

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - David Hawkins	<p>Dear Cam Kennedy and Regional Transportation Committee members,</p> <p>My name is David Hawkins and I'm a resident of Denver. I'm writing to ask that the upcoming Regional Transportation Plan update shifts funding away from widening I-270 and I-25 North and toward the multimodal projects that our neighborhoods actually need. It is frustrating to see billions of dollars funneled into highway expansions while safety improvements for dangerous roads like Colorado Blvd, 38th Ave, and Speer remain underfunded. We know from experience that widening highways doesn't fix traffic long-term and it just leads to more pollution and more cars on the road.</p> <p>I personally try to bike and walk to get around Denver, but it often feels like an afterthought in our current infrastructure. We should be prioritizing our existing light rail connections, Bus Rapid Transit, and safer bike lanes, which are much more cost-effective and actually align with DRCOG's goals for air quality and safety.</p> <p>DRCOG's own data shows that the majority of us want better transit and safer sidewalks, not more lanes. Please listen to the residents and fund a bolder, more sustainable future for the Metro area.</p> <p>Thank you for your time,</p> <p>David Hawkins</p> <p>Denver, CO</p>

Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!

Good afternoon members of the Regional Transportation Committee, my name is DANE STICKNEY, and I live in DENVER. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.

Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:

- Increase safety for all users of the transportation system.
- Improve air quality and reduce greenhouse gas emissions.
- Expand the region's rapid transit network.
- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.
- Expand travel options for vulnerable and underserved transportation users.

However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use transit, bike, and pedestrian infrastructure to get around. I have a 3-year-old who attends a DPS school. Walking across Pecos Street is terrifying. It's too wide, too fast, and the driver's have too much control. We've come close to getting hit twice, and my 3 year-old has heard drivers yell profanities at us simply for crossing the street. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Specifically, young people are vulnerable users of roads and streets. We need to put their safety and access first and foremost in out minds.

DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents, especially young and vulnerable pedestrians, need you to fund bold, sustainable, transportation projects. Safety over cowardice, please! Thank you.

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - Elizabeth Somer	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Good afternoon members of the Regional Transportation Committee, my name is Elizabeth Somer, and I live in Littleton. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use transit and bike infrastructure to get around. This is important to me because I have lost several peers to traffic related incidents and see public transportation as the only remediation for safe travel. Widening streets will not prevent more people's peers from dying in highly avoidable ways in the future. Investing away from highways and into expanding mobility options will make a safer and more affordable Denver. Suburban sprawl in hand with a lack of thoughtful public transportation is causing this unending and increasing congestion. As a younger person, I am not the only one in my generation that is fed up with car infrastructure, so try being proactive for our sake as the inheritors of this amazing city.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you</p>
			<p>Hi Cam!</p> <p>I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. I'm disappointed to see how many roadway widening projects are included in the TIP since none have been successful at reducing congestion in the past. Please reroute this money towards transportation solutions like public transportation and saftey (mode shift) which will actually make progress to reduce congestion.</p> <p>Thanks!</p>
1/13/2026	Email	Member of the public - KC DeWinter	<p>Hello DRCOG -</p> <p>I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Please deploy common sense and stop catering to extremists who want to ban cars & trucks from our roads. We do not live in Manhattan. We live in the West, and we need cars and trucks on the road for personal use and for commerce.</p> <p>The crazy ideas from the Denver Streets Partnership people are wildly naive, irresponsible, and unrealistic. We should NOT be spending millions to prevent 100 pedestrian deaths - particularly since many of these pedestrian deaths were self-inflicted.</p> <p>In the past week alone of driving on Denver streets, I have counted one dozen people who did not have the discipline to walk to a corner and cross a street at a protected crosswalk. Instead, they ran across the street in front of moving traffic and expected us drivers to screech on our brakes to avoid hitting them.</p> <p>Please proceed with widening streets and roads as needed.</p> <p>While you're at it, please enact some more harsh penalties for pedestrians who run in front of moving traffic. Please also change the current bicycle laws which stupidly allow bicyclists to run red lights and stop signs - and require that bicyclists follow the same traffic laws as drivers.</p> <p>KC DeWinter Denver, Colorado</p>

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - Edmond Horsey	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			I am absolutely and entirely opposed to any further highway widening, particularly on our interstates. As you no doubt, history has shown (and research has confirmed) that while highway widening may provide short term relief, in the long run it leads only to increased congestion.
			Please vote against any further highway widening. Mm Edmond Horsey
1/13/2026	Email	Member of the public - James Douthit	Hello,
			I have a written comment below for the upcoming Regional Transportation Committee meeting on January 20:
			Please cease funding polluting, city-destroying, unsustainable, and wildly expensive highway projects that are scientifically proven to increase traffic rather than alleviate it. The chokepoint for traffic flow is not the lanes on the highway, but the on/off ramps. A wider highway with same size city streets emptying it will just mean the same traffic every morning as everyone goes to work. I-10 in Houston Texas is the widest highway in the U.S. but still has gridlock.
			Redirect this funding to public transportation like every other great city in the world.
			Final note is that my phone number starts with '303' -- I love this city and drive in this city. This is not a vendetta against city improvements, but borne out of love for what we are and can be.
			Thank You! James Douthit
1/13/2026	Email	Member of the public - Elizabeth Morales	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20.
			Good afternoon members of the Regional Transportation Committee, my name is Elizabeth and I live in Denver. I'm writing to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
			Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase car, ped and bike safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.
			Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:
			•Increase safety for all users of the transportation system.
			•Improve air quality and reduce greenhouse gas emissions.
			•Expand the region's rapid transit network.
			•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.
			•Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.
			In my own life, I use bike lanes and busses to get around. It is important to me that our transit agencies move into the future of active transportation and not stay in the past of single occupancy vehicle transportation. It is no longer the gold standard. Investing away from highways and into expanding mobility options will help Colorado and the metro region move towards our social goals and climate goals.
			DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you for your consideration and for representing community voice – Elizabeth
1/13/2026	Email	Member of the public - Stephanie Sterling	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like 38th Ave. which I leave quite near, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
			I know firsthand how dangerous walking, driving, and biking on roads such as 38th Ave. are. We need investment in safety for all users of transportation that are sustainable for the long term. In addition, I've submitted many complaints to PocketGov for the dangerous underpass near 38th and Inca where I do not feel safe to walk, despite it being an amazing shortcut for me to walk or bike downtown instead of drive. This would make a huge difference to my neighborhood.
			I'd like my tax dollars to help my community build sustainable transit for all. Please do not widen these highways.
			Thank you, Stephanie

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1/13/2026	Email	Member of the public - Luke Anderson	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20.
			Please continue to prioritize multimodal transportation that enhances travel by making all underprioritized options (Bus, Rail, Bike, Walking, Carpooling) more convenient and safe across the region.
			Thank you! Luke Anderson

1/13/2026	Email	Member of the public - Noah Cowperthwaite	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			I am a lifelong Denver resident who has lived and worked in many neighborhoods. I can say without a doubt that I've been my most happiest, and most financially stable, when I have been able to rely on transit and biking as my primary modes of transportation. Please do not prioritize projects that commit Denverites to automobile ownership, and instead invest in a future with fast, frequent, reliable transit and a safe and connected bike/pedestrian network. Invest in multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North.
			I am extremely disappointed that the current draft wastes money on projects that run counter to our statewide objectives, and the objectives of several member municipalities, and threaten my future. Highway widening not only commits residents to automobile ownership, but invariably increases vehicle miles traveled and emissions. The threats of local air pollution, and GHG emissions, should make these projects unflattering at the least.
			I request that projects of highway widening be scrapped, and the DRCOG Board prioritize projects that serve its residents, not the automobile and suburban development industries.
			-Noah Cowperthwaite

1/13/2026	Email	Member of the public - Mike Frey	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Good afternoon members of the Regional Transportation Committee, my name is Michael Frey, and I live in Denver I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multi-modal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to under-fund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
			Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.
			Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: •Increase safety for all users of the transportation system. •Improve air quality and reduce greenhouse gas emissions. •Expand the region's rapid transit network. •Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. •Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.
			In my own life, I use transit bike, and pedestrian infrastructure over 2 hours every day, to get around. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.
			DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you. Mike Frey

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1/13/2026	Email	Member of the public - Bennett Batten	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Having lived in LA for 8 years I can attest that expanding highways only induces more traffic and pollution. LA has finally realized this and they are going full force expanding their rail system. They are in the process of formalizing a plan to build a heavy automated rail connecting the valley to the west side. This will greatly reduce traffic and reliance on cars.
			Denver needs to do the same! Instead of expanding highways, let's construct development oriented transit! Build trains to where people are :)
			Bennett Batten
1/13/2026	Email	Member of the public - Catherine Calder	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Studies have been around for decades showing that widening highways does not help traffic congestion. Why does Colorado keep ignoring them?Better public transit, strategic expansion of bike lanes, with strong communication and education programs to support their use is where transportation dollars need to be invested.
			Please avoid following the same pattern that only pushes traffic issues down the road.
			Thanks, Catherine Calder
1/13/2026	Email	Member of the public - Tom Mercer	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Please don't widen roads. That induces (car) demand. Instead, narrow or close roads, invest like 10% of the money in bike and pedestrian infrastructure, pocket the 90%+ difference, get healthier, happier, and enjoy shorter commutes and stronger communities. Plus, collect MORE tax revenue as city, county, state, and federal governments. It's a win win win to do the exact opposite of what's being proposed.
			Tom
1/13/2026	Email	Member of the public - Andrew Barili	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Good afternoon members of the Regional Transportation Committee, my name is Andrew Barili, and I live in Aurora on the western border with Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
			Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.
			Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: •Increase safety for all users of the transportation system. •Improve air quality and reduce greenhouse gas emissions. •Expand the region's rapid transit network.
			•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. •Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.
			In my own life, I use Transit infrastructure and try tp walk as often as I can to get around. Transit allows me to enjoy the ride, read a book, and relax, while walking is healthy and energizing. I feel walking helps me truly experience and enjoy the city I live in. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.
			DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.
			Thank you.
			Andrew Barili

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - Cullen Hoffman	Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Good morning, my name is Cullen Hoffman, I live in Englewood, CO. I'm extremely disappointed that CDOT plans to continue to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions like I-270 and I-25 North.
			Widening is expensive and won't fix safety or congestion issues. Instead, CDOT should focus on more targeted safety fixes such as adding shoulders and redesigning on- and off-ramps without adding capacity, invest in transit, which is the safest way to travel, and manage demand through tolling or congestion pricing.
			Colorado's roads are already among the worst in the country. We should redirect widening funds to maintenance and better transportation options.
1/13/2026	Email	Member of the public - Tearar C	In my own life, I rely on RTD & biking infrastructure to get around. Using these methods of transportation not only is much safer than I-25 but helps foster connections with others who choose these transportation methods as opposed to single traveler cars, which seem to insight road rage and apathy among those in the community. Investing away from highways and into expanding mobility options also comes with many benefits for Colorado communities. The cornerstone of many of the world's best cities is infrastructure that unites communities, not highways which have historically divided cities. Denver is a city that is full of residents that love the outdoors, we should focus on infrastructure that helps protect this and reduce the amount of pollution that results from single passenger auto traffic.
			If a budget is a list of priorities, then what does the 10-Year Plan say about CDOT's true priorities? Coloradans deserve the freedom to get where they're going without always needing to drive.
			Thank you.
			Hello,
			I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
1/13/2026	Email	Member of the public - Grayson O'Roark	I live in Denver's Uptown neighborhood and from here I can get almost anywhere daily. My main form of commute is by bike and walking. When I have to get further I use the bus. I have a car for mountain adventures that aren't served by public transportation but! I would rather you prioritize getting more public access to more designations around the start.
			Widening highways is not sustainable, it's putting a band-aid on on the congestion issue. Have you seen those multi-day, MULTI-WEEK traffic jams on China's MULTI-LANE HIGHWAY SYSTEM?!?!? They probably thought as short termed as you: just put in more lanes! That only brings more congestion.
			Think about funding other modes of transportation instead. You think we like driving to the ski resorts on the weekend n sit in traffic? No, that's why we can take a train to Winter Park & skip all that! So please think more about public transit & moving the most amount of people sustainably. Adding more lanes for single driver, big, heavy vehicles to commute/move around and sometimes speed is not the answer or the future.
			Thanks, Tearar
			Hello,
1/13/2026	Email	Member of the public - Grayson O'Roark	I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!
			Countless studies have shown that highway widening simply doesn't work. Unfunded projects like improvements to Colorado Blvd, Tower Road, 38th Ave, Wadsworth, Alameda, and Speer/Leetsdale/Parker are what we need. These would enhance travel options by making them much more convenient and safe, like Bus Rapid Transit (light rail with buses) and more protected roadspace for people walking and biking.
			Please learn from past studies and history to make our city more livable and safe.
			Thank you,

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Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!

Good afternoon members of the Regional Transportation Committee, my name is Kostadin Dyulgerski and I live in Denver, I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.

Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.

Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:

- Increase safety for all users of the transportation system.
- Improve air quality and reduce greenhouse gas emissions.
- Expand the region's rapid transit network.
- Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.
- Expand travel options for vulnerable and underserved transportation users.

However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.

In my own life, I use bike infrastructure to go to work and get my daughter to school. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Please stop incentiviting the most dangerous, polluting and inefficient way of transportation - personal vehicles.

DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.

Thank you.

Given the challenges facing the front range, it's morally criminal to continue to spend the majority of our transportation dollars on projects that favor private automobile use over sustainable forms of transportation. I am asking DRCOG to take the bold step to finally say enough of this failed promise of a transportation model and reject business as usual highway expansion.

Our country is facing crises on many fronts. We are desperate for leadership. I am asking you to have the courage to help us be a national leader when it comes to transportation policy. Please reject the status quo and go all-in on transportation policies that honor the quality and value of life and community.
Thank you,
Keith Reed
Aurora

Hello,

I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20.
My name is Cynthia Ord, and I'm a resident of Northeast Denver. I'm writing today to urge you to approve a Regional Transportation Plan update that puts real investment into multimodal access and safety improvements on some of our most dangerous streets—like Colorado Boulevard, Wadsworth Boulevard, Alameda Avenue, 38th Avenue, and the Speer/Leetsdale/Parker corridor—instead of directing more funding toward expanding I-270 and I-25 North.
I'm deeply concerned that the draft plan continues a pattern of shortchanging sustainable transportation while committing billions to highway expansions that are costly, polluting, and ultimately harmful to our communities.
Widening highways does not solve congestion or safety problems—it simply shifts them. Rather than repeating this approach, DRCOG should lead with projects that make our most hazardous corridors safer and that improve how easily people can bike, walk, and use transit.
Spending billions on highway expansion also runs counter to DRCOG's stated goals. Widening roads DOES NOT meaningfully:
•Make our transportation system safer for everyone.
•Improve air quality or reduce climate-warming emissions.
•Grow our rapid transit network.
•Expand choices for how people travel—whether by foot, bike, bus, or mobility device.
•Increase access for vulnerable and underserved travelers.
By contrast, strong investments in transit, safety upgrades, and better connections between travel options directly advance each of these goals.
On a personal level, I depend on bike infrastructure to get where I need to go. Biking supports cleaner air, eases parking pressure, and benefits my health. Choosing to fund mobility options instead of more highways creates real advantages—not just for me, but for communities across the region.
Feeling safe is essential if I'm going to keep commuting by bike, and the data makes clear that this is a serious safety issue:
•Every 10% increase in transit use is linked to about a 1.5% drop in traffic fatalities.
•Transit crashes are far less common and far less deadly than car crashes, and with severe crashes in Denver rising sharply since the pandemic, safer alternatives are more important than ever.
•While people walking and biking make up only about 8% of trips and are involved in just 2% of crashes, they account for roughly 20% of traffic deaths and injuries—an unacceptable imbalance that demands action.
DRCOG's stated aim is to prepare our region for the future of transportation. Continuing to prioritize faster car travel, with safety and transit improvements added only as an afterthought, is simply repeating the past. If we keep funding the same infrastructure, we shouldn't expect different results.
Residents across the Denver metro area are counting on you to invest in bold, forward-looking transportation solutions that are safe, sustainable, and equitable.
Thank you for your time and consideration.
Cynthia Ord

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - Todd Olk	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! CDOT, Please redirect billions from highway widening into multimodal projects. Please actually support safer streets, more travel options, and lower emissions, for all people, for all humans, for all Coloradans. More choices and options please. Thank you, Todd Olk Concerned Colorado Citizen
1/13/2026	Email	Member of the public - Ashton Honnecke	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Good afternoon members of the Regional Transportation Committee. My name is Ashton Honnecke, I was born in Denver, and I live and own property in Denver. I'm here today because I genuinely hope you'll adopt a Regional Transportation Plan update that prioritizes multimodal and safety improvements on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker—rather than pouring billions into expanding I-270 and I-25 North. I have to be honest: I'm disappointed by the draft plan. It continues to underfund sustainable transportation while spending enormous sums on highway expansions that we know don't work. And this isn't just my opinion. When DRCOG did its own public engagement before updating the 2050 plan, nearly three-quarters of respondents said adding general use lanes should be low priority or not funded at all. The majority wanted more transit, more sidewalks, more bike infrastructure. People are telling you what they want. I'm asking you to listen. Highway widening is expensive—about \$24,000 per lane per mile every year just for maintenance—and it doesn't actually fix congestion. We saw this with the I-25 T-REX expansion: traffic was back to pre-construction levels within two years. Meanwhile, we could build all seven unfunded BRT lines for less than the cost of a single highway expansion. The safety argument is just as clear. People walking and biking make up only 8% of trips and 2% of crashes, but they account for 20% of our region's traffic deaths and serious injuries. That's not acceptable. And transit is dramatically safer—every 10% increase in transit ridership is associated with a 1.5% drop in total traffic deaths. Then there's the cost to families. Transportation is the second-highest household expense in Colorado. Cutting driving by just 10% by 2035 could save Coloradans \$25 billion and hundreds of hours. That matters—especially for low-income households and the 30% of residents who don't or can't drive. And we can't ignore what highway expansion does to our air and our health. Transportation is already responsible for 34% of our region's greenhouse gas emissions. It's no coincidence that the Globeville and Elyria-Swansea neighborhoods—surrounded by five different highways and interchanges—are home to the most polluted zip code in America. Meanwhile, the health benefits from walking and biking infrastructure save the region an estimated \$3.3 billion a year. The sooner we invest differently, the sooner we see those returns. Prioritizing billions for highway widening directly contradicts DRCOG's own stated goals. It doesn't increase safety. It doesn't improve air quality. It doesn't expand transit or provide more options for people on foot, on bikes, or using mobility devices. It doesn't help vulnerable and underserved communities. But investing in transit, fixing our most dangerous roads, and building real connectivity for walking and biking? That accomplishes all of those goals. In my own life, I bike my daughter to school. We walk around our neighborhood. I take the light rail when it makes sense—and I'd use transit a lot more if it were better. That's the thing: I'm not asking for something unrealistic. I'm asking for the kind of infrastructure that makes choosing not to drive actually practical for more people, more of the time. I'm asking you to fund what actually works—and what the community is asking for. Thank you Ashton Honnecke
1/13/2026	Email	Member of the public - Wendall Brown	Hello Cam, I'd like to submit a comment for the upcoming RTC meeting about the I270 project on January 20th. Please see below. As a Denver resident and frequent cyclist along paths near I-270, I am deeply concerned about both the environmental impacts and the enormous financial cost of the proposed corridor improvements—particularly the lane additions, estimated at around \$800 million. Expanding the highway will induce more vehicle miles traveled, worsening air quality with increased emissions. This directly harms cyclists, pedestrians, and nearby communities who already endure poor air during commutes or outdoor activities—making active transportation less safe and appealing. Moreover, spending hundreds of millions on car-centric infrastructure diverts critical funds from more sustainable, equitable options that reduce car dependency and better serve DRCOG's regional goals for multimodal access and emissions reduction. We need less reliance on highways that prioritize single-occupancy vehicles and more investment in people-friendly mobility. Instead of widening I-270, I urge CDOT and FHWA to reject lane additions and redirect these substantial resources toward: •Enhanced pedestrian and bicycle infrastructure—such as safer crossings, separated paths, and better connections to transit—to make walking and cycling viable, convenient alternatives. •Expanded public transportation options along the corridor to provide reliable, low-emission mobility for all users. For freight traffic, effective alternatives exist without new general-purpose lanes: •Shift more long-haul freight to intermodal rail by investing in improved connections to nearby lines (e.g., BNSF or Union Pacific in Commerce City) and incentives for mode shifts •Implement dynamic tolling or managed lanes on the existing footprint to optimize traffic flow, prioritize efficient freight during off-peaks, and generate revenue for transit and active transportation •Support urban consolidation centers and optimized routing technologies to minimize unnecessary truck trips These strategies would manage freight more efficiently, improve air quality for vulnerable users like cyclists, promote safer and greener mobility, and use taxpayer dollars far more responsibly by avoiding costly, outdated highway expansion. Please select a no-widening approach and reallocate funds accordingly. Thank you, Wendall Brown

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - John Riecke	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Y'all, come on. You can increase traffic, air pollution, and road deaths by widening highways or you can fund major transit projects that will start us on the path to breathable air and safe streets. Just because feedback supports traffic, pollution, and death doesn't mean you have to abide by it. Put Star money into projects that will transform Colorado, not ones that will continue our legacy of bad outcomes.
			John Riecke "However beautiful the strategy, you should occasionally look at the results."
1/13/2026	Email	Member of the public - Catherine Wiersma	Hello Cam, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. I was surprised and incredibly disappointed to learn that the DRCOG 2025 plan includes significant investment into highway expansion projects. You should know as well as anyone that highway widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: •Increase safety for all users of the transportation system. •Improve air quality and reduce greenhouse gas emissions. •Expand the region's rapid transit network. •Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. •Expand travel options for vulnerable and underserved transportation users.
			I had always though of DRCOG as a champion for environmental stewardship and community-focused development, and I urge you to reconsider this plan as you personally reflect on the mission of your organization.
			The vehicle-centric culture that is deeply engrained in Colorado is a problem, and one that needs to be addressed from all sides. Residents want improved multi-modal transportation options, not more expensive polluting highways!
			Catherine Arvada, Colorado
1/13/2026	Email	Member of the public - Diane Kimmell	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! [INSERT YOUR MESSAGE HERE]We don't need cars to destroy our cities We need more single care alternatives Thank you Diane Kimmell
			Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! I would like to urge the committee to redirect highway widening dollars towards multimodal projects. The ozone issues in Denver will only worsen with highway widening projects. We need to encourage more people to use other modes of transportation by making our streets safer. I would urge you to use that money to expand the transit network, and create more bike infrastructure.
1/13/2026	Email	Member of the public - Christina Baum	Sincerely, Christina Baum
1/13/2026	Email	Member of the public - Bri	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! As a Denver resident, I am writing to strongly urge RTC to redirect highway widening dollars into multimodal and safety projects. We should be doing everything we can to make Coloradans and visitors to our state LESS dependent on solo driving. Widening won't fix safety or congestion issues. Widening won't improve the environment for surrounding communities. Widening won't reduce noise or improve air pollution. Prioritizing highways-- and worse, highway widening-- is not only a threat to community health and safety but also a terrible investment that ignores decades of research and data around transit.
			In my own life, I have a cognitive disability that limits my ability to drive. I rely on loved ones to help me get around Denver, because even in the metro area, there are virtually no reasonable, reliable options for public transit near my house. Others like me would HAPPILY take public transit, but it needs to actually be a realistic alternative to solo driving. There is demand, but we will never meet it if highways continue to be prioritized. if its benefits actually rived personal vehicles.
			Lastly, DEN is the third busiest airport in the entire country— and wants to get even busier— but our transit options cannot even compare to cities with similar volume like Atlanta, Philadelphia, or Portland. If Denver wants to be a best-in-class city and attract new residents and visitors, there is no question that we absolutely need fast, reliable public transit.

Date	Comment type	Name or agency	Comment
1/13/2026	Email	Member of the public - Harriet Mullaney	<p>To Committee Members, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. I am a resident of Denver and live near Colorado Blvd. I ask that you adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd., Wadsworth Blvd., Alameda Ave., 38th Ave. and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. It is extremely disappointing that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>DRCOG should prioritize more projects that increase safety on our most dangerous corridors and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not: Increase safety for all users of the transportation system. Improve air quality and reduce greenhouse gas emissions. (Particularly important in light of the EPA's revised goals.) Expand the region's rapid transit network. Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. Expand travel options for vulnerable and underserved transportation users.</p> <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. I walk every day. I would like to ride my bike more but feel uncomfortable and unsafe on our streets. I would like to count on the Regional Transportation Plan to ensure my ability to do so.</p> <p>Thank you, Harriet Mullaney Denver, CO</p>
1/13/2026	Email	Member of the public - Zhuli Stoyanova	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Hello members of the Regional Transportation Committee, my name is Zhuli Stoyanova and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">● Increase safety for all users of the transportation system.● Improve air quality and reduce greenhouse gas emissions.● Expand the region's rapid transit network.● Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.● Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my personal life, I often bike and walk to get around the city. I would love to use more publoc transit to help me feel connected and I k own investment in these modes will be appreciated by myself and other fellow residents. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable,transportation projects. Thank you!</p>
1/13/2026	Email	Member of the public - Michael Bernhardt	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Denver can't uphold any commitments to pedestrians safety, Let's spend our money on more cars. Go [expletive] yourselves, burn in hell, and get hit by a bus on the way.</p> <p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! [INSERT YOUR MESSAGE HERE]</p>
1/13/2026	Email	Member of the public - Susan Rome	<p>We DO NOT need wider highways! More improvements to Colorado Blvd, Tower Road, 38th Ave, Wadsworth, Alameda, and Speer/Leetsdale/Parker are what we need. These would enhance travel options by making them much more convenient and safe, like Bus Rapid Transit (light rail with buses) and more protected roadspace for people walking and biking!!!</p> <p>Susan Rome Denver</p>
1/13/2026	Email	Member of the public - Lee Patton	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! ----- I was disappointed to learn that DRCOG is advocating highway expansions. I'm opposed, especially regarding highway lane expansions. We know from numerous examples along the Front Range that lane expansion only causes more development leading to more congestion. At great taxpayer expense, nothing is solved and everything is worsened.</p> <p>Please concentrate instead on better transit options, maintenance of existing roadways, safer bike and pedestrian paths. Instead of encouraging more sprawl, as highway expansions do, let's collaborate on envisioning every existing suburb a "15 minute city" where most needs are met by a short walk or ride.</p> <p>Sincerely, Lee Patton Denver</p>

Date	Comment type	Name or agency	Comment
1/14/2026	Email	Member of the public - Savannah Terrell	<p>Hello, I am submitting a written comment for the upcoming Transportation Advisory Committee meeting on January 20.</p> <p>Good afternoon members of the Transportation Advisory Committee, my name is Savannah Terrell, and I live in Uptown. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p>
			<p>In my own life, I use walking, biking, and transit infrastructure to get around town. Denver has the opportunity to be a nationwide leader in prioritizing multimodal mobility over vehicular travel - let's lead by example! Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region.</p> <p>Over and over again it has been tested and proven that highway and road widening projects do not reduce congestion and increase how much people drive. Projects like Denver's I-25 T-REX expansion have seen traffic return to pre-construction levels after just two years of completion. DRCOG is behind schedule to meet the regional target of 35% of commutes outside of a vehicle by 2040, largely due to the lack of high quality transit, bike, or pedestrian infrastructure. In addition to not reducing congestion, highway expansions cost taxpayers \$24,000 per lane per mile per year for maintenance and each 10% increase in miles traveled by transit reduces traffic deaths by 1.5%.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you!</p>
1/14/2026	Email	Member of the public - Joe Sak	<p>Good afternoon members of the Regional Transportation Committee,</p> <p>My name is Joe Sak, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. We have known for 100 years that lane expansion doesn't work. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I walk, bike, scooter, and use public transit. I do so because I recognize that a dense urban area cannot sustain everyone relying on personal automobiles for every trip. My wife and I own a car, but we use it intentionally—rather than defaulting to driving without recognizing there's a choice at all.</p> <p>In my experience, simply having more frequent buses and trains would be transformative. It's demoralizing to wait more than 10 minutes for a transfer—that may not seem like a very long time, but I encourage you to go stand outside next to a busy street for 10 minutes and see for yourself how long it feels. And 10 minutes is if we're lucky! Barely miss a departure and you're facing a 15, 20, or even 30-minute wait. I-25N congestion can only be solved by reducing personal car use—and that means investing in public transit through better frequency, reliability, and comprehensive service coverage.</p> <p>Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. As cars and trucks continue to get heavier, they accelerate road wear and increase maintenance costs. This is bad for everyone: more construction means more time stuck in traffic for drivers who have no other options, less funding available for other projects, and eventually we'll be forced to choose which infrastructure we can even afford to maintain—a dangerous position to be in.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you.</p> <p>Joe Sak Denver Resident</p>

Date	Comment type	Name or agency	Comment
1/14/2026	Email	Member of the public (though submitted using agency email address)	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Good afternoon members of the Regional Transportation Committee, my name is Dani McLean, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I do not have a car, and I solely use pedestrian, transit, and biking infrastructure to get around. Highway widening does not serve the people who cannot or do not drive; it also makes roadways more dangerous. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region, including combatting compounding climate crises — the greatest challenge of our time.</p> <p>DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Dani McLean Specialist, Transit Equity Civil Rights Division Regional Transportation District</p>
			<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>I've lived in Denver for 10 years -- the longest of any city I've lived in my 40 years -- and I love it the most. However, as my husband and I look for a home to buy, we keep running into one nearly unavoidable issue: traffic pollution. There are so many beautiful homes, but as they are only blocks from I-70 or other major streets like Colorado, we have to look elsewhere for the sake of our health. Widening highways means widening the reach of air pollutants into Denver's beautiful neighborhoods -- driving out families and those who want to build a healthy life for themselves here, not to mention punishing those neighborhoods filled with families that have called Denver home for generations.</p> <p>Denver's residents are not fodder for big highway projects, we are the heart of the city and deserve a clean and safe environment. Please prioritize funding for projects that make our streets safer and more usable for pedestrians, bikes, and cars as well.</p> <p>Sincerely, Danielle Sumerlin</p>
			<p>Hello,</p>
1/14/2026	Email	Member of the public - John Puffer	<p>I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>As a road and bridge inspector for many years, I can't count how many times we widened a road and traffic filled it within 6 months. Just more pollution and no gain in getting people where they want to go.</p> <p>CDOT is now looking at widening Pena Blvd and I-270. Instead, let's look at public transportation options and/or tolling for non-residents.</p> <p>John Puffer</p>

Date	Comment type	Name or agency	Comment
1/14/2026	Email	Member of the public - Laura Harper	<p>Members of the Regional Transportation Committee:</p> <p>I strongly urge you to adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, instead of expanding I-270 and I-25 North. I’m extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won’t fix safety or congestion issues. Prioritizing billions for highway widening projects directly contradicts DRCOG’s own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region’s rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>Instead, DRCOG should front-load more projects that increase safety on our most dangerous corridors and improve connectivity and convenience for biking, walking, and taking transit. Substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around actually accomplishes DRCOG’s goals. I personally use transit, bike, and pedestrian infrastructure to get around. Doing so is important to me because it reduces carbon emissions that contribute to climate change, it makes our roads safer for everyone, and biking and walking provide opportunities for exercise. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Community members support improving transit, bike and pedestrian infrastructure, and maintenance over adding new lanes and roads. According to DRCOG’s own engagement study before the updated 2050 plan, nearly 75% of respondents said general use lanes should have no or low funding priority in the plan, and the majority agreed that expanding transit and adding more sidewalks and bike lanes should be a high priority. In addition, health and air quality improvements linked to walking and biking save the region an estimated \$3.3 billion dollars annually in benefits; the sooner we invest in less polluting infrastructure, the sooner we can reap the environmental, economic, and health benefits. Finally, a 10% increase in people taking transit is associated with a 1.5% reduction in total traffic deaths, including vehicles. Transit crashes are rarer and less deadly than car crashes; with a 20% post-pandemic spike in severe Denver crashes, safer alternatives are urgent.</p> <p>DRCOG’s final goal is to “Prepare for and adapt to future changes in transportation.” Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we’ve always done. If we don’t change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you for considering my views.</p> <p>Laura Harper Denver, Colorado</p>
1/15/2026	Email	Member of the public - Nate Taylor	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>My name is Nate Taylor, and I live in Dever. I’m writing to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I’m extremely disappointed that the funding allocated in the draft plan continues to underfund all other forms transportation that aren’t personal vehicles.</p> <p>Highway widening will cost billions and study after study shows it will not address long term safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for transit, biking, and walking.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG’s own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region’s rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use transit, bike, and pedestrian infrastructure to get around. I regularly commute to Boulder via RTD. Investment in that type of transit that is improved to not be impacted by personal vehicle traffic would serve dividends to the Front Range. It is possible (though currently challenging) for me to get many places I need to be for work or personal using our regional bike and transit network but several corridors north of Denver are very difficult to travel from leaving personal vehicle travel as the most convenient option for those with a vehicle while leaving everyone without on an often times broken transit system. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. I firmly believe the literature that short-sighted investment in highway widening will have us trying to solve this issue again in 10 years after the decade long project is complete.</p> <p>Regardless of your view on that point, there is no denying that highway widening will increase Colorado’s pollution and smog issue in comparison to other alternatives even when considering electrification of vehicles.</p> <p>DRCOG’s final goal is to “Prepare for and adapt to future changes in transportation.” Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we’ve always done. If we don’t change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p>
1/15/2026	Email	Member of the public - Sarah McGregor	<p>Hello, I’m writing to express my hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I’m extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>I am especially concerned about the proposed I-270 widening. I worked in that part of Commerce City for 14 years, primarily commuting by bicycle. Of course, I was one of few people who did, because of the extremely challenging conditions there for cyclists, pedestrians and transit users. Many "Surface" streets in the area do not go through, are narrow and do not have room for cyclists. Sidewalks are mostly non-existent. Try getting Google directions for transit and you'll see how slow and convoluted it is.</p> <p>Based on my experience, while, yes, congestion there is a problem, improving "surface" roads to be more direct and friendlier to these vulnerable users, and, indeed, all users by offering alternative routes, would be more effective at alleviating congestion than a harmful highway expansion.</p> <p>Let's make positive change through sustainable projects rather than falling back on outdated, ineffective methods.</p> <p>Sincerely, Sarah McGregor Denver</p>

Date	Comment type	Name or agency	Comment
1/15/2026	Email	Member of the public - Katherine Quinn Asher	Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Highway expansion threatens communities already at risk and significantly worsens both air and noise pollution. Widening I 270 and I 25 will not meaningfully improve travel times, and it will further degrade the health and quality of life of the residents who live along these corridors. The Katy Freeway in Texas stands as a clear example of how widening highways fails to solve congestion and instead deepens environmental and community burdens. As a Denver resident and voter, I support transportation investments that improve safety, reduce emissions, and expands sustainable mobility options. Highway expansion diverts critical funding away from rapid transit, bus service, pedestrian infrastructure, and bike networks. The very projects that offer tangible long term benefits for our region. Colorado’s livable future depends on meaningful action to reduce pollution and build a transportation system that supports public health and climate resilience. I respectfully urge the DRCOG to uphold its commitments to prioritize the health, safety, and well being of Colorado communities by investing in sustainable, cost effective, and climate aligned transportation solutions. Sincerely, Katherine Quinn Asher
			 Hello members of the Regional Transportation Committee. My name is Ruben Weaver, and I live in Denver. I’m reaching out today because the choices you make about transportation funding directly affect my daily life and the safety of the people I care about. I’m asking you to adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvements on dangerous corridors like Colorado Boulevard, Wadsworth Boulevard, Alameda Avenue, 38th Avenue, and Speer/Leetsdale/Parker—instead of continuing to pour billions into expanding I-270 and I-25 North. I’m deeply disappointed that the draft plan once again underfunds transit, biking, walking, and safety, while committing enormous sums to highway widening projects that are expensive, polluting, and ultimately harmful to our communities. Widening highways hasn’t solved congestion or safety in the past, and it won’t do so now. What it does do is lock us into the same car-dependent system that puts people at risk and limits our choices. Instead of highway expansions, DRCOG should be front-loading projects that make our most dangerous roads safer and that make it easier and more convenient to travel by transit, bike, or on foot. These are the investments that actually align with DRCOG’s stated goals. Highway widening does not make our transportation system safer for everyone. It does not improve air quality or meaningfully reduce greenhouse gas emissions. It does not expand rapid transit, increase mobility options, or serve vulnerable and underserved communities. But investing in transit, safety improvements, and connected multimodal networks does all of those things—at the same time. DRCOG’s final goal is to “prepare for and adapt to future changes in transportation.” Continuing to widen highways, with safety and transit added as afterthoughts, is not preparing for the future—it’s repeating the past. If we keep funding the same kinds of projects, we’ll keep getting the same results. The Denver metro area needs bold, forward-looking investments that prioritize people, safety, health, and real transportation choice. I urge you to fund projects that reflect the future we say we want, not the one we’re trying to move beyond. Thank you for your time and please do the right thing. PS. how can we be talking about highway widening when it's 60º in January.
1/16/2026	Email	Member of the public - Ruben Weaver	
			 Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Good afternoon members of the Regional Transportation Committee, my name is Josh Mabis, and I live in Golden. I’m here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I’m extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won’t fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG’s own goals. Highway widening does not: Increase safety for all users of the transportation system. Improve air quality and reduce greenhouse gas emissions. Expand the region’s rapid transit network. Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. Expand travel options for vulnerable and underserved transportation users. However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use transit to get to school in Denver and walk and bike around Golden and in Denver. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. DRCOG’s final goal is to “Prepare for and adapt to future changes in transportation.” Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we’ve always done. If we don’t change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you.
1/16/2026	Email	Member of the public - Josh Mabis	
			 Hello,I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you! Good afternoon members of the Regional Transportation Committee, my name is Nick Kemner, and I live in Denver. I’m here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I’m extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won’t fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG’s own goals. Highway widening does not: Increase safety for all users of the transportation system. Improve air quality and reduce greenhouse gas emissions. Expand the region’s rapid transit network. Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. Expand travel options for vulnerable and underserved transportation users. However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use biking and bus infrastructure to get around. This is one of the few ways to live moderately in the expensive modern era. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Widening roads sounds like it could help but consistent historical data shows this will not improve the lives or safety of the residents of our city. DRCOG’s final goal is to “Prepare for and adapt to future changes in transportation.” Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we’ve always done. If we don’t change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Thank you.

Date	Comment type	Name or agency	Comment
1/17/2026	Email	Member of the public - Sam Long	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Good afternoon members of the Regional Transportation Committee, my name is Sam and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.</p> <p>Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use bike to get to work most days. To me it is a less stressful, healthier, and more environmentally conscious way to commute. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region. Lots of our society's most underserved--Younger people, disabled people, and lower income people--do not drive. And highway widening would actively make their lives worse. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you. Sam Long</p>
1/19/2026	Email	Member of the public - Adam Peterson	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Good afternoon members of the Regional Transportation Committee, my name is Adam Peterson, and I live in Denver. I'm writing to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use the Cherry Creek Trail, RTD light rail and other infrastructure to get around Denver. I use these because I have seen how dangerous and depressing car dependency makes American life. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you.</p> <p>Adam Peterson, PhD, Statistician, Netflix</p>
1/19/2026	Email	Member of the public - Alexey Davies	<p>Hi</p> <p>Good afternoon</p> <p>We urge you to prioritize multimodal safety improvements on dangerous roads like Colorado Blvd and Wadsworth Blvd over the expansion of I-270 and I-25 North. Widening highways is expensive and fails to solve congestion. In fact, 75% of DRCOG's own survey respondents prioritized transit and sidewalks over new lanes. We want a plan that reflects a sustainable future. Please front-load funding for safety and connectivity rather than doubling down on polluting highway projects.</p> <p>Thank you!</p> <p>--</p> <p>ride on!</p> <p>alexey davies</p>

Date	Comment type	Name or agency	Comment
1/19/2026	Email	Member of the public - Ellen Nazarenus	<p>Hello, I am submitting a written comment for the upcoming Regional Transportation Committee meeting on January 20. Thank you!</p> <p>Good afternoon members of the Regional Transportation Committee, my name is Ellen Nazarenus, and I live in Denver. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use bike, pedestrian, and transit infrastructure to get around. I used to live in Amsterdam and I have seen first hand how cities not built around cars build thriving communities that are safer and have better quality of life. Investing away from highways and into expanding mobility options also comes with many benefits for many communities in the region, including safer streets for young children like my own. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you.</p>

1/20/2026	Email	Member of the public - Ben Daniels	<p>Hello, I am submitting a written comment for the Regional Transportation Committee meeting today, January 20. Thank you!</p> <p>Good afternoon members of the Regional Transportation Committee, my name is Ben Daniels and I live in Denver, Colorado. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions. Widening is terribly expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit.</p> <p>Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals.</p> <p>In my own life, I use transit, bicycle, and pedestrian infrastructure to get around and lament every time I have to drive. Driving is miserable in our state because of the traffic - making transit and bicycle infrastructure better would help eliminate traffic. Expanding highways will only increase traffic and induce further demand for driving. I've traveled around the globe and we could easily make progress towards becoming a transit and bicycle haven. No one wants to drive to the mountains to recreate - they are forced to. If we had robust, reliable, and efficient bus and train service we would expand our state's economy, waste less time in traffic, and make travel safer for our citizens and visitors. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects.</p> <p>Thank you.</p> <p>Ben Daniels</p>
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Date	Comment type	Name or agency	Comment
1/20/2026	Email	Member of the public - Caitlynn Fortner	Hi my name is Caitlynn Fortner, I live in Denver. I'm here to comment on the updates to the 2050 Regional Transportation Plan. When reading the summary of targeted future projects, I was happy to see so many mentions of transit priority infrastructure and active transport infrastructure. My primary mode of transportation is bike, and I take the bus to and from work 2-3 times a week. I serve on the RTD CAC. Seeing biking and transit prioritized is not only important to me, it was a high priority for most of the respondents in the survey you conducted to inform these transportation plan updates. I attempt to bike - but almost daily use transit on Alameda and Colorado so improvements to those routes is actually life changing for me.
			However some of the most expensive projects slated are for highway widening, such as the proposed expansion of I-270 and I-25. While I appreciate these are for "managed" lanes, three quarters of folks surveyed said road widening should be low or no priority. Managed lanes are still infrastructure that will ultimately lead to more induced demand and more emissions, and discourage other modes that respondents and myself prefer to focus on like transit and biking. If the ultimate goal is to reduce congestion, widening roads has been shown time and time again to be a failing strategy.
			Instead, redirecting those funds to the areas citizens want most like transit lanes and active transport infrastructure could ACTUALLY achieve the goal of reduced congestion while also reducing emissions and leading to a happier, healthier community.
			Highway widening does not: <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region's rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. I am asking that all funding be allocated to solutions that actually work for achieving DRCOG's stated goals. I am grateful for all the work you do and benefit from investments in transit and bike infrastructure every day. I believe those opportunities should be opened for more people by redirecting those funds away from highway expansion.

1/20/2026	Email	Member of the public - Becky English	Dear DRCOG Commissioners.
			I chair of the Transportation Committee for the Colorado Sierra Club. Our motto is Clean Safe Accessible Transportation for All.
			I spoke to DRCOG commissioners a decade ago to request that the board not approve inclusion of the planned Central 70 highway widening project in Colorado's Transportation Implementation Plan, as it was a deeply flawed project from its inception. But the project did become part of the STIP, and after a painful lawsuit against CDOT and the Federal Highway Administration – led by Sierra Club and joined by several communities in north Denver – Central 70 eventually became a reality.
			Now you have released your fiscally-constrained Regional Transportation Plan project candidate list, which frontloads highway and road expansion projects and leaves most of the multimodal projects in the outyears without dedicated funding. There is currently about a \$3 billion dollar gap between estimated project costs and projected funding, so a number of projects will need to be cut. This past December 12th, Sierra Club and several other community and transportation groups submitted our thoughts on the project candidate list. In short, we would like to ensure that important multimodal projects like the good Speer Blvd BRT project are expedited to the near term (2025-2035) so they can receive priority funding and mitigate the demand for roadway expansions. And please reconsider the I-270 expansion which shortchanges necessary multimodal and community-accommodation elements. Prioritizing multimodal projects aligns with DRCOG's stated goals around VMT reduction, expanding mode choice, improving safety, and reducing air pollution. My colleagues at SWEEP, Earthjustice, and Conservation Colorado are expanding further on this request.
			Thank you for considering Sierra Club's input as plans move forward.

Sincerely,

Becky English, Chair, Colorado Sierra Club Transportation

Date	Comment type	Name or agency	Comment
1/20/2026	Email	Member of the public - Caitlynn Fortner	<p>Hi my name is Caitlynn Fortner, I live in Denver. I'm here to comment on the updates to the 2050 Regional Transportation Plan. When reading the summary of targeted future projects, I was happy to see so many mentions of transit priority infrastructure and active transport infrastructure. My primary mode of transportation is bike, and I take the bus to and from work 2-3 times a week. I serve on the RTD CAC. Seeing biking and transit prioritized is not only important to me, it was a high priority for most of the respondents in the survey you conducted to inform these transportation plan updates. I attempt to bike - but almost daily use transit on Alameda and Colorado so improvements to those routes is actually life changing for me.</p> <p>However some of the most expensive projects slated are for highway widening, such as the proposed expansion of I-270 and I-25. While I appreciate these are for "managed" lanes, three quarters of folks surveyed said road widening should be low or no priority. Managed lanes are still infrastructure that will ultimately lead to more induced demand and more emissions, and discourage other modes that respondents and myself prefer to focus on like transit and biking. If the ultimate goal is to reduce congestion, widening roads has been shown time and time again to be a failing strategy.</p> <p>Instead, redirecting those funds to the areas citizens want most like transit lanes and active transport infrastructure could ACTUALLY achieve the goal of reduced congestion while also reducing emissions and leading to a happier, healthier community.</p> <p>Highway widening does not:</p> <ul style="list-style-type: none">•Increase safety for all users of the transportation system.•Improve air quality and reduce greenhouse gas emissions.•Expand the region’s rapid transit network.•Provide more ways to travel by foot, car, bus, bicycle and other mobility devices.•Expand travel options for vulnerable and underserved transportation users. <p>However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. I am asking that all funding be allocated to solutions that actually work for achieving DRCOG's stated goals. I am grateful for all the work you do and benefit from investments in transit and bike infrastructure every day. I believe those opportunities should be opened for more people by redirecting those funds away from highway expansion.</p>

1/20/2026	In-Person	Member of the public - Kristin Smith	<p>Hi, good morning. My name is Kristin Smith and I'm a resident of the Barnum neighborhood in Denver. DRCOG has its 2050 Plan with great goals outlined but the dollar investments between now and 2050 do not support those goals. Specifically, I worry about the proposed highway expansions. My personal motivators are environmental. Our power keeps getting shut off because of the potential of wildfires, my manager had to evacuate on December 23 with her two dogs and small due to the fire risk. While a lot of us debate if we should use straws or not, the folks in this room have the ability to actually move funding. Transit is the number cause of greenhouse emissions in the Denver metro region, with 34% of emissions coming from transit. Reinvesting in sustainable multimodal transit is a major thing we can do to reduce that number. Please designate money in support of the goals that are laid out in the plan.</p>
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Date	Comment type	Name or agency	Comment
1/20/2026	Email	Member of the public - Sami Tellatin	Hi Cam, I am submitting a written comment for the Regional Transportation Committee meeting today, January 20: Good afternoon members of the Regional Transportation Committee, my name is Sami Tellatin and I live in Denver, CO. I'm here to share my sincere hope that you will adopt a Regional Transportation Plan update that prioritizes funding for multimodal and safety improvement projects on dangerous roads like Colorado Blvd, Wadsworth Blvd, Alameda Ave, 38th Ave, and Speer/Leetsdale/Parker, rather than expanding I-270 and I-25 North. I'm extremely disappointed that the funding allocated in the draft plan continues to underfund sustainable transportation while spending billions on expensive, polluting, and harmful highway expansions.
			Widening is terribly expensive and won't fix safety or congestion issues. Instead, DRCOG should front load more projects that increase safety on our most dangerous corridors, and improve connectivity and convenience for biking, walking, and taking transit. Prioritizing billions for highway widening projects directly contradicts DRCOG's own goals. Highway widening does not:
			Increase safety for all users of the transportation system. Improve air quality and reduce greenhouse gas emissions. Expand the region's rapid transit network.
			Provide more ways to travel by foot, car, bus, bicycle and other mobility devices. Expand travel options for vulnerable and underserved transportation users.
			However, substantially increasing transit, making safety improvements to our most dangerous roads, and improving connectivity for other ways of getting around does accomplish those goals. In my own life, I use transit, bicycle, and pedestrian infrastructure to get around. It's much more pleasant than driving. When I do drive, I immediately wonder why we haven't invested in transit and biking infrastructure to reduce congestion on our roadways. As we all know, expanding highways will only increase traffic and induce further demand for driving. If we had robust, reliable, and efficient bus and train service we would expand our state's economic output by creating more viable movement in our state, waste less time in traffic, and preserve the environment and land that so may live in Colorado for. We'd also make getting around our state far safer and more affordable. DRCOG's final goal is to "Prepare for and adapt to future changes in transportation." Highway widening to expand vehicular speed and movement, with minor transit and safety improvements added as afterthoughts, are what we've always done. If we don't change what infrastructure we fund, how will we ever be prepared for the future? Denver Metro area residents need you to fund bold, sustainable, transportation projects. Best regards, Sami Tellatin