



Photo credit: Alana Miller (photo contest entry).

Public and stakeholder engagement

Overview

Public and stakeholder engagement was integral to the development of the 2050 Metro Vision Regional Transportation Plan. The plan is a collective vision that represents the input of the public and DRCOG's stakeholders and partners. Over the two-year process of developing the plan, engagement was divided into four distinct phases, which each served different purposes and built upon each other.

This appendix documents public and stakeholder engagement associated with the 2050 Metro Vision Regional Transportation Plan as adopted in April 2021. For engagement activities associated with the plan's 2022 update, please see Appendix B of the Greenhouse Gas Transportation Report (Appendix T).

The first phase, visioning and education, focused on the general transportation priorities of the general public and guided all later work in the plan.

Phase two, investment priorities and scenario options, tested scenarios to study the regional mobility outcomes of investment types and learn more about the investment priorities of stakeholders and the public.

The third phase, plan development, was primarily focused on stakeholder engagement and the development of a shared strategy of projects and programs for the plan.

The fourth and final phase involved the public review of the draft plan to ensure that the draft is consistent with the input received throughout the process.

Engaging underrepresented populations

One of the guiding principles of DRCOG's overarching public engagement plan is the invitation and consideration of perspectives from those traditionally underrepresented in transportation planning processes.



Some examples include individuals who speak languages other than English, individuals representing diverse cultural backgrounds, low-income individuals, people with disabilities and young adults. Engagement for the 2050 RTP focused on reaching out to underrepresented communities early and often. A few highlighted approaches are described below.

During phase one, DRCOG staff attended multiple festivals and fairs around the region to meet people where they already were spending time. All materials were presented in both Spanish and English, and the initial visioning survey was provided and promoted in Spanish as well as English. At one event with a high number of Spanish speakers, DRCOG used a Spanish interpreter to ensure that attendees could engage in meaningful conversations and provide input in the language they were most comfortable conversing with.

In late 2019, two new advisory groups were formed to provide guidance and input throughout the 2050 RTP plan development process. The groups reviewed the components of the plan as they were developed, helped guide and develop public engagement activities, and provided comments and guidance to DRCOG's staff, committees, and Board of Directors. The intent of both advisory groups was to hear perspectives from people who have not been typically involved in the transportation planning process early on and have their guidance shape the plan.

The Youth Advisory Panel was convened to ensure that younger voices were heard during the plan process. The panel brought together high school age representatives from DRCOG's member government youth boards and commissions throughout the region. In tandem, a Civic Advisory Group was also convened to develop the plan

with guidance from interested residents who represent the diversity of communities and experiences in the Denver region and who may not have participated in transportation planning previously.

More details about engagement methods used in each phase can be found on the following pages.

Engaging stakeholders

In addition to guidance from the general public, stakeholder engagement significantly helped shape the 2050 RTP. DRCOG staff worked with the Colorado Department of Transportation, Regional Transportation District, local governments, and other transportation providers throughout the process. Engagement included workshops, meetings and weekly check-ins. DRCOG's federally-designated role as the leader of the region's multimodal transportation planning process included a process designed to respect the close collaboration with CDOT, RTD and local governments.

DRCOG's stakeholders, and particularly its member governments, helped ensure that the plan supports Metro Vision. In addition, the stakeholders provided guidance on how investment decisions support Metro Vision and public feedback, and ensured that projects in the plan reflect the vision and priorities of the public. DRCOG's Transportation Advisory Committee, which is composed of member government and regional partner agency staff, served in a steering committee capacity throughout the plan's development. The elected officials and agency leaders on the Regional Transportation Committee and the elected officials on the Board of Directors provided additional guidance and made key decisions throughout the planning process.

Phase one, visioning and education: June 2019 – October 2019

Phase one engagement methods used:

- In-person pop-up events.
- Survey.
- Video.
- Website and social media posts.
- Regional partner presentations.
- County transportation forums.

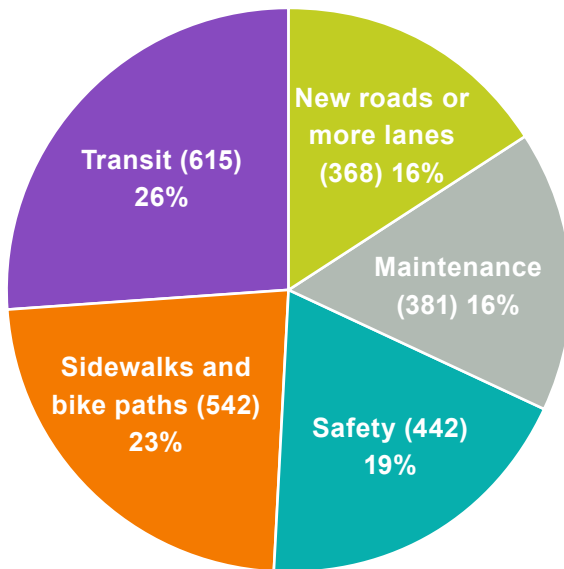
In-person pop-up events

In July and August 2019, DRCOG staff attended six festivals and fairs around the region: the Colorado Black Arts Festival, the Gilpin County Fair, the Westminster Latino Festival, the Boulder County Fair, the Aurora Global Fest and the Colorado Classic Open Streets event. At each event, DRCOG staff introduced event attendees to the regional transportation plan effort, distributed information about how to participate in the planning process and asked attendees to participate in a game at the DRCOG booth.

The game involved five buckets that each represented a different aspect of the transportation system:

- Maintenance.
- Sidewalks and bike paths.
- New roads or more lanes.
- Safety.
- Transit.





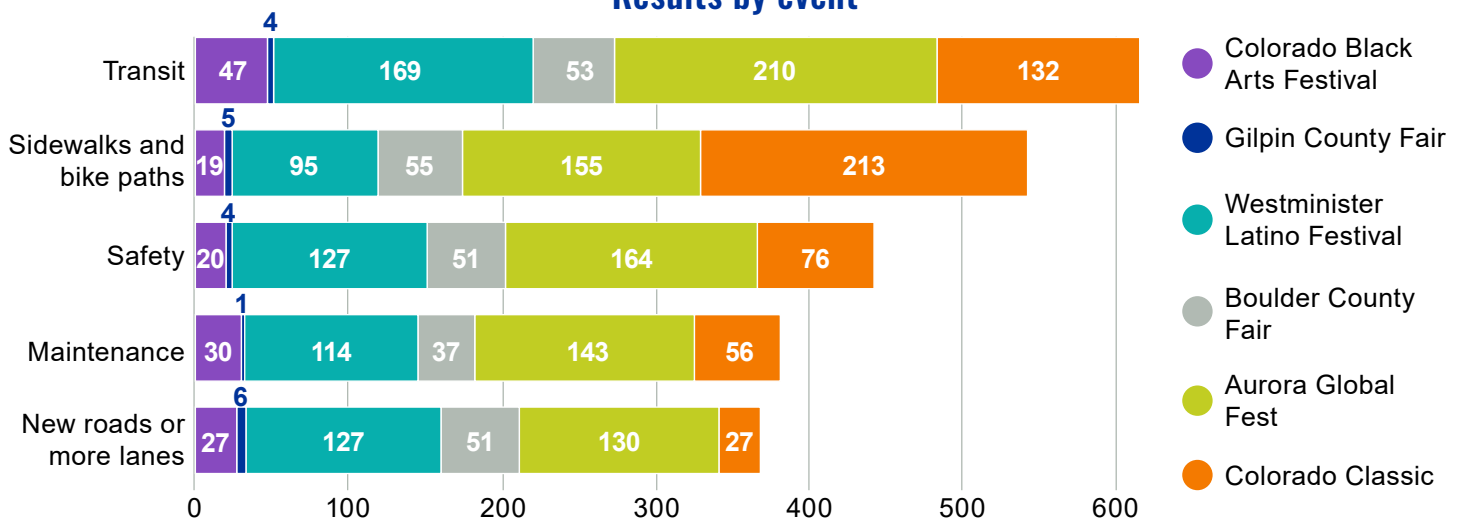
A card on the table included the main prompt for the game: “How would you use your money for transportation?” Each participant was given five gold-colored plastic coins and asked to distribute the coins among the buckets based on what was most important to them or what they would fix about the transportation system if they were in charge of funding decisions.

Approximately 470 people gave their input by playing the game, and dozens more interacted with staff at the booth. The compiled results of the activity are documented in the pie chart to the left. Results displayed by event are noted below.

Observations:

Transit, sidewalks and bike paths, and safety received the most coins. Transit was the highest priority of attendees at the Colorado Black Arts Festival, the Westminster Latino Festival and the Aurora Global Fest, and second-highest at the Colorado Classic and Boulder County Fair. Sidewalks and bike paths were rated highest at the Colorado Classic and Boulder County Fair, but received the least number of coins at the Colorado Black Arts Festival and the Westminster Latino Festival.

Results by event



Survey

During phase one, DRCOG also hosted an online survey to solicit input from the public on several high-level questions to help inform the development of the plan. The first five questions were designed to understand the public's opinions about the current status of the regional transportation system, as well as their values and priorities for the future of transportation in the region. The final seven questions were optional and served to document the demographics of respondents to better understand who participated in the survey. The survey was available in both Spanish and English.

The survey was an engagement tool for collecting feedback from the public; it was not intended to express a scientific, statistically-valid representation of all of the region's residents. Understanding the demographics of respondents through the optional questions helps DRCOG determine whether it needs to use additional methods in the future to hear from a wider range of people in the region.

The survey was promoted through an eblast sent to over 2,700 people on existing DRCOG mailing lists as well as through multiple Spanish and English social media posts on Twitter, Facebook and Instagram. The eblast requested additional distribution of the survey through each recipient's own organizations or networks.

Between Sept. 4 and Oct. 6, 2019, 594 people submitted responses to the survey. The majority of responses came from City and County of Denver residents (45%), followed by Arapahoe County (15%), and Jefferson County (14%). One percent of responses came from people living outside the DRCOG region. A comparison of demographic characteristics of respondents to the regional population is available at the end of this section.

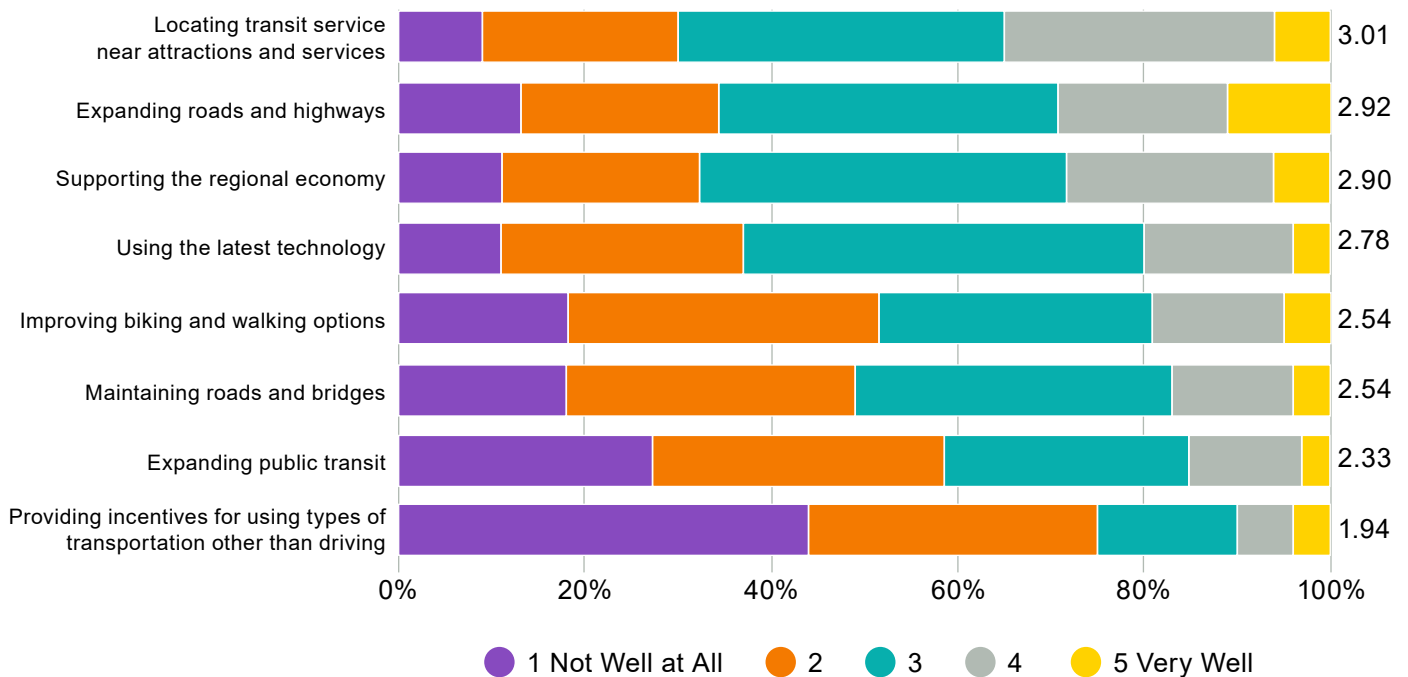
The remainder of this section documents the results of the survey and provides some observations about the responses, highlighting some of the variations in responses by residents of various counties. The results and responses from both this survey and the in-person outreach events were used to inform the further development of the plan.

Question 1: How well do you think the regional transportation system is doing in each of the areas listed below? Rate each of them on a scale of 1 to 5, with 1 being “not well at all” and 5 being “very well”.

Observations:

- Residents rated the regional transportation system as average in most areas. Locating transit service near attractions and services received the highest average rating, while providing incentives for using types of transportation other than driving received the lowest rating.

- Adams, Arapahoe, Douglas and Jefferson counties gave lower ratings than the City and County of Denver and Boulder County to how well the region performs in expanding roads and highways and maintaining roads and highways.
- The City and County of Denver and Boulder County gave lower ratings to locating transit service near attractions and services, using the latest technology, improving biking and walking options, and expanding public transit.



Question 2: In your daily life, what is your most critical transportation challenge? Select the one challenge that is most critical to you.

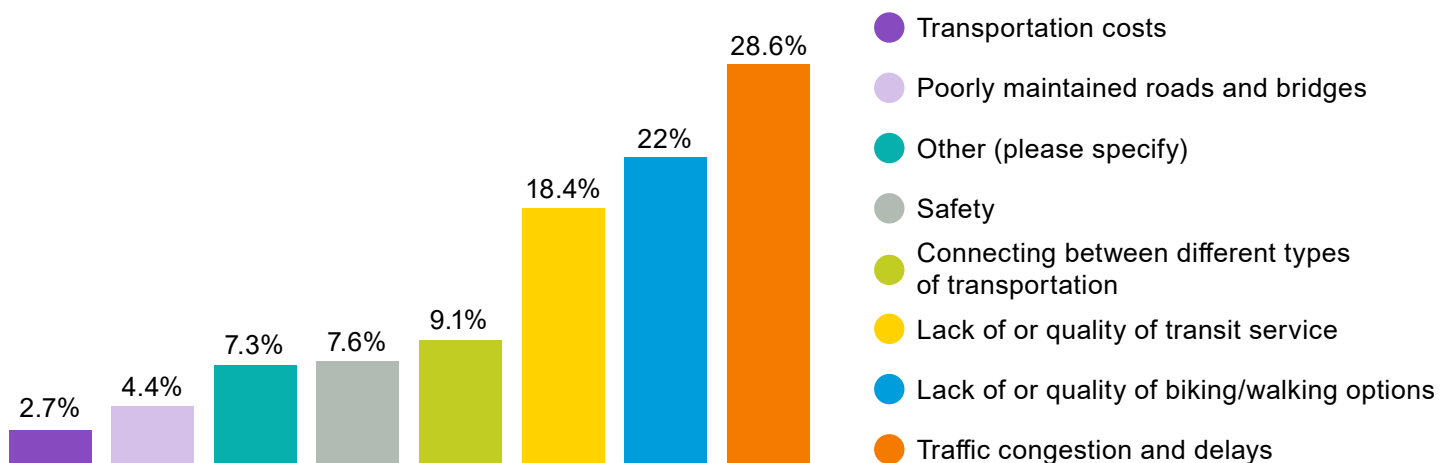
Observations:

- “Traffic congestion and delays” was the most critical transportation challenge cited in every county except Denver, where lack of quality biking and walking options was the most critical challenge. Lack of quality transit service was also more often selected than traffic congestion and delays as the most critical challenge in the City and County of Denver.
- Adams County differed from other counties in that poorly maintained roads and bridges was the second most frequently selected transportation challenge, instead of lack of quality transit service or lack of quality biking and walking options.

“Other” written responses:

- Air pollution.
- Ride hailing for older adults, people in wheelchairs.
- Inefficient use of tax money.

- Construction disrupting sidewalks and bus routes.
- Roadway space for too many modes.
- At-grade train crossings.
- Poor traffic engineering and signal timing.
- No restrooms at transit stops.
- Dangerous scooters.
- Access to the mountains for recreation.
- High-occupancy vehicle requirement of three people.
- Global warming and climate change.
- Lack of first- and last-mile solutions.
- No transportation challenges.
- More than one option or all of the above.

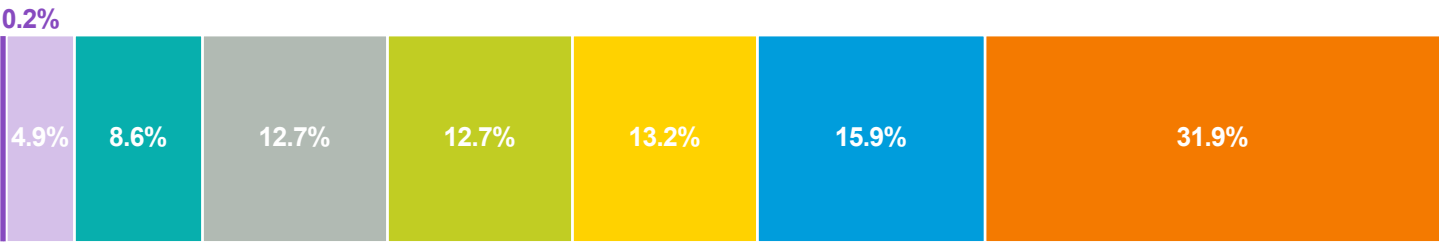


Question 3: The success of a transportation system involves many different factors. In your opinion, which factor is most important to a successful regional transportation system?

Observations:

- Transit was rated the most important overall, followed by people spending less time in traffic.
- Transit was rated most important in four of the six largest counties.

- People time was most important in Arapahoe and Douglas counties, and second most important in Adams and Jefferson counties.
- In contrast to other counties, health was the second most frequently selected factor in Boulder County.
- Equity was more frequently selected as most important in Adams County compared to other counties.

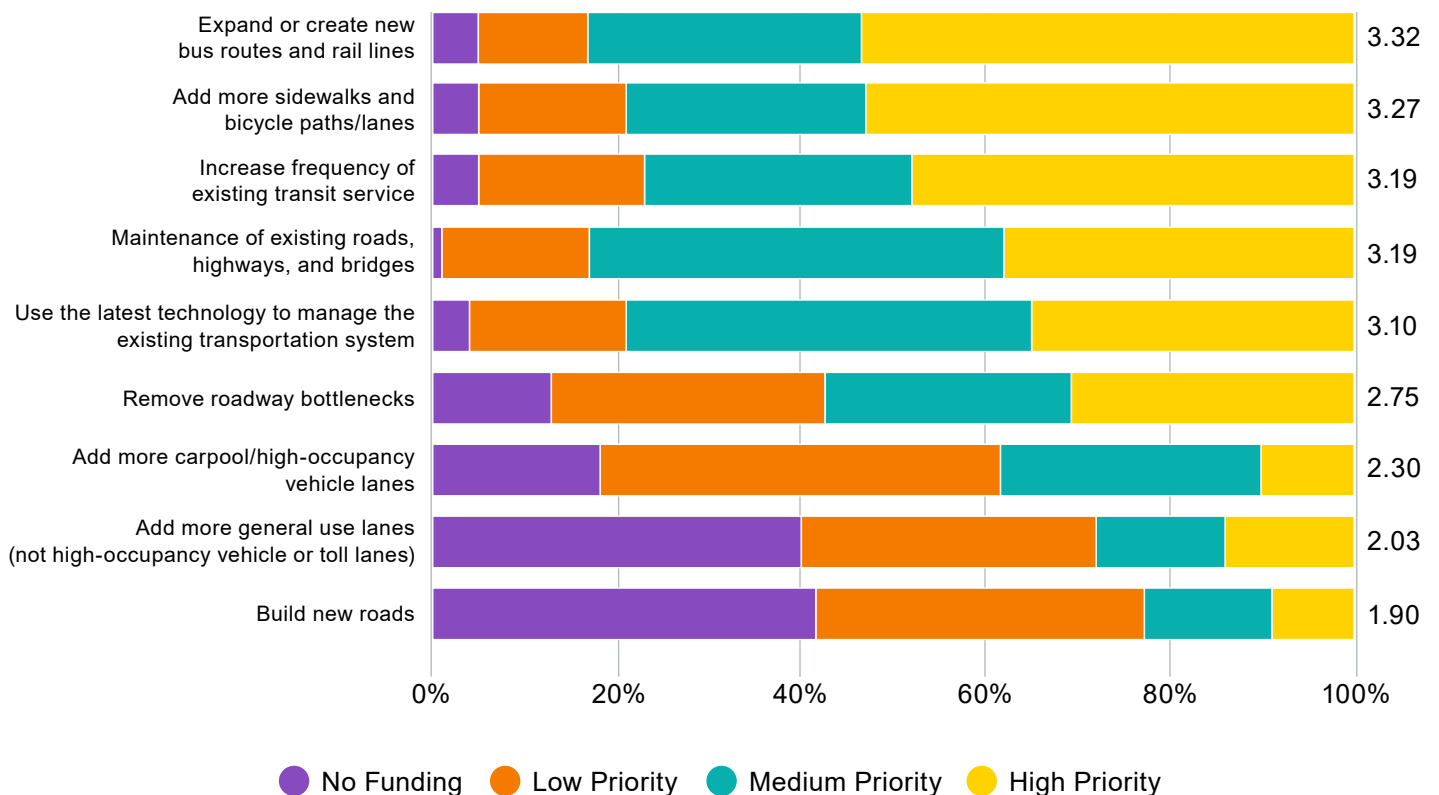


- Freight time:** Delivery trucks spend less time in traffic.
- Other** (please specify)
- Cost:** Housing and transportation costs are manageable for households of all incomes.
- Safety:** Fewer people are seriously injured or die from crashes.
- Health:** Community health is improved, because of less pollution from transportation and more people are able to walk and bike to get places.
- Equity:** It's easier for older people, people of color, people with low incomes, or people living with disabilities to access places they need to go.
- People time:** People spend less time in traffic.
- Transit:** Transit is more frequent, convenient, and goes to more places.

Question 4: Funding is limited for transportation projects, so improvements must be prioritized. Please indicate whether you think each of the following transportation projects should be given a high, medium, or low priority for funding, or if no funding should be spent.

Observations:

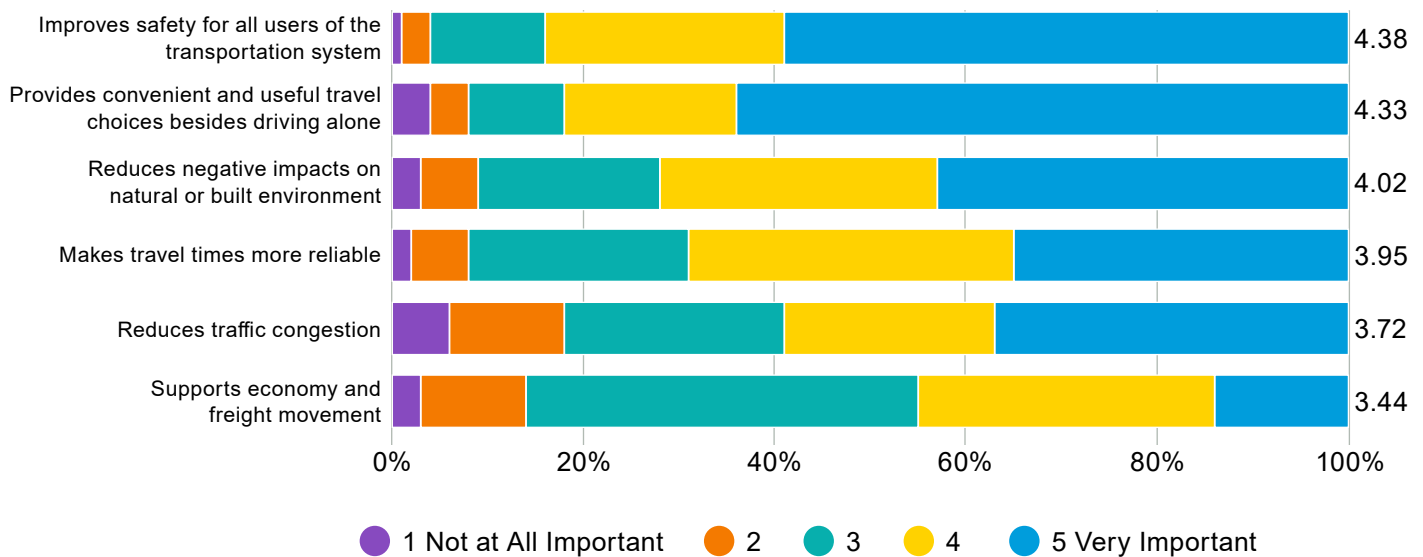
- Overall, respondents gave the highest priority to expanding or creating new bus routes and rail lines; adding more sidewalks and bicycle paths and lanes; maintenance of existing roads, highways and bridges; and increasing frequency of existing transit service.
- Boulder County and the City and County of Denver did not prioritize maintenance of existing roads, highways and bridges as much as other counties.
- Boulder County and the City and County of Denver were very similar in that residents gave the highest priority to expanding or creating new bus routes, adding more sidewalks and bicycle paths and lanes, and increasing the frequency of existing transit service.
- Douglas County residents placed the highest priority on maintenance of existing roads, highways and bridges, removing roadway bottlenecks, and using the latest technology to manage the existing transportation system.



Question 5: How important should each of the following factors be when policymakers are developing transportation policies and plans for the Denver region? Rate each of them on a scale of 1 to 5, with 1 being “not at all important” and 5 being “very important”.

Observations:

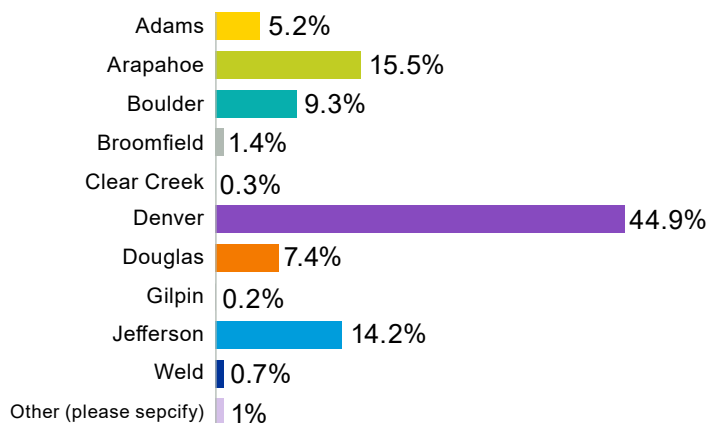
- Improving safety is important to all residents.
- Reducing traffic congestion is more important to residents of Adams, Arapahoe and Douglas counties.
- Making travel times more reliable is also more important to residents of Arapahoe, Douglas and Jefferson counties.
- Providing convenient and useful travel choices besides driving alone and reducing negative impacts on natural or built environment is more important to the City and County of Denver and Boulder County residents.



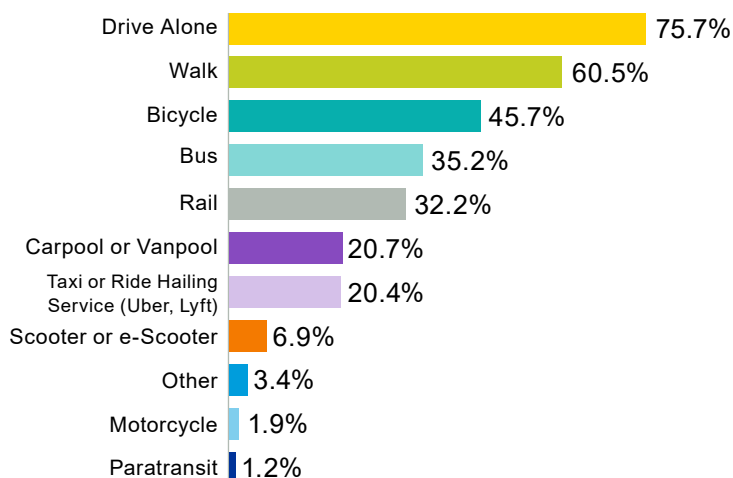
Online participant demographics

594 people participated in the survey. In addition to the questions above, participants were also asked to provide optional demographic information to help DRCOG understand whether the survey tool reached a representative group of people from the region. The results allow DRCOG to better tailor its future outreach and ensure the organization hears a wide range of perspectives.

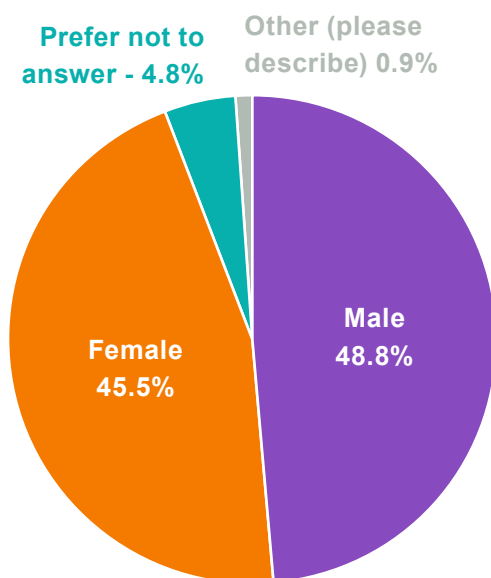
Question 6: In which county do you live?



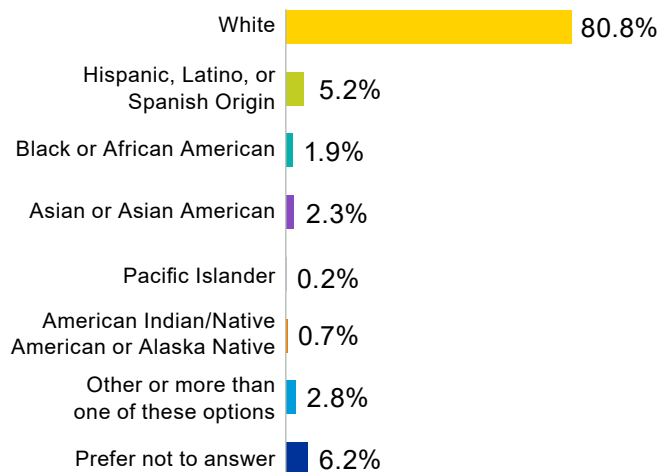
Question 7: During a typical week, which of these forms of transportation do you use to get around the region? Select all that you use.



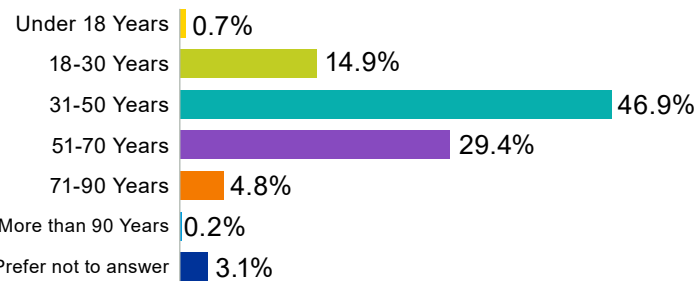
Question 8: To which gender do you most closely identify?



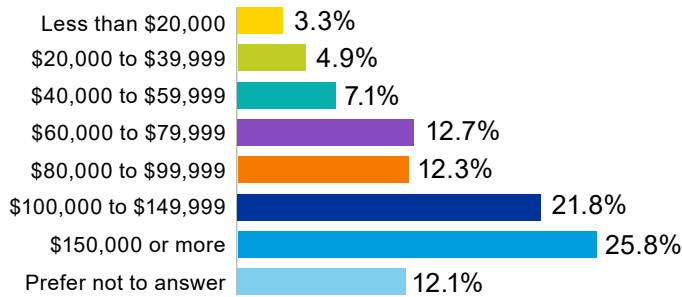
Question 9: Which of these options best describes your ethnicity?



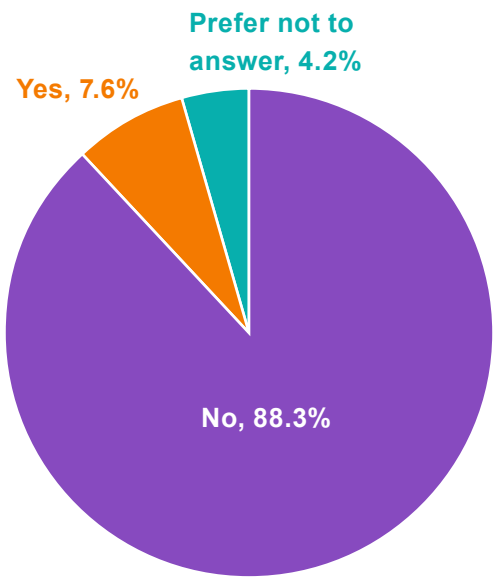
Question 10: What is your age?



Question 11: What is your annual household income, before taxes?



Question 12: Do you have any limitations or a disability that impacts your mobility?



Online participant comparison to regional population

The following tables helped DRCOG analyze whether participants in the online survey were a representative group reflective of the diverse communities and broad range of experiences in the region. Groups that were

underrepresented in respondent information by four percent or more are indicated **in purple**, and groups that were overrepresented by four percent or more are indicated **in blue**.

County	Percent of survey respondents	Percent of population of region
Adams	5.3%	15.7%
Arapahoe	15.7%	19.8%
Boulder	9.4%	9.9%
Broomfield	1.4%	2.1%
Clear Creek	0.3%	0.3%
Denver	45.3%	21.9%
Douglas	7.5%	10.5%
Gilpin	0.2%	0.2%
Jefferson	14.3%	17.6%
Southwest Weld	0.7%	2.0%

Respondents (593) minus those living outside DRCOG region (6)

Race	Percent of survey respondents	Percent of population of region*
White	86.2%	86.7%
Hispanic, Latino or Spanish Origin	5.5%	22.4%
Black or African American	2.0%	6.4%
American Indian/Native American/ Alaska Native	0.7%	1.7%
Asian or Asian American	2.4%	5.2%
Pacific Islander	0.2%	
Other or more than one of these options	2.9%	Not available

Respondents (579) minus "prefer not to answer" (36).

**Does not include data for the portion of Weld County located within the DRCOG region. In addition, the Colorado Department of Local Affairs data differentiates by race (White, Black, American Indian, Asian or Pacific Islander) and ethnicity (Hispanic origin or not of Hispanic origin), which allows for only a general comparison with the survey question. Data for Asian and Pacific Islander is combined.*

Gender	Percent of survey respondents	Percent of population of region
Male	51.3%	49.8%
Female	47.8%	50.2%
Other (please describe)	0.9%	not available

Respondents (582) minus “prefer not to answer” (28)

Age	Percent of survey respondents	Percent of population of region*
Under 18	0.7%	21.6%
18-30 years	15.4%	18.8%
31-50 years	48.4%	29.0%
51-70 years	30.4%	22.9%
71-90 years	5.0%	7.4%
More than 90	0.2%	0.5%

Respondents (578) minus “prefer not to answer” (18)

**Does not include data for the portion of Weld County located within the DRCOG region.*

Income	Percent of survey respondents	Percent of population of region*
Less than \$20,000	3.7%	11.2%
\$20,000 to \$39,999	5.5%	15.3%
\$40,000 to \$59,999	8.1%	15.4%
\$60,000 to \$79,999	14.4%	10.0%**
\$80,000 to \$99,999	14.0%	13.6%***
\$100,000 to \$149,999	24.9%	17.4%
\$150,000 or more	29.4%	17.1%

Respondents (577) minus “prefer not to answer” (70)

**Does not include data for the portion of Weld County located within the DRCOG region.*

***Available data is for \$60,000-\$74,999.*

****Available data is for \$74,999-\$99,999.*

Video

During phase one, DRCOG staff developed an introductory video that was featured on the project website and promoted through DRCOG social media channels. The video was also shown at stakeholder meetings to introduce the project and the scope of the plan. The video was tailored to an audience who may not know anything about regional transportation planning and provided a brief high-level overview of what the plan is and how it affects people's lives. To watch the video, [visit this link](#).

Website and social media posts

During phase one, a [project website](#) was developed that introduced the public to the purpose of the plan, featured the video and announced opportunities for input like the online survey. Posts on social media promoted the pop-up events that DRCOG staff attended and announced the opportunity to take the online survey.



Regional partner presentations

Several presentations were made to regional partners during phase one to kick off the project and introduce partners to the timeline and goals of the plan. The presentations were made to CDOT Region 4 and the North Area Transportation Alliance board. DRCOG also had a booth at CDOT's 2019 Transportation Summit where staff invited transportation professionals and summit attendees to play the bucket and coin game described previously.

County transportation forums

DRCOG staff presented numerous times at the county transportation forums to introduce stakeholders to the plan and update them as work progressed.

Phase two, scenario options and investment priorities: November 2019 – July 2020

Phase two engagement methods used:

- Advisory groups.
- Online engagement site: budget game and survey.
- Regional partner presentations.
- County transportation forums.
- Website and social media posts.

This section summarizes the public input received during phase two of the plan process from November 2019 through July 2020, as the scenario planning analysis was developed, scenarios were tested and investment priorities began to be discussed.

How did input from phase one guide phase two?

The input received in phase one guided the development of regional transportation and land use scenarios. In terms of scenario content, high interest in **transit, sidewalks, bike paths** and **safety** in the phase one in-person outreach guided the development of scenarios that could test situations involving the topics.

In the phase one online survey, **traffic congestion or delays** and **lack of biking, walking and transit options** were also cited as main challenges in the region, so they were also focuses of the scenarios. Many respondents during the phase one online survey and in-person engagement thought the region needed to invest in **transit**. Specifically, top funding priorities from the online survey included **transit service**

expansion and increasing transit service frequency, creating more sidewalks and bike paths, and maintenance of the existing transportation system.

Safety and **travel choices** were rated as the most important factors for guiding transportation plans and policies. As a result, the final transportation scenarios included one specifically focused on transit service and another scenario specifically focused on travel choices, especially from the perspective of multimodal arterial safety. The [scenario planning technical memo](#) documents the development, analysis and outcomes of the scenario analysis process for the 2050 RTP.

In the fall of 2019, staff gathered input from DRCOG's standing committees, the Transportation Advisory Committee and the Regional Transportation Committee, to help develop the scenarios. Additionally, input was collected from several county subregional transportation forums to help shape each scenario. In December 2019, the DRCOG Board of Directors endorsed the scenarios that would be tested.

Advisory groups

In late 2019, two new advisory groups were formed to provide guidance and input throughout the 2050 RTP plan development process. The groups reviewed the components of the plan as they were developed, helped guide and develop public engagement activities and provided comments and guidance to DRCOG staff, committees and the Board of Directors. The advisory groups were formed to facilitate engagement early in the process and throughout plan development.

Youth Advisory Panel

DRCOG staff convened a Youth Advisory Panel to ensure that younger voices were heard during the plan process. The panel brings together representatives from DRCOG's member government youth boards and commissions throughout the region. Recruitment for the panel involved outreach to the 18 local youth boards and commissions in DRCOG's member governments to secure representatives from each commission.

During the [first meeting](#) of the Youth Advisory Panel in November, participants were introduced to the plan and participated in a survey similar to the phase one online survey as well as a priority-setting exercise. In the survey, panel members listed **traffic congestion**, **transportation costs** and **transit service** as their most critical transportation challenges. **Transit** and the **amount of time spent in traffic** were considered most important to a successful transportation system. When asked what they would spend money on to fix regional transportation issues, **transit** received more support than any other option combined. The panel also highlighted the importance of **reducing effects on the natural environment** regularly throughout their responses.

Youth Advisory Panel priorities to achieve their vision for transportation in 2050:

- 1) Mass transit and environment.
- 2) Alternative transportation.
- 3) Safety.
- 4) Outward growth.
- 5) Technology.

The [second meeting](#) focused on scenario planning and initial scenario trends. The panel was divided into two groups, and each group was given a bracket exercise with 16 transportation measures. Panel members were asked to weigh each measure, similar to a tournament bracket, and determine what the most important measures were to assess the various scenarios. After both groups completed their brackets, the panel worked together to create a third bracket, debating the merits of the various measures to come to a consensus bracket.

The panel's four most important measures were: **more electric vehicles**, **fewer deaths on roads**, **fewer greenhouse gas emissions** and **more people have access to transit and jobs**. The group decided that the most important measure was that more people have access to transit and jobs, and specifically that transit should be electric to meet the goals of fewer greenhouse gas emissions and more electric vehicles.



Youth Advisory Panel's most important transportation measures to assess scenarios

- Fewer deaths on roads.
- More electric vehicles.
- Fewer greenhouse gas emissions.
- **More people have good access to electric transit and jobs.**

The [third meeting](#) focused on the final scenario results, with the panel providing input on how they thought the scenario results should inform investment priorities. Members also provided feedback on and helped to refine the budget tool that would be posted on the online engagement site.

The results of the budget game revealed that the scenarios that were the group's highest priorities for investment were **Travel Choices, Transit, Infill, and Centers**. In a survey, they also identified **reducing vehicle miles traveled, increasing transit trips** and **increasing walk and bike trips** as the most important transportation goals to achieve by 2050.

Civic Advisory Group

The Civic Advisory Group was formed to provide public input and guidance throughout the plan process from residents who represent the diversity of communities and experiences in the Denver region. The group provides perspectives from people who have not typically been involved in the transportation planning process. About half of the group members are associated with various community-based organizations and nonprofits around the region. Recruitment for the group involved outreach to many organizations and

individuals to identify community members or staff who would be interested in participating. The group consists of about 30 committed members and met approximately bimonthly starting December 2019.

In the [first meeting](#), members took the same survey that the Youth Advisory Panel had taken in their first meeting. Civic Advisory Group members identified **transit service** and **lack of biking and walking options** as their most critical transportation challenges. **Equity** was considered most important to a successful transportation system, as well as **safety** and **transit**. When asked what they would spend money on to solve transportation issues, **transit** received nearly three-quarters of the votes, vastly more than any of the other options.

Civic Advisory Group priorities to achieve their vision for transportation in 2050:

- 1) Overarching priorities:
 - a) Equity and environment.
- 2) Tools:
 - a) Transit.
 - b) Alternative transportation.
 - c) Technology.
- 3) Other priority or tool:
 - a) Housing location.



At the [second meeting](#) focused on scenario planning, the Civic Advisory Group did the same bracket exercise as the Youth Advisory Panel to identify the most important transportation measures to use to assess scenarios. The group's final four most important measures were: **more low-income people have good access to transit and jobs, more walking and rolling trips, fewer greenhouse gas emissions, and more people have access to transit and jobs.** The group decided that the most important measure was that more people have access to transit and jobs.

Most important transportation measures to analyze scenarios

- More low-income people have good access to transit and jobs
- More walking and rolling trips
- Fewer greenhouse gas emissions
- **More people have good access to transit and jobs**

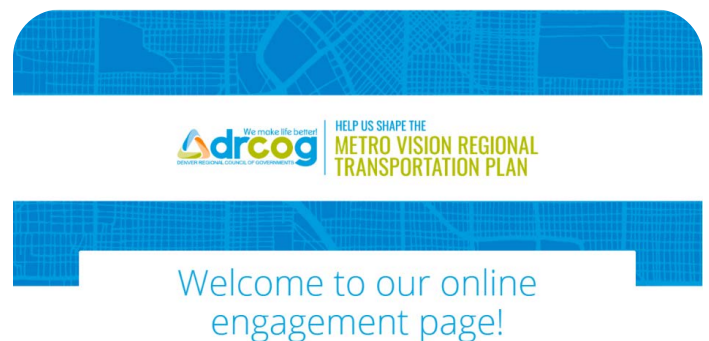
The [third meeting](#) focused on the results of the scenarios, and group members provided their feedback on transportation budget priorities as well as the plan for greater public engagement through the online engagement site. In the budget game, group members felt that the scenarios that were highest priorities for investment were **travel choices, infill, centers and centers and transit.**

Key phase two guidance from advisory groups

The advisory groups played an important role in the process of developing the 2050 RTP. During phase two, both groups emphasized the importance of investment

in transit as well as travel choices like walking and biking. Equitable access to transportation and reducing greenhouse gas emissions were also consistently identified as top priorities for both groups.

The advisory groups continued to meet throughout the later phases of the plan; details of their input in later phases can be found in each phase summary.



Online engagement site

DRCOG staff developed an online engagement site, which included a budget game activity and survey, to draw out public reactions to the scenario results and learn how members of the community believe those scenario results should inform investment priorities in the plan.

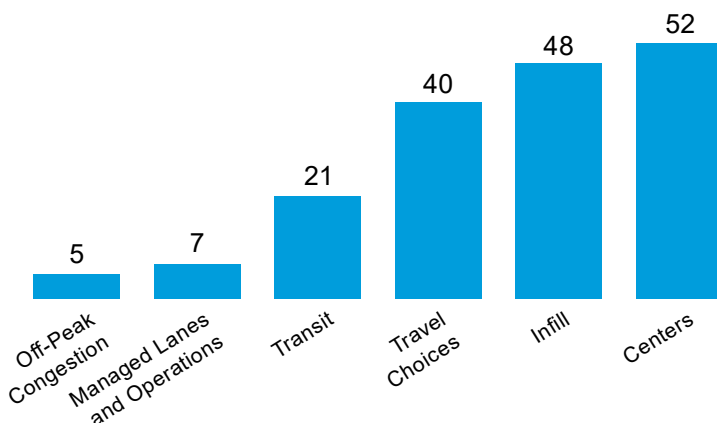
The site provided introductory information about the plan and the purpose and process of scenario planning. Videos featured on the site were recorded in both Spanish and English to describe the results of the various scenarios. Additional charts and a handout summarizing the results were also made available on the site. The site included a budget game for the public to complete as well as a short survey.

Promotion

The opportunity for input on the site was sent out in numerous eblasts and promoted on social media through both organic and paid posts. The eblasts were each sent to about 1,700 respondents on existing DRCOG mailing lists. In total, the social media posts had over 115,000 impressions (the majority of which were through the paid ads) with nearly 2,000 link clicks to the online engagement site. One of the paid Twitter posts was in Spanish and received a significantly higher engagement rate than the other posts. In total, the online engagement site received over 3,000 visits from over 1,000 unique users; of the visitors, 70 people completed the budget game and 74 filled out the follow-up survey.

Budget game results

In the budget game, community members were asked to choose the kind of transportation future (which scenario) they would fund with a \$100 budget. The two land use scenarios, **infill** and **centers**, received the most votes from the 70 participants in the budget game. Of the transportation-focused scenarios, **travel choices** was by far the most popular, receiving almost double the votes of the next highest transportation scenario, **transit**.



For reference, below is a screenshot of how the budget tool appeared to participants:

Your transportation investment budget

REMAINING

\$100.00

SPENT

\$0.00

☒ Agree to terms and conditions
 Submit Budget

Centers

Focus on: Local governments focus opportunity for development around key centers and corridors.

Scenario Results:

- Over **twice** as many walk & bike trips
- 8% decrease** in vehicle miles traveled
- Over **3 times** as many transit trips
- Average Person Delay per Trip **decreases by 27%**. Some localized areas experience **more congestion**.

\$10.00

Fund

Managed Lanes and Operations

Focus on: Improving operations & traffic flow on region's highways/freeways.

Scenario Results:

- People in vehicles experience **25% less delay** on average
- Fewer secondary crashes and improved safety** due to enhanced incident management
- Travel reliability increases significantly** on the region's freeways
- 3% increase in vehicle miles traveled** (~800,000 more daily miles)

\$90.00

Fund

Travel Choices

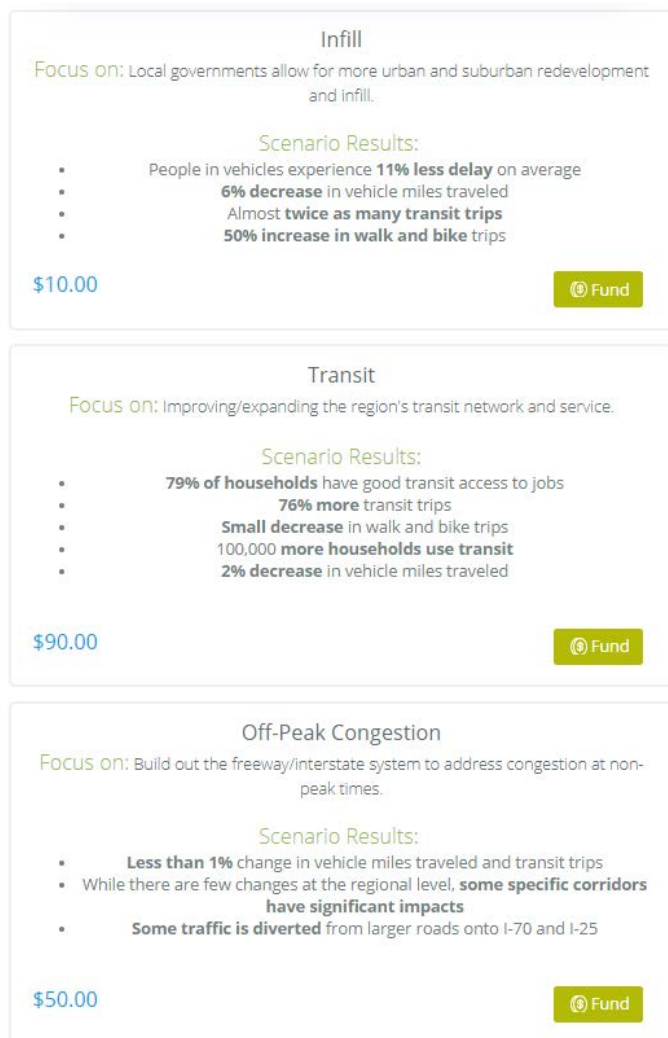
Focus on: Increasing travel & mobility choices along region's major roads.

Scenario Results:

- 400,000 fewer** drive-alone work trips every day
- More than **twice as many teleworkers**
- 50% increase** in bicycle/pedestrian trips
- Slight decrease** in transit trips

\$40.00

Fund



Survey results

The site received 74 responses to the short survey that participants were asked to complete after reviewing the scenario results and submitting their responses to the budget game.

The first question asked respondents to identify the most important transportation goals for the Denver region to achieve by 2050. Highest ranked were reducing vehicle miles traveled and increasing walk and bike trips. The full ranked results, averaged from all responses, from most important to least important, were:

- 1) Reduce vehicle miles traveled.
- 2) Increase walk and bike trips.
- 3) Increase transit trips.
- 4) Fewer people drive to work alone.
- 5) Reduce traffic delay time.

The survey also asked respondents to identify other transportation goals that are important to them that were not included in the above list. Many responses focused on **climate**-related goals, such as improving air quality or reducing pollution and greenhouse gases. Many of the other comments were related to **transit, walking, biking, safety** and **telework**.

Next, the survey asked respondents how they think the investment priorities in the plan should be guided by the scenario results. The question received a wide range of responses but several focused on investing in solutions that provide the most **return on investment** and using the scenario results and public input to **inform decisions about priorities**.

The final question was more open and simply asked if the respondent had any additional comments about the investment priorities or scenario planning results. Common topics were **telework, climate issues, education** and **engagement**.

Observations:

Several themes emerged from the engagement work completed in phase two. The connection between land use and transportation is worth further study, as there was strong respondent support for the land use scenarios included in the budget game. The

land use changes in the scenarios led to significant transportation effects. While the land use changes are local decisions that are not necessarily part of the 2050 RTP, the scenario results and respondent support should be integrated into further work at DRCOG and conversations with member governments.

Second, the input received during phase two showed significant respondent support for projects that emphasize transit and walking and biking trips. Both consistently rank highly on most respondent priorities. In addition, supporting projects that reduce vehicle miles traveled and greenhouse gas emissions were top respondent priorities.

Throughout phase one there was **less** support from respondents for funding new roads, and as shown above, phase two of engagement showed limited support from respondents for either the managed lanes or off-peak congestion scenarios. Although the members of the public who have participated in the engagement efforts consistently note that traffic congestion is an issue in the region, reducing travel time and congestion rank low on their investment priorities. As noted above, there was more respondent support for reducing travel delay through land use strategies than through the managed lanes or off-peak congestion scenarios.

Regional partner presentations

In addition to the general public, stakeholders such as DRCOG member government transportation staff, elected officials and various transportation groups also provided input and guidance throughout phase two of the plan development.

During phase two, presentations were made to other groups at their request, including the Littleton

Transportation and Mobility Board, Leadership Douglas County Forum, Downtown (Denver) Democratic Forum, Smart Commute Metro North Board and a Statewide Metropolitan Planning Organization meeting. DRCOG staff also briefed the City and County Managers Forum during phase two.

County transportation forums

DRCOG staff briefed several of the county transportation forums about the draft scenario concepts in late 2019 and received their feedback.. In March, prior to the draft results of the scenarios being available, DRCOG staff and forum members discussed the scenarios at additional forum meetings. Forums were also updated on the plan status in May and June.

A few forum meetings were canceled or postponed during the stay-at-home order, primarily in March and April 2020. During this time DRCOG staff provided periodic planning process updates and started to roll out the scenario analysis results. The information was presented to the region through several Transportation Advisory Committee, Regional Transportation Committee and Board of Directors meetings from March to May 2020.

Website and social media posts

Throughout phase two, the project website remained the main source of general information and materials related to the plan process, and additional information was available on the online engagement site. DRCOG used social media to help promote the online engagement site's budget game and survey.

Phase three, plan development: July 2020 – January 2021

Phase three engagement methods used:

- Stakeholder engagement: project solicitation and evaluation process.
- Advisory groups.
- Transportation photo contest.
- Regional partner presentations.
- County transportation forums.

How did input from phases one and two guide phase three?

Along with input received in the first two phases of the plan, DRCOG staff used a framework of the various plans, priorities and studies identified by DRCOG, CDOT, RTD and local governments to help further define the region's major multimodal transportation vision, needs and priorities.

The DRCOG Board of Directors approved a major project solicitation and evaluation process at its July 2020 meeting. While there were multiple components to the process, three components directly integrated the first two phases of engagement. The candidate project priorities were solicited through the county transportation forums. DRCOG staff specifically encouraged the forums to identify major safety, transit, bicycle and pedestrian, multimodal, and other projects that go beyond minimum federal requirements of what must be portrayed in the 2050 RTP to better communicate the region's priorities around the modes

and strategies. This draws directly from the public emphasis on transit, walking and biking, and safety throughout engagement efforts.

While evaluating the candidate projects, DRCOG staff used the Metro Vision plan's primary objectives, which are part of the strategic planning framework of Metro Vision, to address the multimodal transportation policy priorities reflected in the recent public input. DRCOG staff incorporated the key observations learned through the public engagement efforts in the narrative, project types, financial plan and other components of the document.

Stakeholder engagement: Project solicitation and evaluation

The plan development in phase three was largely led by stakeholder input, taking into account the earlier guidance from the public in previous phases. Stakeholders, particularly member governments, provided guidance on how investment decisions should relate to Metro Vision targets and identified which targets are most important to address. In addition, stakeholders helped evaluate whether the plan responded to public feedback and included projects that reflected the vision and priorities of the public. The recommended candidate projects were adopted by the DRCOG Board of Directors at the December 2020 meeting.

DRCOG Committees and Board

During phase three of the plan, DRCOG staff worked with the Transportation Advisory Committee, Regional Transportation Committee and the Board of Directors to adopt a candidate project solicitation and evaluation process.

DRCOG staff solicited major projects using a “dual-track” process described below. The process was developed to address CDOT’s feedback about its role in the process and to be consistent with the “3C” planning process of metropolitan planning organizations. The solicitation process had two parallel tracks:

- County transportation forums: DRCOG solicited investment priority projects through each forum. The number of proposed candidate projects each forum submitted was based on each county’s share of regional population, employment and vehicle miles traveled.
- Interagency coordination process: DRCOG, CDOT and RTD developed draft regional investment priorities through a series of workshops based on previously-adopted policy framework.

DRCOG staff presented regularly throughout the plan development process to the Transportation Advisory Committee, Regional Transportation Committee and the Board on plan updates. Presentations included updates on the financial plan, summaries of engagement, project solicitation and evaluation, and draft and final investment priorities.

Interagency coordination

In addition to drafting regional investment priorities through workshops with CDOT and RTD, DRCOG staff held weekly meetings with staff from CDOT regions 1 and 4 and RTD staff. The meetings provided regular communication between the three regional agencies to collaborate and coordinate on project evaluation, fiscal constraint and plan development.

The three regional agencies took numerous points of input to reach fiscal constraint:

- Multimodal project investments consistent with the priority programs investment strategy.
- The planning and project development status of a candidate project or corridor.
- Projects with some level of likely regional benefit (instead of primarily localized benefit or driven primarily by local growth and development).
- County forums’ candidate project rankings.
- Regional agencies’ priorities.
- Combining multiple versions of submitted projects and geographically adjacent projects.
- Geographic balance.

Other important considerations of the interagency process to reach fiscal constraint included:

- Additional regional revenue was added to the overall fiscal constraint.
- Despite the additional revenue, there was a multibillion-dollar gap to close to reach fiscal constraint.
- For projects that had to be excluded from fiscal constraint, a “multiple rationale” strategy was used. In other words, excluded projects ranked low on a forum’s priority list, ranked low in DRCOG staff’s

Metro Vision/FAST Act qualitative scoring and had additional rationale(s) for not being included in fiscal constraint. (Example additional rationales include primarily local-growth driven, project implementation timeframe, etc.)

County transportation forums

Based on the 2050 RTP candidate project solicitation and evaluation process and criteria adopted by the DRCOG Board at its July 15, 2020, meeting, DRCOG staff worked with the county transportation forums and mountain counties to solicit and evaluate major multimodal candidate projects for potential inclusion in the fiscally constrained component of the 2050 RTP.

DRCOG staff presented at multiple county transportation forum meetings throughout the summer months to provide guidance as each forum developed solicitation and evaluation processes unique to its subregion.

Regional Evaluation Panel

The qualitative scores conducted by DRCOG staff were the primary input for the 2050 RTP Regional Evaluation Panel. The Panel, composed of one staff representative from each of the county transportation forums, mountain counties and staff from CDOT, RTD and DRCOG, met twice in September to review the list of candidate projects and their qualitative scoring results. The purpose of the panel was to provide input to the subsequent interagency process for further developing fiscally constrained multimodal project investment recommendations.

Advisory groups

The Civic Advisory Group and Youth Advisory Panel each met twice during phase three of the project. Due to

the COVID-19 pandemic, all meetings were held virtually. The two groups met separately in September and discussed the project evaluation and solicitation process.

Through an interactive exercise using eight illustrative projects, the groups provided their reactions to various project types submitted during the candidate project solicitation. Eight anonymous projects were chosen as representative of many of the types of projects submitted to DRCOG. Each project was described in terms of its context, the problem, the proposed project and the reasons why the county transportation forum thought that it should be included in the plan.

The [Youth Advisory Panel](#) members were asked to rate each project from 1 (not at all) to 5 (extremely well) in response to the questions. The projects with an interchange, managed lanes on a highway, and road widening with medians and side paths received the lowest ratings. The projects with a regional bike trail, safety improvements for bikes and pedestrians, and road widenings with bike and pedestrian facilities received the highest ratings.

While there were many overlaps, the [Civic Advisory Group](#)'s responses were slightly different than the Youth Advisory Panel. The lowest rated projects by the Civic Advisory Group were road widening with medians and side paths, managed lanes on a highway and road widening with bike and pedestrian facilities. The highest rated projects were safety improvements for bike and pedestrians, high-capacity transit and the regional bike trail.

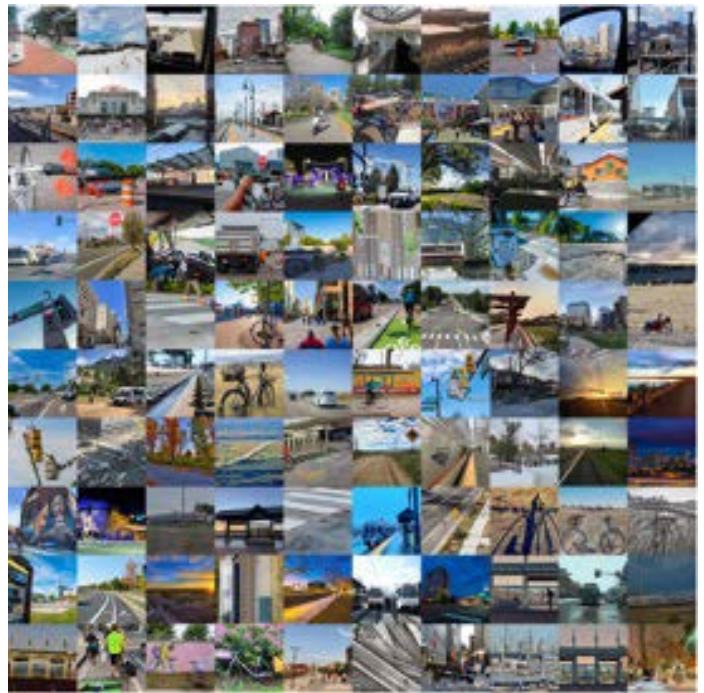
In December, the [Youth Advisory Panel](#) and [Civic Advisory Group](#) each met again. The meetings focused on two topics that had come up regularly throughout the

previous year: environmental justice and greenhouse gas emissions. Each of the groups participated in a brainstorming activity to identify locations that vulnerable populations may have challenges reaching to assist in determining the destinations that will be analyzed for the plan. Grocery stores were brought up by both groups and were ultimately added to the environmental justice analysis in this plan. In addition, DRCOG staff facilitated a discussion about greenhouse gas emission reduction targets, transportation emission reduction strategies and the potential effect of electric vehicles.

Transportation photo contest

Phase three engagement was largely stakeholder-focused as the plan was being drafted, but DRCOG staff did not want to lose momentum or the public's attention during the phase. To maintain interest and momentum, DRCOG staff launched a transportation-themed photo contest through social media during phase three. Announcing the contest to over 2,200 people through DRCOG's email distribution lists and through many social media posts, DRCOG staff asked the public to submit photos that captured the many modes of transportation in the region.

The contest ran from mid-December 2020 through mid-January 2021. In total, DRCOG received over 200 photo submissions. DRCOG staff were invited to vote on the photo submittals to narrow the selection to five photos. Then, another social media announcement was made to present the five winners and ask the public to vote on a grand prize winner through an online survey. The grand prize winner won a gift basket of treats from local businesses in the region. The five finalist photos were used in the design of the plan document.



Regional partner presentations

In addition to the coordination with regional partners described above, DRCOG continued to give presentations about the plan to partners around the region, including the Aurora Chamber of Commerce Transportation Committee, Douglas Leadership Forum and the City and County Managers Forum, during phase three.

County transportation forums

The forums played a lead role in developing candidate major project priorities for the 2050 RTP. The role is described in greater detail in the project solicitation and selection process subsection above.

Phase four: draft plan review, February 2021-April 2021

Phase four engagement methods used:

- Notices and promotion.
- Website and social media posts.
- Advisory groups.
- On-demand virtual open house.
- Interactive map.
- Virtual public meetings.
- Regional partner presentations.
- Agency review.
- County transportation forums.
- Public hearing.

Executive summary

The recommendations included in the 2050 RTP represent the culmination of a nearly two-year outreach effort throughout the Denver region. In developing the draft plan document for phase four, DRCOG staff incorporated the public and stakeholder input received from all earlier phases. The project solicitation and evaluation process undertaken in phase three and advisory group input informed the projects that ultimately were presented in the draft plan. In addition, staff incorporated the winning photos from the phase three photo contest into the draft.

Adapting to the COVID-19 pandemic

The original approach for engagement during phase four included several in-person events in different parts of the region. Due to the COVID-19 pandemic, DRCOG staff adapted the planned engagement strategy for phase four to include as many options for the public to provide input as possible from the safety of their homes. Significant emphasis was placed on developing an on-demand virtual open house, where people could review plan resources and provide input in a variety of different ways at a time convenient to them. In addition, staff conducted several live virtual public meetings to provide overviews of the draft plan and answer questions from community members.

Summary of engagement results

With all engagement conducted virtually, DRCOG staff incorporated interactive polling at the regional partner presentations, public meetings and advisory group meetings via virtual meeting platforms during phase four. The polling questions focused on the six main priorities of the 2050 RTP: safety, active transportation, air quality, multimodal mobility, freight and regional transit. Identical polling questions were asked at each meeting, allowing for the data to be compiled from the various meetings. The topic-specific questions were also replicated on the virtual open house website.

A summary of the compiled results follows, with more detailed response summaries incorporated in the “Advisory groups” meetings and “Virtual public meetings” subsections of this report. In all, DRCOG staff received **260 responses** to the questions through the meetings and the virtual open house. Interactive polling results are not a statistically valid, representative sample survey of the region’s views, but rather are an

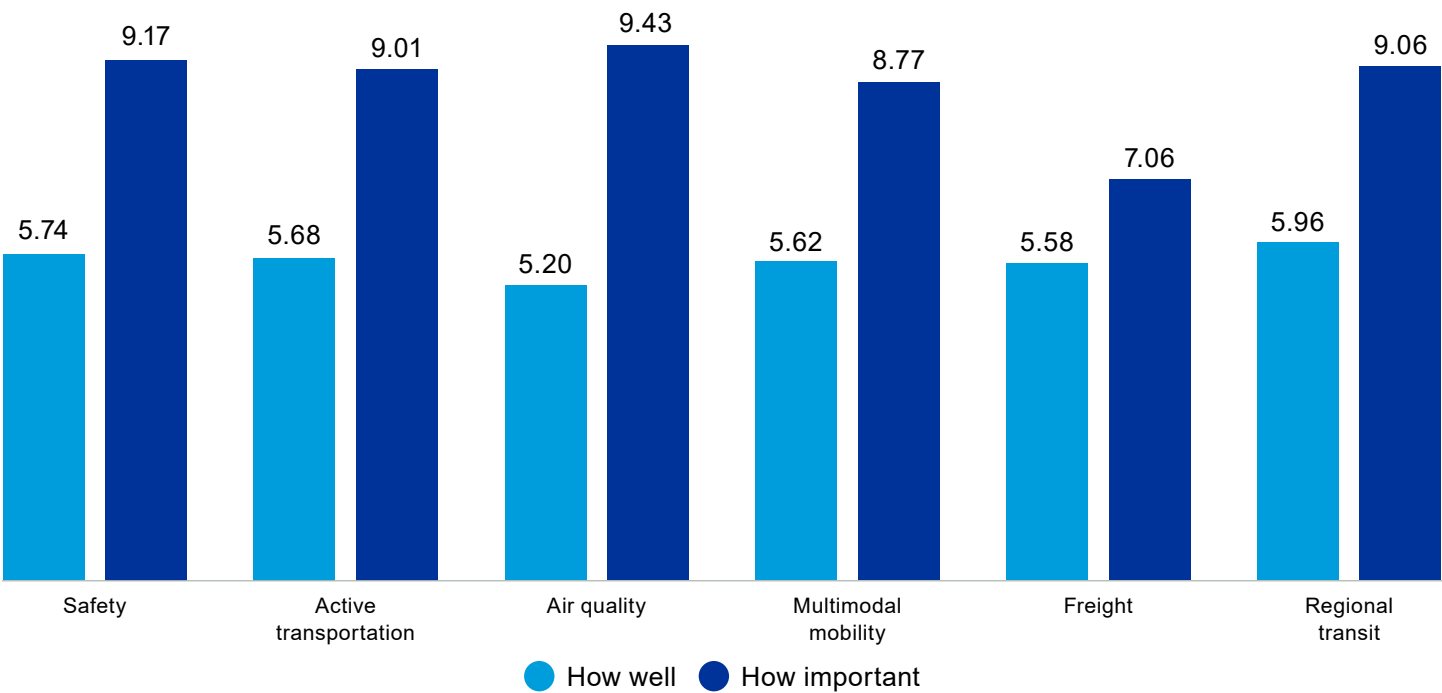
engagement tool for collecting feedback from the public on the 2050 RTP.

The polling questions asked “How well do you think the 2050 RTP will improve” each topic, and then “How important to you is” the topic. On average, respondents rated all of the topics between 5 and 6 (on a scale of 1-10) in terms of how well they thought the plan would improve the topic. The highest rated topics were **regional transit** (5.96) and **safety** (5.74). Lowest rated were **air quality** (5.20), **freight** (5.58) and **multimodal mobility** (5.62). Overall, respondents in the meetings and on the virtual open house site rated all six of the plan’s priority topics above a 7 on a scale of 1-10. Most

of the topics received high ratings of importance (above an 8), although freight was rated lower than the other priorities (7.06). On average, **air quality** was rated highest (9.43), followed by **safety** (9.17).

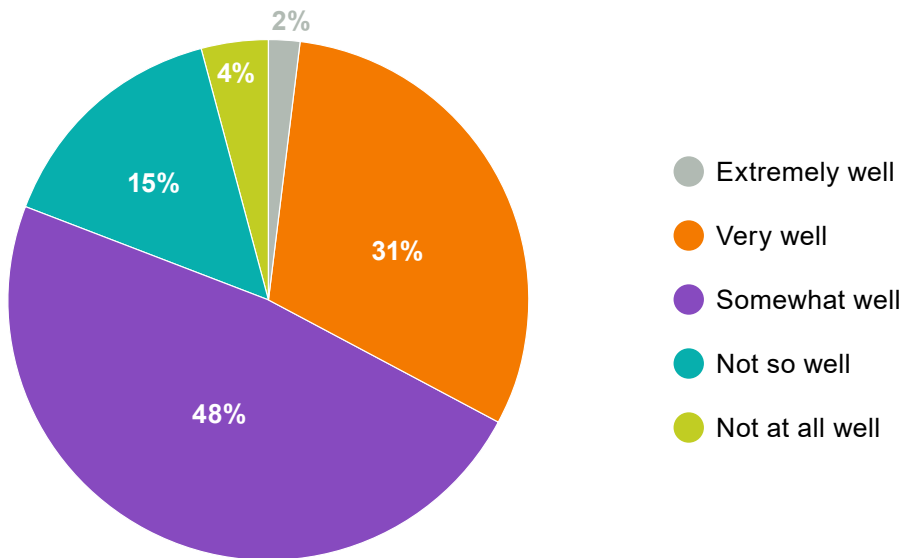
In the regional partner presentations, public meetings and advisory groups, DRCOG staff also posed an interactive poll question asking “How well does the plan align with your ideal transportation system?” Nearly half (48%) of respondents said that the plan aligned “somewhat well,” 31% noted that it aligned “very well,” and 15% responded “not so well.” Full results are below.

How well do you think the 2050 RTP will improve ... ? How important to you is ... ?



Respondents: 260

How well does the plan align with your ideal transportation system?



Respondents: 250

Staff also used interactive polling to elicit more detail, posing two follow-up questions at the majority of meetings (dependent on time): “In what areas does the plan least align with your ideal transportation system” and “In what areas does the plan most align with your ideal transportation system.” A summary of the common themes among responses is listed below.

Areas where the plan **least** aligns with ideal transportation system:

- Too much investment in automobile infrastructure.
- Not enough investment in active transportation.
- Needs more focus on safety.

- More focus on multimodal options.

Areas where the plan **most** aligns with ideal transportation system:

- Investment in bus rapid transit.
- Emphasis on safety.
- Active transportation funding.
- Multimodal system focus.

DRCOG staff received over **200 written comments** about the plan from the general public and local stakeholders during the phase four public comment period. Staff received responses via email and on the virtual open house site. The most common themes of the written comments were:

- Funding is misaligned with priorities of plan, too much investment in roads and highways instead of transit and active transportation.
- Concerns about climate change and air quality impacts of plan investments.
- Want more investment in active transportation.
- Want more investment in safety improvements.
- Support for transit investment, concern about implementation timelines.
- Equity and environmental justice considerations.

Examples of comments related to each theme are presented below for reference. A full list of all comments received, as well as responses from DRCOG staff, is available at the end of this appendix.

Comment theme: Funding is misaligned with priorities of plan, too much investment in roads and highways instead of transit and active transportation (42 comments)

- *I have one major comment/concern about the 2050 RTP, namely the priorities described in the plan are completely at odds with the actual projects being funded.*

- *Far too much of this plan is committed to widening highways and making it easier to travel the region by car. By reallocating highway funds to transit, building a connected, protected bikeway network and building out some of the region's most basic needs, like sidewalks, we will gain much more ground in lessening environmental impacts and creating a more equitable city.*
- *After 120 pages talking about how important multimodal mobility, Vision Zero, better air quality, and active transportation are, it is incredibly jarring to get to the list of projects and see that it's mostly highway and arterial widenings. Stop inducing car demand by building more lanes.*
- *I think we need to be focusing spending on reducing vehicle miles traveled, reducing greenhouse gas emissions, and encouraging more active transportation and public transportation.*
- *They say an organizations heart is where its budget goes, and I sincerely hope DRCOG will revisit the priorities so we may make Denver a better place for future generations.*

Comment theme: Concerns about climate change and air quality impacts of plan investments (31 comments)

- *I'd like to see a dedicated section of this plan that calls out climate change, outlines impacts associated with it and describes how this plan is investing in a cleaner, greener future. We need to address climate change holistically.*

- *The plan pays lip service to air pollution and greenhouse gases but goes on to recommend tens if not hundreds of road-building schemes, road-widening projects and interchange replacements.*
- *Unfortunately this plan shows a serious lack of vision towards the critical need to address public transportation options and thus the climate crisis. It has the word multimodal in the plan but does nothing to promote light rail and only a small allocation of resources to bus rapid transit. Old ways of thinking will not get us to where we need to be to address carbon output and crowding on our roads.*
- *As you are well aware, climate change is an existential threat to our city, state, country and planet and it is essential that we aggressively change the structure of our transportation system and how we live if we are to have any hope of addressing climate change in any meaningful way. Continuing to spend on building additional car infrastructure is both a waste of scarce public dollars and undermines any hope of mitigating the impacts of climate change within the time frame required.*
- *It's clear this plan doesn't even go somewhat far enough in air quality management. Far and away, most of the money is going to additional highway lanes and interchanges, which will only increase vehicle miles traveled (and particularly single-occupant vehicle miles traveled), which is bad for air quality.*

Comment theme: Want more investment in active transportation (26 comments)

- *Would like to see more funding dedicated to active transportation infrastructure. We need to invest in spaces for people!*
- *Please add far more new bike paths in lieu of roads and highways.*
- *Roadway widening projects do not promote active transportation. In fact, they do the opposite, encouraging more people to drive on wider and less congested roads. If active transportation were a priority I would expect it to be funded like a priority.*
- *I think in the future we will continue to see a need for an even greater amount of funding for these types of investments. I think prioritizing these projects will help us reduce congestion in the present as well as the future and help our region to develop more sustainably by encouraging "center□ like" development over sprawl.*
- *A local and regional multiuse network that connects people safely deserves as much funding and consideration as our regional motor vehicle network. This is a prerequisite for converting people from "interested" to "active." That is how we can actually and equitably achieve safe, environmentally responsible mobility.*

Comment theme: Want more investment in safety improvements (21 comments)

- *I think we need to prioritize people walking and people biking, they represent a very disproportional share of the overall*

deaths in the transportation system.... We need to approach infrastructure at the areas of conflict, and protect the most vulnerable.

- The current plan really misses the opportunity to change travel behaviors or set RTD up for success along a major thoroughfare and, as written, will cause more traffic deaths on our roads, as well as unnecessary displacement of vulnerable populations and increased pollution.
- I really like the emphasis on safety, I think Vision Zero should be the main priority for 2050.
- The safest roads are ones where cars travel slowly and carefully. Roadway expansion is not compatible with safety as a priority.
- Overall, though, beyond the safety-identified projects, I think this plan does a very poor job at improving safety. Most funding is directed towards growing the highway network to more miles, more lanes, greater widths, all of which are correlated with more crashes, damaging the lives of drivers and non-drivers alike. One surefire way to increase road user safety is to reduce speeds, increase traffic, and provide non-car means of transportation. This plan seems to encourage the opposite.

Comment theme: Support for transit investment, concern about implementation timelines (21 comments)

- Very happy to see so many multimodal projects in the plan, especially investments in bus rapid transit on key urban corridors.

- Please focus on getting a light rail or rail system along the front range! People have been asking for this for years.
- Do not wait until 2040-2050 to fully fund our bus rapid transit network.
- Systems change needs to happen, starting today. Please immediately halt interstate-building and -serving infrastructure through Denver and reallocate all of this funding to bus rapid transit, sidewalks, bikeways, safer street design and amenities to support transit.
- I was also disappointed to see the timeline for less polluting, safer modes of travel such as bus rapid transit being put off to 2040, and relatively little funding being allocated to safer, narrower, car-deprioritized, Complete Streets re-designs across streets in the High Injury Network.
- Liked seeing investment in regional transit, this is really important.
- It is imperative that people throughout the region can function without having to own a car.

Comment theme: Environmental justice: Equity and environmental justice considerations (19 comments)

- The environmental justice map should differentiate between projects that will mitigate environmental harm (transit, sidewalk improvements) vs. highway projects that will exacerbate harm.

- *More resources need to be dedicated to correcting historic harms that our transportation system has brought upon poor and minority neighborhoods.*
- *The funding as allocated will continue to adversely impact communities of color that live near most of our major interstate highways.*
- *This seems like the bare minimum. I would like to see refocusing transportation investments to low income and minority communities that have historically been under invested in. How is this plan doing that?*
- *More meaningful work to consider transportation outcomes for low income and minority residents is needed.*
- *The plan spends too much time and effort on automobile infrastructure. We need to heavily invest in pedestrian, bike and transit options to do our part for climate change and equity.*

As noted in the beginning of this section, all comments received, and DRCOG staff responses, are located at the end of this appendix.

Notices and promotion

Public notice

From Feb. 12 through March 17, 2021, DRCOG held a final public comment period to ask the region's residents and transportation stakeholders to share their thoughts of the public review draft of the 2050 RTP. The draft plan was released for public review and notice was posted on the DRCOG website and shared through an eblast on Feb. 12. Public notice was placed in the

Sunday, Feb. 14, *Denver Post* announcing the public comment period and public hearing.

Eblasts

DRCOG staff sent three eblasts to promote the public comment period and opportunities to provide input on the draft plan. These eblasts were sent to over 2,000 recipients on existing DRCOG mailing lists. The first and third eblasts provided information on the various ways to review the plan and share feedback, including information about how to join the three public meetings and the public hearing. The eblasts also requested that recipients share the information with their networks.

Media release

DRCOG shared a press release about the draft plan and the opportunity to provide comment on the draft to nearly over 100 English-speaking outlets and 44 Spanish-speaking outlets. The City of Aurora shared a story about the 2050 RTP on its Channel 8 broadcast. Denver7 [ran a story](#) on March 1, 2021 about the 2050 RTP, which reached over 37,000 viewers.

Local government promotion toolkit

DRCOG staff reached out to the communications staff of all 58 member governments with a request to share information about the draft plan and open public comment period. The request included a promotion toolkit with sample social media posts, newsletter copy and shareable graphics. Many of the member governments shared the information on their social media accounts or through newsletters throughout the public comment period.

Website and social media posts

Social media posts were used throughout phase four of the plan to announce the opportunity to review the plan and provide comments. A monthlong campaign was planned in advance, incorporating animated and still images to attract attention. The majority of the social media posts were organic, but DRCOG also invested in several paid posts to reach a wider swath of the region's residents.

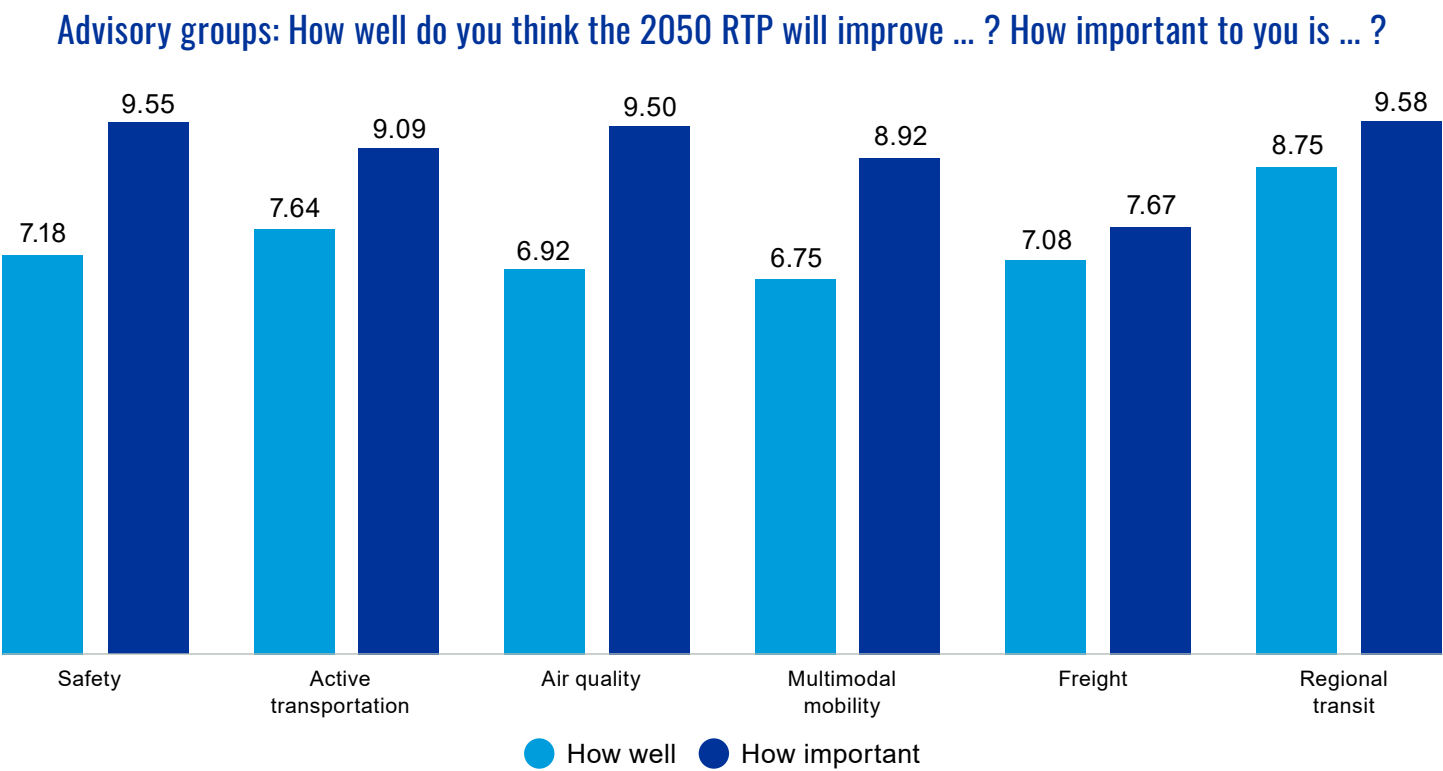
DRCOG's social media promotion was successful at reaching a wide range of people. DRCOG's 12 Facebook posts, 10 Twitter posts and five Instagram posts received a total of **141,196 impressions** during the public comment period. The paid ads received about 110,000 of total impressions. Social media users clicked on or reacted to posts **over 10,000 times**. The average engagement rate of the posts was **5.68%**, which is higher than most of DRCOG engagement social media

posts for other efforts. Two of the paid posts were in Spanish and received nearly **40,000 impressions** but had a lower engagement rate than the English posts.

Paid advertising received higher social media engagement than organic, which is unusual. Because paid advertising reaches a larger audience and social media engagement is calculated as a proportion of clicks and shares to the total number of impressions, the unusually high engagement suggests users had a strong emotional response to conversations about transportation in the region and that the posts were successful at capturing the users' attention.

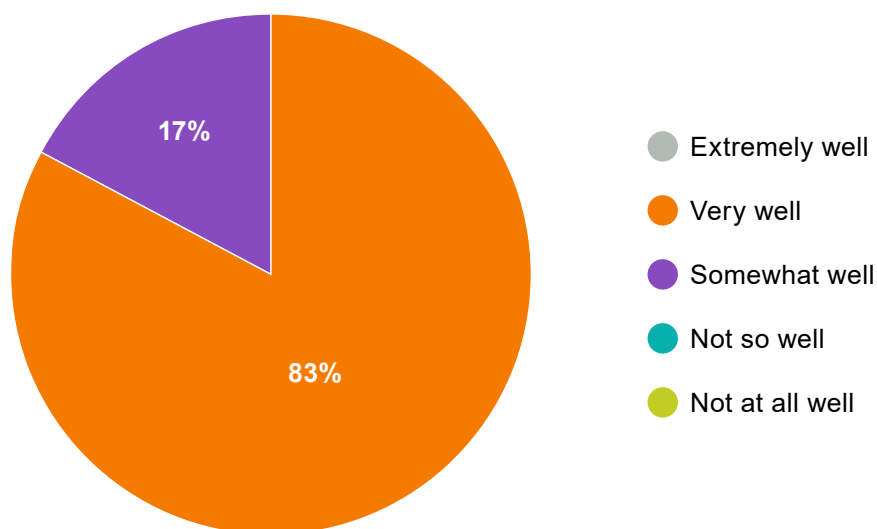
In addition to directing the public to explore plan information on the virtual open house, the DRCOG website also promoted the plan. A webpage featured on the homepage provided notice of the public hearing and detailed how to provide comment. The 2050 RTP webpage used throughout plan development was also

updated to reflect the public comment period. Visitors spent dramatically more time on both the 2050 RTP landing page and public hearing page than the drcog.org average, suggesting the webpages were successful as well.



Respondents: 12

Advisory groups: How well does the plan align with your ideal transportation system?



Respondents: 12

Advisory groups

The Civic Advisory Group and Youth Advisory Panel, which were convened to provide input and guidance throughout the planning process, each met to review the draft of the 2050 RTP. Staff provided an overview of the draft, then facilitated interactive polling and a discussion about the plan.

Staff integrated interactive polling into the presentation to assess initial reactions to each of the six priority topics. With the exception of **freight** (7.67), the groups indicated that they found all of the topics to be extremely important (rated above 8.9). The groups indicated that **regional transit**, **safety**, and **air quality** were most important to them. On a scale of 1-10, the advisory groups felt that all six topics fell within the 6-9 range, with the most confidence in the plan to improve

regional transit (8.75) and **active transportation** (7.64). The plan's improvement of **multimodal mobility** and **air quality** received the lowest ratings. Full results are below.

Youth Advisory Panel and Civic Advisory Group members were then asked, "How well does the plan align with your ideal transportation system?" The majority (83%) of members responded that the plan aligned "very well" with their ideal transportation system, and 17% responded that the plan aligned "somewhat well."

The two groups discussed the strengths, opportunities, weaknesses, opportunities and threats related to the plan. The topics raised are summarized below.

Strengths:

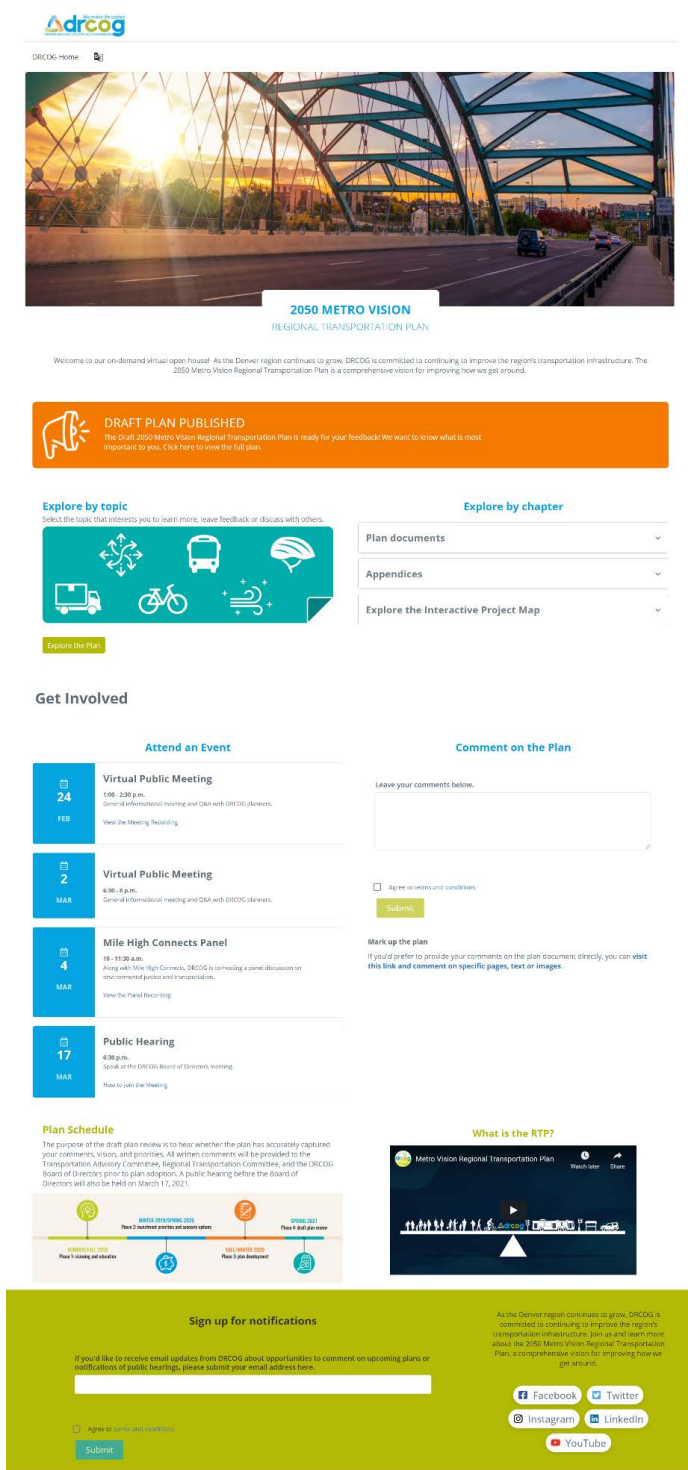
- Amount of investment in public transit.
- Equity, getting people more access to job opportunities is a huge strength.
- The integrated street typologies of Complete Streets into future projects and planning.
- Many stakeholders and counties have provided input, so it seems that everyone has some part in the plan or has had their say.

Weaknesses:

- Would love to see alternative forms of transit considered. Bus rapid transit may not keep up with demand or attract new residents. This may lead to increased congestion.
- A lot of these projects are focused on making more capacity.
- Wanted less investment in highways, but this isn't reflected in plan.
- The plans has lots of road widenings, which are not making it more accessible to walk.
- With so many different stakeholders, some of the opportunities of the plan are weakened. The plan should stop bad things as well as propose good things.

Opportunities:

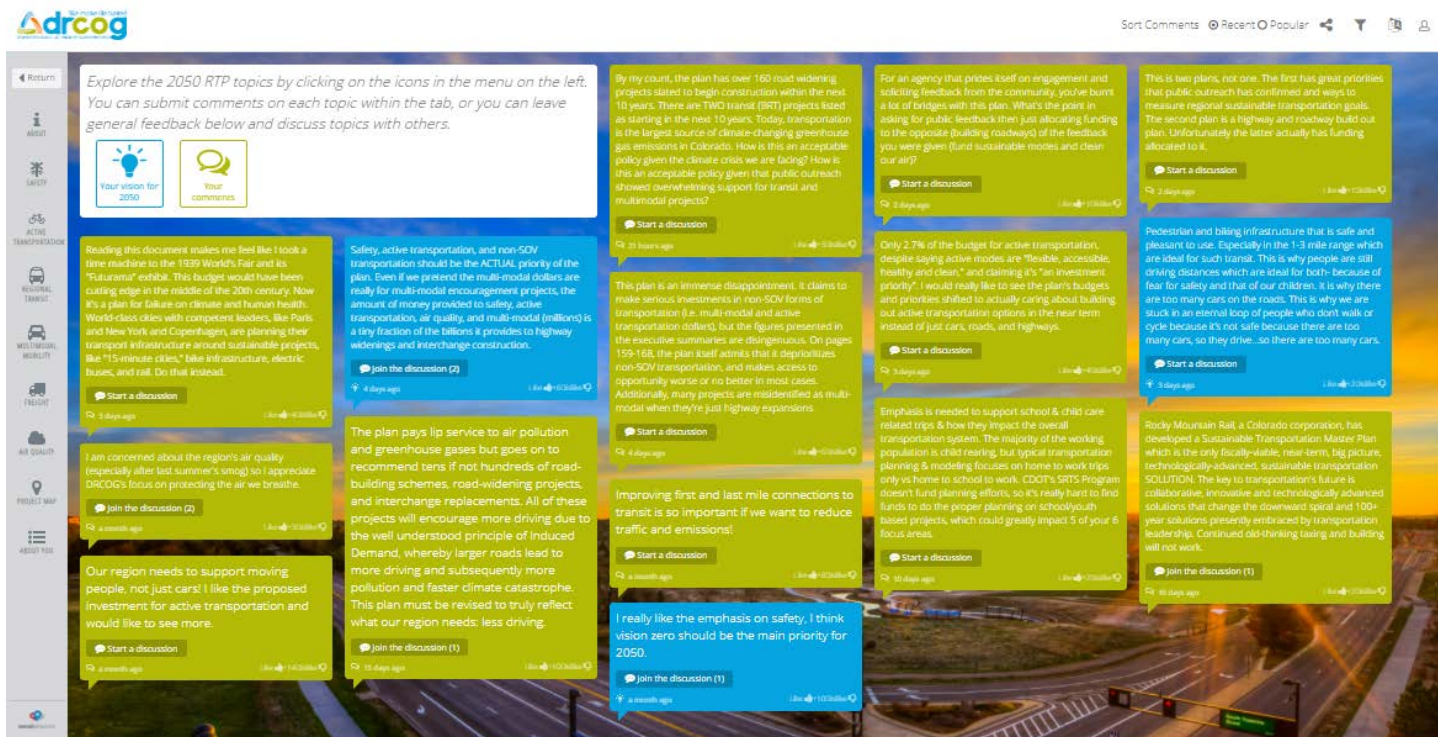
- I think there are a lot of opportunities for this plan to thrive. Especially how it can be adapted and changed at any point over the years.
- As the state's climate change road map is implemented, there should be opportunities to integrate that into this plan.
- The focus on bus rapid transit and bus service is great for current city/population, but also need to the think about the future needs of people who don't live here yet. Will bus rapid transit be enough?
- Will the trends of people moving from urban to rural areas in pandemic be a strength, weakness,



Threats:

- The possibility of population growth being above or below the predicted amount.
- Potential issues with budget in future.
- How will the plan adapt as environmental standards change?
- There is a possibility for more growth caps like in Lakewood.
- How do we work with adjacent metro areas along the Front Range and avoid a megalopolis?

opportunity or threat?



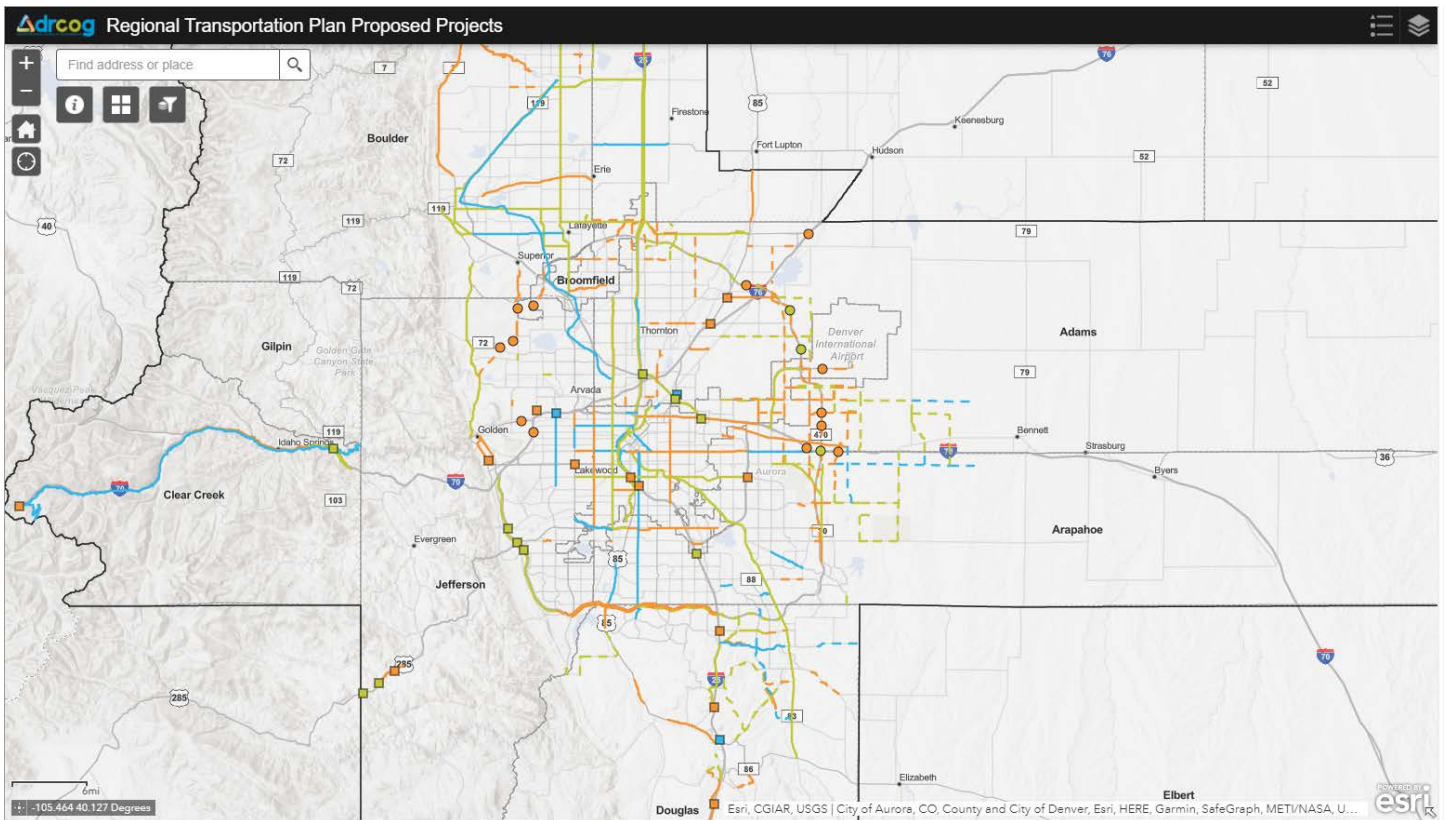
The virtual open house site included a discussion board, with summaries of main plan topics and surveys available.

On-demand virtual open house

During the COVID-19 pandemic, many local governments and regional organizations have shifted to developing online open houses to replace planned in-person events. DRCOG staff identified the need to develop an open house website that would be “on-demand” for people to learn about the plan and provide

input at times convenient for them, and from the safety of their homes.

Using Social Pinpoint public engagement software, DRCOG developed a virtual open house site. The open house provided a range of ways to explore the plan and had the capability to be translated into any language a visitor might require. It included user-friendly access



to all draft plan documents, including the full plan, individual chapters and appendices. In addition, the site provided executive summaries and overview documents in both Spanish and English. DRCOG staff advertised the public meetings and public hearing on the open house site with links to register to attend. The open house site also included the introductory video created during phase one as well as a plan schedule.

The virtual open house site incorporated a range of opportunities to learn more about the plan and provide input.

The open house site offered community members various ways to submit their feedback on the plan. The site had an easy-to-use comment box where users could submit comments directly. In addition, there was an option to view a Google Drive version of the main plan document and provide markup on the plan to allow for easy and direct commenting on specific text, images or maps.

The site also used a discussion board feature to allow for communication among users, attempting to replicate conversations that might have happened among people at an in-person open house. The discussion board also featured topic summaries of the six main priorities of the plan within its left sidebar. Short surveys were integrated within the summaries to capture initial impressions regarding the topics.

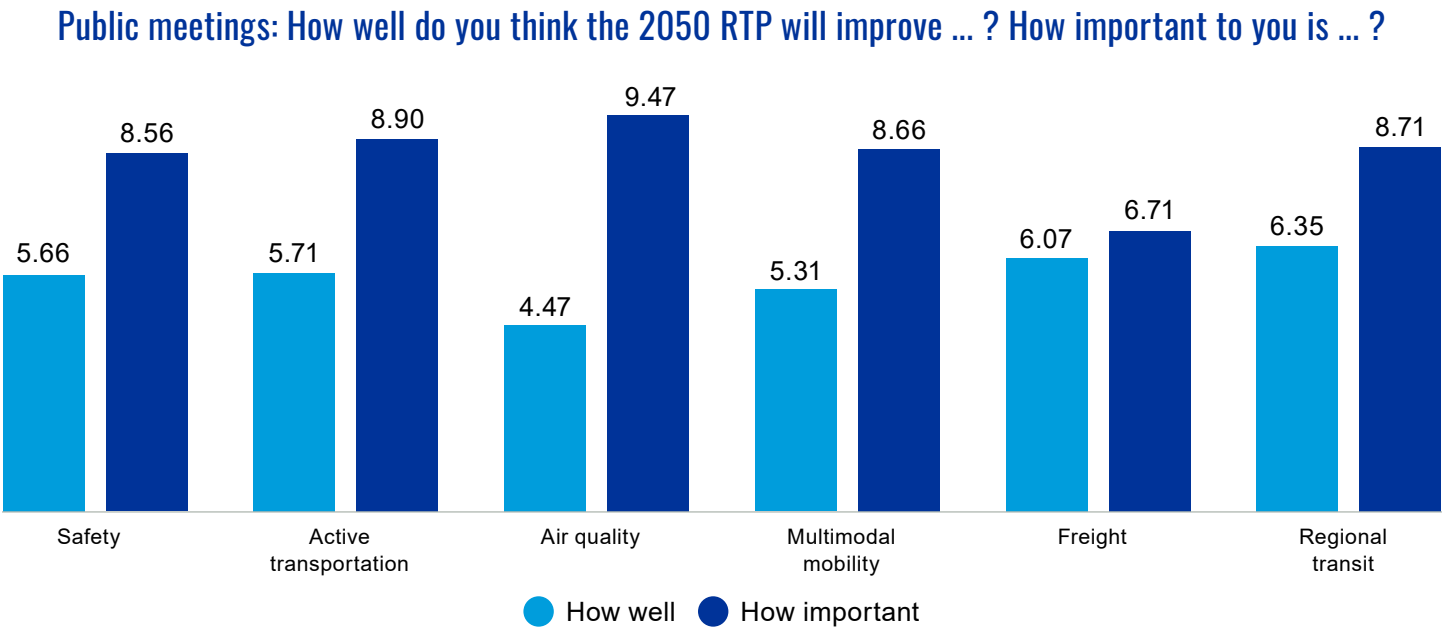
The virtual open house site received **4,071 visits** from **1,392 unique users** during the public comment period. Visitors made **22** comments on the discussion board, left **18** comments in the comment box, completed **42** surveys within the topic summaries, and made **26** comments on the direct-markup document. The comments appear in the comment matrix at the end of this report.

Interactive map

DRCOG’s GIS team developed an interactive web map of the proposed major projects in the draft 2050 RTP. This map allowed the public to explore the projects in more detail; zoom in to a specific community; or filter by project type, implementation timeline and funding source. The map was featured on the virtual open house site and was viewed **533 times** during the public comment period.

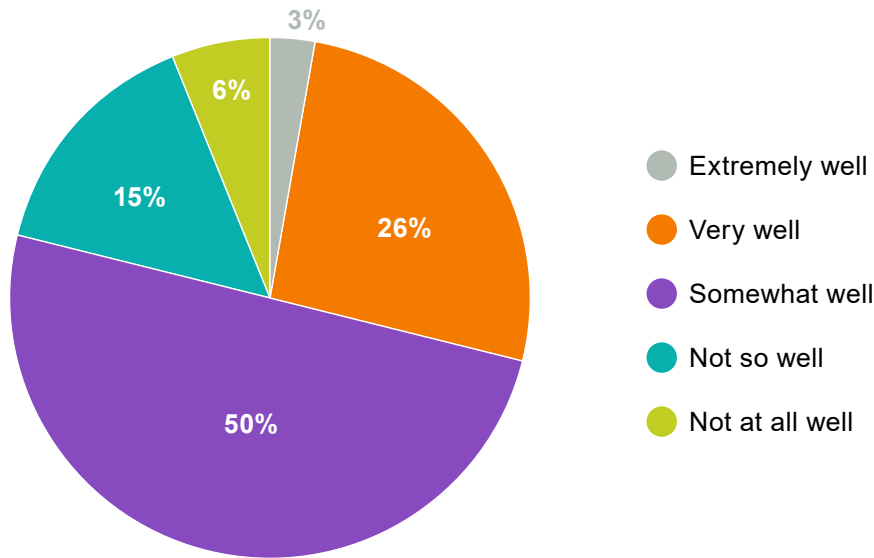
Virtual public meetings

In addition to the on-demand virtual open house website, DRCOG held three public meetings regarding the 2050 RTP during the draft review period. Due to the COVID-19 pandemic, all meetings were held virtually using Zoom. A total of **90 community members**



Respondents: 34

Public meetings: How well does the plan align with your ideal transportation system?



Respondents: 34

attended the public meetings. The first and second meetings, held Feb. 24 and March 2, were focused on providing a general overview of the draft period, facilitating initial feedback through interactive polling and providing an opportunity for DRCOG staff to answer community members' questions about the plan. A recording of the first meeting is [available at this link](#).

The third meeting was co-hosted by Mile High Connects and focused on the topic of environmental justice and transportation. Its format differed from the first two meetings. DRCOG and Mile High Connects convened a panel of speakers from various local organizations to discuss the topics of environmental justice and transportation in general terms. DRCOG staff highlighted the 2050 RTP and promoted opportunities to provide input, but overall the conversation was more generally about environmental justice and transportation in the region, rather than direct input about the plan.

A recording is [available here](#). Main topics discussed included: best practices for implementing equity and environmental justice in transportation; youth engagement in climate change issues; mobility and land use impacts on health; how to integrate equity into transportation planning; prioritizing bus service over rail; potential for free transit; mitigating air pollution due to expanded highways; and coordinating affordable housing and transportation.

At the first and second informational public meetings, DRCOG staff used interactive polling to gauge meeting attendees' initial impressions of the plan. Results obtained at the public meetings are summarized below. In terms of how well the plan would address each topic, meeting attendees rated all topics with an average between 4 and 7, with **air quality** (4.47) and **multimodal mobility** (5.31) rated lowest and **regional transit** (6.35) and **freight** (6.07) rated as most

likely improved by the plan. Public meeting attendees identified **air quality** as the most important topic, rating 9.47 out of 10, followed by **multimodal mobility** (8.66) and **safety** (8.56). Least important to attendees was freight (6.71). Although they had ranked it as most important, public meeting attendees felt air quality was the topic that the 2050 RTP would least improve.

Attendees also responded to the more general question of “How well does the plan align with your ideal transportation system.” Half of respondents said that the plan aligned “somewhat well,” 26% thought it aligned “very well,” and 15% noted that the plan aligned “not so well.”

Regional partner presentations

Another emphasis of the phase four engagement strategy was regional partner presentations. DRCOG staff wanted to reach out to existing community affinity groups and, especially those who may not be able to attend the public meetings or be inclined to visit the virtual open house. The intent for community presentations was to provide an overview of the draft, facilitate feedback and invite additional review and input on the plan. DRCOG staff also asked participants to share information about the plan with their networks.

During phase four, DRCOG staff gave presentations and solicited feedback from the following 13 groups:

- Accountable Health Communities Advisory Board
- Arvada Transportation Committee
- Boulder County Local Coordinating Council

- Boulder Transportation Advisory Board
- Denver Inter-Neighborhood Cooperation Transportation Committee
- Denver Regional Mobility and Access Council
- Denver Streets Partnership Steering Committee
- DRCOG Advisory Committee on Aging
- Golden Mobility and Transportation Advisory Board
- Littleton Transportation Mobility Board
- Longmont Transportation Advisory Board
- RTD Citizens Advisory Committee
- Way to Go Transportation Management Associations Outreach

Presentations incorporated the interactive polling described previously; a summary of the feedback received is located at the beginning of this document. Many meaningful discussions took place at these regional partner presentations. Some of the most frequent comments received and questions raised included:

- Concerns about air quality.
- Funding is misaligned with priorities of plan, too much investment in roads and highways instead of transit and active transportation.
- Too much investment in roadway expansion projects.

- Safety is an important issue.
- Support transit investments.
- Impacts of COVID-19 on travel and commute patterns.

County transportation forums

During phase four of the 2050 RTP engagement process, DRCOG staff met with eight of the county transportation forums to provide an overview of the draft and request help in sharing information about the opportunity for the public and other organizations to review the draft. The county-specific projects lists were also shared with each forum. These meetings took place throughout February and in early March.

Agency review

The draft plan was also reviewed by the Colorado Department of Transportation, Regional Transportation District, Federal Highway Administration and Federal Transit Administration during phase four. Comments are listed in the appendix at the end of this report, but generally related to minor clarifications of text, maps and graphics. In addition to comments about plan content, agencies commended the draft's user-friendly graphic design, breadth of public outreach and development of interactive maps.

Public hearing

A public hearing was held at the DRCOG Board of Directors meeting on March 17, 2021. The recording of the public hearing is available at [this link](#). Six people testified at the hearing. Below is a brief summary of the comments made:

- Support for the plan, implementation will improve air quality.
- Project list does not include unfinished FasTracks extensions except the Northwest Rail extension. Concern that even though conformity is determined regionally, projects happen one at a time.
- Disappointed in the priorities reflected in the plan, roadway expansion is not how Colorado can overcome climate change. Funding is at odds with public input priorities received for plan. Bus rapid transit timelines should happen sooner.
- Support transit and multimodal projects, but disappointed in the number of roadway expansion projects.
- Should not be expanding roadways, need to think creatively to consider equity.

Comment matrix

On the next pages, all written comments that were received on the draft 2050 RTP during the public comment period are listed in a matrix, noting both the comment and a response by DRCOG staff.

Page	Date	Comment type	Name
	12-Feb	Comment form	Michael Gradis, Senior Planner, City of Centennial
	12-Feb	Discussion board	
	12-Feb	Discussion board	
	12-Feb	Discussion board	
	12-Feb	Discussion board	
	12-Feb	Topic survey	
	12-Feb	Topic survey	

Comment	Response
Arapahoe Rd. Waco to Himalaya widening project shown on the project map has been completed. City of Centennial is planning to kickoff its Transportation Master Plan in 2021. Please be aware that others from the City of Centennial may offer additional comments.	Recognizing this section of Arapahoe Rd. has been widened to 4 lanes, the ultimate project in the 2050 RTP is to widen from 2 to 6 lanes.
I am concerned about the region's air quality (especially after last summer's smog) so I appreciate DRCOG's focus on protecting the air we breathe.	Thank you for your comment.
Improving first and last mile connections to transit is so important if we want to reduce traffic and emissions!	Thank you for your comment.
Our region needs to support moving people, not just cars! I like the proposed investment for active transportation and would like to see more.	Thank you for your comment.
I really like the emphasis on safety, I think vision zero should be the main priority for 2050.	Thank you for your comment.
Multimodal Mobility: I just wish more people would utilize public transit. I would also like to see more bike lanes and more light rail lines that extend further outside of the metro area.	The plan devotes \$650 million to active transportation and safety, improvements. The 2050 RTP does not list all the potential bicycle and pedestrian projects that could occur in the region over the next 30-years, only those submitted by project sponsors. These types of projects are eligible for funding in the Transportation Improvement Program, the short-range transportation plan that implements the 2050 RTP.
Regional Transit: I would like to see more frequent regional buses that travel as far north as Ft. Collins, including weekend routes. I would also like to see the light rail expanded up and down the northern I-25 corridor, reaching Ft. Collins.	DRCOG coordinates with CDOT and the North Front Range MPO (Fort Collins) on intercity bus service. To find information on the ongoing planning and project development associated with the three potential alignments for a future Front Range passenger rail system, view Map 3.6.

Page	Date	Comment type	Name
	13-Feb	Email	Chad Holtzinger
	15-Feb	Comment form	
1	17-Feb	Markup plan	
2	17-Feb	Markup plan	
6	17-Feb	Markup plan	
7	17-Feb	Markup plan	

Comment	Response
<p>Thanks for sharing Lisa: I would love to see 20-30% of all urban streets rebuilt to a bike / pedestrian street with access for deliveries and emergency vehicles only. This would create ribbon parks in the city, and introduce better drainage and wildlife corridors, as well as safe places for kids, and a street typology sympathetic to livable density. See the attached sketch.</p>	<p>DRCOG is currently preparing a Complete Streets Toolkit to help guide implementation of projects in the 2050 RTP, that will provide specific design and cross-section guidance and tools.</p>
<p>The map lists three projects with the wrong county: Quail Run Rd: 6th Ave to I70 should be Arapahoe not Adams 6th Ave: Watkins to Manila should be Arapahoe not Adams Powhaton: Jewell to 26th should be Adams/ Arapahoe not Adams</p>	<p>These corrections have been made to Table 3.1.</p>
<p>I'd like to see specific mention of climate change. While air quality and greenhouse gas emissions are important components to consider, they are far from the only things related to climate change and transportation - this is a long range plan - and by 2050 we need to be doing more about climate change.</p>	<p>The terms air quality and greenhouse gas emissions are used for their specificity.</p>
<p>What do these mean? Is this document only for the dark purple? or both?</p>	<p>The 2050 RTP covers the full DRCOG region (thick black outline). Within the DRCOG region, there are multiple boundaries including the Metropolitan Planning Organization area, which is one of many designations DRCOG has.</p>
<p>Is this just a new phrase that means multimodal transportation? What does this mean?</p>	<p>Chapter 3 has been revised to better define/explain the term multimodal mobility.</p>
<p>This seems like the bare minimum. I would like to see refocusing transportation investments to low income and minority communities that have historically been under invested in. How is this plan doing that?</p>	<p>Thank you for your comment. Chapter 4 and Appendix D document the analysis performed by DRCOG staff. Through the plan's investments, mobility outcomes for low-income and minority communities, and other vulnerable populations (over 65, children, no car households, limited English, and disability) improve overall and no community faces disproportionate impact.</p>

Page	Date	Comment type	Name
7	17-Feb	Markup plan	
24	17-Feb	Markup plan	
85	17-Feb	Markup plan	
87	17-Feb	Markup plan	
	18-Feb	Comment form	
	23-Feb	Email	Brandon Figliolino

Comment	Response
This isn't "multimodal mobility"?	Because engagement throughout the planning process emphasized the importance of Regional Transit, it is a specific priority in the 2050 RTP.
Shouldn't this add to 100%?	Percentages have been clarified to add to 100%
How did the public fit into this? Was there an opportunity to comment or targeted outreach on this?	Please view Appendix C to learn about the public and stakeholder engagement across the plan's two years of development.
Was equity really not considered in project scoring? More meaningful work to consider transportation outcomes for low income and minority residents is needed.	Project scores were only one factor in determining which projects to include in the 2050 RTP. Individual project sponsors incorporated equity into their candidate project submittals and based on guidance from local stakeholders, DRCOG staff took equity into account during the evaluation phase.
Plan should focus more on roads and less on expensive greenways/regional trails that have few users. Choose projects that provide benefit to the majority of the public, not just a select group. Transit in the DRCOG region is too expensive and infrequent. RTD is a complete failure and should be broken up into smaller transit agencies that can provide better service to the individual cities/towns within the region.	The 2050 RTP invests over \$7.5 billion on expanding the region's roadways, and an additional \$4.0 billion by local governments and toll authorities towards roadway improvements.
I love the large focus on safety, transit, and active transportation. As Jacob mentioned, this plan has the most funding allocated for these projects ever and I think in the future we will continue to see a need for an even greater amount of funding for these types of investments. I think prioritizing these projects will help us reduce congestion in the present as well as the future and help our region to develop more sustainably by encouraging "center-like" development over sprawl. I'm happy to see the timeline for a lot of these projects is sooner than later.	Thank you for your comment.

Page	Date	Comment type	Name
	23-Feb	Email	Brandon Figliolino
	23-Feb	Email	Brandon Figliolino
	23-Feb	Email	Brandon Figliolino

Comment	Response
<p>Reading through the plan, I was concerned with the number of times I saw “road widening.” I know my purview is limited, as there are many, many roads listed that I’ve never used to travel so I don’t have a localized context for the surrounding land uses or how people use the current facilities. With these projects, I do hope there are other safety and pedestrian/cyclist elements included in them (such as larger pedestrian crossing bulb-outs, pedestrian islands, and wide sidewalks to accommodate more multimodal users).</p>	<p>Project descriptions are simplified for the 2050 RTP and reflect that most projects are still conceptual. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is developing a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>I was disappointed to see that the US36 Sheridan Station pedestrian underpass wasn’t included in the plan, but I was excited to see the Ward Road improvements on there!</p>	<p>The 2050 RTP does not list all the potential bicycle and pedestrian projects that could occur in the region over the next 30-years, only those submitted by project sponsors. These types of projects are eligible for funding in the Transportation Improvement Program, the short-range transportation plan that implements the 2050 RTP.</p>
<p>The only project that I really don’t support is the Jefferson Parkway in Arvada/Jefferson County. I dislike that the route goes through Rocky Flats Wildlife Refuge and through some of Arvada’s most beautiful (in my opinion) open space areas. I would prefer the MVTP remove that project and instead focus on the SH-93 project, which I think has more benefits for regional commuting between Golden, Arvada, and Boulder. Plus, that project also has better potential for Bus Rapid Transit and could be safer for bicyclists.</p>	<p>The Jefferson Parkway is a locally funded project. The 2050 RTP includes \$200 million for SH-93 improvements.</p>

Page	Date	Comment type	Name
	23-Feb	Comment form	
	23-Feb	Topic survey	

Comment	Response
<p>I want to commend the staff at DRCOG for their excellent work putting together this plan! I am really excited to see such an emphasis on bus rapid transit, high-speed rail, bicycle and walking projects, as well as improved safety components. I do question how some road widening projects align with the vision of creating a more multimodal, vibrant community, however. I can only speak to the projects within my city (Arvada) and I am doubtful that widening Indiana for six blocks will do much to improve traffic congestion caused by the proliferation of single family housing in West Arvada. I'm also disappointed to see so much funding for the Jefferson Parkway, which is not highly regarded in the community, poses health hazards due to being built on the former nuclear weapons plant, and it runs through some of the city's most beautiful open space. I would love for this project to be scrapped and replaced with something that will improve access to transit in the area, as opposed to catering to drivers.</p>	<p>Project descriptions are simplified for the 2050 RTP and reflect that most projects are still conceptual. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. The Jefferson Parkway is a locally funded project. The 2050 RTP includes \$200 million for SH-93 improvements.</p>
<p>Multimodal Mobility: I'm concerned about the heavy investment in highway widening (which leads to more cars on the road and the same level of traffic) as opposed to proven alternatives like transit and tolling. Specifically, widening I-225, E-470, and the extension of the NW Parkway seem to be a waste of money.</p>	<p>Project descriptions are simplified for the 2050 RTP and reflect that most projects are still conceptual. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety, improvements.</p>

Page	Date	Comment type	Name
	24-Feb	Email	Allen Cowgill
	24-Feb	Email	David Halterman

Comment	Response
<p>I am writing to DRCOG as a resident of Denver. The current 2050 Regional Transportation plan is not aligned with the values of the people of Colorado in terms of funding projects that will help with equity, Vision Zero, and climate change goals. The current funding priorities are imbalance and prioritize the continued expansion of interstate highways.</p> <p>As Climate Change Czar John Kerry said this past week, that next 9 years will be critical in combating irreversible damage to climate change. DRCOG's budget priorities show that we will continue to focus on highway expansion and single occupancy vehicles. The priorities are simply focused on an outdated model of focusing on interstates. The community wants more multimodal options including improvements for biking, walking, and transit. In addition, the funding as allocated will continue to adversely impact communities of color that live near most of our major interstate highways. In addition, if we are truly to adopt Vision Zero as DRCOG as so done is a very admirable way, our budget needs to reflect this.</p> <p>They say an organizations heart is where it's budget goes, and I sincerely hope DRCOG will revisit the priorities so we may make Denver a better place for future generations.</p>	<p>Over 50% of the revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. Additionally, of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements.</p> <p>Chapter 4 and Appendix D document the analysis performed by DRCOG staff. Through the plan's investments, mobility outcomes for low-income and minority communities, and other vulnerable populations (over 65, children, no car households, limited English, and disability) improve overall and no community faces disproportionate impact.</p>
<p>Lisa, thanks for the opportunity to post a question. I am MOST concerned about climate change. Since vehicle traffic accounts for 25-30% of total greenhouse gas emissions, a goal of approx. 10% reduction hardly seems reasonable given the urgency. Most of the projects look like road repair and capacity improvements, with relatively little dedicated to alternative transit and multi-modality. What can be done to correct this imbalance?</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
7	24-Feb	Markup plan	Mindy Mohr
	25-Feb	Comment form	
	25-Feb	Topic survey	
	25-Feb	Topic survey	

Comment	Response
<p>Given our areas problems with severely exceeding the ozone NAAQS , the auto-centric buildout of NW Arvada/Jefferson County is a big concern. Rather than continue to put money into the Jefferson Parkway (which would NOT) complete the beltway around Denver and focuses on automobile transport, why not improve roads like Indiana St and focus on bus/public transit in this area so people can travel more easily to Boulder, Golden, Superior, and within Arvada?</p>	<p>The Jefferson Parkway is a locally funded project. Of the limited regional funding available in the 2050 RTP, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements.</p>
<p>We know that climate change and extreme weather will impact to our transportation system in the future. This does not just mean air quality. Climate change should be a major component of this 2050 plan. Our Colorado roads have been destroyed by floods and provided critical evacuation routes during extreme weather events like floods and fire. We need to better consider the future (2050!) our climate will have on our transportation system. This also means providing shade, water and other amenities for people on bikes, foot or waiting for transit and making sure that debris stays off of bike facilities and sidewalks after extreme weather events so that everyone can get around safely. I'd like to see a dedicated section of this plan that calls out climate change, outlines impacts associated with it and describes how this plan is investing in a cleaner, greener future. We need to address climate change holistically.</p>	<p>The terms air quality and greenhouse gas emissions are used for their specificity.</p>
<p>Regional Transit: Liked seeing investment in regional transit, this is really important.</p>	<p>Thank you for your comment.</p>
<p>Active Transportation: Would like to see more funding dedicated to active transportation infrastructure. We need to invest in spaces for people! Sidewalk funding needs to be tackled at the regional level - it makes no sense residential owners to build transportation infrastructure (sidewalks!). If DRCOG is serious about active transportation, they should address this issue.</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety, improvements. The 2050 RTP does not list all the potential bicycle and pedestrian projects that could occur in the region over the next 30-years, only those submitted by project sponsors. These types of projects are eligible for funding in the Transportation Improvement Program, the short-range transportation plan that implements the 2050 RTP.</p>

Page	Date	Comment type	Name
	25-Feb	Comment form	
131	25-Feb	Markup plan	Amy Maxey
	26-Feb	Discussion board	
	26-Feb	Discussion board	
	26-Feb	Topic survey	

Comment	Response
<p>PLEASE focus on getting a light rail or rail system along the front range! People have been asking for this for years. This can reduce deaths via I-25, save costs of maintenance on I-25 and expansion due to accessibility via rail/public transit. Invest and act now so we can have a cleaner environment, with better air quality and less death.</p>	<p>The 2050 RTP takes note of the ongoing planning and project development associated with the three potential alignments for a future Front Range passenger rail system. See Map 3.6 to view the potential three alignments.</p>
<p>Please do this! We desperately need a light rail along the front range, this will help save lives, reduce GHG emissions, and more. Prioritize this!</p>	<p>DRCOG is a member of the state Southwest Chief and Front Range Passenger Rail Commission.</p>
<p>It would be great to see if, prior to the fires starting, if the substantial increase in teleworking in April/ May 2020 made any difference in pollution. If it did, could the plan help address teleworking?</p>	<p>Pollutant emissions directly tied to fuel use associated with automobile and airline travel were greatly reduced between April and July 2020 prior to the wildfires. Ozone monitor readings, however, were not much lower than levels seen in recent years.</p>
<p>I agree. I think we need to prioritize people walking and people biking, the represent a very disproportional share of the overall deaths in the transportation system. I'm a mom, and I like to get my kids out biking for enjoyment and transportation. I don't want one of my kids to die because I'm trying to raise them to be healthy, and be confident on a bike. We need to approach infrastructure at the areas of conflict, and protect the most vulnerable.</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. DRCOG adopted a Regional Vision Zero plan in 2020, which is incorporated as part of the 2050 RTP to help improve safety in the region. See more about the outcomes of the plan's investment in safety in Chapter 4.</p>
<p>Safety: I think one additional graphic you could provide is something that compares the fatalities according to the number of people using those modes. I know you'd have to approximate based on census or some other survey, but people walking/biking are such a small part of the transportation system overall, but bear so much of the weight of the deaths.</p>	<p>Please refer to page 6 in Appendix K of the 2050 RTP (Taking Action on Regional Vision Zero). It lists all crashes, and fatalities, by travel mode:</p>

Page	Date	Comment type	Name
23	26-Feb	Markup plan	
23	26-Feb	Markup plan	
25	26-Feb	Markup plan	
40	26-Feb	Markup plan	
	27-Feb	Topic survey	
	27-Feb	Topic survey	
	27-Feb	Topic survey	
	27-Feb	Topic survey	

Comment	Response
What does this mean? Aren't they all in our region?	The original labels are based on the distinctions in the Regional Roadway System. Text has been edited to clarify roadway distinctions.
Why is this so many more miles than the total miles of roadway lanes (4,384) shown in the other chart?	Text has been edited for clarity.
Why not? Clear Creek and Gilpin counties are included in other parts of the plan. Would be good to have consistent figures that account for the same geography.	Safety data for Clear Creek and Gilpin counties is managed by CDOT and is part of their statewide data for federal reporting purposes.
I would like it if DRCOG recognized that pedestrian infrastructure and associated maintenance is often left to private property owners. Private property owners don't fill potholes, why is sidewalk funding treated differently than roadway funding? I would like to see sidewalk construction and maintenance paid for at the regional scale, or we will never make progress at improving it.	Page 78 notes the role of private property owners in maintaining sidewalk facilities, and potential inconsistencies and deterioration of those facilities as a result.
Air quality: I support the idea that air quality is important, but why isn't climate change one of the top ideas? Climate change is an existential crisis that we need to face.	The terms air quality and greenhouse gas emissions are used for their specificity.
Safety: need to ban texting while driving	Distracted driving is an emphasis area for DRCOG's ongoing Regional Vision Zero Public Education Campaign.
Multimodal mobility: solutions must be reliant on individual car ownership	Thank you for your comment.
Regional transit: it is imperative that people throughout the region can function without having to own a car	Thank you for your comment.

Page	Date	Comment type	Name
	1-Mar	Comment form	
	1-Mar	Comment form	
	3-Mar	Comment form	

Comment	Response
<p>Map 4.1 titled “Regionally funded projects that will directly serve residents in environmental justice areas” includes highway expansion projects that will worsen air pollution in these neighborhoods. Often highway pollution is the reason these neighborhoods are classified “environmental justice areas” to begin with. These highway projects do not “serve” these neighborhoods, but rather bring increased automobile volumes and pollution through them. This map should differentiate between projects that will mitigate environmental harm (transit, sidewalk improvements) vs highway projects that will exacerbate harm.</p>	<p>Map 4.1 has been revised into two maps. Map 4.1 illustrates environmental justice areas and Map 4.2 shows the different project types (transit, safety, active transportation, etc.) in the environmental justice areas.</p>
<p>Colorado’s greenhouse gas reduction roadmap calls for a 10% reduction in absolute VMT, not per capita VMT as described in this plan. The 2050 plan needs to be amended to reflect this. Do not wait until 2040-2050 to fully fund our BRT network.</p>	<p>When HB-1261 (Colorado’s Climate Action Plan) is fully implemented, the 2050 RTP will be amended accordingly. More information can be found in Chapter 3.</p>
<p>Hi. I attended the March 2 event. I like the overall goals of this plan, but it’s not doing enough to combat climate change. Most of the money is spent on encouraging driving. This seems like a disaster. I think we need to be focusing spending on reducing VMT, reducing ghg emissions, and encouraging more active transportation and public transportation. Thanks for taking the time to prepare this document, and to present it to us the other night.</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
	3-Mar	Discussion board	
	4-Mar	Email	Peter McNutt

Comment	Response
<p>The plan pays lip service to air pollution and greenhouse gases but goes on to recommend tens if not hundreds of road-building schemes, road-widening projects, and interchange replacements. All of these projects will encourage more driving due to the well understood principle of Induced Demand, whereby larger roads lead to more driving and subsequently more pollution and faster climate catastrophe. This plan must be revised to truly reflect what our region needs: less driving.</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>As I mentioned during the meeting, I'm encouraged that DRCOG is looking to improve Active Transportation options. I'm the person that sent you the question regarding 6th Avenue Bike/Ped Access & Safety.</p> <p>My impression has been that CDOT feels Bikes should not be included in road/transportation plans.</p> <p>My biggest fear (for example) would be Alameda being turned into another 6th Avenue to increase auto traffic flow (yet become another worse barrier through Lakewood).</p> <p>I'm hoping your influence will help to improve transportation around Lakewood while improving access and safety for bikes & pedestrians.</p> <p>I live within easy walking distance of Belmar on the north side of Alameda, but think long & hard before walking to Belmar because of the traffic when i walk across Alameda (I've had at least a couple of uncomfortably close calls with autos and motorcycles).</p> <p>FYI - Sheridan under 6th Avenue recently underwent construction. In the process they did improve Bike/ Ped access & safety (I'm hoping these types of improvements will be carried west to Wadsworth, Kipling, Union & Indiana).</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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	6-Mar	Email	Robin Kerns
	6-Mar	Email	Robin Kerns

Comment	Response
<p>Waaaaaaay too much widening. Highway widening meets zero regional goals. It doesn't reduce pollution, it doesn't encourage modeshift, it doesn't reduce capital and maintenance costs, it doesn't improve safety, it's literally the opposite of any rational action to take.</p>	<p>Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3.</p>
<p>Modes of getting to work? A General Comment should be included across the plan document to provide a "COVID Update". Are the commute numbers pre-pandemic? If so, what are best guesses, statistical future trends in these numbers?</p>	<p>The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.</p>
<p>The language displayed & promoted in the Plan implies that roads are primarily for getting to Work. The obvious and visible consequence of this language is in the overbuilding of our existing roads for "surge" commute times (20% of the day?) and then having the public pay for too much infrastructure dedicated to a "singular use at a singular time." This clearly would seem to undercut the efforts to promote Security & Resilience.</p> <p>2020 has shown that over built infrastructure is extremely dangerous, with less cars on the road, we have statistically more deaths as open roads equal higher rates of speed. We all know "People Drive what they see, NOT the Speed Limit." For years, our neighborhoods have suffered this reality as we have historically overbuilt local road capacity & widths, and now we can see these same effects on our major roads.</p> <p>In the effort to promote "Equity" we need to shift the "language" paradigm to include statistics on "Modes" related to other purposes of travel (ie. personal services/retail, childcare, etc.). Maybe, we can finally recognize that people who travel to support the family and those going to "work" are equally as important, and potentially, create even more VTM. If we are working more remotely (probably from home) moving forward, then we need to shift our focus, and this perhaps could bring down the average per person VTM, and reduce the crushing infrastructure debt on our communities.</p>	<p>Chapter 4 and Appendix D document the analysis performed by DRCOG staff. Based on input from the plan's advisory groups, DRCOG staff broadened the types of trips analyzed beyond work trips. Trips to grocery stores, hospitals, and schools/universities were also analyzed for car and transit trips. DRCOG is actively working to implement the recently adopted Taking Action on Regional Vision Zero plan to improve safety in the region.</p>

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<p>Emphasis is needed to support school & a child care related trips & how they impact the overall transportation system. The majority of the working population is child rearing, but typical transportation planning & modeling focuses on home to work trips only vs home to school to work. CDOT's SRTS Program doesn't fund planning efforts, so it's really hard to find funds to do the proper planning on school/youth based projects, which could greatly impact 5 of your 6 focus areas.</p>	<p>Chapter 4 and Appendix D document the analysis performed by DRCOG staff. Based on input from the plan's advisory groups, DRCOG staff broadened the types of trips analyzed beyond work trips. Trips to grocery stores, hospitals, and schools/universities were analyzed for car and transit trips.</p>
<p>Rocky Mountain Rail, a Colorado corporation, has developed a Sustainable Transportation Master Plan which is the only fiscally-viable, near-term, big picture, technologically-advanced, sustainable transportation SOLUTION. The key to transportation's future is collaborative, innovative and technologically advanced solutions that change the downward spiral and 100+ year solutions presently embraced by transportation leadership. Continued old-thinking taxing and building will not work.</p>	<p>Thank you for your comment.</p>
<p>Very happy to see so many multimodal projects in the plan, especially investments in BRT on key urban corridors</p>	<p>Thank you for your comment.</p>
<p>Residents on South Tejon St in Athmar Park DO NOT need a BIKE LANE. It will remove parking for family, friends and etc. A few bike riders should NOT have the right to take away rights of residents that have cars, need parking on the street. You have removed driving through Washington Park and City Park for people riding bikes which took our rights away to enjoy the parks by driving through them.</p>	<p>Thank you for your comment.</p>
<p>Safety: Car infrastructure is inherently unsafe because it locks in air pollution that kills roughly 1,000 Denverites a year. Also, in the year 2021, highway widenings are climate denial. This plan is a deadly disaster and people have a right to fight back against it by any means necessary and prudent.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Over \$1 billion is devoted to active transportation, safety, and air quality improvements.</p>

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<p>Except this plan does essentially nothing to protect the air we breathe, because it pours billions of dollars into infrastructure that makes people dependent on cars, which inherently create lots of pollution (including electric cars, because of tire dust, asphalt off-gassing, and electricity production). Denver will fall behind more advanced cities if we don't do better than this plan.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements.</p>
<p>Reading this document makes me feel like I took a time machine to the 1939 World's Fair and its "Futurama" exhibit. This budget would have been cutting edge in the middle of the 20th century. Now it's a plan for failure on climate and human health. World-class cities with competent leaders, like Paris and New York and Copenhagen, are planning their transport infrastructure around sustainable projects, like "15-minute cities," bike infrastructure, electric buses, and rail. Do that instead.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, freight and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Safety, active transportation, and non-SOV transportation should be the ACTUAL priority of the plan. Even if we pretend the multi-modal dollars are really for multi-modal encouragement projects, the amount of money provided to safety, active transportation, air quality, and multi-modal (millions) is a tiny fraction of the billions it provides to highway widenings and interchange construction.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, freight and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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<p>This plan is an immense disappointment. It claims to make serious investments in non-SOV forms of transportation (i.e. multi-modal and active transportation dollars), but the figures presented in the executive summaries are disingenuous. On pages 159-168, the plan itself admits that it deprioritizes non-SOV transportation, and makes access to opportunity worse or no better in most cases. Additionally, many projects are misidentified as multi-modal when they're just highway expansions.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, freight and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Air quality: As alluded to in other sections, it's clear this plan doesn't even go somewhat far enough in air quality management. Far and away, most of the money is going to additional highway lanes and interchanges, which will only increase VMT (and particularly SOV VMT), which is bad for air quality. In particular, the strong encouragement for the trucking at the expense of rail is no good for air. In saying this, I recognize that we will see more and more electric vehicles over time. However, tailpipe emissions are not the only emissions that make for poorer air quality - there is fine particulate matter dispersed from brakes and tires, for example. Additionally, the advent of autonomous vehicles is likely to simply encourage more deadheading and empty miles driven instead of seeing more parked vehicles. This plan does not get us close to our air quality targets.</p>	<p>DRCOG believes in a balanced, multimodal approach to dealing with regional growth along with reducing emissions. Total regional daily emissions of VOC and NOx (ozone precursor emissions) associated with motor vehicles are expected to decrease by 40% and 65% respectively between 2023 and 2050.</p> <p>GHG emissions are expected to decline slightly (~8%), but could decline by a much greater rate with further use of electric vehicles. The emission reductions are forecast to occur at the same time the region's population increases by more than 30% between 2020 and 2050.</p>

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<p>Freight: This plan is a massive subsidy to the trucking industry (on top of the huge subsidies they already receive from the federal government). It is a pittance of investment in alternative methods, and does them a great disservice. We should be looking at further subsidizing and supporting rail for large-scale, long-haul movement of goods. And we should be providing more focus on smaller distribution centers in and near urban areas, so that we can encourage the use of small vehicles for urban, last-mile delivery of goods from these distribution centers. Today's model of goods delivery won't work in the future, so we shouldn't be giving it so much money.</p>	<p>Freight and goods movement by all modes is an important component of the regional transportation system. Appendix M (Regional Multimodal Freight Plan) addresses all aspects of the region's freight needs and network. The 2050 RTP's multimodal projects will benefit all modes of freight.</p>
<p>Multimodal mobility: I've commented to this effect in other areas, but this plan clearly does a poor job for multi-modal access, given the equity and access outcomes expected on pages 159-168 of the plan documents. The multi-modal mobility category is particularly upsetting, because it's pretty clear most of these projects are miscategorized, even with details on the projects as light as they are. Many of them are not multi-modal encouragement. Rather, they are impact mitigation projects that only exist because of planned highway widenings and interchange development and other projects that will make life worse than it already is for non-automotive transit. Please recategorize these funds into their proper categories, and stop claiming such large funding outlays for multi-modal improvements when they clearly do not exist. I recognize that "multi-modal" does include cars. But car access to everywhere is already the dominant and easy mode, so they really don't need support. The focus needs to be on the modes that are not real and safe options today.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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<p>Regional transit: The statistics provided above seem quite disingenuous, in part. One of them, for example, says that 78% of people in low-income and minority areas will have good access to jobs by public transit by 2050. Looking in the plan documents, it appears this percentage might actually be a reference to the “access to CBD” statistic instead of the “access to jobs” statistic. In any case, it ignores a basic fact of all the statistics on document pages 159-168: in nearly all cases, access to key destinations gets worse, remains level, or in few cases, increases by a percent. Transit use is already disadvantaged by assuming that double the time needed for access as compared to a SOV (40min instead of 20min) is acceptable, and yet access still gets worse, particularly for minorities and low-income. Thus, by the plan’s own admission, it doesn’t do a good job with regional transportation or equity.</p>	<p>The “good access to jobs” statistics apply to residents and jobs in the entire region, not just the CBD. For the other statistics cited, environmental justice areas perform better relative to the entire region. Additionally, the region will be adding over a million additional residents between 2020 and 2050, meaning travel statistics will change for all types of populations within the region.</p>
<p>Active transportation: I have no issue with the ~8 projects identified under the active transportation header. However, the funding dedication to these projects is in the low millions, while funding for highway expansions are in the many BILLIONS. Every dollar we give to highway expansions is a dollar lost for active transportation, and in fact, typically does extra harm to active modes by making it less pleasant to be outside and not in a car (noise, pollution, heat, safety). This intense dedication to interchange building and highway expansions does far more disservice to active transportation encouragement than this pittance of a dedication does to support it.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. The 2050 RTP does not list all the potential bicycle and pedestrian projects that could occur in the region over the next 30-years, only those submitted by project sponsors. These types of projects are eligible for funding in the Transportation Improvement Program, the short-range transportation plan that implements the 2050 RTP. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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<p>Safety: The 2050 plan segment above says there are 12 projects identified as safety projects, and ~\$617 million dollars going to safety, which means certain projects must have been identified. However, try as I might, I can't figure out what they are in the plan documents. Why are the projects that have been categorized in each bucket so difficult to find? I can't properly assess how well the projects do at safety improvement if I can't see the projects. Overall, though, beyond the safety-identified projects, I think this plan does a very poor job at improving safety. Most funding is directed towards growing the highway network to more miles, more lanes, greater widths, all of which are correlated with more crashes, damaging the lives of drivers and non-drivers alike. One surefire way to increase road user safety is to reduce speeds, increase traffic, and provide non-car means of transportation. This plan seems to encourage the opposite.</p>	<p>Table 3.1 in Chapter 3 is broken down into the project types, including the 12 safety projects. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. DRCOG is actively working to implement the recently adopted Taking Action on Regional Vision Zero plan to improve safety in the region.</p>
<p>They're not really going to build the Jefferson Parkway are they? I thought that horrible idea had died.</p>	<p>The Jefferson Parkway is a locally funded project.</p>
<p>After 120 pages talking about how important multimodal mobility, Vision Zero, better air quality, and active transportation are, it is incredibly jarring to get to the list of projects and see that it's mostly highway and arterial widenings. Stop inducing car demand by building more lanes. Put the money into a real protected bike network, improved sidewalks, expanded rail and BRT, and retiming traffic signals to deprioritize drivers of SOV. This plan is a huge disappointment.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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<p>Air quality: Electric cars won't fix our air quality. Bikes, ebikes, and robust, frequent, fast public transit can. Spend the money on building out bike infrastructure that is welcoming for ages 8-80; that means prioritizing bikes over parking. Prioritize LOS for pedestrians over LOS for drivers. Make it expensive, slow, and inconvenient to drive, as compared to biking, walking, or taking public transit.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, freight and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Pedestrian and biking infrastructure that is safe and pleasant to use. Especially in the 1-3 mile range which are ideal for such transit. This is why people are still driving distances which are ideal for both- because of fear for safety and that of our children. It is why there are too many cars on the roads. This is why we are stuck in an eternal loop of people who don't walk or cycle because it's not safe because there are too many cars, so they drive...so there are too many cars.</p>	<p>DRCOG is actively working to implement the recently adopted Taking Action on Regional Vision Zero plan to improve safety in the region. Additionally, DRCOG staff is also working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Regional transit: 60% of people will have access to good transit to get to jobs in 2050? That is abysmally low and doesn't even take into account non-commute trips. Stop widening highways and put in BRT everywhere, immediately. A way better use of funding that would actually make a difference.</p>	<p>Chapter 4 and Appendix D document the analysis performed by DRCOG staff. Based on input from the plan's advisory groups, DRCOG staff broadened the types of trips analyzed beyond work trips. Trips to grocery stores, hospitals, and schools/universities were analyzed for car and transit trips. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements.</p>

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<p>The adoption of this plan needs to be delayed until after the U.S. Congress address the infrastructure bill that is being drafted. If you go forward you will just have to do it again next year. Do not waste your and the citizens time and money. Gene Putman, PE, PTOE, CEM 34 year member of DRCOG Transportation Advisory Committee</p>	<p>DRCOG has a federal deadline to adopt and obtain federal review/approval of the 2050 RTP by June 2021.</p>
<p>Regional transit: Unfortunately funding is the major challenge facing DRCOG and local governments for addressing transportation. However public trans infrastructure will never be cheaper then now.</p>	<p>Thank you for your comment.</p>
<p>Unfortunately this plan shows a serious lack of vision towards the critical need to address public transportation options and thus the climate crisis. It has the word multi-modal in the plan but does nothing to promote light rail and only a small allocation of resources to bus rapid transit. Old ways of thinking will not get us to where we need to be to address carbon output and crowding on our roads</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>I was excited to dive into the RTP expecting a forward looking solution to the metro transportation problem. Instead it's more of the old thinking and heavily weighted towards building highways instead of public transportation options. This plan has a glaring deficiency and therefore a failure of vision in that it does not even consider light rail as the major solution to our transportation problems. The argument that Rail is pricey ignores the fact that it will never be less expensive then now</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements.</p>

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<p>Please add far more new bike paths in lieu of roads and highways</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Only 2.7% of the budget for active transportation, despite saying active modes are “flexible, accessible, healthy and clean,” and claiming it’s “an investment priority”. I would really like to see the plan’s budgets and priorities shifted to actually caring about building out active transportation options in the near term instead of just cars, roads, and highways.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Active transportation: Please invest FAR more in bike infrastructure, especially off-street bike paths, instead of the draft plan’s focus on cars, cars, cars. I’ll be sad if 30 years from now it’s just more of the same.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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<p>The Denver region has an incredible opportunity to become a great place to walk and bike, and to be a leader in sustainability. Far too much of this plan is committed to widening highways and making it easier to travel the region by car. By reallocating highway funds to transit, building a connected, protected bikeway network, and building out some of the regions most basic needs, like sidewalks, we will gain much more ground in lessening environmental impacts and creating a more equitable city.</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>On behalf of the DEN team, we appreciate DRCOG's work and efforts on the 2050 MVRTP. -Lisa Nguyen, DEN Senior Transportation Planner</p>	<p>Thank you for your comment.</p>
<p>The plan is seriously misleading.</p>	<p>Thank you for your comment.</p>
<p>For an agency that prides itself on engagement and soliciting feedback from the community, you've burnt a lot of bridges with this plan. What's the point in asking for public feedback then just allocating funding to the opposite (building roadways) of the feedback you were given (fund sustainable modes and clean our air)?</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. The 2050 RTP was developed with public engagement to include significant multimodal project and program investments. The plan also includes the priorities of stakeholders and partner agencies along with the public. Public input shaped the framework used to solicit multimodal candidate projects for the plan.</p>

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Comment	Response
<p>This is two plans, not one. The first has great priorities that public outreach has confirmed and ways to measure regional sustainable transportation goals. The second plan is a highway and roadway build out plan. Unfortunately the latter actually has funding allocated to it.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>The plan spends too much time and effort on automobile infrastructure. We need to heavily invest in pedestrian, bike, and transit options to do our part for climate change AND equity. The amount of road expansion and subsidization of sprawl internalized in this plan is an environmental, economic, and social justice disaster.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Jonny Rotheram

Comment	Response
<p>I have one major comment/concern about the 2050 Metro Vision plan, namely the priorities described in the plan are completely at odds with the actual projects being funded.</p> <p>Doug’s introduction to the plan suggests the priorities are safety, reducing GHG emissions, expanding rapid transit, providing more ways to travel, expand options for vulnerable populations and preparing for the future. The majority of the plan indeed focuses on those priorities. Then we get to the actual funding, the part of the plan that matters the most, and it appears to be 80% allocated to roadway widening and new roadway/intersection construction and 20% for everything else. I know the plan tries to cover it up by lumping roadway widening and new roadway/intersection construction into “multimodal improvements”. At best, it’s very confusing, and at worst, it’s very dishonest. DRCOG runs the risk of losing the trust of the people DRCOG are intended to serve, and those who have provided feedback. Split out the roadway construction projects from the rest and clearly show how much of the total budget is being allocated to them.</p> <p>Frankly, I know the funded projects will not change. 80% of the funding will go to roadway widening and new construction, but can we at least be honest about it? If 80% of funding is going to roadways, dedicate 80% of the plan and the priorities to roadway construction! For example, you could produce some analysis to show how all the roadway construction projects would impact GHG emissions and roadway fatalities. However, that might require DRCOG from removing reducing GHG emissions and safety as a priorities. Just be honest with us!</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1.2 billion is devoted to active transportation, safety, freight, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Amanda Roberts

Comment	Response
<p>I recently reviewed the DRCOG 2050 Regional Transportation Plan and was surprised by the amount of money being allocated to car infrastructure, especially through denser areas like Denver experiencing rising traffic crash fatalities and increasing transportation emissions.</p> <p>I was also disappointed to see the timeline for less polluting, safer modes of travel such as Bus Rapid Transit (BRT) being put off to 2040, and relatively little funding being allocated to safer, narrower, car-deprioritized, Complete Streets re-designs across streets in the High Injury Network. (Denver has 27 of these streets alone.)</p> <p>I'll give you one example, the I-25/Broadway "Interchange Capacity" Project, which will cost a minimum of \$50,000,000 with an implementation timeline of 2020-2029.</p> <p>This project is going to knock down a block of homes on Lincoln street to expand access for cars at an I-25 on-ramp at Ohio. This project isn't doing anything to reduce interstate car traffic loads from the off-ramp onto Lincoln, which is a residential arterial street in the High Injury Network as a result of the I-25 exit ramp.</p> <p>This exit ramp requires Lincoln to be multilane so that drivers can speed to downtown Denver whenever they want, causing crashes, creating extreme noise levels, and emitting polluting particles into our air where we live, walk to the grocery store, access area schools, raise our families, or cycle to work or for fun.</p> <p>Furthermore, Lincoln and Broadway are paired transit corridors and provide access to bus service for a popular bus line. Because tree lawns were removed on Lincoln in the 1960s, there is not enough space along much of the street to provide transit amenities. Many bus stops are in poor shape and do not have enough space for BRT infrastructure you would expect at a minimum, such as benches, trash cans, and shelters.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Amanda Roberts

Comment	Response
<p>Lincoln Street from Ohio to Speer serving three purposes—an interstate off-ramp arterial and major transit corridor stuffed through a residential street—is dysfunctional at best, and extremely dangerous at worst. Lincoln is in the High Injury Network here and has growing crash rates that city engineers can't keep up with. Signal warrant studies cost an extraordinary amount of money and take years to implement. Because Denver's street system is so dangerous, Vision Zero funding and improvements on Lincoln are in competition with countless other streets where similar problems continue to happen, unabated.</p> <p>The most cost-effective fix to the Vision Zero crisis is clearly to eliminate the source of the problem: polluting, dangerous car-prioritized infrastructure that shouldn't be run through a residential neighborhood to begin with, and then replace with a human-scaled, safer, more efficient mode: buses.</p> <p>To support the success of the bus network, streets like Lincoln and Broadway will need to be re-redesigned for safety, which means fewer lanes for cars, expanded sidewalks and transit shelters, safer crossing distances, and dedicated on-street space for the buses to run.</p> <p>At this point in time, with rising pedestrian deaths and a climate crisis, the best use of the funds for the I-25/Broadway "Interchange Capacity" Project is to eliminate interstate off-ramp and on-ramps here at Lincoln/Broadway, and then re-allocate funding for a Broadway/Lincoln BRT now, rather than waiting decades.</p> <p>There is already a popular bus lane here, so this is a no-brainer. The BRT project is projected to cost slightly more (\$61,000,000), but would be well worth the money today, to address Denver's increasing density and rising transportation emissions. There are residents here who are in support of better transit infrastructure, and, especially, fewer speeding single-occupancy vehicles and deadly crashes .</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Amanda Roberts, continued

Comment	Response
<p>The current plan really misses the opportunity to change travel behaviors or set RTD up for success along a major thoroughfare and, as written, will cause more traffic deaths on our roads, as well as unnecessary displacement of vulnerable populations and increased pollution. According to the Dangerous by Design 2021 report published by Smart Growth America, “the number of people struck and killed by drivers nationwide while walking increased by an astonishing 45 percent over the last decade (2010-2019)” and our current approach to addressing this problem has been a “total failure.”</p> <p>Systems change needs to happen, starting today. Please immediately halt interstate-building and -serving infrastructure through Denver and re-allocate all of this funding to Bus Rapid Transit, sidewalks, bikeways, safer street design, and amenities to support transit.</p>	<p>Response to Amanda Roberts provided on page 97.</p>

Page	Date	Comment type	Name
	16-Mar	Email	David Mintzer

Comment	Response
<p>If you ask the average Coloradan what makes for a multimodal transportation project, they would describe transit, bicycle and pedestrian improvements. DRCOG's 2050 plan claims to invest 8.2 billion in multimodal capital projects but the vast majority of these are highway and road expansions. Even with managed lanes these are still built for the automobile. These projects will increase car dependence, air pollution and greenhouse gas emissions, directly undermining the goals set on page 6 of your plan. DRCOG should be truthful with its constituents and not greenwash these projects as multimodal.</p> <p>Colorado's Greenhouse Gas Reduction roadmap calls for an absolute 10% reduction in VMT, not a per-capita reduction as modeled by DRCOG. The 2050 plan should be amended to reflect this. Priority should be given to funding the full BRT network this decade. Waiting until 2040-2050 to complete the BRT network while highway expansion continues unabated is not the answer to our climate crisis.</p> <p>Lastly, more resources need to be dedicated to correcting historic harms that our transportation system has brought upon poor and minority neighborhoods. Map 3.6 describes "Regionally funded projects that will directly serve residents in environmental justice areas." However, the majority of these projects are highway expansions. Pollution from highways driven through minority communities are often the reason why these neighborhoods are environmental justice areas to begin. This map should clarify which of these projects will increase traffic volumes and subsequently worsen air pollution in these neighborhoods. Priority should be given to transit, bicycle and pedestrian investment that will mitigate historic harms in these communities.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. When Colorado's Climate Action Plan is fully implemented, the 2050 RTP will be amended accordingly, as discussed in Chapter 3. Map 4.1 has been revised into two maps. Map 4.1 illustrates environmental justice areas and Map 4.2 shows the different project types (transit, safety, active transportation, etc.) in geographic relation to the environmental justice areas.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Kirstin Michel

Comment	Response
<p>These comments were shared with me regarding the 2050 Metro Vision Regional Transportation Plan. They capture my thoughts and so I am submitting them myself. In general the plan in its current form is a disappointment. We can and must do better.</p> <p>I was also disappointed to see the timeline for less polluting, safer modes of travel such as Bus Rapid Transit (BRT) being put off to 2040, and relatively little funding being allocated to safer, narrower, car-deprioritized, Complete Streets re-designs across streets in the High Injury Network. (Denver has 27 of these streets alone.)</p> <p>I'll give you one example, the I-25/Broadway "Interchange Capacity" Project, which will cost a minimum of \$50,000,000 with an implementation timeline of 2020-2029.</p> <p>This project is going to knock down a block of homes on Lincoln street to expand access for cars at an I-25 onramp at Ohio. This project isn't doing anything to reduce interstate car traffic loads from the off-ramp onto Lincoln, which is a residential arterial street in the High Injury Network as a result of the I-25 exit ramp.</p> <p>This exit ramp requires Lincoln to be multilane so that drivers can speed to downtown Denver whenever they want, causing crashes, creating extreme noise levels, and emitting polluting particles into our air where we live, walk to the grocery store, access area schools, raise our families, or cycle to work or for fun. Furthermore, Lincoln and Broadway are paired transit corridors and provide access to bus service for a popular bus line. Because tree lawns were removed on Lincoln in the 1960s, there is not enough space along much of the street to provide transit amenities. Many bus stops are in poor shape and do not have enough space for BRT infrastructure you would expect at a minimum, such as benches, trash cans, and shelters.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Kirstin Michel

Comment	Response
<p>Lincoln Street from Ohio to Speer serving three purposes—an interstate off-ramp arterial and major transit corridor stuffed through a residential street—is dysfunctional at best, and extremely dangerous at worst. Lincoln is in the High Injury Network here and has growing crash rates that city engineers can’t keep up with. Signal warrant studies cost an extraordinary amount of money and take years to implement. Because Denver’s street system is so dangerous, Vision Zero funding and improvements on Lincoln are in competition with countless other streets where similar problems continue to happen, unabated.</p> <p>The most cost-effective fix to the Vision Zero crisis is clearly to eliminate the source of the problem: polluting, dangerous car-prioritized infrastructure that shouldn’t be run through a residential neighborhood to begin with, and then replace with a human-scaled, safer, more efficient mode: buses.</p> <p>To support the success of the bus network, streets like Lincoln and Broadway will need to be re-redesigned for safety, which means fewer lanes for cars, expanded sidewalks and transit shelters, safer crossing distances, and dedicated on-street space for the buses to run.</p> <p>At this point in time, with rising pedestrian deaths and a climate crisis, the best use of the funds for the I-25/Broadway “Interchange Capacity” Project is to eliminate interstate off-ramp and on-ramps here at Lincoln/Broadway, and then re-allocate funding for a Broadway/Lincoln BRT now, rather than waiting decades.</p> <p>There is already a popular bus lane here, so this is a no-brainer. The BRT project is projected to cost slightly more (\$61,000,000), but would be well worth the money today, to address Denver’s increasing density and rising transportation emissions. There are residents here who are in support of better transit infrastructure, and, especially, fewer speeding single-occupancy vehicles and deadly crashes.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	16-Mar	Email	Kirstin Michel
	16-Mar	Email	David Kider

Comment	Response
<p>The current plan really misses the opportunity to change travel behaviors or set RTD up for success along a major thoroughfare and, as written, will cause more traffic deaths on our roads, as well as unnecessary displacement of vulnerable populations and increased pollution. According to the Dangerous by Design 2021 report published by Smart Growth America, “the number of people struck and killed by drivers nationwide while walking increased by an astonishing 45 percent over the last decade (2010-2019)” and our current approach to addressing this problem has been a “total failure.”</p> <p>Systems change needs to happen, starting today. Please immediately halt interstate-building and -serving infrastructure through Denver and re-allocate all of this funding to Bus Rapid Transit, sidewalks, bikeways, safer street design, and amenities to support transit.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>
<p>The plan has some positive ideas and admirable goals, but for the most part it doesn’t get us where we need to be. Climate change is an emergency, and we must address it. We can’t continue to invest in automobile transportation as the RTP does. We have to put the majority of our investments into public transit, walking, and biking. Unless we do that, we’re directly harming our futures, and the next generation’s futures. Please, change the plan, and stop wasting money on highway expansion. Invest in a healthy future.</p>	<p>It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

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1	16-Mar	Markup plan	
5	16-Mar	Markup plan	
6	16-Mar	Markup plan	
6	16-Mar	Markup plan	

Comment	Response
<p>So, you have these priorities, which are great. Then the actual project funding appears to be 80% on road widening/interchange projects, and 20% on transit, AT, vision zero and freight. The priorities and the actual projects within this plan do not line up. One of them needs to change. Stop lumping roadway construction into “multimodal projects” it’s very dishonest/confusing for a regional government.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>Why is one of these priorities not building out the roadway network? That’s where the majority of funding is going, and so it would make sense for it to be a priority, since clearly it is.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3.</p>
<p>Is this just a new phrase that means multimodal transportation? What does this mean?</p>	<p>Chapter 3 has been revised to better define/explain the term multimodal mobility.</p>
<p>Suggest adding roadway construction to these priorities.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3.</p>

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146	16-Mar	Markup plan	
147	16-Mar	Markup plan	
150	16-Mar	Markup plan	
150	16-Mar	Markup plan	

Comment	Response
<p>Can we be honest with this report and split these projects out? You're lumping transit, bike and pedestrian projects along with the massive road widening projects and sticking the label "multimodal" on it to make it sound nicer. Split out the roadway construction projects from the rest. Be transparent.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>
<p>It would be useful here to put how much funding has been allocated to road widening/construction, which would reduce air quality.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. Additionally, the 2050 RTP has passed all emissions budget tests.</p>
<p>Behind schedule, yet majority of funding in the plan going to make GHG emissions worse, not better.</p>	<p>Of the limited regional funding available, over \$1 billion is devoted to active transportation, safety, and air quality improvements. Additionally, the 2050 RTP has passed all emissions budget tests.</p>
<p>Please create a new section which is new roadway construction and roadway widening and how they meet your goals.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll.</p>
<p>Shouldn't this topic have a "DRCOG regional travel model mobility measures" section like the others? I would like to see how this plan impacts all those performance measures that we are "behind schedule" on.</p>	<p>The graphics on the left side of the page show how the model measures are taken into account.</p>

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157	16-Mar	Markup plan	
159	16-Mar	Markup plan	
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	17-Mar	Topic survey	
	17-Mar	Topic survey	
	17-Mar	Topic survey	

Comment	Response
split out those that are just widening roadways/new roadway construction from the others.	Thank you for your comment.
I'm confused why you compared 20 minute driving trips to 40 minute transit trips, shouldn't it be the same metric? Or did you just do that to make the charts look good?	Transit trips (especially local bus trips) are inherently longer than drive trips, just as walk trips are longer than both drive or bus trips.
The design of these charts are almost meaningless. Definitely putting design over substance here. How am I supposed to glean anything from this? You really want me to look at each bar, then go down to the 2050 line, try to remember what it was in 2020 to compare? A line graph would be better.	The charts show a lot of information in one place, and we have designed them to be as readable as possible.
Why are 2020 and 2050 numbers not put together, isn't the whole point to compare? This is making it as hard as possible to "See the Point" of these charts.	The charts are designed to be viewed side-by-side (two-page spread) to compare 2020 and 2050 data.
It really sets the vision for the region's road network, not really multimodal system.	Thank you for your comment.
Mutimodal mobility: Reducing congestion and increasing automobile speed lead to more deadly roads.	Thank you for your comment.
Regional transit: 2 BRT lines in the next 10 years is not good enough.	Most BRT projects in the 2050 RTP are conceptual and are therefore at the beginning of the project development process, which takes several years to complete. For example, planning for the SH-119 BRT and Colfax BRT projects have been underway for years to develop the projects, address federal and state requirements, and find funding to construct the projects.
Active transportation: Roadway widening projects do not promote active transportation. In fact, they do the opposite, encouraging more people to drive on wider and less congested roads. If active transportation were a priority I would expect it to be funded like a priority.	Over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.

Page	Date	Comment type	Name
	17-Mar	Topic survey	
	17-Mar	Discussion board	
3	17-Mar	Email	Kent Moorman, City of Thornton
29, Map 2.1	17-Mar	Email	Kent Moorman, City of Thornton

Comment	Response
<p>Safety: Road widening projects are not safety projects. The safest roads are ones where cars travel slowly and carefully. Roadway expansion is not compatible with safety as a priority.</p>	<p>Over \$650 million is devoted to active transportation and safety improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. DRCOG is actively working to implement the recently adopted Taking Action on Regional Vision Zero plan to improve safety in the region.</p>
<p>By my count, the plan has over 160 road widening projects slated to begin construction within the next 10 years. There are TWO transit (BRT) projects listed as starting in the next 10 years. Today, transportation is the largest source of climate-changing greenhouse gas emissions in Colorado. How is this an acceptable policy given the climate crisis we are facing? How is this an acceptable policy given that public outreach showed overwhelming support for transit and multimodal projects?</p>	<p>It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$1.2 billion is devoted to active transportation, safety, freight, and air quality improvements.</p>
<p>Under the title - What is DRCOG suggest using Denver Regional Council of Governments (DRCOG) in first sentence.</p> <p>This is first time in text besides title page the acronym is shown.</p>	<p>The text has been edited.</p>
<p>Show State Highway 7 as a Major Regional Arterial</p> <p>This change was requested by all jurisdictions between Boulder and Brighton and the SH 7 Coalition. It was understood this change would be incorporated in the 2050 plan.</p>	<p>Map 2.1 has been updated to reflect this request.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Boulder County

Comment	Response
<p>Thank you for the opportunity to provide staff comments on DRCOG's 2050 Metro Vision Regional Transportation Plan. We'd like to start off complimenting you on the excellent job that you and your staff at DRCOG have done on the preparation of this plan. Overall, this plan is the most forward looking RTP that has ever come from DRCOG. The plan recognizes the need to move past car-centered transportation planning, instead putting emphasis on transit, bike and pedestrian projects and programs. More specifically, DRCOG's plan aligns very closely with Boulder County's recently adopted Transportation Master Plan in the following areas:</p> <ul style="list-style-type: none"> o Safety/Vision Zero o Reducing vehicle emissions to achieve state climate and air quality goals o Providing affordable and equitable travel options and choices o Constructing safe and low-stress bicycle networks o Support vulnerable populations o Changes to transportation in the future to support dynamic travel patterns and community needs <p>The presentation of the material was excellent and found the right balance between providing sufficient detail and not overwhelming the audience with nuanced technical jargon. Boulder County staff, along with the other members of the Boulder County Subregional forum, would particularly like to thank you on the many times you came to present to us to explain the plan. We are pleased with the direction that DRCOG is moving in regarding sustainable transportation in our region and ask that you please consider our following comments and suggestions in the constructive spirit intended.</p> <p>Our comments are split into two components: broad plan-level comments and specific page-level comments. If upon reading these you have any questions at all I ask that you please reach out to me or any member of our Boulder County team for clarification.</p>	<p>Thank you for your comment.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Boulder County
31	17-Mar	Email	Boulder County

Comment	Response
<p>Plan-Level Comments: Our hope is that DRCOG's new RTP will serve as a guide for on-going investment of critical transportation dollars and incentivize multimodal projects, programs, and services to achieve the ambitious regional goals for mobility, air quality, climate, and Vision Zero safety. This RTP and MetroVision should to serve as the foundation for the forthcoming TIP cycle process and used to fund projects that will help our communities and our region achieve our goals, and move the needle in the right direction.</p> <p>As the DRCOG staff and TAC move into detailed discussions on updating the performance metrics, we remain strong supporters of establishing a clear Vision Zero target year, and requiring future projects to demonstrate how they will help the region reach that goal. We would also encourage a removal of the "vehicle congestion" metric to the greatest extent allowed under federal requirements. Congestion relief is neither possible (due to induced demand) nor practical (due to the fact that it pulls other metrics in the wrong direction) nor cost-effective (given the enormous costs associated with capacity expansion).</p> <p>We look forward to working collaboratively with DRCOG and all of our agency partners to develop more ambitious metrics that are centered on how best to move people, achieve our shared Vision Zero safety goals, and support a healthy and sustainable economy. This was discussed in the full-plan (for those that read that deeply into the plan) but we believe that especially given the economic recovery from the pandemic, it would be helpful to highlight this in the high-level vision summary.</p>	<p>DRCOG staff have begun a discussion with the Board of Directors on amending Metro Vision to reflect a zero fatality target by 2040 and a zero serious injury target by 2045. These proposed targets are shown in Chapter 4. DRCOG staff are also bringing forward other potential changes to Metro Vision performance measures over the next year.</p>
<p>There is an underlying assumption that RTD is the only transit operator. In fact, there are several other operators including City of Boulder, Boulder County, Via, Green Ride, TransFort and other private services. We'd like to see a recognition in the plan of the many service providers that currently exist and that could expand as we continue to increase our partnerships with agencies outside of DRCOG political boundaries.</p>	<p>Appendix J (Coordinated Transit Plan) provides information about all transit operators in the region.</p>

Page	Date	Comment type	Name
41	17-Mar	Email	Boulder County
94	17-Mar	Email	Boulder County
175	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 3	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 12	17-Mar	Email	Boulder County

Comment	Response
Instead of “System Map” (which would include all RTD services), this is a “Rail & BRT Map”	The map title has been edited.
State Hwy. 66 Lyons to Main Street (Route 287) Currently reads: “Widen from 2 to 4 lanes (Hover St. to Main St.) and operational/safety improvements from Lyons to Longmont” Should read: “Operational and Safety improvements from Lyons to Longmont in alignment with PEL.”	This change has been made in Table 3.1.
Regarding Environmental Justice and Equity Analysis DRCOG’s goal of “...not disproportionately affect[ing] any of the vulnerable populations..” is inadequate. While this may be the floor set by the federal government, we would like to see projects held to a higher standard when concerning impacts to historically marginalized populations.	For the 2050 RTP, DRCOG staff significantly broadened the environmental justice analysis and looks forward to continuing to improve equity considerations into its transportation planning process.
Typo - Boulder County Local Coordinating Council	The text has been edited.
Change “Other Fixed Route” to • “Other Transit Services”	The text has been edited.

Page	Date	Comment type	Name
Coordinated Transit Plan - page 13	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 15	17-Mar	Email	Boulder County

Comment	Response
<p>Please add additional transit services:</p> <ul style="list-style-type: none"> • FLEX Express Is a regional transit service connecting Fort Collins, Loveland, Longmont, and Boulder. It is collaboratively funded by local governments, to include Boulder County, City of Boulder, City of Fort Collins, City of Longmont, City of Loveland, Town of Berthoud, and two universities - Colorado State University Fort Collins and University of Colorado Boulder. •The Climb Is a fixed route serving the mountain communities of western Boulder County, The Climb is a partnership between Boulder County and Via Mobility Services. It operates regularly scheduled bus service in select mountain communities of western Boulder County and provides sustainable subsidized transportation services. • Ride Free Lafayette Is a free On Demand Bus Service for people in Lafayette and the Kestrel Community. It is funded using Boulder County Local Sales Tax and DRCOG Human Services FASTER Set Aside funds. 	<p>The text has been edited.</p>
<p>please add to the end of the paragraph under “Other Human Service Transportation”: • Boulder County (contracts with multiple providers).</p>	<p>The text has been edited.</p>

Page	Date	Comment type	Name
Coordinated Transit Plan - page 16	17-Mar	Email	Boulder County

Comment	Response
<ul style="list-style-type: none"> • Via provides transportation services in Larimer (Estes Park) and Weld (Firestone) Counties as well. • Boulder County contracts with a wide range of providers for transportation for older adults, individuals with disabilities, and low-income individuals. Contracted providers include the following: <ul style="list-style-type: none"> o Colorado CarShare o Community Cycles o Cultivate o Faith in Action o Imagine! Colorado o Lyft o Uber o Via Mobility Services o zTrip • Change “Boulder County CareConnect” to “Cultivate” 	<p>The text has been edited.</p>

Page	Date	Comment type	Name
Coordinated Transit Plan - page 17	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 24	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 25	17-Mar	Email	Boulder County

Comment	Response
<ul style="list-style-type: none"> • DRMAC offers the Getting There Travel Training program to low income individuals and nonprofits serving low income clients. • (Under Taxi Cabs): Boulder County and the Town of Lyons offer trips using a taxi voucher program. zTrip Taxi Vouchers available to Lyons residents for travel between Lyons/Boulder or Lyons/Longmont. • (Under Transportation Network Companies): Boulder County Mobility for All contracts with GoGoGrandparent, Uber and Lyft to provide transportation to older adults, individual with disabilities, and low-income individuals in geographic areas with limited or not transit access. Starting in 2017, they have provided travel training instruction offered to those who need assistance to overcome technology barriers, increase their mobility, travel using TNCs independently. • (Under Other Operators): In 2020, Boulder County launched a free shuttle from Boulder to Eldorado Canyon State Park, Sat/Sun/holidays during summer, service every 20 minutes • (Under Funding and Coordination please change the 70 programs across to): 130 programs in the 2019 inventory. https://www.transit.dot.gov/regulations-and-guidance/ccam/about/ccam-program-inventory 	<p>The text has been edited.</p>
<ul style="list-style-type: none"> • (Under FTA Section 5310, please change DRCOG region to): for Denver-Aurora Urbanized Area • 5317 New Freedom program doesn't exist anymore. 	<p>The text has been edited.</p>
<p>(Typo): RTD LiVE Program & Applications must qualify</p>	<p>The text has been edited.</p>

Page	Date	Comment type	Name
Coordinated Transit Plan - page 28	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 29	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 31	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 33	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 34	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 41	17-Mar	Email	Boulder County

Comment	Response
Local governments like the City of Boulder and Boulder County also use local and grant funding to buy up services on RTD Routes.	The text has been edited.
We should mention that RTD does not hold a call for projects for the types of projects that were previously eligible under Section 5316 JARC. Those funds do not go to funding mobility management or non-transit reverse commute projects, like earn a bike, car sharing, or other not RTD projects.	The text has been edited.
There needs to be clarity on the goal of 10% higher transit mode split by 2050. Is it 10% higher than today (e.g. today is 6% and we want to see 6.6%) or is it an additional 10% (e.g. today is 6% and we want 16%)? Even in the latter case, the goal is less than ambitious.	The non-SOV travel to work target comes from DRCOG's Metro Vision Plan. The measure and target are explained here: https://metrovision.drcog.org/in_practice/performance_measures
Under Low Income Population • Consider adding something about displacement and high cost of living by either mentioning the Area Median Income or 60% AMI or the Housing + Transportation Index percentage people spend on housing + transportation combined. o H+T DRCOG for Regional Moderate Income: \$52,491 for household size 2.56 people spends 55% of their income on Housing + Transportation (45% is considered affordable)	The text has been edited.
Consider adding Unhoused Populations. RTD has had to create a Homelessness Task Force to specifically address the crisis with people being unhoused. It seems like this plan should address that taskforce and effort.	The text has been edited.
Under Transit Supportive Land Use • Can we add a section on housing displacement in the DRCOG region and how low income households are being pushed to communities with suburban land use patterns, which are not very supportive if transit	Text has been added regarding low income populations (noted above). While the Coordinated Transit Plan is not a housing displacement analysis, the topic of housing is important within DRCOG's Metro Vision Plan. Metro Vision is focused on increasing well-situated housing opportunities and access to opportunity.

Page	Date	Comment type	Name
Coordinated Transit Plan - page 42	17-Mar	Email	Boulder County
Coordinated Transit Plan - page 43	17-Mar	Email	Boulder County

Comment	Response
<p>under Travel Training</p> <ul style="list-style-type: none"> • DRMAC offers the Getting There Travel Training program to low income individuals and nonprofits serving low income clients. • (Typo) change “LiVe” to “LiVE” • Can we add a comment about RTD LiVE being challenging for people to navigate? In particular, the populations with significant barriers: Unhoused, Domestic Violence Victims, and undocumented residents. 	<p>The text has been edited.</p>
<ul style="list-style-type: none"> • (Under Coordination Efforts) 8 LCCs and 1 RCC: https://drmac-co.org/coordinate/local-coordinating-councils/ • I’m not sure if DRMAC serves as the LCC for Denver still. Please check with them on this section. • I would recommend promoting county-based mobility managers throughout the region. Many of the counties who have struggled to maintain an active LCC don’t have dedicated county staff to facilitate the efforts. Relying on 100% volunteer facilitation leads to high turn over and a disproportionate amount of effort on DRMAC staff. • Remove “SRC” • I would add a comment to the “Spend local, regional, state, and federal funds more efficiently” section about how challenging the NEMT Medicaid broker has been to braiding and using federal funds more efficiently. IntelliRide/Veyo/First Transit/HCPF have largely been absent from the coordination discussions. Medicaid is a huge pot of transportation dollars that is extremely siloed. • Consider adding how much HCPF spends on NEMT and NMT transportation each year. 	<p>Text changes were made and language was added to address these comments.</p>

Page	Date	Comment type	Name
Coordinated Transit Plan - page 44	17-Mar	Email	Boulder County
	17-Mar	Email	Boulder County
	17-Mar	Email	Araphahoe County

Comment	Response
<ul style="list-style-type: none"> • Rocky Mountain Regional VA Medical Center is in Aurora. • Under Improve access to key services such as healthcare and employment through coordination consider adding a comment about COVID-19 disproportional impact on people of color and low income populations. 	<p>The text accurately indicates the Rocky Mountain Regional VA Medical Center is in Aurora.</p>
<p>General Coordinated Transit Plan comments:</p> <ul style="list-style-type: none"> • Currently the only Access a Ride certification center is in Lakewood. RTD provides a free trip to Easter Seals for the functional assessments, but the long distance and travel time pose a significant barrier for individuals with disabilities and their caregivers. • There is little mention of carsharing and no mention of micromobility as equitable transportation access tools that need to be coordinated with transit and other human services transportation options. • Community Cycles offers Earn a Bike workshops for low income folks to have address to transportation options. This has been hugely impactful for low income and unhoused individuals being released from jail, so that they can get jobs. 	<p>Language was added to address the first bullet. Please see chapter 2 of the 2050 RTP document for reference to the second bullet. Thank you for your third comment. Bike programs are addressed in the Active Transportation Plan (Appendix L).</p>
<p>Here are the errors I found on the 2050 map:</p> <ul style="list-style-type: none"> -Quail Run Rd.: 6th to I70, should be Arapahoe not Adams - 6th Ave: Watkins to Manila, should be Arapahoe not Adams - Powhaton: Jewell to 26th, should be Adams/Arapahoe not Adams <p>The forecast information does not show any development, jobs or households for Sky Ranch/ Prosper. They will probably argue that the zone is too big to show that density but their model works at the block level so should be able to illustrate the growth in the Sky Ranch/Prosper blocks.</p>	<p>These corrections have been made to Table 3.1. For the blocks covered by Prosper and Sky Ranch, the forecast includes 13,889 households and 720 jobs by 2050.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Greg Holm

Comment	Response
<p>I recently reviewed the DRCOG 2050 Regional Transportation Plan and was surprised by the amount of money being allocated to car infrastructure, especially through denser areas like Denver experiencing rising traffic crash fatalities and increasing transportation emissions. As you are well aware, climate change is an existential threat to our city, state, country and planet and it is essential that we aggressively change the structure of our transportation system and how we live if we are to have any hope of addressing climate change in any meaningful way. Continuing to spend on building additional car infrastructure is both a waste of scarce public dollars and undermines any hope of mitigating the impacts of climate change within the time frame required.</p> <p>Given the need to reduce our climate impact immediately I was extremely disappointed to see the timeline for less polluting, safer modes of travel such as Bus Rapid Transit (BRT) being put off to 2040, and relatively little funding being allocated to safer, narrower, car-deprioritized, Complete Streets re-designs across streets in the High Injury Network. (Denver has 27 of these streets alone.)</p> <p>I'll give you one example, the I-25/Broadway "Interchange Capacity" Project, which will cost a minimum of \$50,000,000 with an implementation timeline of 2020-2029. This project is going to knock down a block of homes on Lincoln street to expand access for cars at an I-25 on-ramp at Ohio.</p> <p>This project isn't doing anything to reduce interstate car traffic loads from the off-ramp onto Lincoln, which is a residential arterial street in the High Injury Network as a result of the I-25 exit ramp. This continues a history of privileging the interests of suburban commuters over the rights of residents of the neighborhoods through which Lincoln St. passes. This was an injustice when it was implemented decades ago and the injustice continues.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Greg Holm

Comment	Response
<p>This exit ramp requires Lincoln to be multilane so that drivers can speed to downtown Denver whenever they want, causing crashes, creating extreme noise levels, and emitting polluting particles into our air where we live, walk to the grocery store, access area schools, raise our families, or cycle to work or for fun. I recently reviewed the DRCOG 2050 Regional Transportation Plan and was surprised by the amount of money being allocated to car infrastructure, especially through denser areas like Denver experiencing rising traffic crash fatalities and increasing transportation emissions. Our transit plan should be focused on making travel by car less convenient and attractive and travel by transit more convenient and attractive. The current plan is exactly the opposite of what it should be. We have decades of data showing that the billions upon billions spent on expansion of roads has only exacerbated traffic and congestion because of induced demand, has encouraged additional sprawl and the massive carbon footprint engendered by the infrastructure required to permit sprawl and the massively inefficient design of suburban development. Spending on road construction is a failed strategy. The saying that insanity is continuing to do the same thing after it has repeatedly failed is applicable to this situation.</p> <p>The most cost-effective fix to the Vision Zero crisis is clearly to eliminate the source of the problem: polluting, dangerous car-prioritized infrastructure that shouldn't be run through a residential neighborhood to begin with, and then replace with a human-scaled, safer, more efficient mode: buses.</p> <p>To support the success of the bus network, streets like Lincoln and Broadway will need to be re-redesigned for safety, which means fewer lanes for cars, expanded sidewalks and transit shelters, safer crossing distances, and dedicated onstreet space for the buses to run.</p> <p>At this point in time, with rising pedestrian deaths and a climate crisis, the best use of the funds for the I- 25/ Broadway "Interchange Capacity" Project is to eliminate interstate off-ramp and on-ramps here at Lincoln/ Broadway, and then re-allocate funding for a Broadway/ Lincoln BRT now, rather than waiting decades.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Greg Holm

Comment	Response
<p>There is already a popular bus lane here, so this is a no-brainer. The BRT project is projected to cost slightly more (\$61,000,000), but would be well worth the money today, to address Denver’s increasing density and rising transportation emissions. There are residents here who are in support of better transit infrastructure, and, especially, fewer speeding single-occupancy vehicles and deadly crashes.</p> <p>The current plan really misses the opportunity to change travel behaviors or set RTD up for success along a major thoroughfare and, as written, will cause more traffic deaths on our roads, as well as unnecessary displacement of vulnerable populations and increased pollution. According to the Dangerous by Design 2021 report published by Smart Growth America, “the number of people struck and killed by drivers nationwide while walking increased by an astonishing 45 percent over the last decade (2010-2019)” and our current approach to addressing this problem has been a “total failure.”</p> <p>Systems change needs to happen, starting today. Please immediately halt interstate-building and -serving infrastructure through Denver and re-allocate all of this funding to Bus Rapid Transit, sidewalks, bikeways, safer street design, and amenities to support transit.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Brittany Spinner

Comment	Response
<p>Thank you for allowing the public to review the DRCOG regional transit plan. In the plan, I was disappointed to see how much money was going towards car infrastructure instead of money being put towards the City of Denver's Vision Zero goals to provide safer transit corridors. This plan does not seem to align with the city of Denver's goals to create less pollution, more transit options, and increased safety throughout the area.</p> <p>I was disheartened when I saw that relatively little funding was being allocated to safer, narrower, car-deprioritized, Complete Streets re-designs across streets in the High Injury Network. I would like to see funds go towards these projects that will benefit the community of Denver, instead of projects that are focused on moving cars from outside suburbs to Denver Downtown. Funds would be better implemented to better the city and how we move around it, instead of reducing safety and livability in some areas by prioritizing cars.</p> <p>The current plan really misses the opportunity to change travel behaviors or set RTD up for success along a major thoroughfare and, as written, will cause more traffic deaths on our roads, as well as unnecessary displacement of vulnerable populations and increased pollution. To support the success of the bus network, streets like Lincoln and Broadway will need to be re-redesigned for safety, which means fewer lanes for cars, expanded sidewalks and transit shelters, safer crossing distances, and dedicated on-street space for the buses to run. There is already a popular bus lane on Lincoln Street. The BRT project is projected to cost \$61,000,000, but would be well worth the money today in order to address Denver's increasing density and rising transportation emissions. There are residents here who are in support of better transit infrastructure, and, especially, fewer speeding single-occupancy vehicles and deadly crashes.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Brittany Spinner
	17-Mar	Email	Bicycle Lobby

Comment	Response
<p>Projects like the I-25/Broadway “Interchange Capacity” Project, will cost a minimum of \$50,000,000. Lincoln Street, which is a residential arterial street, is in the High Injury Network as a result of the I-25 exit ramp. Increasing capacity and changing this on/off ramp will only increase the amount of crashes and the speeds in which cars travel down the corridor. This exit ramp requires Lincoln to be multilane so that drivers can speed to downtown Denver whenever they want, causing crashes, creating extreme noise levels, and emitting polluting particles into our air where we live, walk to the grocery store, access area schools, raise our families, or cycle to work or for fun.</p> <p>I would like to request that due to the rising pedestrian deaths and a climate crisis, the best use of the funds for the I-25/Broadway “Interchange Capacity” Project is to eliminate interstate off-ramp and on-ramps here at Lincoln/Broadway, and then re-allocate funding for a Broadway/Lincoln BRT now, rather than waiting decades. The community benefit and the increase in safety will provide an increase in ridership and help the city support the goals of Vision Zero, Blueprint Denver, and the Complete Streets programs.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects. The I-25/Broadway project has been in the federal project development process for years, is a priority of the City of Denver, and is funded for construction.</p>
<p>The DRCOG Regional Transportation Plan for 2050 is open for comments, and the comment from the Denver Bicycle Lobby is simple: “We’re disappointed.”</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG’s intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Bicycle Lobby

Comment	Response
<p>What is the quality of our roads? Poor. What is the proposed solution? Widening. What is the expected outcome? Longer travel times to workplaces, schools, hospitals, and grocery stores. The Plan itself highlights these facts on pages 23, 94, and 160-164.</p> <p>Mobility is the thread that connects the parts of our lives together. If the best that we can hope for under our current approach is a managed retreat of connecting people to people in different locations, we need to re-evaluate our choices. It doesn't have to be this way.</p> <p>Equity is impossible when it is assumed that the time of transit users is only worth 50% as much as car drivers' (p157). Discriminatory and absurd outcomes naturally follow. This is not the first time that our members have pointed out the inequitable outcomes of our planned approach.</p> <p>While DRCOG cannot change the land use and economic incentives that drive some of these outcomes, they need not subsidize choices that exacerbate them.</p> <p>Fifty-nine percent of our region's population describes themselves as "interested-butconcerned" in bicycling (page 38). A local and regional multi-use network that connects people safely deserves as much funding and consideration as our regional motor vehicle network. This is a prerequisite for converting people from "interested" to "active". That is how we can actually and equitably achieve safe, environmentally-responsible mobility.</p> <p>We don't see how this plan creates the safe city streets and clean air we all deserve.</p>	<p>Over 50% of all revenue available in the 2050 RTP is allocated to preserving, maintaining, and enhancing the existing transportation system across all modes. It is DRCOG's intent that all projects, especially road projects, are implemented in a locally-appropriate, multimodal way and provide choices for people to walk, bike, and roll. This intent has been clarified in Chapter 3. Of the limited regional funding available, \$2.7 billion is invested in improving the regional transit system and over \$800 million is devoted to active transportation, safety, and freight improvements. Additionally, DRCOG staff is working to develop a Complete Streets Toolkit to provide guidance for local governments to plan, design and implement Complete Streets, and strategies and support to decision makers, planners and designers to ensure multimodal elements are incorporated into transportation projects.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI

Comment	Response
<p>Thank you for the opportunity to provide comments on DRCOG's draft 2050 Metro Vision Regional Transportation Plan (the plan). Staff at the Denver Department of Transportation and Infrastructure (DOTI) have reviewed the plan and were impressed by its readability, vibrant presentation and forward-looking vision for the Region's transportation system. The plan supports Denver's vision and goals in the following areas:</p> <ul style="list-style-type: none"> • Reducing single-occupant vehicle commuters and increase the percentage of bike, pedestrian and transit commuters. • Reducing the annual number of traffic fatalities, serious injuries and major crashes by fully implementing the city's Vision Zero program. • Protecting our climate, improve public health and increase Denver's ability to reduce greenhouse gas emissions. • Eliminating barriers and increase access to smart technologies and mobility services for everyone, including low-income residents, underserved neighborhoods and people with disabilities. • Improving and streamline funding, project implementation, the city's organizational structure and public involvement in decision-making. <p>Upon review of the draft Plan DOTI offers the following comments for DRCOG's consideration:</p>	<p>Thank you for your comment.</p>
<p>The plan could better clarify the negative impacts caused by increased Vehicle Miles Traveled (VMT), such as air pollution, climate pollution and asset deterioration.</p>	<p>The 2050 RTP addresses these topics throughout the document and appendices.</p>
<p>The plan could better clarify the benefits of active transportation and transit in reducing air pollution and climate emissions.</p>	<p>The 2050 RTP addresses these topics throughout the document and appendices.</p>

Page	Date	Comment type	Name
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI
	17-Mar	Email	Denver DOTI
1	17-Mar	Email	City of Aurora
17	17-Mar	Email	City of Aurora
23	17-Mar	Email	City of Aurora
23	17-Mar	Email	City of Aurora
23	17-Mar	Email	City of Aurora

Comment	Response
The plan could better emphasize the benefits of Electric Vehicles, highlighting their ability to reduce the local impacts of air pollution.	The 2050 RTP addresses these topics throughout the document and appendices.
DOTI encourages DRCOG to establish a Vision Zero target year and require future projects to demonstrate how they will help the region reach that goal.	DRCOG staff have begun a discussion with the Board of Directors on amending Metro Vision to reflect a zero fatality target by 2040 and a zero serious injury target by 2045. These proposed targets are shown in Chapter 4.
DOTI encourages DRCOG to establish a data driven approach to Equity and incorporate it into future project selection criteria.	We look forward to expanding our work on equity even further in future RTP planning efforts.
DOTI encourages DRCOG to establish a regional freight working group to identify solutions to the significant issues and challenges identified in DRCOG's Regional Multimodal Freight Plan.	We are continuing to work with all stakeholders to further implement the Multimodal Freight Plan.
DOTI recognizes the extensive work that DRCOG put into updating this visionary plan and appreciates staff's continuous efforts to include local agencies and the public's involvement. DOTI looks forward to working with DRCOG and regional partners in investing in a transportation system that supports our shared goals related to multimodal mobility, air quality, the climate, and Vision Zero safety.	Thank you for your comment.
and other mobility devices	Text has been edited.
how about mobility hubs?	The text on pages 16-17 is directly from the Metro Vision Plan.
This implies that the below numbers are miles of lanage. Even if they were centerline miles, the numbers seem very low.	The text has been edited.
Theoretically, this number would align with the number in the other graphic "Types of roadway lanes"	The text has been edited.
this seems low	The text has been edited.

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Comment	Response
this seems high	The text has been edited.
need some discussions on how this may change post COVID19	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.
Even if we don't have hard numbers about how travel will change because of COVID, one thing that is clear, is the amount of employees telecommuting for at least part of the week will permanently increase.	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.
Page 60 implies 20k electric vehicles in Denver region. Maybe change this graphic title to "Electric Vehicles New Registrations".	The text has been edited.
Probably worthwhile to add paratransit and general public demand response into this statistics, since they are separate modes of public transit.	This data is included in the Coordinated Transit Plan (Appendix J).
Also mention bikes/walking, since this mode share is the same as for public transit (per infographic on page 24).	This data is included in the Active Transportation Plan (Appendix L).
The 0% growth rate only occurred for one year. Not sure that makes a trend. Could remove that growth rate.	Thank you for your comment.
This clause conflicts with the 0% growth rate word bubble in the graphic.	The clause reflects the overall trend from 2012, not just the year-over-year trend shown in the word bubble.
(RTD).	DRCOG's style guide does not use parentheses to introduce acronyms.
page 25 says 94.8 million annual boardings	This statistic is for the entire system.

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40	17-Mar	Email	City of Aurora
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Comment	Response
page 25 states 60.5 million boardings	This statistic is for bus boardings and does not include rail.
I'm not sure most people would count this as BRT, since the route length is very short, it replaces very few car trips, and stop frequency is high. It's a great service and valuable as a people distributor, but it's not BRT.	The text has been edited.
why red color?	This map comes directly from RTD; the red circle indicates non-RTD parking available: https://www.rtd-denver.com/services/rail/rail-system-map
should it be "Attitude towards bicycling..."? otherwise, non-bicyclist is not "types of bicyclists"	This content is from the Active Transportation Plan (Appendix L). Non-bicyclist is the type of cyclist that does not use a bike.
this photo of a on-street bike lane sandwiched between traffic and parking should not be a good representation of "high-comfort facilities"	This photo has been replaced.
Get a photo of THIS bikelane from across the street. Separated by physical barriers and curbing. Or the new Separated Bicycle Lanes in Aurora.	This photo has been replaced.
what's the definition?	These facilities are identified on a sliding scale on pages 62-63 of the Active Transportation Plan (Appendix L).
typo, should be "they"	The text has been edited.
...include infrastructure like sidewalks, pedestrian scale lighting, crosswalks with high visibility markings, ADA compliant ramps, pedestrian refuge islands, and appropriate signals at intersections and mid-blocks.	The text has been edited.
what's the definition of "urban core"? do we have a map for it?	It is the extent for which this data is available; it is not a formal designation.

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Comment	Response
<p>1. The following corridors should be included as part of the Regional Active Transportation Network in the 2050 RTP. Except for Smith Road between Peoria Street and Powhatan Road, they are all included in the Aurora Major Bike Route Map and Northeast Area Transportation Study Ped/Bike Network (When there is a conflict between the Aurora Major Bike Route Map and NEATS, the NEATS shall control):</p> <ul style="list-style-type: none"> a. Murphy Creek Trail Corridor b. Powhatan/Jackson Gap between Orchard Road and 72nd Avenue c. Jewell Avenue/Florida Avenue between First Creek and Aurora city limit d. Potomac Street between Yale Avenue and Fitzsimons Parkway e. Smith Road between Peoria and Powhatan 	<p>The pedestrian focus areas were created as part of the Active Transportation Plan (Appendix L) and have not changed since it was adopted in January 2019. Aurora was part of the stakeholder committee that helped develop the areas and will be included in the future if/when these areas are updated.</p>
<p>13th Avenue corridor, Florida Avenue Corridor and Smith Road Corridor should be included</p>	<p>See comment response above.</p>
<p>need to identify “high-comfort” bicycle network</p>	<p>This would distract from the Active Transportation Corridors. Please refer to the Denver Regional Bicycle Map for off-road facilities.</p>
<p>all TODs, urban centers should be pedestrian focus area. A list or table should be provided to document all pedestrian focus areas. it is hard to tell the exact location and boundary on the map. the following city of Aurora pedestrian focus areas are missing: 1. smoky hill and E-470 2. E-470 and I-70 3. 64th Avenue 4. ...</p>	<p>The pedestrian focus areas were created by scoring Census blocks in the Denver region based on factors associated with walking. Stakeholder input and urban centers were also a factor; DRCOG’s adopted urban centers were used.</p>

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Comment	Response
need to mention high-comfort network	High comfort facilities are along the Active Transportation Corridors but were not part of the active transportation network developed for the Active Transportation Plan. High comfort facilities are tracked and regularly updated by DRCOG and can be found in the Regional Bicycle Map, or the regional bicycle inventory, which can be downloaded on DRCOG's Regional Data Catalog.
need a list or table	DRCOG's website includes interactive maps to allow stakeholders to easily view these corridors. A list can also be filtered using the bicycle facility inventory dataset that is available on the Regional Data Catalog.
<p>All urban centers identified in the Aurora Places (Aurora Comprehensive Plan) should be added as the pedestrian focus areas. The following areas are missing from the list:</p> <ul style="list-style-type: none"> a. 64th Avenue between Himalaya and Picadilly b. 56th and E-470 c. I-70/E-470 d. 40th and Airport e. Stanley Market Place f. Fitzsimons Campus g. Colfax Art District h. Smoky Hill/E-470 	The pedestrian focus areas were created by scoring Census blocks in the Denver region based on factors associated with walking. Stakeholder input and urban centers were also a factor; DRCOG's adopted urban centers were used.
adequate	The text has been edited.

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Comment	Response
need to discuss mobility hubs that provide convenient and comfortable places for pedestrians and bicyclists to access other modes	Mobility hubs are noted in Ch. 3, especially in Table 3.1.
change to “there are infrastructure and amenities...”	The text has been edited.
insert “protected mid-block crossings”	The text has been edited.
pedestrian bulb-outs at intersections, pedestrian-scaled lighting,	The text has been edited.
industrial street may have a lot of low-income and transit reliant employees	Thank you for your comment.
TDM should also include providing real-time travel information, such as incidents, inclement weather, etc. to improve travel safety and efficiency.	This is addressed in the section “Operating the Transportation System” in Ch. 2.
need discussions on post covid19 travel pattern change	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.
there is a glaring missing piece for Aurora/east metro and R Line	There is not an established Way to Go partnership TMA in this area. The text has been clarified to discuss the role of DRCOG’s Way to Go staff in non-TMA areas throughout the region.
Put in a blurb about the importance of Transportation Management Association in providing an implementable platform to promote and facilitate transportation alternatives other than single occupant driving; and the importance of looking for new opportunities to expand the coverage of TMAs throughout the metro area to better leverage transit lines and commuting patterns, in particular the eastern metro area include Aurora, the Fitzsimons Campus, and R-Line.	The existing text addresses most of these points; also see comment response above.

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Comment	Response
this may not be true for ride hailing	The text has been edited.
This sentence is unclear. Why wouldn't it be considered an emerging aspect of regional transportation planning? We talk about transit, bike/peds...	The text has been edited.
Probably need to nuance this more. Uber/Lyft has demonstrably increased congestion in studies, and probably increased green house gases. There's benefits, but also costs.	The text has been edited.
Suggest re-writing sentence to "Transit ridership has increased to and from the airport since the A Line opened in 2016." Otherwise, sounds like the airport opened in 2016.	The text has been edited.
Needs a space.	The text has been edited.
Colorado Department of Transportation	The text has been edited.
I thought that the City of Aurora has also begun equipment testing and installation?	Thank you for your comment.
and disseminate...	The text has been edited.
, especially when compared to mode share of travel.	The text has been edited.
No biking fatalities in 2003?	2003 bicycle fatalities are included in the chart.
These two colors blend together.	The chart has been updated for clarity.
should this be "outcome"?	The text has been edited.
These are part of the same 9%, correct? The critical corridors are included in the Regional High Injury Network.	The critical corridors were derived from additional analysis done on the High Injury Network (HIN), and they are part of the HIN.

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Comment	Response
Within this document, need to better articulate the difference between the regional high-injury network, and the critical corridors.	The text has been edited.
Need space.	The text has been edited.
I'm not sure "Criteria" is appropriate here. "Percent of at-grade rail-highway Crossings" instead?	The text has been edited.
Consider removing "only", since those 45 bridges still probably account for a very sizable repair/replacement cost.	The text has been edited.
nothing in Aurora?	The 2050 RTP does not list all the potential safety projects that could occur in the region over the next 30 years, only those submitted by project sponsors. These types of projects are eligible for funding in the Transportation Improvement Program, the short-range transportation plan that implements the 2050 RTP.
This project is not accurately captured. Reach out to Aurora staff for more accurate project extents.	The project segment descriptions have been clarified in Table 3.1.
Connector up to 26th Avenue, part of the interchange project delivered by ARTA, should be included in this table. It's on the map, and will be completed in the 2020-2029 timeline. (On the map it's shown incorrectly as 2030-2039).	The project segment descriptions have been clarified in Table 3.1.
This connection should be 2020-2029.	The project segment descriptions have been clarified in Table 3.1.
travel patter impacted by COVID 19 in 2020 and future travel pattern post COVID 19 should be discussed	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.

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Comment	Response
persons with disabilities should also be included in the analysis	The analysis performed by staff includes persons with disabilities; the text has been edited to reflect that.
this looks odd given the significant less travel in 2020	Pollutant emissions directly tied to fuel use associated with automobile and airline travel were greatly reduced between April and July prior to the wildfires. Ozone monitor readings however, were not much lower than levels seen in recent years. It is important to note that vehicle travel is only one of many sources of ozone precursor emissions, and these other sources may have increased emissions during the early months of the pandemic.
Graphically pleasing plan	Thank you for your comment.
Maybe want to consider additional map insets as some of the information is hard to decipher, especially for areas like Longmont	Additional insets and new map extents have been provided for several maps.
Should they include information on how COVID impacted their engagement? I didn't look at the engagement appendix, but thought this might be worth noting	Text has been added to note COVID-19's impact on virtual engagement in 2020-2021.
I also wonder if they want to include some of the observations for how COVID might change the way we approach transportation. They mention it vis a vis RTD funding, but it's pretty limited. It seems like there could be larger, broader impacts still TBD	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.
Is it purposeful that they don't tie air quality and climate change? They don't mention a lot about climate change (at least that I saw) in the document...	The terms air quality and greenhouse gas emissions are used for their specificity.
Table 4.1: 2020 environmental justice populations in the Denver region and state seems like it would be better visualized spatially.	Thank you for your comment.

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Comment	Response
<p>Page 156; line 1 - proposed change: “The transportation analysis zones identified with high concentrations of [MINORITY INDIVIDUALS OR LOW INCOME HOUSEHOLDS]...</p>	<p>The text has been edited.</p>
<p>Page 156 “RTP’s equity considerations.” Suggested change to “RTP’s commitment to equity”</p>	<p>The text has been edited.</p>
<p>Page 156... Perhaps a map or a more area specific photo would be more appropriate.</p>	<p>Thank you for your comment.</p>
<p>Page 157... Since studies have shown that more vulnerable populations have increased travel times, two suggested changes: eliminate the word “potential” and include a small background component on some of the research before introducing the DRCOG models.</p>	<p>The text has been edited overall in this section. Because many of the 2050 RTP projects are conceptual and have not yet initiated the project development process, their potential project level benefits and impacts are not yet known. DRCOG staff used the word potential to avoid implying unknown certainties.</p>

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Comment	Response
<p>A concern is the integration of data and information into the 2050 RTP from the appendices. A virtual meeting was held with FHWA and DRCOG about the level of integration necessary between appendices and the main RTP document. It was expressed that enough information from the supporting documents gets included in the RTP as to educate and deepen the understanding of the reader/public. This was not achieved in the current iteration of the 2050 RTP. Here are a few direct examples and below are other examples linked to other topics:</p> <p>Pg. 30 – Congestion (on the roadway system) – The narrative touches upon congestion, a major source of user experience throughout the region. It links to the CMP, but does not bring over information to support the project/program decisions made later in the document. Using just outputs, such as the raw numbers of 2019, does not provide perspective/extent of the situation and how DRCOG intends to provide strategies and solutions. Essentially, this is asking the reader to read multiple documents instead of the one in front of them.</p>	<p>Text has been added to the document to address these comments. More specifically:</p> <ul style="list-style-type: none"> - The 2050 RTP main document is already 180 pages long. DRCOG staff prioritized public accessibility and engagement with the content and design of the draft, with very technical or specialized information kept in the appendices. - Congestion: Clarifying text was added to Ch. 2 and Ch. 3 to note the use of congestion mitigation toolkit strategies and how congestion was used in candidate project evaluation. - Map 2.2: The map was re-labeled for clarity. A static map of the region's bus network would be illegible, but the Coordinated Transit Plan addresses this issue in more detail.
<p>Pg. 35 – Map 2.2 – Including a map of the light rail system is a good first step, but on pg. 25, the bus system clearly is the largest provider of public transit in the region. Why not provide a map (to some degree) to show this coverage?</p> <p>Is there a link to the 2045 SWP? It would make sense to include this. This is not an appendix of the 2050 RTP, but something that contributes to the overall network.</p>	<ul style="list-style-type: none"> - A reference to the Statewide Plan was added in Ch. 3. DRCOG staff is being judicious with external links since they may change over time.

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Comment	Response
<p>Another linkage that seems underutilized by all the Front Range MPOs is connections to or mentions of their neighboring MPOs. Nothing extensive is expected, but a map with MPO coverage or on the DRCOG map, the borders show other MPOs. DRCOG and the other MPOs do not exist in a vacuum.</p>	<p>Map 1.1 has been updated to include the planning areas of the other MPOs in the state.</p>
<p>23 CFR 450.324 (f) – The small area forecast is updated appropriately. Although, the use and impact of the demographics are hard to ascertain in the 2050 RTP. There is one infographic on pg. 14 and one comment bubble on pg. 3 to explain the whole of demographic (change) in the DRCOG region. This does not include the EJ reporting. There is no reference to the appendix F where this information is located.</p>	<p>A paragraph was added to Ch. 3 to explicitly note both the small area forecasts and the scenario planning analysis. Additionally, the title page for Appendix F was updated to reflect both documents.</p>
<p>23 CFR 450.324 (g)(1) – Current and projected demand – The appendix is a basic projection transportation demand from 2020-2050, without any intervals in-between. That is fine, in and of itself, but seems out of place when the 2050 RTP only reports things up to 2019. There is a lack of discussion on how the projected future demand will impact the transportation network. Another question is about the titles and labelling, are the elements of appendix E performance measures or are they systems measures?</p>	<p>Text was added to Ch. 1 to address the issue of future demand and its impact on the transportation system. The Appendix E table is the same format, content, and structure of what was previously Table 7.1/Table 10 in prior DRCOG Regional Transportation Plans. It has not been DRCOG's practice to publish interim year travel model outputs. The 2050 RTP includes as much current data as possible (often through 2019 as you note), while the traffic model base year is 2020. This has also been standard practice in DRCOG Regional Transportation Plans.</p>
<p>Considering the scenario planning activities were a significant part of the development process, where and how is that documentation located/used in the 2050 RTP? The identification of appendix F needs an update. The entire version of the 2050 RTP document has a link to the small area forecast and scenario planning, but the website link only calls appendix F small area forecast (when both are included), as does the title of the appendix. The formatting of the scenario planning document shows four pages across on my web browser. Not sure if that is an issue for others.</p>	<p>See response above about Appendix F.</p>

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Comment	Response
<p>23 CFR 450.324 (g)(10) - Appendix O is a great start to understanding and mitigating environmental issues. One missing topic is a discussion on natural disasters and impacts to the network. Are there maps of these that can be included to identify any potential transport-related impacts (also related directly to security and resiliency)? Where does this information get presented in the 2050 document? On pg. 172, service is done to environmental challenges, but it only mentions air quality and conformity determinations. Where is the discussion on potential environmental mitigation strategies that maintain and restore impacts of transportation projects? Mentioning that this is handled during project development and implementation does not provide the regional, long-term context.</p>	<p>We included as many environmental maps as we could find accurate “mappable” data for. Natural disasters are a difficult topic as the impacts on the transportation network vary by the type, location, size/intensity, etc. of the natural disaster in question, making overarching statements or conclusions difficult. Ch. 4 does include discussion of regional environmental mitigation, which as our involvement in the TERC process, and other coordination efforts.</p>
<p>Security – The narrative on security on pg. 68 states that DRCOG participates on applicable committees. There is an underrepresentation of the understanding of what natural disasters are most likely to impact the network and vulnerable locations and how this gets addressed further down the planning process (project selection criteria and prioritization). What about global emergency situations that have the opposite effect on the transportation system than traditionally thought of emergencies?</p>	<p>See comment response above.</p>
<p>23 CFR 450.324 (g)(11) – Financial Plan:</p> <p>How is the 2.22% inflation rate developed? Is this inflation rate, as noted, is for expenditures, but is it also for revenues? The language on pg. 5 (there are no page numbers for the FP) says the above-mentioned funds, 2.22%, was applied to reach year of expenditure dollars. What is a reach year? Is there confirmation that the inflation rate is agreed upon by DRCOG, CDOT, and the public transit operators?</p>	<p>Text has been added to the Financial Plan to clarify the origin of the 2.22% inflation rate, the process DRCOG staff used to develop year of expenditure forecasts, and the agreement by CDOT and RTD to use 2.22%.</p> <p>Note: RTD’s forecasts are provided in YOE, so DRCOG staff used RTD’s inflation rate to deflate into current year (2020) dollars.</p>

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Comment	Response
<p>23 CFR 450.324 (g)(11) – Financial Plan:</p> <p>The explanation for the inflation rate under Estimated Project Cost is very clear and understandable. A link to the E-470 Master Plan would be nice, I don't recall seeing it elsewhere.</p>	<p>A link to the 2020 E-470 Master Plan has been added to the document.</p>
<p>23 CFR 450.324 (g)(11) – Financial Plan:</p> <p>What is the rationale behind having the 3 10-year tiers for revenue, but only one tier for expenditures? It gets confusing because the tables each have three columns to represent different things.</p>	<p>Both revenues and expenditures are shown in three ten-year funding tiers.</p>
<p>23 CFR 450.324 (g)(11) – Financial Plan:</p> <p>23 CFR 450.324 (g)(11)(v) is getting closer to compliance by using the 10-year tiers, but not quite there.</p>	<p>Text has been added to the Financial Plan to further elaborate on the process used, including inflating revenues each year and using five-year funding subtiers for fiscal constraint analysis.</p>
<p>23 CFR 450.324 (g)(11) – Financial Plan:</p> <p>Table 2 – Having the table column indicator (2020) could be confused as the money available in 2020. Maybe (2020\$) is cleaner?</p>	<p>This clarification has been added throughout the appendix.</p>
<p>Pg. 29 – Map 2.1 – The intersection dots blot out the road network. The graphics should be realigned to better express the road network.</p>	<p>Map 2.1 has been revised.</p>
<p>Page 131 and page 133 in Chapter 3 are helpful for answering my initial questions regarding why Northwest Rail is shown as included in the fiscally constrained plan (at \$700M) but not the remaining FasTracks projects, such as the Southwest Corridor extension, etc. However, this doesn't seem to really jive with what is shown in the draft TIP (following up to my comments to Todd provided yesterday).</p>	<p>This comment was discussed with FTA staff and determined addressed.</p>

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Comment	Response
<p>It would be helpful though if the text on page 84 of Chapter 3 that precedes the graphics could be elaborated to provide an overview of the policy framework that defines why some projects didn't make it into the fiscally constrained plan and are therefore shown in the vision. In other words, the graphics on this page and overall process aren't really described much</p>	<p>This comment was discussed with FTA staff and determined addressed.</p>
<p>Perhaps repeat text from page 134 reiterating that some projects may be able to be amended into fiscally constrained plan after the RTD Reimagine and Accountability efforts that are currently underway conclude</p>	<p>This comment was discussed with FTA staff and determined addressed.</p>
<p>Map 3.6 – would it be possible to make Map 3.6 available in an interactive format on the website so that one could toggle over the lines and see what the actual projects are? It is difficult to see what the projects are in the center of the map.</p>	<p>DRCOG staff will consider this post-2050 RTP adoption as we transition the interactive map to an ongoing tool.</p>
<p>Appendix H: Please include FTA Sec 5339 formula funds and FTA Sec 5305 planning funds – I didn't see them mentioned</p>	<p>Text has been added to RTD's section noting FTA Sec 5305 and 5339 funds.</p>
<p>Appendix H: It may be helpful to add statement on why \$400M in FTA Discretionary funds is being assumed</p>	<p>Text has been added to both the FHWA and FTA Discretionary sections discussing why federal discretionary funding is assumed and how its calculated.</p>
<p>Labeling of the SH119 project – I see that the mobility hub is used in the context to describe the limits of project. Please ensure consistency with map and list of projects to be consistent with the reference to the activities in the draft TIP. Would cite more of the extent of the work, namely new park and rides</p>	<p>This comment was discussed with FTA staff and determined addressed. The mobility hub is not part of the project, just part of the description of project limits.</p>
<p>The Colfax Ave BRT project should be denoted as center running which is how the LPA is described at the culmination of over twenty years of study. This is the only alternative being studied in the NEPA document. (May be confirmed w/ RTD and CCD)</p>	<p>After discussion with FTA staff, the project description has been revised to include "dedicated lane."</p>

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Comment	Response
<p>Excellent job with the equity and environmental justice analyses. One suggestion would be underscore to page 169 “effects to EJ communities.” While you state no disproportionate adverse effects, I would advocate that actually positive effects may be likely with the focus on transit improvements to serve these communities. I think you captured this in the preceding sections</p>	<p>The text in this section has been revised overall, which should also address this comment.</p>
<p>The extent of public outreach that DRCOG has completed in preparing this document is commendable. Feedback received from the various activities is well documented in the report along with the compendium reports referencing Phase 1 and Phase 2 of activities. Thank you for providing a comprehensive list documenting all meetings held over the last two years plus with links being provided to summaries and presentations on the website – very accessible for the public and stakeholders.</p>	<p>Thank you for your comment.</p>
<p>DRCOG’s mapping efforts are laudable – love the interactive map showing all the projects provided on the website</p>	<p>Thank you for your comment.</p>
<p>Very thorough public friendly document; graphic layout and easy to read language</p>	<p>Thank you for your comment.</p>
<p>The map is missing the West Corridor TMA</p>	<p>The West Corridor TMA is in “incubation” - it is not yet an official Way to Go partnership TMA.</p>
<p>Update “TBD” Project Description for Floyd Hill EB- Eastbound interchange improvements with frontage road extension from the Hidden Valley Interchange to the US 6 Interchange.</p>	<p>This change has been made.</p>
<p>Update “TBD” Project Description for Floyd Hill WB- Addition of a new third express travel lane from the top of Floyd Hill to Veterans Memorial Tunnels, and Eastbound auxiliary lane from the bottom to the top of Floyd Hill.</p>	<p>This change has been made.</p>

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24	17-Mar	Email	CDOT
25	17-Mar	Email	CDOT
100-131	17-Mar	Email	CDOT
16-17	17-Mar	Email	CDOT
51	17-Mar	Email	CDOT
65	17-Mar	Email	CDOT

Comment	Response
Website comment - I-270 is showing as a HOT lane. We would like to request the use of the term “Managed Lane” on the website for this project so that it matches table 3.1 of the Plan.	DRCOG staff will make this change post-2050 RTP adoption as we transition the interactive map to an ongoing tool.
“Managed lanes, State Hwy. 119 mobility hub, intelligent transportation systems, bicycle and pedestrian trail connections.” The I-25/State Hwy. 119 mobility hub will be called the Firestone-Longmont Mobility Hub.	This change has been made.
10% work from home number - is this pre-COVID or does this include changes in remote work in 2020? Do you anticipate this number staying the same or increasing in the future?	The values presented in the 2050 RTP represent pre-COVID conditions. Updated values will be provided in a future amendment to the 2050 RTP after new information is published by the US Census Bureau, and travel patterns have stabilized.
How is the region using electric vehicles graph - would be interesting to see the percentage of electric vehicles as a portion of all registered vehicles instead of just the number.	This has been revised based on available data.
The project list pages are split, making it hard to follow. Can we add a numbering system to the project lists so if they do have to be on two separate pages, they're more easily identifiable? Or make those pages 11x17/ landscape to have them fit on one single page when viewing?	Given the volume of information in this table, the design approach taken is the most feasible we could do.
the small white on purple text is a little uncomfortable to read and the 5 themes aren't very visually separated	Given the volume of information in this table, the design approach taken is the most feasible we could do.
typo in first line - “ the regional an statewide...” should be “and” instead of “an”	The text has been edited.
typo in call out box - “death is not an acceptable mobility income” I think you mean outcome instead of income.	The text has been edited.

Page	Date	Comment type	Name
90	17-Mar	Email	CDOT
	17-Mar	Email	CDOT
	17-Mar	Email	CDOT
	17-Mar	Email	CDOT
	17-Mar	Email	CDOT
22	17-Mar	Email	CDOT
175	17-Mar	Email	CDOT
33	17-Mar	Email	CDOT
173	17-Mar	Email	CDOT

Comment	Response
“set-asides” or “set asides” - try to stay the same for consistency	Thank you for your comment.
Want to recognize the importance of shared priorities and partnership on projects like 270 and Floyd Hill.	Thank you for your comment.
BRT corridors - CDOT is in support of working together to expand transit service and mobility options across the region.	Thank you for your comment.
There should be more references to the CDOT 10-Year Plan, extensive and coordinated public outreach, and the shared priorities.	These references have been added to the document.
CDOT appreciates the team effort to bring this together. Looking forward to the continued teamwork as we implement the shared priorities between this plan and CDOT’s Statewide Plan.	Thank you for your comment.
Inclusion of public health concepts and the link between public health and an equitable transportation system serve as a place where the DRCOG RTP and the CDOT 2045 SWP have common ground. Great addition.	Thank you for your comment.
Page 175 states: Negative effects inherent in today’s transportation system such as air pollution, excessive noise and crashes will occur throughout the region. Can the reader conclude that the 2050 MVRTP does not improve these existing inequities for low-income and minority communities?	The text has been edited to clarify the intent of that paragraph.
Wonder if it might be important to place an *asterisk at the bottom of the VMT graph stating that these figures are per-pandemic or per-stay-at-home-order	Thank you for your comment.
Consider renaming ‘Corridor Projects’ to ‘Corridor roadway and transit improvements’ in the legend for this map.	The map has been revised.

Page	Date	Comment type	Name
	17-Mar	Email	CDOT
33	17-Mar	Email	RTD
43	17-Mar	Email	RTD
44	17-Mar	Email	RTD
50	17-Mar	Email	RTD
56	17-Mar	Email	RTD
57	17-Mar	Email	RTD
67	17-Mar	Email	RTD
69	17-Mar	Email	RTD
76	17-Mar	Email	RTD

Comment	Response
CDOT looks forward to working with DRCOG on delivering the shared commitments in CDOT's 10-Year Plan and the 2050 MVRTP. This will be an ongoing effort that requires ongoing dedication and focus, especially as the legislature contemplates the possibility of additional funding for transportation. CDOT is eager to deliver on the shared projects and priorities in a manner that maintains citizens' trust.	Thank you for your comment.
In the past have we referred to 16th Street as BRT? I know it's on exclusive guideway, but not very rapid!	The text has been edited.
Non-transit comment: It's difficult to distinguish the different line shades in the map since so many streets are included – I don't have good suggestion for how to resolve.	Thank you for your comment.
Under the fourth bullet (land use) would there be any way to perhaps note that, say, downtown, with its intensity of mixed uses, has a substantially higher mode share for transit, walk/bike?	Thank you for your comment.
Examples are given for each one of the categories except Microtransit. The text provides a description, but no examples.	The text has been edited.
A scooter is shown in the graphic, but not sure how that relates to "Operating the Transportation System"	The graphic has been edited.
Likewise the bikeshare on following page.	The graphic has been edited.
Would it be possible to have a downtown area callout since the lines all smudge together in that area of the map?	The map has been revised.
Glad to see transit included!	Thank you for your comment.
RTD is responsible for the "state of good repair" of its vehicles and preservation activities for its system and facilities. Please add "facilities" to the sentence.	The text has been edited.

Page	Date	Comment type	Name
148	17-Mar	Email	RTD
151	17-Mar	Email	RTD
105	17-Mar	Email	RTD

Comment	Response
<p>Not sure what information is being conveyed here. What do the categories “baseline” and “target” mean? Are these the number of vehicles that are in good condition? Poor condition? Also, in the Appendix G on p. 25, what do the yellow symbols with white dashes indicate?</p>	<p>Added text that clarifies the information being shown on page 148, and added additional text to Appendix G about the symbology used.</p>
<p>The graphics on left side of page are difficult to understand. For example in the “Average Travel Time Variation” which number is the baseline and which the observed?</p>	<p>The baseline and observed data are both 1.22.</p>
<p>Mobility Hubs funding. Remind me, did we discuss RTD funding for these? It’s probably fine to leave RTD in the funding mix, my only concern would be I don’t recall if we’ve ever had a discussion with our Board about these.</p>	<p>The 2050 RTP incorporates a multi-agency planning and funding strategy over time for mobility hubs.</p>