

10-Year Plan Public Comment

March 4, 2026

Name	Michael Pierson
City or Town of Residence	Colorado Springs
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Agree
Do you have a comment on the overall 10-Year Plan?	N/A
Do you have a comment on a specific project in the 10-year plan?	3348 CO 21B Powers Blvd/Stetson Hills Blvd Interchange preliminary design
Comment on specific project	<p>I commend CDOT for including preliminary design work for the CO-21 (Powers Boulevard) and Stetson Hills Boulevard intersection in the 10-year plan. That project is long overdue and clearly warranted.</p> <p>However, I strongly object to the omission of comparable preliminary design work for the Powers Boulevard and Dublin Boulevard intersection. These are both regionally significant capacity projects, and both were identified as top-priority transportation improvements by the Pikes Peak Area Council of Governments (PPACG). There is no defensible planning or operational rationale for advancing design on one while excluding the other.</p> <p>The Powers and Dublin intersection is contiguous with recently completed improvements at Woodman Road and Research Parkway. Advancing Stetson Hills without Dublin creates an incomplete corridor solution and will simply shift congestion north rather than resolve it. This approach undermines the purpose of capacity improvements and</p>

	<p>represents an inefficient use of public investment.</p> <p>While improving traffic flow and safety at Stetson Hills is necessary, failing to address Dublin will worsen an already severe bottleneck. That congestion has real and immediate public-safety consequences, including delayed emergency response from the new fire station at Dublin and Peterson Road and impeded ambulance access to Penrose St. Francis Medical Center.</p> <p>Transportation planning must be corridor-based, safety-driven, and consistent with regional priorities. I urge CDOT to correct this omission and include both the Stetson Hills and Dublin intersections in the 10-year plan so that Powers Boulevard functions as the critical regional corridor it is intended to be.</p>
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Name	Ann Critchley and family
City or Town of Residence	Hotchkiss
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	What about doing what you have said for the last 20 plus years on hwy 92? We were at the meeting before last and all that resulted was excuses. The small part that got sort of repaired did not have turning lanes put in like they said. Pretty soon the road across Roger's Mesa will be a dirt road. By the time it is repaired the rest of the road will have to be redone.
Do you have a comment on a specific project in the 10-year plan?	N/A
Comment on specific project	N/A

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Name	RedLion York
City or Town of Residence	Fort Collins
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	It seems the focus is almost exclusively on motor vehicle transportation improvements and options. In order to obtain mode shift, there needs to be a focus on human powered transportation options as well. These appear to be missing in the 10 year plan.
Do you have a comment on a specific project in the 10-year plan?	N/A
Comment on specific project	N/A

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Name	edward talbot
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The huge problem for the CDOT Plan is that it deals with the symptoms of the problems with our transportation issues in this state rather than the cause. In this respect the 10 year plan WILL NOT EVER BE ABLE TO ACHIEVE ITS GOALS. Clearly the State has not been nor will it be in a position fiscally to effectively deal with the decline in our transportation system. WHAT IS NEEDED IS TWO THINGS: ONE - STOP I REPEAT STOP THE CONTINUING EXPENDITURES OF LARGE SUMS OF TAXPAYER DOLLARS TO LURE THROUGH STATE SUBSIDIES EVER MORE BUSINESS AND CORPORATE ENTITIES TO COLORADO. ALL THIS DOES IS INCREASE DEMAND WITH EVER MORE CARS AND VEHICLES ON THE ROADS AS EVER MORE PEOPLE FOLLOW THE CORPORATIONS AND BUSINESS THAT MOVE INTO THE STATE!!! THIS DOES NOT REPEAT DO NOT EVER ALLOW CDOT TO CATCH UP ON OUR ROADWAY NEEDS!! TWO - IT IS TIME FOR COLORADO GOVERNMENT TO FIND THE COURAGE TO PASS ON THE COSTS FOR ALL THE ROADWAY EXPANSIONS AND NEW ROADWAYS NEEDED TO ACCOMODATE THE ADDED BURDEN (DEMAND) THAT CORPORATIONS AND BUSINESS ARE PRIMARILY THE CAUSE OF FOR THOSE BURDERNS AND DEMANDS. IT IS TIME FOR THE STATE TO FIND THE COURAGE TO ENACT USER FEES ON CORPORATIONS AND BUSINESS CONCERNS TO PAY FAR MORE FOR TRANSPORTATION NEEDS IN THIS STATE AND NOT PASS THAT ONTO US TAXPAYERS AND RESIDENTS</p>

	THROUGH DIVERSION OF NEEDED REVENUES TO CDOT FROM OTHER VITAL NEEDS!!
Do you have a comment on a specific project in the 10-year plan?	I70 THROUGH THE MOUNTAINS
Comment on specific project	I70 IS A VIRTUAL ZOO ON THE WEEKENDS WITH STOPPED TRAFFIC AND JAMS DUE TO EVER INCREASING TRAFFIC VOLUMES (SEE QUESTION 5). REDUCE DEMAND!!

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Name	Michele Ensign
City or Town of Residence	Colorado Springs
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	I believe the congestion at Powers and Dublin needs to be addressed in some way, it does not appear that this is currently part of the plan
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Jack Wheeler
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	The 10 Year Plan lacks a service development plan and study to advance planning and implementation for a Denver to Grand Junction passenger train as a part of mountain rail. This additional daily train would provide critical transportation choices for anyone traveling along the I-70 corridor. It would increase capacity, but above all, it would increase resiliency for the traveling public through Glenwood Canyon. Typically when the road is closed the rail line is not, so having this train would not only increase the capacity along the corridor to move people; it would maintain essential movement of people through Glenwood Canyon even if the highway is closed.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Margot Gray
City or Town of Residence	Colorado Springs
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Continuing to build interchanges along Powers Rd should be an urgent priority, especially with the high number of deaths along that corridor in the last few months alone. The next interchange should be Powers/Dublin as it is a freeway from highway 83 up until that point and will soon be connected directly to I-25. Doing an interchange at the next exit of Stetson hills first is nonsensical and disrupts the flow of traffic. Traffic will be going from a freeway all the way from Denver, stopping at a dangerous intersection at Dublin that gets way too backed up already as it is a thoroughfare to getting to banning Lewis ranch, then it would go back to an interchange over Stetson hills. The Powers interchange should be a top priority but they should be built consecutively, continuing with Dublin. Also, only one in the next ten years is not manageable as powers will connect to 25 in the next five years.
Do you have a comment on a specific project in the 10-year plan?	Powers/Stetson Hills
Comment on specific project	Powers/stetson hills should either be replaced with Powers/Dublin or Dublin should be added, starting with construction of Dublin first then Stetson hills. And the interchanges along all of Powers should be sped up as powers will be connected to 25 in the next five years.

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Name	Caroline Mertens
City or Town of Residence	Colorado Springs
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Re-working the Powers & Dublin intersection will improve commute times, eliminate much of the traffic congestion, and allow for a better traffic flow. Please consider ways to incorporate an overpass or some other structural flow to make this a safer and more efficient intersection. I have lived in this area of town for many years and it needs an overhaul.
Do you have a comment on a specific project in the 10-year plan?	Powers & Dublin
Comment on specific project	Include Powers & Dublin in the near future for re-configuring the intersection. Reduced ability for emergency response, numerous accidents, and the need for a red-light camera all lean toward dangerous conditions. This is a wide intersection with a lot of grassy outer areas, which would provide the ability to include an overpass or some other structure to bring better safety and traffic flow. Thank you for taking these comments into consideration.

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Name	julian
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	Absolutely love seeing the introduction of passenger rail projects and would love to see more. Multi-modal projects are also a substantial positive for infrastructure development. Only change I would have liked to see was the active decommissioning of some select congested roadways that currently bisect (and thus disconnect) communities. Converting some major thoroughways (such as Wadsworth Blvd) to more pedestrian-focused multimodal paths would better serve the communities that they are located in. In essence, we should not be prioritizing the "efficient" movement of vehicles THROUGH communities, but rather the movement TO communities. Arvada residents should not have to pay the price of not being able to safely walk or bike to the places they frequent just because folks commuting from Lakewood to Boulder spend too much time in their cars. That's what passenger rail and other rapid transit is supposed to be for.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Brian Bunting
City or Town of Residence	Colorado Springs
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Fix Powers and Dublin interchange. Affects those that travel to/from work and backs up during before/after work hours and affects police/fire etc from getting through
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Pedro Barrios Anderson
City or Town of Residence	Grand Junction
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>Lack of needed improvements in Grand junction area, such as newer access control/design study for us 50 south of grand junction, which needs interchanges (not signals) at high volume locations (such as Olathe), or widening of SH131 to help with congestion. On a wider look, there is lack of funding and improvement in other areas of Colorado that are in dire need, such as additional funding for the auxiliary lanes at Vail, since the original 10-mile climbing lanes was cut to 2.5 miles, or the climbing lane from baker to the EJMT on i70 as well, or improvements outlines for a while (3 lane highway) through dowd canyon on i70. Addition interchanges have been planned for a while on us 85 between i76 and Greeley, Additional interchanges have been planned for a while on us 34 between Loveland and Greeley. Interchanges on SH83 have been planned for over 20 years at Quincy ave and orchard ave, not to mention that SH83 needs to be widened to at least 2 lanes all the way to frank town. us285 has interchanges missing and isn't 2 lanes like it has been planned since 2004 between Bailey and conifer. sh21 is missing interchanges from its terminus to Dublin blvd, with only one out of the many missing being added to this new 10-year plan (planned since 2001). Interchanges are missing on us 24, between Colorado Springs and Manitou springs. us 50 is missing interchanges, was planned to be a divided 2 lane highway from Lamar to pueblo (really old study) with bypass around the</p>

	<p>smaller towns, such as Lamar, that has been in the works since 2006. A ton of projects need to be added so the state can keep on track of its congestion safety, and economic excellence. CDOT is running more than a 20 year backlog on projects.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	

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Name	Thomas Abdallah
City or Town of Residence	Erie
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	<p>Locally, we have a segment of CO-7 between 119th and Colorado Blvd that is in need of urgent attention. The stretch of roadway was originally 2-lanes. During construction of the Vista-Ridge (Erie side) and Anthem (Broomfield side) communities pavement was added to make this a 4-lane carriageway. The drainage and grading of the original roadway was preserved. This approach has resulted in the added lanes separating from the original 2-lane roadway leaving large (>2") gaps in the roadway. Not addressing the original drainage and grading issues of this formerly rural road also resulted in dangerous subsidence and/or uplifting just east of the CO-7 / Lowell interchange.</p> <p>Addressing this fundamental roadway deficiency is not included in the 10-year plan. This is disappointing.</p>

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Name	DeWayne D. Drummond
City or Town of Residence	Erie
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>How is it that you can preach you want to increase safety, but you have very few projects to put in roundabouts. You need a roundabout first policy. Justify why every intersection should not be a roundabout. Every death at a signalized intersection should bother you.</p> <p>Info to consider:</p> <p>Modern roundabouts (the circular intersections used instead of stop signs or traffic signals) have been shown in multiple studies to significantly reduce the number and severity of crashes and deaths at intersections compared with traditional designs. Key research findings include:</p> <p>General Crash & Fatality Reductions</p> <p>Intersection-related deaths and severe crashes:</p> <p>Roundabouts typically reduce fatal crashes by about 65 % on average based on meta-analysis of global research.</p> <p>U.S. government data often cites up to 82 % fewer injury/death-related crashes after converting to roundabouts compared to stop-controlled or signalized intersections.</p> <p>Some studies report up to about a 90 % reduction in fatal and incapacitating injury crashes following roundabout installation.</p>

	<p>Injury & Overall Crash Rates</p> <ul style="list-style-type: none"> • Injury crashes at roundabouts are often reduced by around 72 -80 % compared with traditional intersections. • All crashes (including minor) are typically reduced by 35 -47 %. <p>Other Notable Estimates</p> <ul style="list-style-type: none"> • Some U.S. state and agency analyses report roughly 75 % fewer injury collisions and 90 % fewer fatal collisions after roundabout conversion. • In specific local studies, roundabouts have been associated with very high reductions in serious crashes 80 % or more especially when replacing two-way stop-controlled rural intersections. <p>Why Roundabouts Save Lives</p> <p>Roundabouts reduce serious and fatal crashes for a few key reasons:</p> <ol style="list-style-type: none"> 1. Lower vehicle speeds vehicles slow significantly (often to ~15-20 mph) when navigating a roundabout, reducing crash force and severity. 2. Fewer conflict points traditional intersections have many crossing paths; roundabouts eliminate head-on and left-turn conflicts. 3. Simpler decision-making drivers yield and merge rather than judge gaps across multiple conflicting movements, which reduces risk of major collisions.
Do you have a comment on a specific project in the 10-year plan?	no
Comment on specific project	reconsider any that should be a roundabout.

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Name	Devon Connor
City or Town of Residence	Erie
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Please prioritize human scale transportation and speeds. This plan encourages more cars, more miles traveled, and faster speeds; none of these will improve safety. Raised pedestrian crossings for cars to slow and encourage more cycling and pedestrian useage. Tighter traffic corners with extended pedestrian safe zones and pushed back stop lines improve sight lines, decrease turn speeds and make pedestrians and cyclists safer. Do not lock Colorado into a car dependent future proven to be both dangerous and expensive
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Jon Girand
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The TC Proposed Strategic Funding (FY 27-30) in millions of dollars is wildly disproportionate to the important CDOT goal of Fix Our Roads with respect to the other goal of Multimodal Services and there should be a significant rebalancing of funding based on safety, air pollution, and the number of people directly impacted.</p> <p>The FY 27-30 proposed funding has \$95 million for Region 1 Transit projects (excluding the unknown costs for passenger rail) but only \$94.3 million for all Rural Paving project throughout the state. The TC Proposed Strategic Funding (FY 19-26) has \$288.9 million for these same Transit projects, whereas for the same period there is only \$141.5 million programed for Rural Paving throughout the state.</p> <p>The pavement condition of Interstate Roads are almost the worst in the nation compared to other states, yet a disproportional amount is planned to be spent on items other than Fix our Roads.</p> <p>The pavement condition of the Non-Interstate National Highway System Rural Roads is not measured and reported in conformance with the National Performance Management Measures for Assessing Pavement Condition per FHWA requirements so no one knows the percentage of pavements of the non-Interstate NHS that are in Good condition or Poor condition, or where they are, or how each</p>

	<p>Colorado Rural Road compares to other adjacent states on the same NHS roadway on the other side of the state line.</p> <p>A large number of the shoulders on Colorado's Rural roads are not brought up to meet the FHWA's geometric design standards because of inadequate funding. The unbalance in our Fix our Roads funding is a significant safety problem because of inadequate shoulders.</p> <p>Our WIGs should perform a cost-benefit analysis on each project prior adoption of the short-range Strategic Funding (FY 27-30) list of projects in the 10-Year Plan Project Pipeline.</p> <p>The Transportation Commission should adopt a policy stating that any project that does not have a Total Estimated Project Cost should be moved to the column Planned Funding (FY 31+) until the scope of work is established for the project, including a Total Estimated Project Cost and a committed source of funding. The exception to this policy is that no more than five percent of a project cost may be spent in FY 27-30 prior to movement of the entire project into the FY 27-30 planning cycle. Once the scope of work, estimated cost and source of funding is known then the project could be moved into the FY 27-30 planning cycle.</p>
Do you have a comment on a specific project in the 10-year plan?	Federal Boulevard BRT Phase 1 and Phase 2, 2638. 1 & 2
Comment on specific project	1) This project should be place on hold until an environmental analysis is completed to evaluate its impact on air quality from the increased emissions of additional bus traffic and the increased emissions caused by the delay of traffic that crosses the corridor at signalized intersections because of the provision of traffic signal priority to BRT operations. The average ridership in each bus on the No. 31 bus line is less that 5000 riders, where as the ADT at the many signalized intersections probably exceeds 100,000. The emission from increased number

	<p>of busses combined the increased emissions from delay of vehicles crossing the corridor merits a detailed investigation on the air quality impact.</p> <p>2) The project analysis for the economic impact in the environmental analysis should compare the value of user time gained by bus riders using BRT with the value of user time lost by drivers that will increased delay because of the needed changes in signalization to achieve BRT design goals.</p>

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Name	Elaine C. Erb
City or Town of Residence	Niwot
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	There sure seem to be a lot of interchange updates and things oriented to moving vehicles around. I thought the plan was going to be more oriented to moving people around and moving us safely. It's good to see the mobility hub in Fairplay and I think that will benefit mobility for that area but there are areas that could use more Bustang service like getting people from Boulder to ski areas in the winter.
Do you have a comment on a specific project in the 10-year plan?	US 40 wildlife crossing
Comment on specific project	This is exciting to hear of and will improve safety for animals and drivers through the area. I'm grateful to see attention to this. But let's continue to improve road crossings for all vulnerable road users, not just the critters.

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Name	Nick
City or Town of Residence	Erie
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>the plan's statewide documents reference multimodal and bike/ped projects in general but do not spell out a fully connected, protected bike network at the project level for every corridor, and I ask CDOT to prioritize:</p> <p>Protected bike lanes on state highways through towns.</p> <p>Safe trail/road grade separations at high speed crossings.</p> <p>Stronger bike access at planned mobility hubs on I-25/I-70</p> <p>Specifically in Erie, all roads need to have a bike lane.</p>
Do you have a comment on a specific project in the 10-year plan?	Bicycle
Comment on specific project	Ride share and paid bicycle share does nothing. Focus on actual protected bike lanes which make it more likely for people to bike.

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Name	Becky English
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Yes, I have a comment.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	<p>1. Colorado Blvd and all projects labeled "BRT" need to be REAL BRT projects, i.e. dedicated lanes with excellent / fast / frequent service that people will clearly choose because the experience beats private vehicles.</p> <p>2. Bustang -- such a great success - requires serious long-term visionary thinking & strategy. Clearly additional funding would help achieve the level-of-service aspirations we all share, especially with regard to frequency for improved level of service: 30 minute intervals. How can Bustang acquire (generate?) the additional funding needed to advance its success even more? How about slating Bustang to DEN / DIA ?</p> <p>3. How great would it be if the Transportation Commission, CDOT, and CTIO would seriously consider advanced fixed guideway systems that would obviate the need to attempt to squeeze more and more throughput at street level -- by</p>

	using low-sky airspace for automated fixed guideway systems to move people and cargo in busy corridors. Systems like Swift Automated Transit Systems* (SwiftATN.com) would dramatically increase throughput, increase safety, lower costs, expand and connect seamlessly, and provide the highest level of service available. *Disclosure: I'm an investor

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Name	Stephen Gonzalez
City or Town of Residence	Firestone
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	
Do you have a comment on a specific project in the 10-year plan?	3368
Comment on specific project	Whatever changes you make, you need to place a focus on travelers moving from I-25 northbound onboarding onto Firestone Blvd eastward, who need to cross all busy lanes to turn left onto Arbor St. It's always very hectic, dangerous, and I believe has already caused a few accidents.

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Name	City of Thornton
City or Town of Residence	Thornton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	The 10-year plan for Region 1 addresses some of the major issues raised by Adams County during the Project Priority Programming Process (4P) regarding safety and congestion.
Do you have a comment on a specific project in the 10-year plan?	See below.
Comment on specific project	Thornton supports the 10-year plan provided I-25, I-270, and CO 7 continue to receive priority. These projects are on the high injury network for the DRCOG region. Per CDOT records on I-25, between US 36 and 104th Avenue, about a 5-mile stretch, the average is one fatality every other month and 2.7 crashes per day. This 10-year plan should drastically reduce the number of crashes. Thornton’s adopted resolution on Regional and Subregional Transportation Priorities includes I-25, I-270 and CO 7 which are project numbers 2584, 3389, 3388, 0002.2 - 0002.5, 2586, respectively. Thornton also supports I-25 and CO 7 projects in CDOT Region 4 as we are partners in the North I-25 Coalition and the CO 7 Coalition.

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Name	Patrick Houlihan
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	<p>How are there no projects aimed at improving I76 in the next 10 years? I76 is closer to a rollercoaster ride than a state highway.</p> <p>I70 also needs more work to be completed repairing potholes in the bridges from Pecos to Colfax. There are no plans to continue replacing the bridges in this corridor?</p>
Do you have a comment on a specific project in the 10-year plan?	BRT Projects
Comment on specific project	<p>Please stop spending money on these alternate transportation methods, they do not work and only exist so that politicians can take credit for them in some headlines. What a waste of .5 billion dollars.</p> <p>Colorado just needs to fix and maintain what we have. So many of our roads, bridges and barriers are in such terrible shape. It really is embarrassing and nearing negligent safety standards.</p>

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Name	Thomas Bartel
City or Town of Residence	Frederick
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	I don't see any roadway improvements for highway 52 in Frederick from I25 to Ridgeway Boulevard. This stretch of road is abysmal to drive during rush hours. Traffic can back up for a mile in the morning going West and the afternoon going East. In the morning and afternoon rush hour it can back up for a mile at both Aggregate Road and County Line Road. One lane is not sufficient for the traffic and more homes are being built in the area as well as Ft. Lupton to the East, where a lot of the current traffic come from. There are so many 18 wheelers using this road, it's almost dangerous to drive on in it's current form, not to mention the damage to the roadway they cause. The asphalt on the road is marginal in places to say the least. Are we going to have to live with this situation for the next twenty years?
Do you have a comment on a specific project in the 10-year plan?	It' s lacking in many areas
Comment on specific project	Highway 52 scheduled improvments are lacking anything substantial to address the traffic that it will have the next twenty years. This is a growth area and I don't see any lane expansion or roadway improvement plans to keep up with the expected growth.

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Name	Chris
City or Town of Residence	Frederick
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	There appears to be no plan on improvement with hwy 52 between hwy 85 and i-25. Traffic had increased significantly. The last five years alone i have seen the biggest increase. But I have seen indication of this major roadway being on the radar of improvement projects.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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Name	Zac Cameron
City or Town of Residence	Frederick
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	Projects in northern colorado along the I25 corridor need to take precedent. Current projects are already a decade behind in capacity as soon as they are completed. Toll lanes are a joke and do not help the vast majority of commuters. There is too much focus on bike paths and sidewalks, like the CO 119 project. A huge waste of money to appease small minority of commuters while doing very little to relive rapidly growing traffic congestion.
Do you have a comment on a specific project in the 10-year plan?	Project ID 3369: CO 52 Operational, Safety, and Multimodal Improvements from WCR 7 to WCR 15
Comment on specific project	This project needs to be expanded to the west to WCR 5. Multi-lanes, 2 each direction, plus turn lanes are needed on CO 52 in this stretch with the new housing developments being rapidly built along this corridor. Traffic is a mess already with major backups and delays. Eventually CO 52 should be expanded to 4 lanes from CO 287 to I25.

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Name	Robert Ellis
City or Town of Residence	Frederick
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Where is the county road improvement for Frederick,Co?
Do you have a comment on a specific project in the 10-year plan?	I'm not seeing any projects?
Comment on specific project	

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Name	Stephanie Gonzales
City or Town of Residence	Granada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Agree
Do you have a comment on the overall 10-Year Plan?	Great collaboration between State, Region 2 and SE TPR to identify projects that meet the goals.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	Excited to see our projects be completed/addressed and hoping that dollars will be available to implement.

10-Year Plan Public Comment

March 4, 2026

Name	David Pardo
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-2</p>
<p>Comment on specific project</p>	

10-Year Plan Public Comment

March 4, 2026

Name	Julian Robles
City or Town of Residence	Highlands Ranch
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Too much focus on car dependent infrastructure. Much of these funds should be redirected to transit projects such as Front Range Passenger Rail and Mountain Rail, and helping fund/improve RTD.
Do you have a comment on a specific project in the 10-year plan?	Front Range Passenger Rail
Comment on specific project	State DOT funds contributing to this project should be greatly increased.

10-Year Plan Public Comment

March 4, 2026

Name	Susanna Bogardus
City or Town of Residence	Boulder
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Yes</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see US 36 North Foothills multi-modal improvements made.</p> <p>In my own life, I use bike infrastructure to get around. But as more people I know directly have been hit by cars, I'm scared this is not a safe method to commute. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

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10-Year Plan Public Comment

March 4, 2026

Name	Jose A. Castro
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Amy Lovatt
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	I am concerned that this plan commits billions to highway expansion projects while underfunding transit and other sustainable transportation options. This is directly at odds with CDOT's sustainability and safety goals. It is well known that widening doesn't solve congestion issues, instead leading more people to drive. Most people I know don't want to drive more than they already do, but feel they have no option because of a lack of reliability and walkability. The best thing CDOT could do for the people of Colorado is invest specifically in projects that get cars OFF the roads.
Do you have a comment on a specific project in the 10-year plan?	BRT, Bustang, Airport
Comment on specific project	<p>The Bus Rapid Transit project needs to be fully funded and expedited. This includes ensuring the Colorado Boulevard BRT project having dedicated bus-only lanes. Those are essential to an effective BRT project. More money should be going toward the expansion of Bustang -- which has been extremely successful and shows Colorado's desire for more reliable and convenient transit -- and DIA transport with more stops that are convenient to everyone.</p> <p>Just this week, I have used the A-line and the South Platte Trail (biking) to get around. Because I live downtown, my access makes these transportation options possible and genuinely improves my quality of life by giving</p>

	me the financial and personal freedom to exist car free. CDOT should focus on funding projects that provide real transporation choices for Coloradans.

10-Year Plan Public Comment

March 4, 2026

Name	Marty Paul
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Cars, cars, cars! When will we finally be at the forefront of something truly different? We should be willing to endure a bit of discomfort now for the sake of a better future. We should stop widening roads and instead invest every available resource into mass transit, including trains and fast buses. It is lazy, not forward-thinking, and downright selfish.
Do you have a comment on a specific project in the 10-year plan?	Marty Paul
Comment on specific project	The way the country is going let's be leaders and not followers. People will come to state that is willing to try something different. We should incentivize people not to drive. Electric bikes, small electric cars. If I had it my way, it would be a city of golf carts. A state of golf carts. Yes, I have a car. Yes, I have a house. Yes, I have a job and I still feel this way. We don't even try anymore, status quo. I think Denver just got rated the worst place to drive. Widening roads I'll just make the people that speed and drive recklessly do it in that lane instead of a parking lot.

10-Year Plan Public Comment

March 4, 2026

Name	Daniel Keidar
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see 38th Avenue Multimodal Corridor Improvements and 38th and Park Bus Rapid Transit. Traveling down 38th Ave should not be restricted to car-centric traffic for such an important artery between downtown and northwest Denver.</p> <p>In my own life, I use multimodal infrastructure to get around. Feeling safe and empowered to travel around my city makes me more willing to visit and support local business. Clear</p>

	commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.

10-Year Plan Public Comment

March 4, 2026

Name	Peter A Thulson
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	It includes highway widening that is expensive (in dollars and safety) now and that will multiply further expenses into the future. Colorado's goals to improve safety, expand options, and cut emissions should be better served by projects that instead expand options for walking, biking, and transit.
Do you have a comment on a specific project in the 10-year plan?	Bustang, Colorado Blvd transit, Speer Blvd transit, N Broadway transit
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Susanne Brassett
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm egregiously disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Alameda Avenue Multimodal Corridor Improvements</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see Alameda Avenue Multimodal Corridor Improvements</p> <p>In my own life, I use TRANSIT & a PEDESTRIAN infrastructure to get around. I am the original Crossing Guard at Lincoln Elementary School & a Team in Excellence award winner. I know firsthand how hard it is to cross Alameda as an Adult. The students and families don't walk to school because of the danger it poses. Alameda is not accessible. There is barely a way for</p>

	someone in an electric wheelchair to use that street. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety

10-Year Plan Public Comment

March 4, 2026

Name	Megan Helbling
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Widening highways</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Sara Wing
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I am a sustainability consultant, and someone that is interested in the safety, health, and sustainable long-term transportation options for our state. I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion, POLLUTION or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are DYING on our streets at unacceptable rates (93 pedestrians killed in 2025 !!). If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly PRIORITYZE TRANSIT, MAINTENANCE, AND PROVEN SAFETY investments over costly highway expansions.</p>

	<p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p> <p>I have not owned a car for the past 11 years. I have only lived in Colorado for 4 years; please invest in solutions that keep people utilizing safe public and multi-modal forms of transit!</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Multimodal Corridor Improvements and BRT;</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North. WE DONT NEED, AND WON'T BENEFIT FROM MORE PAVEMENT!</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang (a service I use regularly, and depend on greatly like many Coloradans!), and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

	<p>In my own life, I walk, bike ride and use public transit to get everywhere - I am 36yrs old and do not own a car. Safe multi-modal transit options are a lifeline for me! I am a concerned advocate and resident, I expect clear commitments and funding for these projects that would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans. PLEASE focus on the crucial long-term investments instead of highway widening!!</p> <ul style="list-style-type: none"> -Commit to long-term funding and a clear future for Bustang -Invest in real bus rapid transit (BRT) on Colorado Boulevard, with dedicated bus-only lanes -Protect funding for transit, biking, and walking and find new ways to pay for it -38th Avenue Multimodal Corridor Improvements and BRT -Speer/Leetsdale/Parker Bus Rapid Transit -Alameda Avenue Multimodal Corridor Improvements and BRT

10-Year Plan Public Comment

March 4, 2026

Name	Phil Sparr
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I am deeply disappointed that CDOT’s 10-Year Plan underfunds transit and other sustainable transportation options while allocating billions to highway expansion projects. This approach contradicts CDOT’s own greenhouse gas reduction goals and fails to prioritize the safety of individuals using Colorado’s transportation system.</p> <p>Widening roads is an expensive endeavor that does not address congestion or safety issues. Research consistently demonstrates that widening leads to an increase in the number of drivers, resulting in a higher volume of vehicles on the highway. Within a decade, the congestion may worsen, but the number of cars on the road will also increase. In contrast, Colorado’s roads remain among the worst in the country, and the rate of fatalities on our streets is unacceptable. If CDOT genuinely values safety and climate commitments, the 10-Year Plan should clearly prioritize investments in transit, maintenance, and proven safety measures over costly highway expansions.</p> <p>A budget reflects the values of an organization. As outlined in this plan, it suggests that CDOT is doubling down on car dependency rather than</p>

	providing Coloradans with genuine freedom to travel without the constant need to drive.
Do you have a comment on a specific project in the 10-year plan?	Speer/Leetsdale/Parker Bus Rapid Transit
Comment on specific project	The 10-Year Plan must substantially increase transit funding and present a clear, actionable expansion vision to fulfill CDOT's greenhouse gas objectives. Instead, the plan proposes expedited plans to allocate billions of dollars for widening highways such as I-270 and I-25 North. Notably, Bus Rapid Transit projects require full funding and expedited implementation.

10-Year Plan Public Comment

March 4, 2026

Name	Catherine G Wiersma
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Car culture is so deeply embedded in our state and our society that it's difficult to imagine any other way than widening existing highways and making roadways bigger. I know that I and so many others dream of a community with robust and safe public transit, free from sitting hours a day in dirty, polluting traffic and fearful of death in a traffic accident. I think this is possible, but the energy and investment MUST come from CDOT, and highway widening will only more deeply engrain individualistic, wasteful modes of transportation into everyday life.</p> <p>We want better transit, safer streets, and repairs to our existing system, NOT more costly, polluting highways, and we want it NOW!</p>
Do you have a comment on a specific project in the 10-year plan?	Commit to long-term funding and a clear future for Bustang

Comment on specific project	I took the Bustang this morning for the first time, and it was an easy and stress-free way for me to navigate to Fort Collins to work and see friends. The bus I rode only had about 6 people on it, and I couldn't help but wonder how many other cars around me could be removed from the road and people transported safely and easily. Moving the focus and investment away from highway widening allows for projects like Bustang and other transit/multi-modal mobility options to rise to the top, gain public support, attract funding, and become implemented for the long-term.

10-Year Plan Public Comment

March 4, 2026

Name	KC DeWinter
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	Please stop caving in to anti-car extremists from the Denver Streets Partnership. These people are wildly unrealistic extremists who are literally working to ban cars. Colorado is NOT Manhattan. We need cars & trucks for our personal lives & for COMMERCE. Without commerce, we don't have a tax base to deploy improvements to infrastructure in Colorado. Widen the roads. Improve the roads. Improve the bridges. Stop catering to a tiny minority of people who think everyone should take a bus, or ride a bike for their lives and work.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Ryan Frazer
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I am profoundly disappointed that CDOT’s 10-Year Plan update underfunds transit and other sustainable transportation while it commits billions to highway expansion projects. This approach conflicts with CDOT’s own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado’s transportation system.</p> <p>Widening is expensive and won’t solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive--counter to CDOT’d stated goals. Meanwhile, Colorado’s roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Federal Boulevard BRT Phase 1 2638.1</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Federal Boulevard BRT project must be clearly defined as having dedicated bus-only lanes all the way through Denver; sharing lanes between buses and general traffic is NOT BRT. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>I would also like to see CDOT commit to a true Multimodal Reconstruction of Sheridan Blvd. It is a major N-S thoroughfare and commercial strip, but in many places it is only safely accessible by car or the occasional bus. It should be possible to safely walk, roll, and have frequent bus service on Sheridan to serve people who live nearby and people who are passing through.</p> <p>In my own life, I most frequently walk or ride a bike to get around. I also own two cars, but me and my spouse and kids prefer to walk or ride bikes because it is fun, healthy, and often faster than driving if there is a safe way for us to actually ride. Clear commitments and funding for multimodal projects like BRT or making Sheridan safe for everyone would</p>

	demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choice and freedom for Coloradans.

10-Year Plan Public Comment

March 4, 2026

Name	heidi newhart
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-2</p>
<p>Comment on specific project</p>	<p>Additionally, I just reviewed the DRCOG Sheridan study final report, and in it, CDOT barely commits to the basics. I honestly think CDOT needs to re-evaluate how you define safety. Concrete medians? When you say there is no room for wider sidewalks? Cameras, concrete medians, LPI's that barely give pedestrians and people in mobility devices a head start----these are not safety measures, they are things engineers implements to make it look like an effort when it is really what it always is, a sneaky way to always be thru putting. And the new "design" on Wadsworth is a perfect example of how you take the left turn and move it over and all the engineers can pat themselves on the back for being sooooo clever, but those intersections between 38th and 50th do not support people outside of cars, and certainly not the business community, so disappointing. How many 10's of millions were spent on that? Do better. Our planet is on fire. Prioritize accordingly.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Andrew Neely
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I understand that long-term planning requires a delicate balance of different interests. With that said, the proposed 10-Year Plan is far too focused on highway expansion and neglects important multi-modal projects that will pay dividends for decades to come.</p> <p>Colorado's population is expected to continue to grow steadily over the next 10 years, and we need to make informed decisions that will provide a solution to the endless traffic.</p> <p>I live just off Colfax in Denver, and while the construction is annoying, I'm thankful to see this investment in BRT in my neighborhood. I have lived in Colorado all my life, and I want my kids and grandkids to get around safely and efficiently without a car. Please continue to fully fund BRT, Bustang, bike, and pedestrian options. Not everyone can afford a car. My wife and I struggle to pay for one car, let alone two, and we greatly appreciate the ability to get around in other ways. And on top of everything, Colorado cannot meet its greenhouse gas goals if we continue to expand highways like I-270 and I-25.</p>
Do you have a comment on a specific project in the 10-year plan?	North Broadway Multimodal Reconstruction, 38th and Park Bus Rapid Transit, US 36 North Foothills
Comment on specific project	I grew up in Boulder, where my family still lives, and I currently live in Denver. I love taking the Flatiron Flyer to visit my family, and it would be

	super helpful to get around without a car in both Denver and Boulder. I listed the three projects above because they would materially improve my life and help me save money on gas.

10-Year Plan Public Comment

March 4, 2026

Name	Evan Hofmockel
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I think CDOT's 10-Year Plan update doesn't adequately fund mass transit and other sustainable transportation. Way too much money is being spent on highways and underwriting the decadent and archaic personal car-ownership model. This contradicts some of the climate-change oriented goals held by the state as a whole and in particular those communities with the largest tax-bases.</p> <p>A lot of research has been done regarding adding lanes and widening highways - these don't fix congestion. It creates a negative feedback incentive structure that will increase the number of vehicles, and concomitantly decreases the safety of travel. Indeed, an operator error in a mass transit system can inherently be audited and accounted for, the operators of public mass transit are professionally trained and responsible in ways that minimize impacts. The opposite is true of highway travel - millions of drivers with wildly different skill levels and almost no accountability, creating a volatile system which can be instantly disrupted and congested by even a single operator error made by non-professional drivers. If we are serious about safety and environmental protection, we should prioritize transit, road maintenance, and things that are proven investments in safety. We do not need more highways.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>I-270 and I-25 North, Colfax BRT, Colorado Boulevard BRT, Regional Bus</p>
<p>Comment on specific project</p>	<p>Widening I-270 and I-25 North is useless and an exasperating waste of money relative to the marginal (and temporary) benefit.</p> <p>The Denver Bus Rapid Transit projects could use those funds, and that project could be completed on a much shorter timeline. Businesses are gasping for air under the extended timeline that the Colfax BRT has, and the Colorado Boulevard BRT project doesn't even include dedicated bus lanes (which undermines the safety advantages of BRT).</p> <p>I'd like to see much better regional and long-distance transit coverage and frequency. Transit is not a standard market, and without reliable, affordable supply before people who would depend on it will make the lifestyle changes necessary to break the negative spiral. The last thing we should be doing is continuing to feed the self-destructive addiction to one-person-per-vehicle transportation.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Ben Daniels
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm very disappointed that CDOT's 10-Year Plan underfunds transit and other sustainable transportation while committing billions to highway expansion projects. These highway expansion projects will induce demand and cause even more headaches for Coloradans. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system. The 10 year plan you have put forward pushes us closer to California and further away from Switzerland. I know which one I'd prefer Colorado to be more like.</p> <p>As any good planner or engineer should know, widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>

	<p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive. I do not feel free when I drive my car - I feel stuck. Stuck in traffic. Stuck with car payments. Stuck waiting for real leadership in our state to invest in transit.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Alameda BRT, Speer/Leetsdale/Parker BRT, North Broadway Multimodal Reconstruction, Havana/Hamden BRT,</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>These are the projects that I want to see move forward because they would make our state</p>

	<p>more livable, safe, economically resilient, and beautiful:</p> <p>Alameda Bus Rapid Transit</p> <p>North Broadway Multimodal Reconstruction</p> <p>Havana/Hampden Bus Rapid Transit</p> <p>Speer/Leetsdale/Parker Bus Rapid Transit</p> <p>Pecos Corridor Improvements</p> <p>Alameda Avenue Multimodal Corridor Improvements</p> <p>Multimodal Reconstruction of Sheridan Blvd</p> <p>Broadway North Station Pedestrian Bridge</p> <p>US 36 North Foothills</p> <p>DC-03-2025 RidgeGate Parkway Transit Mobility Corridor (Parker Road to RidgeGate RTD Station)</p> <p>88th Avenue Complete Streets Project</p> <p>38th and Park Bus Rapid Transit</p> <p>38th Avenue Multimodal Corridor Improvements</p>

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March 4, 2026

Name	Phillip Wells
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>
Do you have a comment on a specific project in the 10-year plan?	Highway widening schemes
Comment on specific project	The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes

	<p>expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>Instead of widening already congested highways, I would prefer the Department of Transit fund projects that will improve life in Colorado for human beings, not automobiles. As one of the state's many non-drivers, I rely on transit and pedestrian infrastructure to live and work in the area. Projects like the 38th and Park Bus Rapid Transit and the North Broadway Multimodal Reconstruction would have an immediate positive impact on my life, as well as on the life of the city of Denver as a whole.</p>
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10-Year Plan Public Comment

March 4, 2026

Name	Karla Sanchez
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>

	<p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I think Denver should focus on expanding bustang.</p>

10-Year Plan Public Comment

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Name	Katie Agenbroad
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>In my own life, as someone with a vision impairment that could remove my ability to drive one day I see how lack of multimodal transportation can ruin a life for those who cannot drive everywhere.</p> <p>Due to this, I'm beyond disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>

	<p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>Invest in real bus rapid transit (BRT) on Colorado Boulevard, with dedicated bus-only lanes</p> <p>Bus rapid transit (like light rail on wheels) is faster and more reliable than a regular bus route mainly because buses have their own lanes, separate from traffic. But on past projects like Federal Boulevard, the state has watered down BRT by leaving out bus-only lanes in the busiest sections, slowing service and undercutting the benefits of BRT. If CDOT wants Colorado Boulevards BRT to meet its safety and climate goals, it needs real, continuous bus-only lanes where traffic is heaviest.</p> <p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p>

	<p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see Speer/Leetsdale/Parker Bus Rapid Transit be implemented as there have been several times I would have like to use bus transportation in this area (thereby reducing congestion on the road from my car) but it is unfeasible due to current bus availability and scheduling.</p> <p>Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

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Name	Camille Pahl
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm frustrated and disheartened by CDOT's updated 10-Year Plan. At a moment when Colorado should be investing in safer, cleaner ways to move people, the plan pours billions into widening highways while leaving transit and other sustainable options behind. That choice does not align with CDOT's own climate goals, and it does not reflect the urgency of keeping people safe on our roads.</p> <p>We know that highway widening does not lead to long term positive impacts for even the drivers and reduced travel times desired. Highway widening is enormously expensive, and it does not fix congestion or safety in the long run. More lanes just encourage more driving, until traffic fills back in and were left with the same problems, only more cars, more pollution, and more risk. Meanwhile, our roads are in poor condition, and people across Colorado continue to lose their lives in preventable crashes.</p> <p>A 10-Year Plan should be about the future we need to build to create a better world with more transportation options. This budget tells me CDOT is choosing to reinforce car dependence instead of investing in transit, maintenance, and proven safety solutions that would actually give people real freedom in how they get around.</p>
Do you have a comment on a specific project in the 10-year plan?	General BRT Investments

Comment on specific project	I'm disappointed not to see sufficient funding and actionable improvements to expand and improve our BRT system. Rather, enormous amounts of money into highway projects. CDOT and Colorado taxpayers can see much more positive environmental, social, and safety improvements when we actually make it possible to live life without as much car dependence. The money to results are higher when investing in non-car-dependent infrastructure.

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Name	Gabby Robinson
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Alameda Road Diet

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see the original road diet for Alameda Avenue through Wash Park reinstated. This stretch of road is just two blocks from my home, where I walk and bike with my kids on a daily basis.</p> <p>In my own life, I use transit, pedestrian, and bicycle infrastructure daily to get around. I feel healthier when I use my own two feet to get around not just better health for my body, but for the environment too. I want to make sure I can instill those values in my kids so future generations can be even healthier and happier. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans</p>

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Name	Brett Hoese
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>Answer: I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes

	expedited plans to spend billions on widening highways like I-270 and I-2
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Douglas Lovatt
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The continued obsession, nationwide not just here in Colorado, with vehicle capacity on roadways is maddening. Flying in the face of GLOBAL research into these issues.</p> <p>Throughout the 10-year plan, there are multiple projects slated to expand roadways which it has been proven again and again does nothing to reduce traffic, in fact, it exacerbates it.</p> <p>What actually reduces traffic congestion is reducing the dependency on low occupancy vehicles. 30 individuals in one bus takes up roughly 35-40ft of roadway lengthwise, but if those same 30 people were all in their own cars they would take up 270ft of roadway if they are bumper to bumper. That is, if they are all driving Smart Cars, which we all know they won't be.</p> <p>The under development of transit as a valid option for more Coloradans is a massive disservice to the people actually paying for this. Focus on improving the alternatives and you knock out the roadway issues at the same time allowing you to focus on maintenance.</p>

	<p>Or, continue onward with your head either in the sand or with your noses getting brown with the oil, motor vehicle, and asphalt industries.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>too many to really go over</p>
<p>Comment on specific project</p>	<p>I wish I could make comment on just one, but that would feel disingenuous and water down the response.</p> <p>The transit projects are a good start but could have so much more impact if funded further and expanded upon.</p> <p>Perhaps with some of the slated \$1b+ for I-270, not all of it as there are absolutely things to improve upon and fix. But there are so many issues with transit that if alleviated would allow corridors such as 270 to run better and be more efficient.</p>

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Name	Todd Olk
City or Town of Residence	Centennial
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	CDOT: Please expand transportation options (especially transit), improve safety, and fix our existing system rather than build more costly and polluting highways.
Do you have a comment on a specific project in the 10-year plan?	Highway Widening.
Comment on specific project	<p>Please, no more costly, wasteful, and unnecessary highway widening.</p> <p>So many other less costly and more beneficial alternatives.</p> <p>Please put Colorado citizens health, wellness, and safety first.</p> <p>Always.</p> <p>Now please.</p>

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Name	Montana Sudul
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Havana/Hampden Bus Rapid Transit

Comment on specific project	Bus rapid transit (like light rail on wheels) is faster and more reliable than a regular bus route mainly because buses have their own lanes, separate from traffic. But on past projects like Federal Boulevard, the state has watered down BRT by leaving out bus-only lanes in the busiest sections, slowing service and undercutting the benefits of BRT. If CDOT wants Colorado Boulevards BRT to meet its safety and climate goals, it needs real, continuous bus-only lanes where traffic is heaviest. CDOT must further extend this line to Hampton to include BRT for SE Denver, an area that is currently heavily dependent on cars.

10-Year Plan Public Comment

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Name	Mary Maestas
City or Town of Residence	Thornton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>It's quite bothersome that CDOT's plan doesn't include transit and other sustainable transportation options. It looks as though BILLIONS are going to go to highway expansion projects. The only thing highway expansion does is encourage more people to use the highways that they aren't already using. Usually the thought process of commuters is "Well, I've never taken X highway before but now that they've expanded it I think I will." It does NOTHING to reduce congestion.</p> <p>Meanwhile Colorado's roads are in horrible condition and people are dying on our streets at truly startling rates. If CDOT is serious about safety and climate concerns the 10-year plan should prioritize transit, maintenance, and proven safety investments.</p> <p>This budget doesn't seem to align with the values of Coloradans, most of whom enjoy our beautiful outdoor spaces and the desire to get places without further spewing emissions via driving a vehicle that only has one person in it most times.</p>
Do you have a comment on a specific project in the 10-year plan?	88th Avenue Complete Streets Project

Comment on specific project	I have seen how beneficial transit is to commuters. I used to commute downtown every day when I worked in a different field. Multimodal would be huge in getting people to places they need to be without using a car. I happen to live close to 88th Avenue and would love to see alternative means of getting around than just having to use my car.

10-Year Plan Public Comment

March 4, 2026

Name	Claire Morrissy
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see 38th Avenue Multimodal Corridor Improvements, please!</p> <p>In my own life, I use bike infrastructure to get around. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

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March 4, 2026

Name	Steve Luebke
City or Town of Residence	Lakewood
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	I find the emphasis on highway widening problematic. It only leads to further traffic, further congestion and further environmental damage. I hope that, instead of emphasizing highway widening that we adhere to the state's own climate goals and bike, light rail, BRT and other transportation infrastructure.
Do you have a comment on a specific project in the 10-year plan?	Bustang and bike lane funding
Comment on specific project	Dedicated bike and pedestrian lanes and the Bustang, along with Snowstang and the Ski Train are success stories for Colorado transit. Please highlight and prioritize these in your funding models, statewide. For the Denver-metro area, the North Broadway Multimodal Reconstruction is a priority for responsible comminuting and for connecting vital areas of the city to one another. Thank you

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March 4, 2026

Name	Jonathan Fertig
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Robert J Meier
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm very disappointed that CDOT's 10-Year Plan update underfunds transit (both buses and rail) and other sustainable transportation while committing billions to highway expansion projects. Numerous transportation studies have shown that widening existing highways and creating new ones does not relieve traffic congestion. It merely increases the number of vehicles on the roads and increases urban sprawl. Both of these factors contribute to increased air pollution.</p> <p>If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>Public transit customers who depend on the service because they can't afford to operate a vehicle should not have to wait 30 minutes to an hour for service in the heart of Denver.</p>

10-Year Plan Public Comment

March 4, 2026

Name	alexey davies
City or Town of Residence	Boulder
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	encouaging driving by widening roads will result in more deaths, particularly people who walk and ride. we need more multimodal funding that helps the 1/3 of the people who dont drive, reduces polutiion and privides alternatives for people. widening roads will induce demand and is not the answer. ee should be diecouraging drive with means such as a conjestion yax. thank you
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Gary Harty
City or Town of Residence	Lakewood
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I do not see enough money devoted to transit. The fact of the matter is that RTD's schedules are not nearly frequent enough to be practical for most people. We keep widening and expanding highways at the expense of transit, and safe and efficient mobility options for cyclists and pedestrians.</p> <p>Consider that at least 30 percent of the population cannot drive an automobile because of age or disability. Some communities that number is closer to 40%. I'm getting close to the age where I will need to give up my car keys. If transit cannot close the gap, I will become isolated from too many social amenities.</p> <p>Also, consider that I would estimate at least 10%, maybe as much as 20%, are driving illegally on suspended or revoked licenses, their registration is expired or counterfeited, and they do not have the insurance required by law. For example, LPD just arrested a man for doing 115 MPH on 6th Ave in a 65 MPH zone. His license was under suspension (for the 7th time), he did not have proof of insurance (he is probably uninsurable), and he had a weapon and drugs in his car.</p> <p>Our roads have never been more dangerous. The Vision Zero plan in Denver is going in the wrong direction.</p>

	Therefore, it is time to commit our transportation projects in a different direction. Give people legitimate options to making every trip via automobile.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Nick Mahon
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	<p>Thank you for developing a balanced plan that includes much-needed capacity increases on targeted highway corridors while also funding transit and multimodal improvements in urban areas. I appreciate the effort to take a pragmatic, data-driven approach to project selection.</p> <p>If changes are made before final adoption, I encourage continued prioritization of the I-70 corridor as a critical engine of commerce and mobility for the region and the state as a whole.</p> <p>I also strongly support maintaining the assets we already have and advancing lower-cost improvements such as signal timing, ramp modifications, and intersection upgrades. These projects can be delivered relatively quickly and often produce meaningful safety and congestion benefits.</p>
Do you have a comment on a specific project in the 10-year plan?	Regionwide Bottleneck Reduction - 2590
Comment on specific project	Denver's reputation for poor traffic is unfortunately well deserved. Thank you for including this necessary project that will

	improve the lives of people throughout the region.

10-Year Plan Public Comment

March 4, 2026

Name	Mary Gallagher
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-2</p>
<p>Comment on specific project</p>	

10-Year Plan Public Comment

March 4, 2026

Name	Andrew Heymsfield
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Emphasize more public transport options (RTD) and bicycle lanes
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Jake Cohen
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	We really need more money into transit. We have to find ways to move more people via transit or we are setting ourselves up for failure and an unlimited money pit of new lanes we cant afford to maintain. Please deprioritize highway widening and move that money to transit where it will go so much further! Please you are no longer the department of highways but the department of transportation. The BRT projects and Bustang work is so impactful. Lets continue investing money in these super high impact lower cost projects
Do you have a comment on a specific project in the 10-year plan?	270 and 25 widening
Comment on specific project	Please stop doing this. Its like CDOT is on autopilot and cant digest all of the research that this is throwing money away! Highway expansions do not work they are not effective in reducing congestion. If the 270 project is done we should require the closing of central 170 since that project was done under the principle that traffic couldn't go on 270.

10-Year Plan Public Comment

March 4, 2026

Name	John Puffer
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Too much roadway, not enough spent on public transit, pedestrian and cycle routes.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Cullen Hoffman
City or Town of Residence	Englewood
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Reginald Park
City or Town of Residence	Crested Butte
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	More funds towards transit and bike infrastructure
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	I mostly bike to get around. Please add more bike infrastructure. Increase rural transit funding

10-Year Plan Public Comment

March 4, 2026

Name	August Salbenblatt
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Alameda Avenue Multimodal Corridor Improvements

<p>Comment on specific project</p>	<p>I live right across the street from one of the Alameda bus stops, which is so nice as it is the fastest way for me to get lots of places up and down Alameda, however I can only take it if my schedule lines up perfectly, so I often walk 10-15 minutes to get to another bus stop and use that instead. Finally increasing the frequency and speed of the Alameda buses would not only make it an even faster and better option, but it would also allow people who can adjust their schedules to that of a bus to finally actually use the bus system. I know my parents would love to take the bus to work, but when they come every hour and never line up, it just is not possible.</p> <p>This project needs investment to become a reality, and this plan just is not allocating enough money to transit and multimodal projects to make it happen. We need to do better for the future of our city.</p>
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10-Year Plan Public Comment

March 4, 2026

Name	Ben Hellwarth
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	<p>People are being killed on our streets with alarming regularity with no consequences. Cyclists and pedestrians are too often afterthoughts in the design process, and it shows. There are memorials and "ghost bikes" all around town and many new ones around me in NW Denver. We need to focus on making this city safer for everyone and not minimizing commute time for people in 8000lb vehicles who choose to live 45 minutes away from their workplace.</p> <p>BRT, dedicated separate bike lanes and safe sidewalks need to be CODOT priorities over widening highways and pena blvd. I know RTD is not under your purview, but how about we fix signaling issues and increase regularity of A line for lower cost than making a larger parking lot?</p> <p>Also, in case you don't know i76 is a disaster. It's probably the worst paved road in the state. Bury the whole thing. Just bury all the highways.</p>
Do you have a comment on a specific project in the 10-year plan?	Federal BRT Phases 1 & 2
Comment on specific project	Living near Federal Blvd & 50th, the BRT plan is one of the more exciting in your list. Currently, Federal is a shitshow of crappy fast roads, lights

	<p>that people consistently ignore, no crosswalks and weird curb parking on a fast multi-lane road.</p> <p>The Regis neighborhood is near enough to Denver that it regularly makes sense to take RTD whether that is light rail or bus lines into town. Increased bus transit reliability and regularity will further convince people to use it regularly.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Gretchen Cheverton
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Quit making highways wider, no more toll roads, more busses, trains, bike lanes, traffic calming and safety measures for pedestrians and cyclists.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Marcel Proulx
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	The 10-year plan puts too much emphasis on interstate widening at the expense of supporting true transportation choice. Spending money on widening commits the state to spending money on repairs and limited access highways do not contribute to resilient traffic networks. We know since the 1920s that widening roads does not solve traffic problems. Maintaining limited access highways through cities and suburbs concentrates traffic at interchanges and makes traveling harder no matter which mode you use.
Do you have a comment on a specific project in the 10-year plan?	I-270 widening
Comment on specific project	Rather than encouraging single occupant traffic by widening this highway, consider supporting BRT growth to connect the northwest corridor with the eastern side of the city.

10-Year Plan Public Comment

March 4, 2026

Name	Nicole Larsen
City or Town of Residence	Wheat Ridge
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Budgets are really "putting your money where your mouth is" and this budget suggests that CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive. We have had friends visit from Europe and they cannot believe how car-dependent our lives are. Having a reliable train to the airport would eliminate the need to widen Pena, having reliable buses would cut down on so many trips to grocery stores and such. Making travel safer for cyclists reduces emissions and helps the population stay healthier. Think outside the car and start showing some leadership as to how cities can re-invent.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Cynthia Ord
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm deeply concerned that CDOT's updated 10-Year Plan allocates insufficient funding to transit and other sustainable transportation options while directing billions toward highway expansion projects. This strategy appears inconsistent with CDOT's own greenhouse-gas reduction targets and does not adequately prioritize the safety of people who rely on Colorado's transportation network.</p> <p>Highway widening is costly and has repeatedly been shown to provide only temporary congestion relief. Research demonstrates that expanding roadway capacity often encourages additional driving, increasing overall vehicle numbers until congestion returns frequently within a decade. At the same time, Colorado's roads continue to rank poorly nationwide, and traffic fatalities remain unacceptably high. If CDOT is truly committed to improving safety and meeting climate goals, the 10-Year Plan should place greater emphasis on transit investments, infrastructure maintenance, and evidence-based safety improvements rather than expensive highway expansions.</p> <p>Budgets reflect priorities. In its current form, this plan signals a continued reliance on car-centric solutions rather than expanding</p>

	<p>meaningful transportation choices that allow Coloradans to travel safely and efficiently without always needing to drive.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan should substantially increase investment in transit and outline a clear, actionable strategy for expansion that aligns with CDOT's greenhouse-gas reduction goals. Instead, the current proposal prioritizes accelerated spending on costly highway widening projects such as I-270 and I-25 North.</p> <p>CDOT should commit to greater investment in expanding Bustang service and providing more frequent, all-day transit options to and from Denver International Airport. Travelers and workers across the state need practical, reliable alternatives to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Nicholas Janney
City or Town of Residence	Highlands Ranch
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Bustang</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see real investment into bus rapid transit (BRT) along Colorado Boulevard. As someone who used to regularly commute along this road, it can become a traffic nightmare out of nowhere, so prioritizing shifting transit modes away from just automobiles will help reduce congestion in the long run.</p> <p>It will also expand multimodal transit use, which I personally enjoy much more than simply</p>

	driving as I get to experience the great city of Denver at a scale that is appropriate, rather than speeding by everything as I'm too focused on the road. I feel more connected with my city and my community when I am out of a car.

10-Year Plan Public Comment

March 4, 2026

Name	Joey Lovato
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<ul style="list-style-type: none"> - Please focus on making our state more accessible by modes of transportation other than cars - Widening highways is not a sustainable solution: https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616 - Invest heavily in ALL BRT projects, light rail, and better public transit overall - Many people move to certain neighborhoods so they don't have to own a car. Let's bring this idea to the entire Denver Metro - Denver is still a car-first city. Let's make it not that - Look at what the CTA and MTA have done in their respective cities. Public transit is baked into the culture <p>In order to justify staying in Denver long-term, I need to see more commitments to public transit. If you plan, invest, and build an infrastructure around cars, people like me will leave and people who never use public transit will take my place. And guess what? Then those extra lanes you added will be filled up in 10 years and then you have to start all over again.</p>

	<p>I really do appreciate the work you all are doing. But, let's not be "just the next great American highway city", but the next "innovative, multi-modal, modern, green, public-transit-for-all American city"</p> <p>Thank you!</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	

10-Year Plan Public Comment

March 4, 2026

Name	Irene Glazer
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Stop with the BS already. You know what we need. Just do it!

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see more money designated to improving and adding bike/pedestrian infrastructure.</p> <p>Over half of Colorado trips are less than 3 miles, yet many feel unsafe walking or biking.</p> <p>Though only 8% of trips are on foot, pedestrians suffer 19% of traffic deaths</p> <p>In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure regularly.</p> <p>MULTIMODAL transportation is of utmost importance to a city, esp one that purports to be world-class. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate</p>
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	responsibility, and providing real transportation choices for Coloradans.

10-Year Plan Public Comment

March 4, 2026

Name	Irene Glazer
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Stop with the BS already. You know what we need. Just do it!

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see more money designated to improving and adding bike/pedestrian infrastructure.</p> <p>Over half of Colorado trips are less than 3 miles, yet many feel unsafe walking or biking.</p> <p>Though only 8% of trips are on foot, pedestrians suffer 19% of traffic deaths</p> <p>In my own life, I use [TRANSIT/BIKE/PEDESTRIAN] infrastructure regularly.</p> <p>MULTIMODAL transportation is of utmost importance to a city, esp one that purports to be a world class. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate</p>
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	responsibility, and providing real transportation choices for Coloradans.

10-Year Plan Public Comment

March 4, 2026

Name	Jasmine Claycomb
City or Town of Residence	Dillon
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>CDOT needs to be investing more in non-car options for commuters and travelers around the state. As a resident of Summit County, I have to avoid skier traffic, particularly Friday, Saturday & Sunday when I do any errands. The roads from Denver to Summit are completely jammed with cars on those days. More options should be available for rail or bus service from the front range to each of the ski areas. Bustang is a tiny start. We need more options like this.</p> <p>Beyond my concerns about skier traffic, Colorado should be focusing on more carbon-free / carbon neutral options for moving around the front range. Better commenting bus & rail options will help support the growth that CO is expecting. Widening highways will help very short term and then we will be back to a situation like we are in now, but will have more exhaust pollution.</p> <p>The brown cloud is not as bad as when I was a kid in Lakewood, mostly due to the EPA standards for cars. We cannot rely on that - and the smog has been getting worse every year that I have been back in CO since 2020.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Jacob Wooden
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	

Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Cory Bates-Rogers
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Speer/Leetsdale/Parker Bus Rapid Transit

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Matt Lyons
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	The chosen priorities for the 10 year plan severely underfunds sustainable methods of transportation over roadway widening. Roadway widening has been proven study after study to be an expensive fix that is not effective as induced demand removes the benefit very quickly after construction completes, in a far shorter time than the disruption from the construction took.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Joe G. Szuszwalak
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm deeply disappointed that CDOT's updated 10-Year Plan continues to underfund transit, maintenance, and proven safety investments while committing billions of dollars to highway widening and expansion. As a Denver resident who regularly relies on transit, walking, and biking not just driving this plan does not reflect how many Coloradans actually move around our communities or want to move in the future.</p> <p>Highway widening is extremely costly and fails to deliver long-term congestion or safety benefits. Decades of research show that adding lanes simply induces more driving, leaving highways just as congested within a few years only with more vehicles, higher emissions, and greater maintenance costs. Meanwhile, Colorado's roads remain among the most dangerous in the country, with traffic deaths at unacceptable levels, especially for people walking and biking.</p> <p>This approach also conflicts with CDOT's stated climate and greenhouse gas reduction goals. Expanding highway capacity locks the state into increased vehicle travel and emissions at the very reminder moment when Colorado should be investing in transit, multimodal options, and state-of-good-repair projects that reduce pollution and improve quality of life.</p>

	<p>A budget is a statement of values. As written, this 10-Year Plan prioritizes car dependence and highway expansion over safety, climate responsibility, and real transportation choice. If CDOT is serious about its safety and climate commitments, this plan must more clearly prioritize transit, maintenance, and investments that give Coloradans safe, reliable ways to get where they need to go without always having to drive.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Various / 38th Avenue Multimodal Corridor Improvements</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase funding for transit and multimodal projects and provide a clear, actionable vision for meeting CDOT’s greenhouse gas reduction and safety goals. Instead, the plan prioritizes billions of dollars for expedited highway widening projects such as I-270 and I-25 North investments that will increase driving, emissions, and long-term maintenance costs without solving congestion.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and delivered with the infrastructure required to succeed. The Colorado Boulevard BRT project must include dedicated, bus-only lanes. Without dedicated lanes, it will not meaningfully improve safety, reliability, or travel times along one of Denver’s most dangerous corridors, and it will fail to provide a real alternative to driving.</p> <p>Beyond major corridors, CDOT should prioritize neighborhood-scale multimodal investments that directly improve safety and quality of life. The 38th Avenue Multimodal Corridor Improvements project would have the greatest impact on my daily life and my neighborhood. 38th Avenue is a critical east-west corridor used by people walking, biking, taking transit, and</p>

	<p>driving, yet today it feels unsafe and uncomfortable for anyone not in a car. Investments in safer crossings, protected bike infrastructure, traffic calming, and pedestrian-focused design would immediately improve safety and accessibility while supporting local businesses and residents.</p> <p>In my own life, I regularly rely on walking, biking, and transit to get around my neighborhood and the city not just driving. Multimodal infrastructure is not an abstract policy goal for me; it directly affects whether I feel safe getting to work, running errands, or accessing transit without a car. Clear commitments and full funding for projects like the 38th Avenue corridor, BRT with dedicated lanes, and expanded regional transit would demonstrate that CDOT is serious about safety, climate responsibility, and giving Coloradans real transportation choices.</p>
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10-Year Plan Public Comment

March 4, 2026

Name	Eugene Wilder
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see North Broadway Multimodal Reconstruction and Investment in real bus rapid transit (BRT) on Colorado Boulevard, with dedicated bus-only lanes. Bus rapid transit (like light rail on wheels) is faster and more reliable than a regular bus route mainly because buses have their own lanes, separate from traffic. But on past projects like Federal Boulevard, the state has watered down BRT by leaving out bus-only lanes in the busiest sections, slowing service and undercutting the benefits of BRT. If CDOT wants Colorado Boulevard's BRT to meet its safety and climate</p>

	<p>goals, it needs real, continuous bus-only lanes where traffic is heaviest.</p> <p>In my own life, I use bus, bike, light rail, and pedestrian infrastructure to get around. Rejecting car culture and embracing a future of sensible, people-oriented urban development was a big enough value of mine that I sold my SUV and bought a cargo bike instead, going carless in Denver. Multimodal transportation with a focus on people, not on cars, is paramount. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Jon Girand
City or Town of Residence	Arvada
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The 10-year Plan Project Pipeline does not provide any indication projects will support achievements of the next two- and four-year targets for each of the national performance measures for FY27-28 and FY 29-30. These targets were not included 2050 Statewide Transportation Plan. Some projects in the pipeline have disproportionally high costs with respect to their benefits for meeting the national performance measures and should not be included in the next four-year programming cycle.</p> <p>Recommend that the 10-Year Plan be updated to include:</p> <p>1) National performance targets for FY27-28 and FY 29-30.</p> <p>2) Consider adopting a program like Virginia’s SMART SCALE. SMART SCALE (System Management and Allocation of Resources for Transportation) is Virginia’s biennial, quantitative project prioritization process used to help decide which transportation projects receive state funding through the Commonwealth Transportation Board (CTB). It was established by legislation (Virginia 33.2-214.1) following House Bill 2 (HB 2) to improve transparency, accountability, and outcomes in project funding decisions.</p>

	<p>Each project submitted to SMART SCALE is evaluated on multiple benefit factors relative to its cost. The factors are quantifiable and outcome-oriented. The core scoring components include:</p> <ul style="list-style-type: none"> Safety (crash reduction potential) Congestion mitigation (reduced delays/vehicle hours traveled) Accessibility (access to jobs and key destinations) Economic development impacts Land use coordination Environmental quality <p>These factors collectively determine a project’s overall benefit score. That benefit score is divided by the projects cost, yielding a composite benefit cost score used for ranking.</p> <p>CDOT's 10-Year Plan would be better if the public was informed with a composite benefit-cost score for each project that is selected for funding in the four-year TIP.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>North Stadium Safety Access Improvements Project ID 2576,</p>
<p>Comment on specific project</p>	<p>Move the North Stadium Safety Access Improvements Project ID 2576, from FY 27-30 to FY31+ to complete an environmental analysis and identify mitigations needed for I-25: 1) Improvements studied and cleared in the 2007 EIS have lost their clearance because of a five-year limitation. 2) Conditions have changed since the completion of the I-25 Central Planning PEL Study in 2020 and CDOT did not include the NEPA process for this project in the 10-Year Plan. 3) An environmental analysis is needed for this project because it provides access to the proposed sport complex, a</p>

	regionally significant project located in a nonattainment area. It would be difficult to get this project classified as CATEX because it needs a more comprehensive study that identifies air quality and congestion impacts and mitigations including project costs.

10-Year Plan Public Comment

March 4, 2026

Name	Walker Ruh
City or Town of Residence	Thornton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	I want more a push for rail service overall. Make it more appealing for communities to build walkable communities around these stations.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Elizabeth Simons
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	William Gooch
City or Town of Residence	Littleton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>CDOT needs to follow their own policies and stop expanding existing roadways. Induced demand is not the solution. We need to prioritize investments in multi-modal transportation, safety for vulnerable road users, and road diets that get us back to levels of infrastructure we can afford to maintain.</p> <p>Live up to your own stated Vision!: "To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices."</p> <p>Quality of Life, Environment, Integrated System, Safely, Convenient, and Modal Choices are all getting short shrift lip service.</p> <p>CDOT's only priority by actions and spending appear to be moving as many automobiles around as fast as possible, no matter the consequences.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

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10-Year Plan Public Comment

March 4, 2026

Name	Curran Hickey
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I am a heavy infrastructure construction manager with an academic background in civil engineering, and I cannot imagine a more diminishing or wasteful use of public finances than the returns on further roadway (*especially* highway) investment.</p> <p>At this moment in national and global geopolitical uncertainty, the idea that there will be sustainably-priced markets for either gas *or* EV-powered vehicles, scaled to an individual degree over the next decade, is laughable, and we can all expect costs to raise in the coming 10 years, especially as auto manufacturers become more thoroughly over-centralized and while foreign producers outcompete a domestic car production environment which has consistently and terribly lagged its competitors in the previous 2 decades. Vehicles and their supply chains are becoming more expensive and do not generate significant returns in the form of local job creation for Coloradans, and the Colorado network of Federal, State, and municipal roadways is already more than comprehensive enough to handle daily travel (as opposed to peak) transportation loads.</p>

As such, the natural conclusion for anyone participating in the Colorado transportation economy is that those traffic loads can only be meaningfully ameliorated by funding comprehensive, high-quality public transit which is **inherently** safer than any roadway-based initiative which CDOT or anyone else can hallucinate into existence. There is absolutely zero excuse for commuter transit to be so thoroughly reliant on road networks, parking infrastructure, urban sprawl, etc and it's frankly irresponsible for the State to even be having the conversation around roadway expansion in light of ongoing environmental disruptions from vehicle emissions and wildlife pattern interruptions, as well as the fact that this State is uniquely composed of two distinct geographies for which are required entirely different mobility solutions **anyway.**

If anything, State funds would be better applied to municipal programs which incentivize urban densification, including, for example, the administration of ongoing parking minimum reforms or micromobility-friendly legislation, in light of the ongoing cost of living crisis impacting urban nodes across the State. CoDOT should be trying to minimize its expenses as much as possible, and constantly rebuilding roads and adding lanes will continue to cost Colorado taxpayers in the future when continued growth or even maintenance of these over-scaled projects is long past affordability.

We should be proactive about Colorado's transportation network. This means, as with any good investment, a diversification of our assets. Going 'all-in' on more roads would be downright irresponsible, I cannot stress this enough. We have enough roads. The new plan should be to incentivize as many people off of them as

	possible into more robust, renewable, local-job-creating transit modalities.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Emma Staples
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system. This budget does not help all Coloradans access real transportation options, but only further emphasizes our reliance on cars.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Paul Hodgson
City or Town of Residence	Frederick
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	Disappointed that there aren't bolder moves being made to provide transit options across the state, and in particular connecting the growing population centers of Greeley, Tri-town and Brighton with each other, the Denver metro and the airport. It's well established that adding more road capacity does not address congestion, especially into places like the Denver metro, and the lack of viable options for commuters means more single passenger journeys. America was built on the back of the railroad network, we need that energy again to address the challenges of the future.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Patrick Santana
City or Town of Residence	
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Lisa Pietrangelo
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	Alameda Avenue Multimodal Corridor Improvements
Comment on specific project	Funding that CDOT uses to help communities build safer streets for people walking, biking, and taking transit is already being cut by the state and bad ballot measures (more than \$78 million in 2025 alone). When the money disappears, projects stall or get canceled. CDOT should protect these programs from future cuts and find stable new funding so communities can keep improving safety without straining the state budget.

10-Year Plan Public Comment

March 4, 2026

Name	Joel Rosen
City or Town of Residence	Lakewood
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Patrick Santana
City or Town of Residence	Littleton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	I also would like to see more light rail service to the Denver Airport, expansion of the O Broadway bus line all the way through my city (Littleton), funding for bike cages at the RTD

	light rail stations at Mineral Ave and Downtown Littleton, and improvem
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Sarah Hines
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	We must spend on livable infrastructure. Transit in the form of light rail, buses, and high speed rail must be our highest priority.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Matthew Eric
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The 10-year plan, even with changes, still represents a depressing overreliance on cars as the primary transportation method for Colorado. Adding more lanes has been proven not to solve congestion issues, and will massively increase air and water pollution (including from brake and tire dust, which pollute even if the car is running on batteries) and make it impossible for the state to meet our greenhouse gas targets.</p> <p>There needs to be more funding for buses. There needs to be more funding for bike infrastructure. There needs to be explicitly less funding for cars. The state of Colorado needs to get out of the mindset of "everyone has a car and drives it everywhere for everything no matter what". We need to have the vision to advance a system where people get around by walking, biking, bus or rail, and cars are the "alternative".</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	I'd specifically like to see full funding for all of the BRT projects currently in the CDOT queue, as well as serious attention given to other critical corridors that will require BRT service within the next decade (Speer/leetsdale, Havana, Alameda, etc). I'd additionally like to

	see much more service on the Bustang, particularly an expansion of services to ski resorts with more frequency; anyone who's ever tried to drive on I-70 on the weekend knows for an absolute fact that what we're currently doing is fundamentally unsustainable.

10-Year Plan Public Comment

March 4, 2026

Name	Tori Petersen
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The number one priority should be addressing transportation emissions. This should be achieved by increasing transit use and improving safety for multimodal transportation instead of inducing driver demand with wider highways.</p> <p>Coloradans should have choice in transportation, instead of forced car ownership, and they should be safe from dangerous drivers when walking and cycling.</p> <p>Instead of using funding towards widening highways, CDOT should leverage BRT and congestion pricing to drive transit ridership. For example, weekend ski traffic could be combated with robust BRT services and congestion pricing. Utilizing Snowstang or Bustang should not come at an inconvenience to users while drivers avoid paying for the external costs of their choice to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Joe Sak
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm really frustrated with how CDOT's updated 10-Year Plan allocates funding. They're pouring billions into highway expansion while shortchanging transit and sustainable transportation options. This directly contradicts their own climate goals and ignores the real safety crisis on Colorado roads.</p> <p>The evidence is clear: widening highways doesn't fix congestion. When you add lanes, more people drive, and within a decade you're back to the same traffic levels, just with more cars. Meanwhile, our roads are falling apart and people keep dying at rates we shouldn't accept. If CDOT actually cares about safety and meeting their climate commitments, they need to prioritize transit, maintenance, and safety improvements that actually work, not expensive highway projects that create more problems.</p> <p>How you spend money shows what you value. This plan makes it obvious CDOT is doubling down on forcing everyone to drive instead of giving Coloradans real choices about how to get around.</p>
Do you have a comment on a specific project in the 10-year plan?	Speer/Leetsdale/Parker Bus Rapid Transit

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see the Speer/Leetsdale/Parker Bus Rapid Transit project prioritized. Right now, Speer functions as a car sewer cutting through our neighborhoods cars speed through it, it's very loud, dangerous, and inconvenient to cross on foot or bike, and there's no bus or train service. This corridor desperately needs transit investment to reconnect the neighborhoods it divides and give people a safe, viable alternative to driving.</p> <p>In my own life, I own a car but intentionally choose to bike, walk, scooter, and use public transit for most trips in Denver. In a dense</p>
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	<p>urban area, driving isn't the most efficient option. It adds noise, pollution, congestion, and danger to my neighbors. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Elizabeth Somer
City or Town of Residence	Centennial
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	Alameda Bus Rapid Transit Transit, BRT Arapahoe County \$61,000,000
Comment on specific project	Don't be so easily swayed by selfish people who just want to get to work faster for some reason. Road redesign is not about speed or efficiency, the goal is SAFETY. As someone who has FOUR peers who lost their lives as pedestrians on similar streets before age 24, i urge the city of Denver to reevaluate their priorities and plan better for the next generation. I am sick of seeing people speed with no regard for one another. safer streets and more investment in transit builds stronger communities hands down. If you want Denver to have any semblance of character I urge you to reprioritize.

10-Year Plan Public Comment

March 4, 2026

Name	Nathaniel Evans
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Speer/Leetsdale/Parker Bus Rapid Transit</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see I also would like to see Speer/Leetsdale/Parker Bus Rapid Transit because this is such a key road for East and Southeast Denver where I live.</p> <p>In my own life, I use bike infrastructure to get around. I use to get to work and to take my toddler to the gym and his daycare. I am a bold and safe bike rider and even I don't feel safe doing this.</p>

	<p>Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Wade Hanson
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	Cherry Creek / Speer Boulevard Reconfiguration and BRT
Comment on specific project	I would like to see Speer Boulevard / Cherry Creek re-aligned per the City of Denver's vision and feasibility study. As a resident who bikes, walks, and uses alternatives to driving in the city, a project like this would put money where the state and city's values lie. Shrinking an urban highway that's congested with cars by giving space back to a public realm and enlarging Cherry Creek, including a BRT corridor, and bike/scooter lanes at grade would both maintain the vision of Speer as a signature parkway and also drastically improve options for how individuals navigate this critical transit corridor.

10-Year Plan Public Comment

March 4, 2026

Name	Zhuli Stoyanova
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	This plan needs to significantly increase the amount of dollars invested in public transportation, bike lanes and overall modes of transportation that are not a single vehicle. The current approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system. We need to invest in public transit so citizens can get around in a safe, clean way! I personally use RTD's A line train to get to the airport when I travel and it is SO convenient! I want my other community members to be able to get around on public transit as well and enjoy what the city has to offer without the crowding and traffic of cars.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Thomas Topero
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I thought the department of highways was a historical artifact, but this plan reinforces that DNA. I'm extremely disappointed that CDOT's 10-Year Plan update overfunds higher & road expansion while it underfunds transit and other common transportation options while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and moving people & goods, not just cars, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car</p>

	<p>dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p> <p>We need to shift our budget to maintain what we have, putting the expansion funds into non-car-based infrastructure that is provides accessible & safe travel options for people without using a personal private vehicle.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly shift the capital expenditure budget to common transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor. A focus on mode shift throughout the whole day to enable workers to access services with driving a few blocks that takes half their break time is crucial for success in the corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport Travelers and workers from all over the state need a realistic alternative to driving.</p>

	<p>In my own life, I use common transit & bicycle infrastructure to get around. The insistence to continue to destroy my central Denver neighborhood for cars from people who do not contribute to the costs & danger of our Right-of-Ways is a clear indication that CDOT does not care for the residents of our neighborhoods. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Coleen Samuels
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	<p>I'm deeply disappointed that CDOT's updated 10-Year Plan prioritizes highway expansion over transit, maintenance, and safety investments. This funding approach conflicts with CDOT's greenhouse gas reduction targets and Vision Zero commitments, while failing to deliver meaningful transportation choice.</p> <p>Decades of evidence show that highway widening does not reduce congestion or improve long-term safety; it induces additional driving, increasing emissions and crash risk. Meanwhile, Colorado continues to experience unacceptable traffic fatality rates and deteriorating roadway conditions.</p> <p>If the Transportation Commission is committed to safety, asset management, fiscal responsibility, and climate goals, the 10-Year Plan must rebalance funding toward maintenance, transit, and proven safety strategies. A budget reflects values, and this plan currently reinforces car dependence rather than providing safe, affordable, and reliable options for all Coloradans.</p>
Do you have a comment on a specific project in the 10-year plan?	The 10-Year Plan should more clearly align investments with Transportation Commission criteria by prioritizing projects that advance safety, emissions reduction, and multimodal access. Instead, the plan accelerates highway widening projects such as I-270
Comment on specific project	

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10-Year Plan Public Comment

March 4, 2026

Name	Zachary Skemp
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>It is extremely disappointing that CDOT's 10-Year Plan is so car-focused and anti-research in basis. I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. The research is extremely clear here, we have literally hundreds of examples of this in the USA, as well as across the globe. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p>

	<p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>Front Range Passenger Rail</p>
<p>Comment on specific project</p>	<p>Increasing roads is not the solution, and ultimately leads to more traffic over years. Solutions that encourage alternative options for transportation improve traffic, city design, and quality of life for residents. The most important project for Colorado that would encourage each city in the Front Range to make individual progress on intra-city transport is the Front Range Passenger Rail. Making this project happen, and then increasing light rail and bike lanes from central points would turn our city into a modern, walk-able, livable, beautiful place to be proud of.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Matt Muir, Policy Director, Coalition 4 Cyclists, 501c3
City or Town of Residence	
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	Though moving in the right direction, the 10-Year Plan only invests about 15% of its listed total in multi-modal projects. Transportation staff needs more support to shift planning, design, construction, and related funding away from roadway projects and to network multi-modal projects, planning, and design-use of right-of-way. It's a disservice to pretend that we can have it all in transportation. Rather, right-of-way is a finite quantity and staff needs more support to diversify the modes of service in right-of-way and plan and design those mobility modes to connect at a network level that is safe and comfortable.
Do you have a comment on a specific project in the 10-year plan?	Project ID 3367 US 36 North Foothills Highway Safety Improvements
Comment on specific project	C4C requests that this project be moved out of the 2031+ column and into the 2027 column. This is one of if not the most dangerous roads in the state for cyclists. The project will fix those adverse safety outcomes. The project is the next logical step in CDOT's role-model and leading design-use of right-of-way that CDOT is executing in partnership with Boulder County, it's great work that needs to be funded. If the project is left in the 2031+ column, it cannot continue to seek matching funds, grants, and other funding for its construction and risks being lowered in priority if it is not moved to the 2027 column. Boulder County's substantial

	<p>planning and design funding of this project are also at risk. If CDOT is serious about safety, mode choice, budgetary, and business considerations that are linked to the design-use of right-of-way then this project needs to be funded so that Boulder County, C4C, and other organizations can continue to partner on getting it done in a demonstration of mobility, safety, and comfort for all and at scale.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Hannah Kinne
City or Town of Residence	Littleton
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system. As someone who exclusively uses public transit, the plans for widening leave me and countless others out of the future of Colorado transportation goals.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. This is one of the reasons I have elected to give up driving here in Colorado - the safety concerns were too great for me to feel good about driving. As a pedestrian, I have many other concerns that weigh on me every day, including the number of hit-and-run pedestrian deaths that occur every year on your streets.</p>

	<p>If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive. As I said above, this plan leaves me behind, and as someone who has chosen to make Colorado home, the 10 year plan does not include me in all its facets.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>Federal Boulevard BRT phase 1 & 2 are a great start. I'd love to see CDOT commit to something similar on Alameda Avenue. Bus rapid transit (like light rail on wheels) is faster and more reliable than a regular bus route mainly because buses have their own lanes, separate from traffic. On projects like Federal Boulevard, the state has watered down BRT by leaving out bus-only lanes in the busiest sections, slowing service and undercutting the benefits of BRT. If CDOT wants any BRT project to meet its safety and climate goals, it needs real, continuous bus-only lanes where traffic is heaviest.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Brandon McKinley
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>Coloradans from the Western slope to the Eastern plains, from Fort Collins to Trinidad care deeply about our environment. Most of us want the freedom to get around our beautiful state whether to go to work, go skiing, or visit a city or mountain town without always having to use our cars and without having to ruin and pollute the beautiful state we live in.</p> <p>I am deeply disappointed that CDOT’s updated 10-Year Plan underfunds transit and other sustainable transportation options while allocating billions to highway expansion projects. This approach contradicts CDOT’s own greenhouse gas reduction goals and fails to prioritize the safety of individuals utilizing Colorado’s transportation system.</p> <p>Widening roads is expensive and ineffective in addressing congestion or safety concerns. Research demonstrates that widening encourages more people to drive, ultimately leading to an increase in the number of vehicles on the highway. Within a decade, the highway may become just as congested as before but with an increased number of cars. Even people who love and prefer driving cars will be upset with this.</p>

	<p>Colorado’s roads remain among the worst in the nation, and people are tragically losing their lives on our streets at unacceptable rates. If CDOT is genuinely committed to safety and climate commitments, the 10-Year Plan should prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget serves as a reflection of an organization’s values. As presented, this plan suggests that CDOT is reinforcing car dependence rather than empowering Coloradans with the freedom to travel without constantly relying on driving.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to align with CDOT’s greenhouse gas goals. Instead, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>Specifically, Bus Rapid Transit projects need full funding and expedited implementation. The Colorado Boulevard BRT project should be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not significantly improve safety or provide more transportation options along this hazardous corridor.</p> <p>Additionally, CDOT should commit to increasing funding for Bustang and expanding convenient, all-day transit options to and from the Denver International Airport. Travelers and workers</p>

	<p>from all over the state need a realistic alternative to driving.</p> <p>In my own life, I rely on transit and my bike for transportation. I appreciate the flexibility of using Bustang to explore parts of Colorado without ever having to get in a car. It is safer, greener, and more enjoyable. However, the transit system needs to be more reliable and offer more realistic options to make it a viable choice.</p> <p>Clear commitments and funding for these projects would demonstrate CDOT's seriousness about safety, climate responsibility, and providing real transportation options for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Roberta Score
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	<p>Many of CDOT plans end up making the situation worse. For instance the entrance onto I25 between Alameda and 6th ave has proven to be a total chock point.</p> <p>I worry about increase in road about and speed bumps being used in the West Wash Park area. These cause a lot of confusion and make bikes and cars now share lanes, round about bring cars closer to pedestrians making crossing the street more dangerous.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Danielle Gooden
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Until you add sidewalks to EVERY neighborhood street safety is not going to improve. Stop with the bike lanes and start prioritizing sidewalks or make homeowners add them.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Patricia Whyde
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Please reconsider plans that may widen highways in the 10 year plan. The 10 year plan should be about making the existing roads safer. Please support multimodal projects. As a state we have to get away from car culture.
Do you have a comment on a specific project in the 10-year plan?	road widening
Comment on specific project	Please reconsider plans that may widen highways in the 10 year plan. The 10 year plan should be about making the existing roads safer. Please support multimodal projects. As a state we have to get away from car culture.

10-Year Plan Public Comment

March 4, 2026

Name	Coleman Erickson
City or Town of Residence	Northglenn
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>I-25 (US 36 to 104th Avenue) Safety & Operations Improvements Study 2584</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see inter-suburban mass transit projects that can match modern commute patterns and preempt traffic, specifically along the 104th and 120th corridors. Living off of 104th, there is a lack of adequate frequent service and a lack of service at all in parts. This is an ideal corridor to explore BRT-level service to link existing transit hubs and destinations for low cost.</p>

	<p>In my own life, I use transit infrastructure to get around. I choose to take public transit to and from work most days at the cost of my time, and am lucky to be in such close proximity to transit solutions like this. I understand that Public Transit is the future we need to offer to commuters, as highways are already at capacity and can't be expanded forever. I want for myself and my community members to have a choice in how they get around for when the car is in the shop or they want to read on the way to work. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	William Beckett
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree Neutral
Do you have a comment on the overall 10-Year Plan?	<p>I wish more funds were going to transit options other than personal vehicles. I personally have wanted to use Bustang more for getting to additional beautiful parts of Colorado to visit and vacation and recreate, but the schedule and amount of stops and transfers I would have to make make it quite prohibative to get where I want to go.</p> <p>For instance: I do not own a car, but I would like to be able to go to Canon city to rock climb and gravel bike. To get there from Denver for a weekend, when I last tried to plan a trip with Bustang, I would have had to leave super early and gone way past my destination to make a changeover in CO springs and then Pueblo and then Canon city.</p> <p>Overall, other bus routes would really open up other options for me to get outside of where I normally live, it would allow me to take more trips to other parts of CO I haven't been to before, and that's really important to me. I want to be more connected to and more knowledgeable about the rest of the state I live in, instead of only seeing the Denver Metro area.</p>

Even within the Metro area, while I am excited to see several BRT projects on the books, I wish they had a greater focus, more priority in the schedule of all possible projects, and also more aggressive goals, such as bus-only lanes, signal priority, and other measures which BRT systems in other towns utilize to really maximise how fast, safe and effective BRT's can actually be.

Additionally, I wish more funding was going towards pedestrian safety and cyclist safety in the forms of more projects that allow for safe crossing of highways. I live in the Baker neighborhood, and if I want to bike or walk around my city, I find it pretty scary and inconvenient to get across i-25 and i-70. I would like for more funding to go to safer crossings of interstates and also just more ways to get across in general. Having to choose between travelling a mile north or a half mile south to get to the closest crossing is not a huge ask in a car, but it is a big ask for someone carrying cargo on a bike and a MASSIVE ask for someone travelling on foot.

I like some of the projects, but as someone who doesn't drive, I don't feel very represented even though the department of transportation is, in my mind, about all of transportation, not just about creating infrastructure for personal automobiles.

I'm also hoping that funding for projects can be shifted more towards repairing existing infrastructure, as new projects and additional lanes/highway widening are all strategies that would significantly increase driving hours and increase our greenhouse gas emissions. I think, in order to reach our emissions goals as a

	<p>state, we should not widen highways since that will encourage more drivers.</p> <p>Let's get a tighter focus on the safety of drivers, busses, pedestrians, cyclists, motorcyclists, let's get a tighter focus on repairing existing infrastructure, and let's increase how many viable alternative transportation options there are.</p> <p>Thank you.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>To be blunt, please do not widen I-25, I-270. Please expedite BRT systems on Colorado and Federal, please consider the possibility of bus-only lanes where applicable, look at giving Busses signal priority, and please keep pedestrian safety in mind to help reduce the number of casualties we experience every year.</p> <p>Please consider me, a person who does not own a car or drive a car, when considering how you will increase access to other parts of the state. I want to take bustang to more places, but if it only leaves to certain places once per day, and if it takes 2 transfers in wildly out of the way cities, it stops being a realistic option I can take, especially if I want to limit travel to a single weekend to a city 50 or more miles away. I don't want to spend 2 days on travel to spends 4 hours in an awesome Colorado town. I'm sure others like me would also travel more if Bustang was a more robust system with more stops, more frequent busses, etc.</p>

	<p>An Alameda BRT system would change my life as someone who lives just north of Alameda. I'm sure it would help bring people in the east and west metro area out to other parts of the city they normally don't make it to as well. I would love to get out to parts of Lakewood more often than I do and currently Alameda feels unwalkable/unsafe to me as a pedestrian because of lack of sidewalks and lack of protections from cars.</p> <p>I also have no idea if the recent Alameda bungle was DOTI or CDOT or who, so I won't point fingers or make accusations but I really would like to voice my specific dissatisfaction with the last minute changeup that happened late last year with the Alameda "road diet" plans being scrapped due to a certain powerful family wanting to have things their way.</p> <p>This city is for all of us, and as a pedestrian, a cyclist, and all around not-driver, I feel endangered and actively like people and departments are spending money to make my life harder, spending money to make my access to the state in which I live worse by building new barriers and widening existing barriers like interstates, and spending money to make walking, biking or bussing to places less safe.</p>
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10-Year Plan Public Comment

March 4, 2026

Name	Liam Bessell
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	I support the funds going to transit projects like BRT, and building out mobility hubs for Bustang, Mountain Rail/FRPR, etc. I would support even more funds being diverted to these projects and other transit projects like them. I think we should generally spend less tax dollars on expanding/widening highways, and more on transit projects.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Anne Perera
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I am a 13-year resident of Denver. I vote in every single election. I have grown more and more frustrated with CDOT's refusal to meet the moment with respect to our dual climate and traffic crises. This 10-year plan, with its emphasis on personal vehicle infrastructure to the detriment of public transit and non-car modes, does nothing to alleviate that frustration. It is to the point that my spouse and I are considering moving to a different state.</p> <p>My husband is a bicycle commuter year-round, and I would love to be a transit commuter; however, I currently am forced into car dependency due to my work schedule and the dismal state of Denver metro transit. I live near the proposed Federal Blvd BRT route, but the section I live near would actually be forced into mixed traffic, which means the BRT line will be downgraded to a regular bus route where I am. This is an example of the kind of car-centric planning that history will frown on and that continues to make the state, and the broader world, a worse place to live.</p>
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	How about actually fully funding BRT and making it *true* BRT instead of a half-cocked imitation?

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10-Year Plan Public Comment

March 4, 2026

Name	Justin Foster
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	North Broadway Multimodal Reconstruction
Comment on specific project	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North. In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor. Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving. In my own life, I use BIKE infrastructure to get around. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Nam Henderson
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	Coloradans want better transit, safer streets, and repairs to our existing system, NOT more costly, polluting highways, and we want them SOON.
Do you have a comment on a specific project in the 10-year plan?	Projects CDOT Should Invest in Instead of Highway Widening
Comment on specific project	Please 1) Commit to long-term funding and a clear future for Bustang 2) Invest in real bus rapid transit (BRT) on Colorado Boulevard, with dedicated bus-only lanes 3) Protect funding for transit, biking, and walking and find new ways to pay for it

10-Year Plan Public Comment

March 4, 2026

Name	Dietra Porter
City or Town of Residence	Firestone
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Carbon Valley needs serious highway improvements to handle the growth of homes being built. Fixing I-25/119 is a start, but widening highway 52 to 4 lanes from IBM to Ridgeway in Frederick is a must. Add another exit onto I-25 between hwy 119 and hwy 52.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	John with SSBB
City or Town of Residence	Westminster
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update does not adequately fund transit and other sustainable transportation. Instead it commits billions to highway expansion projects which increase traffic congestion through induced demand. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without</p>

	always needing to drive. Instead it should fund bus rapid transit, long-distance buses like Bustang, and multimodal projects.
Do you have a comment on a specific project in the 10-year plan?	All BRTs in Denver-Boulder area
Comment on specific project	Fund BRTs so they have reliable, frequent, convenient service!

10-Year Plan Public Comment

March 4, 2026

Name	Stephen Holmquist
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	Bustang's Future
Comment on specific project	<p>Bustang is Colorado's bus system that connects cities and rural communities across Colorado, and a 2022 funding boost helped grow ridership by about 40%. But that funding expires in 2026. Without action from the state or CDOT, service could stall or be cut instead of expanding to more communities, so Colorado needs long-term funding and a clear plan to keep Bustang growing. As a user of Bustang, who enjoys it much more than driving to destinations across Colorado, I urge CDOT to continue and expand its funding to provide access to this vital service for connectivity.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Miles Ross
City or Town of Residence	Boulder
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	Bustang Fleet Growth and Maintenance

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang. I take the Bustang Outrider to visit family in Steamboat every year. It is a great service and wonderful to see our beautiful state without being preoccupied by driving. We need Bustang to get proper funding if we want every Coloradan to have regional connection throughout the state. Also, we need more convenient, all-day transit options to and from the Denver International Airport so Travelers and workers from all over the state have a realistic alternative to driving.</p> <p>One project missing from the plan is the US 36 North Foothills multimodal. As a regular cyclist around Boulder it means a lot that we have a dedicated path along this corridor to improve safety and help more people feel like they can cycle here. Additionally, the transit connections this project will lay the groundwork for, will be vital to meeting state climate targets.</p>

10-Year Plan Public Comment

March 4, 2026

Name	David Carlow
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Michele McCandless
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Agree
Do you have a comment on the overall 10-Year Plan?	It must stay true to the vital needs of people who want to safely walk, cycle, use wheelchairs, etc. as we, the People, continuously tell our leaders and public officials. As a senior pedestrian, cyclist, RTD user (I rarely use a car) I'm aware of my possible injury/death every single time I cross Colorado Blvd or other major intersection. Infrastructure is key to safety, not ineffective driver education or increased penalties - which BTW are horrifically lenient to begin with.
Do you have a comment on a specific project in the 10-year plan?	Personal to me - BRT on Colorado Blvd! It is my primary route (obstacle) for 85% of my transportation north to south - shopping and recreation (Zoo, museums, advocacy work, visiting family & friends).
Comment on specific project	While all the 10 year projects are important, I recognize a few must take precedence. Colorado Blvd must be a priority as it is a major highway for the Metro area. Make it the shining example of real transportation transformation!

10-Year Plan Public Comment

March 4, 2026

Name	Lauren Zell-Baran
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	

<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Patrick Duffy
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	<p>The plan focuses a lot on new pavement, but does not appreciably advance the other objectives in my region. If safety and transportation choice are truly priorities, this plan should allocate more of the Front Range funding share to advancing pedestrian and cycling safety and supporting transit. Infrastructure has long-term implications for human health, energy use, and pollution, and meeting the state’s climate goals hinges on reducing single-passenger car trips.</p> <p>I’d like to see more investments in safe pedestrian and bicycle crossings, like for example over I-25 along Speer and 23rd Avenue in Denver. I love cycling but currently fear riding my bike into downtown Denver because I could get creamed by a truck and die. I’ve had two coworkers hospitalized with severe injuries after getting hit by cars while riding their bikes and they are part of a trend of surging pedestrian and cycling accidents in the Front Range.</p> <p>Transit is also a critical, and it needs to be safe, reliable, and fast enough for people to have legitimate alternatives to driving a car. I’d love to see more reliability in RTD’s bus schedules, expanded bus rapid transit options</p>

	along major streets, and more Bustang service around the state. I'm super excited by the prospect of Front Range Passenger Rail and a train to Steamboat.
Do you have a comment on a specific project in the 10-year plan?	I-270 Corridor Improvements Phase 2 (0002.3)
Comment on specific project	Instead of widening lanes on 270, I'd love to see more funds allocated to the Speer/Leetsdale/Parker Bus Rapid Transit project, the 38th and Park Bus Rapid Transit project, or the Multimodal Reconstruction of Sheridan Blvd project.

10-Year Plan Public Comment

March 4, 2026

Name	Connor
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	Highway widening doesn't work we have decades of studies that demonstrate this!! You will only induce more demand and we'll end up back where we started next decade!! Fund transit, fund bike infrastructure, do literally anything but the same thing you've been doing for more than half a century that routinely makes our climate, health, and communities worse!!
Do you have a comment on a specific project in the 10-year plan?	Improve Bustang service, commit to actual BRT projects on Colorado, Federal, and Alameda in Denver with dedicated bus lanes, FINISH THE B LINE!!!
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Paula Alejandra Castelo Ortiz
City or Town of Residence	Greenwood Village
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>Im extremely disappointed that CDOT’s 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT’s own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado’s transportation system.</p> <p>Widening is expensive and won’t solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado’s roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>
Do you have a comment on a specific project in the 10-year plan?	The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes

	expedited plans to spend billions on widening highways like I-270 and I-2
Comment on specific project	<p>I also would like to see Protect funding for transit, biking, and walkinG. Funding that CDOT uses to help communities build safer streets for people walking, biking, and taking transit is already being cut by the state and bad ballot measures (more than \$78 million in 2025 alone). When the money disappears, projects stall or get canceled. CDOT should protect these programs from future cuts and find stable new funding so communities can keep improving safety without straining the state budget. In my own life, I use walking infrastructure to get around. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Koko Dyulgerski
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Disagree
Do you have a comment on the overall 10-Year Plan?	More money for Highways - NO More money for bike lanes, buses and other transit - YES
Do you have a comment on a specific project in the 10-year plan?	Highways
Comment on specific project	I don't want to drive to places. Please stop making me.

10-Year Plan Public Comment

March 4, 2026

Name	Jes Bleazard
City or Town of Residence	Westminster
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	Are all projects or some projects going to include drainage improvements as well? Will the finding and budget of all these projects account for culvert replacement or rehabilitation through lining, cleaning storm sewer structures, and fixing curb and gutter?
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Victoria Meschino
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

	<p>We are so far from Vision Zero it's embarrassing and heartbreaking. Improve pedestrian and bike safety!! Don't widen lanes, when that literally is proven to cause more accidents. You all know that. Act like it.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>38th and Park Bus Rapid Transit</p>
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see the 38th and Park Bus Rapid Transit project come to fruition because that's probably my most frequented car route getting from where I love living in Uptown to some of my favorite restaurants and friends in</p>

	<p>the highlands. This BRT would drastically change my day-to-day and mean that I don't need to drive and clog up the limited parking areas, and still enjoy everything along the corridors and in other neighborhoods.</p> <p>In my own life, I use transit, bike, AND pedestrian infrastructure to get around. I hate driving my car unless I'm going on a giant roadtrip. But I use it because I don't feel safe on existing multi-modal transport because it's not comprehensive. I LOVE the bus and trains we do have, but they don't get me everywhere. I don't feel safe as a pedestrian. Bike lanes end, and they don't connect well. Every time I hop on my bike I accept that that might be the last time. Where I'm meant to feel freedom, I feel paranoia that some idiot in a car is going to kill me because we don't utilize enough road diets to keep him from being an idiot. Clear commitments and funding for these projects would demonstrate that CDOT is serious about safety, climate responsibility, and providing real transportation choices for Coloradans.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Elizabeth Relford, Executive Director
City or Town of Residence	Fort Collins
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Agree
Do you have a comment on the overall 10-Year Plan?	<p>The NFRMPO is proud to partner with CDOT in support of this 10-Year Plan. It reflects careful listening, strategic investment, and a clear commitment to multimodal mobility and safety. We look forward to continuing this partnership as these projects move from planning to reality, delivering real benefits to the communities we serve.</p> <p>We would like to sincerely thank the Region 4 staff for their continued commitment to community outreach. The engagement efforts behind this plan have been exceptional. From local governments and transit agencies to business leaders, advocacy groups, and everyday travelers, voices across our region were invited into this process. That inclusive approach ensures the projects included in this 10-Year Plan truly reflect the needs, values, and priorities of Northern Colorado.</p> <p>We especially appreciate the strong emphasis on multimodal investment. Our region has demonstrated that when we invest in high-quality transit and coordinated corridor improvements, people respond. Bustang service in the North Front Range continues to be among the most successful in the state, with some of the highest farebox revenues. That success is no</p>

	<p>accident it is the result of strategic planning, reliable service, and a willingness to meet travelers where they are. Partnerships have been key to that success, particularly the collaboration between CDOT, the CTIO Board, and regional partners on multimodal corridor improvements.</p> <p>Thank you for your leadership, your collaboration, and your dedication to the people of Northern Colorado.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	<p>NFRMPO supports the services and projects associated with the US 34 and I-25 Corridors.</p>
<p>Comment on specific project</p>	<p>The North I-25 Corridor (segments 6, 7 & 8) safety improvements have significantly enhanced travel reliability and reduced crash risks (by 46%) along one of our regions most critical statewide transportation arteries. This CDOT construction project has delivered lasting benefits by improving traffic flow, supporting freight movement, and creating a safer, more efficient corridor for commuters, residents, and visitors throughout northern Colorado. Please keep this momentum going with the rest of the corridor in the next pipeline of projects.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Thomas Topero
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	<p>I thought the department of highways was a historical artifact, but this plan reinforces that DNA. I'm extremely disappointed that CDOT's 10-Year Plan update overfunds higher & road expansion while it underfunds transit and other common transportation options while committing billions to highway expansion projects. This approach conflicts with CDOT's own greenhouse gas reduction goals and fails to prioritize the safety of people using Colorado's transportation system.</p> <p>Widening is expensive and won't solve congestion or safety issues, as the research is clear that widening leads to more people deciding to drive, which overall increases the number of vehicles on the highway, until within 10 years the highway is just as congested but with more cars. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and moving people & goods, not just cars, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car</p>

	<p>dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p> <p>We need to shift our budget to maintain what we have, putting the expansion funds into non-car-based infrastructure that is provides accessible & safe travel options for people without using a personal private vehicle.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>We need to shift to thinking about moving people to destinations within the I-70 inter mountain corridor outside of personal private vehicles with permanent transit facilities that allow our current highways to function safely without expecting it to take the demand growth without quality impacts.</p>

10-Year Plan Public Comment

March 4, 2026

Name	AnnaRose Cunningham
City or Town of Residence	Loveland
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Agree
Do you have a comment on the overall 10-Year Plan?	Although there are significantly more needs than listed on the 10 Year Project Plan list of projects within Loveland, the City of Loveland supports the 10 Year Plan Project pipeline which advances critical infrastructure investments to Colorado municipalities. The Us287 and the US34 corridors are critical to the transportation network in the City of Loveland and throughout the North Front Range Region, CDOT’s investments listed in the 10-year Plan are necessary to ensuring these two corridors are safe and connected for the rapidly growing region. Additionally, the commitment for advancing transit planning and service along US34 between Loveland and Greeley is critical in reducing congestion and improving mobility throughout the region.
Do you have a comment on a specific project in the 10-year plan?	US 34/US 287 Intersection Safety and Multimodal Improvements
Comment on specific project	The US 34/US 287 Intersection Safety and Multimodal Improvements project is a critical project not only for Loveland but the those traveling regionally and beyond due to its connection to Rocky Mountain National Park. The City of Loveland is fully committed to completing the project to make necessary safety, multimodal, and operational improvements; CDOT’s dedication and support in advancing this project is appreciated by the City of Loveland.

10-Year Plan Public Comment

March 4, 2026

Name	Katherine Hambrick
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	
Do you have a comment on the overall 10-Year Plan?	<p>I'm extremely disappointed that CDOT's 10-Year Plan update underfunds transit and other sustainable transportation while committing billions to highway expansion projects. It conflicts with CDOT's greenhouse gas reduction goals and fails to prioritize the safety of citizens.</p> <p>Widening roads is both expensive and it doesn't solve congestion or safety issues. Research has shown over and over that widening leads to more people deciding to drive. All it does is increase the number of vehicles on the highway. Meanwhile, Colorado's roads remain among the worst in the country, and people are dying on our streets at unacceptable rates. If CDOT is serious about safety and climate commitments, the 10-Year Plan should clearly prioritize transit, maintenance, and proven safety investments over costly highway expansions.</p> <p>A budget is a statement of values. As written, this plan suggests CDOT is doubling down on car dependence rather than giving Coloradans real freedom to get where they are going without always needing to drive.</p>

	<p>Plus, our traffic is terrible, and our emissions are getting bigger and our snowpack is getting worse. If we want Colorado to continue to be a lovely place to live in 10 years, we can't prioritize road widening over public transit.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	
<p>Comment on specific project</p>	<p>The 10-Year Plan must significantly increase transit funding and provide a clear, actionable expansion vision to meet CDOT's greenhouse gas goals. Instead of this, the plan includes expedited plans to spend billions on widening highways like I-270 and I-25 North.</p> <p>In particular, Bus Rapid Transit projects need to be fully funded and expedited. The Colorado Boulevard BRT project must be clearly defined as having dedicated bus-only lanes. Without dedicated lanes, the project will not meaningfully improve safety or provide more transportation options along this dangerous corridor.</p> <p>Additionally, CDOT should commit to increasing funding to expand Bustang, and more convenient, all-day transit options to and from the Denver International Airport. Travelers and workers from all over the state need a realistic alternative to driving.</p> <p>I also would like to see Denver get serious about transit to red rocks and local hiking areas (golden and surrounding areas). It is crazy that there isn't a shuttle to and from red rocks on event nights. It is SO DANGEROUS to create a system where people are forced to drive themselves to and from events where drinking is encouraged. 2 years ago I was on a party bus</p>

	<p>(the only way I will go to red rocks anymore, because the transit is that bad. And yes - it is ONLY the lack of transit that I don't go to red rocks anymore. I used to be an avid attendee.) and a motorcyclist wiped out across 2 lanes of traffic and the shoulder. Had our driver not seen immediately, we would have run him over. We were the first car behind him. This is the kind of danger our city invites because they are too scared to force a transit schedule on the metro area. I don't care what golden or morrison or lakewood (or whatever lobbyists the rideshare companies employ) think about a public shuttle to red rocks, and how much they hate the idea. This is not about aesthetics or whatever excuses they give - this is about safety and life saving efforts. It is truly backward how far we have allowed this situation to go. It's so dangerous.</p>

10-Year Plan Public Comment

March 4, 2026

Name	Lisa Hough, Adams County Regional Economic Partnership
City or Town of Residence	Westminster
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Agree
Do you have a comment on the overall 10-Year Plan?	<p>AC-REP sincerely appreciates the many hours, extensive outreach, and thoughtful engagement conducted by CDOT staff and the Transportation Commission in developing the Draft 10-Year Plan and project pipeline. We will continue to advocate for critical roadway investments that are central to the safety and economic success of the Adams County region. Many of these projects are long overdue, and continued inaction on long-standing congestion along I-25 and I-270 jeopardizes both public safety and our regions ability to sustain economic growth.</p> <p>We support CDOT’s recognition of several Adams County projects as regionally significant capacity projects, and we urge the Commission to move these projects swiftly from design into implementation particularly along the I-270 corridor and I-25 North Segment 2a. These corridors experience daily congestion, safety risks, and unreliable travel times, affecting commuters, emergency responders, construction crews, and freight operators alike.</p> <p>We also support the project currently under construction at I-25 and CO 7 to build a Mobility Hub. This area lacks sufficient transit options today, yet it is one of the fastest-growing commercial, residential, and employment intersections in our region. Investment in a viable, multimodal transit hub at this critical intersection will be essential as large employers</p>

	<p>and hospitals consider expansion and location decisions.</p> <p>Looking ahead, AC-REP strongly supports continued engagement on the proposed projects to increase roadway capacity along I-25 North Segments 2b and 3b, which have also been identified as regionally significant. The scale of anticipated growth over the next decade clearly warrants expanded capacity and safer, more reliable options for residents and businesses to commute and deliver goods and services.</p> <p>These corridors are not only vital to Adams County—they are central to Colorado’s freight economy. Adams County is the only county in the state that hosts all major federal highway corridors. I-25 and I-270 together carry the region's highest combined freight volumes and are projected to handle nearly 10,000 trucks per day by 2050, far exceeding comparable corridors elsewhere in Colorado. Advanced manufacturing, aerospace supply chains, food processing, construction materials, and distribution centers many clustered near I-25, I-270, I-76, and the I-70/I-270 interchange depend on these corridors for access to the Denver metro area, Denver International Airport, and regional rail terminals. When these corridors fail, the impacts are felt well beyond Adams County and ripple across the entire Front Range economy.</p> <p>Transportation infrastructure is economic infrastructure. For these reasons, AC-REP strongly supports adopting the 10-year plan proposed in the project pipeline. We respectfully ask the Commission to ensure that Adams County receives the level of investment commensurate with its growth, economic contribution, and regional significance.</p>
<p>Do you have a comment on a specific project in the 10-year plan?</p>	

Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Rachel Ruhlen
City or Town of Residence	Fort Collins
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	It's hard to tell what the issue is and what the solution is because not enough detail is provided. The project name and location, some generic categories, and a very vague description. So FC Moves department was unable to provide comment.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	

10-Year Plan Public Comment

March 4, 2026

Name	Khalique Ahmed
City or Town of Residence	Denver
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Strongly Disagree
Do you have a comment on the overall 10-Year Plan?	You are severely underfunding transit and massively overfunding road expansion. This kind of spending on road expansion has shown time and time again to not help congestion long-term. And overall, it just becomes a money pit trying to maintain all of these roads.
Do you have a comment on a specific project in the 10-year plan?	The BRT projects could use more funding. And get dollar amounts for rail.
Comment on specific project	Rail projects have potential to drastically improve the lives of Coloradans. You need to invest money and build out a robust network. Both BRT and rail will help reduce greenhouse gas emissions, as they will get more people out of cars.

10-Year Plan Public Comment

March 4, 2026

Name	Tim Walsworth
City or Town of Residence	Durango
Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?	Neutral
Do you have a comment on the overall 10-Year Plan?	It is pretty good but one very important and long-awaited project is missing from the list of projects in Durango ... a safe, not-at-grade crossing of Camino del Rio/Hwy 550 at 12th Street. The City of Durango has studied this for years in conjunction with CDOT and found that an underpass at this location would work best to connect Downtown and the Animas River Trail. Please add this project to the list for Region 5.
Do you have a comment on a specific project in the 10-year plan?	
Comment on specific project	