Engineering	2020-007	This has the potential to be a great model for future projects providing transit beyond the traditional boundaries. Make this route useful for transit and bicyclists!		Web map	7/15/2019	Thank you for your comment.
SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053	Out in Bennett, I am not familiar with this interchange. However, it is good to see the Town of Bennett planning for the future. I say go for it considering there will be 20,000 new homes just to the west of the town that will be built.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	2020-064	Passing lanes are a MUST for this area as growth continues to move to South Douglas County.		Web map	7/15/2019	Specific improvement types and locations will be included as part of the study process.
SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	2020-064	SH-83 needs to have a complete overhaul like the Boulder Turnpike did decades ago. SH-83 must become a controlled access highway in order to plan for the future.	Kyle Bradell	Web map	7/15/2019	Specific improvement types and locations will be included as part of the study process, but no capacity improvements are planned on this corridor.
SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Operational Improvements	2020-051	When will Castle Rock have LightRail or Express Bus service to downtown Denver? It's about time we have grown from under 25K to over 70K in population since I moved to Castle Rock. When are you going to get us some relief on I-25?		Web map	7/15/2019	At this time, Castle Rock is outside of the RTD service boundary.

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SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Operational Improvements	2020-051	The main safety concern I have with this intersection is that there needs to no longer be a flashing/yield turn lane. It's too difficult to make the call on how fast someone coming off of the highway is traveling.		Web map	7/15/2019	Thank you for your comment.
SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Operational Improvements	2020-051	The intersection of SH-86 & Founders Parkway is the only artery between I-25 & SH-83 at Franktown. As such, the surest & safest solution is to build an overpass as seen at the intersection of Parker Road and Arapahoe Road.	Kyle Bradell	Web map	7/15/2019	At this time, an overpass is not included within the project scope.
Sheridan Blvd. Multimodal Improvements	2020-039	Where is the underpass supposed to go? There is already a pedestrian bridge over US-36. Now, making Sheridan better for the driver that is good as that interchange coming off of 36 can be difficult at times if the driver is not paying attention.	Kyle Bradell	Web map	7/15/2019	The underpass will be located under Sheridan Blvd., connecting the Park-n-Ride/BRT lot and the US-36 bikeway.
South Boulder Rd. At-Grade Crossing Improvements	2020-043	South Boulder Road pedestrian "crossing treatments"? Is this just simply painting a wide yellow strip across the road so everyone cannot mistake where the crosswalks are located? Or is this adding road bumps to calm the traffic down?	Kyle Bradell	Web map	7/15/2019	The project includes traffic signal and operational improvements such as curb extensions, refuge islands, crosswalks, and storage lane extensions.
Spruce Mountain Rd. Bicycle and Pedestrian Improvements: Perry Park Ave. to Town Hall	2020-022	For Larkspur's Spruce Mountain Road, there is no immediate need to use federal tax dollars for bicycle and pedestrian improvements. If the Town so desires to make improvements, local and county tax dollars should fund the project entirely.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
St. Vrain Greenway, Phase 13: SH-119 to St. Vrain State Park	2020-027	The St. Vrain Greenway Trail extension will cost \$3 million? Seriously?	Kyle Bradell	Web map	7/15/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Table Mesa Dr. Multiuse Path and Access Improvements	2020-016	You want to spend \$5.5 million on a simple path to get from one side of 36 to the other? This new multi-use path must be paved with gold.	Kyle Bradell	Web map	7/15/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Table Mesa Dr. Multiuse Path and Access Improvements	2020-016	This can be a very dangerous area for cyclists, especially as we move off the 36 bike path, onto Moorehead and into Boulder. Having access improvements would GREATLY improve the safety for all in the area. Especially as it is residential.	Vanessa L	Web map	7/17/2019	Thank you for your comment.
Traffic Signalization: Erie Pkwy. and WCR-7	2020-067	For the installation of a traffic light at Erie Parkway and Weld County 7, I am not familiar with this intersection. So I cannot say too much other than it better be done as I know Erie and the surrounding area keeps on seeing new residents.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
Transit Speed & Reliability on Federal Blvd.	2020-049	One solution to increase the overall reliability of Federal is to have every signal light timed. If you are thinking of transit relating to buses and having their own turn-offs, then, yes, that will help as well. What is "amenities"?	Kyle Bradell	Web map	7/15/2019	Transit amenities may include, but are not limited to benches, shelters, lighting, security, and landscaping.

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Project Name	TIP ID	Public Comments	Submitted By	Submitted Via	Date Received	DRCOG Comment
US-285 and Broadway Interchange Operational Improvements	2020-059	Please consider the bike/ped and drainage conditions along little dry creek located under this intersection.	C Townley	Web map	7/15/2019	Thank you for your comment.
US-285 and Broadway Interchange Operational Improvements	2020-059	For the Broadway and Hampden interchange, all the ideas appear good. Reconstructing the bridge is good idea for the next couple of decades. Extending the turn lanes - looks like there is room available.	Kyle Bradell	Web map	7/15/2019	Extending the turn lanes are part of the planned improvements.
US-285 Congestion Management Study	2020-078	For Hampden from I-25 to Lowell/Knox, this is another project that there is too much for me to discuss in this comment section. There is no need to study Lowell/Knox intersection to Santa Fe.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
US-287/120th Ave. Multimodal & Safety Study	2020-071	For US-287 and 120th Avenue, I am not sure what you have in mind. I know that you have already spent a couple million reconstructing the intersection at 120th and SH-128. You will have to elaborate what your general thoughts are on this road.	Kyle Bradell	Web map	7/15/2019	Per the application, the project will seek to understand the impact of changing traffic patterns, multimodal capacity, & safety. There also remain significant gaps in infrastructure for pedestrians and bicycles along the urbanized corridor that need to be addressed.
US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing	2020-018	\$650,000 for three bike shelters and marketing? Wow!	Kyle Bradell	Web map	7/15/2019	The project costs also supports operations.
US-36 Bikeway Extension: Superior to Broomfield	2020-017	Anything that would better connect the 36 bike way.		Web map	7/15/2019	Thank you for your comment.
US-36 Bikeway Extension: Superior to Broomfield	2020-017	\$1.3 million to construct a bike path along 36? I would recommend Superior and Boulder County use their own tax dollars to construct this than asking for federal tax dollars to pay for it.	Kyle Bradell	Web map	7/15/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
US-40 Complete Streets: Violet St. to I-70	2020-026	This is awesome! Fully support		Web map	7/15/2019	Thank you for your comment.
US-40 Complete Streets: Violet St. to I-70	2020-026	For US-40 between I-70 and Violet, these are good sensible upgrades.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
US-6/Heritage Rd. Interchange: Preconstruction Activities	2020-037	For US-6 and Heritage Road interchange, an overpass is the best solution. Technically, we could extend the controlled access of US-6 all the way into Golden.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Along Vasquez Boulevard and up the road on US-85 to I-76 needs a complete overhaul. This would be part of the expansion of I-270. However, US-85 from 70 to 76 would become a controlled access highway in order to facilitate the flow of traffic.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
US-85 PEL Study: C-470 to I-25	2020-006	For Santa Fe from I-25 down to C-470, this is a no-brainer. There is no need to take 3 million tax dollars just to study this important artery of the south Denver metro area. As a kid, I always wondered why this particular road was not a highway like I-25	Kyle Bradell	Web map	7/15/2019	Per the application, no substantive cumulative study for a vision and improvements has been performed on this roadway.

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US-85/120th Ave. Interchange: Preconstruction Activities	2020-031	In regard to US-85 and 120th Avenue, this idea should be scrapped for something better. From I-76 to the north side of Brighton, US-85 should become another controlled access highway.	Kyle Bradell	Web map	7/15/2019	Thank you for your comment.
US-85: Cook Ranch Rd to Meadows Pkwy Widening	2001-154	Thank you for considering this improvement to help ease congestion since the Sterling Ranch community was built. It is much needed for the safety of drivers in Douglas County.		Web map	7/15/2019	Thank you for your comment.
US-85: Cook Ranch Rd to Meadows Pkwy Widening	2001-154	This road needs bike lanes, too.		Web map	7/15/2019	If multimodal infrastructure was to be included, it would be during the design phase.
US-85: Cook Ranch Rd to Meadows Pkwy Widening	2001-154	The expansion of US-85 has been discussed, amended, and adopted ad nauseam since 2000. Either you expand the highway or you drop it completely as I do not foresee any government entity having the leadership to execute the expansion.	Kyle Bradell	Web map	7/16/2019	Thank you for your comment.
Wadsworth Blvd Widening: 35th Ave to I-70	2016-020	For the Wadsworth expansion, this is good. However, \$45 million to do it? I am sure there are somethings in there that can be taken away such as landscaped center medians; 8-10 foot sidewalks on both sides.	Kyle Bradell	Web map	7/16/2019	Each project is unique in terms of the improvements needed to properly construct within all federal, state, and local laws.
Ward Rd./BNSF Grade Separation: Preconstruction Activities	2020-065	For Ward Road and BNSF, this is good to look at right now. Ward Road can be an overpass thereby allowing the safe travel of freight rail to pass unhindered. Furthermore, it allows the future extension of the Wheat Ridge line all the way to Golden.	Kyle Bradell	Web map	7/16/2019	Thank you for your comment.
General	N/A	The town of Parker is growing rapidly. As we all say in Parker, all roads lead to Parker Rd. There are no other parallel roads running North and South. Alternate roads need to be added immediately before traffic becomes a nightmare, especially in the case of accidents that completely shut down a north or south bound direction on Parker Rd. The future is now, not 2030.		Comment form	7/14/2019	Thank you for your comment.
General	N/A	The greater Denver area under DRCOG has woefully underfunded bike and pedestrian infrastructure. This TIP finishing cycle is a chance to remedy this error. We need to enable ALL people to move around the region, not just those with cars. We also need to continue to invest in fiscally responsible transit - BRT and increasing local service. Finally, we need to seriously consider how funds are allocated. The structure of the DRCOG board ensures disproportionate representation for small outlying communities and suburbs. This diminishes the voices of people of color in the region and furthers disparities in infrastructure investment.	Tenly Williams	Email	7/17/2019	Thank you for your comment.

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General	N/A	Our region has woefully underfunded bike and pedestrian infrastructure. This TIP finishing cycle is a chance to start changing this reality. We need to enable all people to move around the region, not just those with cars. We also need to continue to invest in fiscally responsible transit—BRT and increasing local service. Finally, we need to seriously consider how funds are allocated. The structure of the DRCOG board ensures disproportionate representation for small outlying communities and suburbs. This diminishes the voices of people of color in the region and furthers disparities in infrastructure investment. It also subsidizes sprawl.	Kevin Williams	Email	7/17/2019	Thank you for your comment.
Public Comment	N/A	Appreciated the ability to comment using the online map.	Kyle Bradell	Public comment	7/17/2019	Thank you for your comment.
Public Comment	N/A	Was happy to see multimodal, transit, and bicycle/pedestrian projects in the TIP. Would like the region to consider to additional road widening, except HOV.	Brandon Figliolino	Public comment	7/17/2019	Thank you for your comment.