

SUMMARY OF COMMENTS RECEIVED ON THE STATEWIDE TRANSPORTATION PLAN

CDOT would like to thank all those individuals and organizations that provided comments throughout the Statewide and Regional Transportation Plan (SWP/RTP) development process. It is the sincere sentiment of the Department that all comments provided helped to make both the SWP and RTPs comprehensive products. Comments that were received during the plan development process were used to guide the process and decision-making - and ranged from improved bike facilities in both rural and urban area site-specific improvements. The comments that the Department received during the official 30-day public comment period provided confirmation of the key elements and overarching direction within the SWP and RTPs.

CDOT and the Transportation Commission with input from the public, stakeholders, and elected officials developed four basic goals for the transportation system based on the plan vision. For each of these goals, a series of objectives were defined and performance measures identified. The public comments received during the planning process agree with SWP goals, objectives, and performance measure areas:

| GOAL | OBJECTIVES | COMMENT RECEIVED |
|--|---|---|
| SAFETY: Move Colorado toward zero deaths by reducing traffic-related deaths and serious injuries. | FATALITIES AND SERIOUS INJURIES: Reduce the number and rate of all transportation fatalities and serious injuries, economic impact of crashes, and the number of bicyclist and pedestrian fatalities and serious injuries. | <ul style="list-style-type: none"> ■ Changing left turn signals to the end of the traffic cycle reduces drivers turning on a yellow. ■ Adjust shoulders to improve safety on US 40 west of Steamboat Springs experienced a fatality and many near-misses. |
| MOBILITY: Improve mobility and connectivity with a focus on operations and transportation choice. | <p>HIGHWAYS: Prevent the spread of congestion to uncongested highway segments and the growth of congested highway segments.</p> <p>TRANSIT: Increase ridership of small urban and rural transit agencies; maintain or increase the total number of miles of regional, inter-regional, and inter-city passenger services operated for the general public.</p> <p>BICYCLE AND PEDESTRIAN: Develop data and resources to identify measures of the level of service provided by bicycle and pedestrian facilities.</p> | <ul style="list-style-type: none"> ■ Along US 285 from Denver to Fairplay to improve for bicyclists; Very few, if any, paved alternatives along this corridor. ■ Provide tunnels or overpasses for bicycles along C-470 at Park Meadows and Sante Fe would be good priorities. ■ Consider pushing light rail line expansion south to the Castlerock/Founders area ■ BRT is better and needs more emphasis. ■ Support for tolled roads. |
| ECONOMIC VITALITY: Improve the competitiveness of the state economy through strategic transportation investments. | <p>FREIGHT AND ECONOMIC GROWTH: Support strategies and operational improvements that facilitate multimodal freight movement and promote state, regional, and local economic goals.</p> <p>JOB ACCESS: Ensure transportation system provides access to jobs within reasonable commute times.</p> | <ul style="list-style-type: none"> ■ Support for tolled roads. |
| STRATEGIC POLICY ACTIONS: SUSTAINABILITY AND THE ENVIRONMENT | SUSTAINABILITY AND THE ENVIRONMENT: Continue to implement CDOT's Sustainability Plan and other environmental initiatives. Ensure all projects undergo timely and proper environmental review and compliance under the National Environmental Policy Act and other State and Federal statutes. | <ul style="list-style-type: none"> ■ Add an additional strategic goal for improving habitat connectivity for wildlife. |

CDOT knows that a well-developed planning process that considers the needs of all users only comes about through the full participation of all users of Colorado’s transportation system. CDOT took an unprecedented approach in developing and deploying the most robust public involvement effort in recent history. For the first time CDOT has used a wide range of technologies and techniques to create an on-going conversation with the citizens of Colorado. The backbone of CDOT public involvement effort was the SWP website: www.coloradotransportationmatters.com.

Since its debut, the SWP website captured the following:

(10/20/2013 - 1/9/2015):

- Total Sessions: 17,014
- Users: 12,483
- Total Pageviews: 41,669
- Average Session Duration: 2:47
- Average Pages per Session: 2.45
- Language Viewing: A few users used the site in Spanish and Portuguese.
- Devices: 87.33% desktop, 8.08% mobile, 4.6% tablet.

During the SWP and RTP official public comment period from December 5, 2014 to January 7, 2015, the Department received 33 official public comments.

WE GOT IT CORRECT

Based on the public comments received, CDOT found that SWP Executive Summary comments aligned with the existing goal categories for the transportation system based on the plan vision as seen on page 4 for the Executive Summary. Additionally, the regional transportation plan comments focused on site-specific improvements within each Transportation Planning Region. A substantial amount of comments expressed the need for increased transit in rural areas and others identified the need for new or improved bike and pedestrian facilities and also aligned with the goal categories:

| CATEGORY | SUMMARIZED COMMENT |
|----------|--|
| Mobility | Along US 285 from Denver to Fairplay to improve for bicyclists; Very few, if any, paved alternatives along this corridor. |
| Mobility | Kudos to CDOT for listening to concerns of cyclists and adding dedicated bicycle lanes and shoulder-widening improvements for new and redesigned roadway like US 36; Provide tunnels or overpasses for bicycles along C-470 at Park Meadows and Santé Fe would be good priorities. |
| Mobility | Important to distinguish between commuter and recreational cycling when planning bicycle improvements. Additional discussion on type of accessibility is important. |
| Mobility | I-25 at Lincoln/Ridgegate is a traffic concern- consider pushing light rail line expansion south to the Castlerock/Founders area sooner with the new mall construction planned. |
| Mobility | The mobility section of plan highlights High Speed Rail; Need to highlight Bus Rapid Transit (BRT) as a cheaper, more flexible, and more efficient alternative. BRT is better and needs more emphasis. A great example is Bogata’s TramsMilenio system - could use along Front Range and into mountain corridor. |
| Mobility | Apply more resources and planning to go toward rail transit. Rail transit is an economic developer, has a lighter environmental impact than highways and roadways, and would add balance to our statewide lack of multi-modal options for commuters. |
| Mobility | Transit access in Pueblo County is important. |
| Mobility | Medical transport in the mountain communities. |

| CATEGORY | SUMMARIZED COMMENT |
|------------------------|--|
| Mobility | Continued support for the Southwest Chief rail service; coordinate that service with commuter service to Pueblo Airport |
| Mobility | Regional transit along US 85 along the lines of the Flex or Bustang service for Northern Colorado; as the population grows and US 85 service grows it would help support High-speed rail along I-25. |
| Mobility | Consider commuter rail service along the I-25 corridor between Trinidad and Denver and interregional transit from Grand Junction to Denver. |
| Mobility | Implement commuter rail along the front range. |
| Mobility | Improvements for bicycles along the US-285 corridor, specifically from the Denver area to Fairplay are needed. |
| Mobility | Improved public transit helps elderly and public housing residents in Western Slope Colorado access essential services. |
| Mobility | Mass transit is the preferred method for many Coloradoan but cities and private companies must play a contributing role. |
| Mobility | Improved bike facilities from Castle Rock north to Denver; bike facilities should connect to park-n-ride facilities and other regional trails. |
| Mobility | Continued bike path development and construction of a pedestrian bridge in New Castle in the Intermountain TPR. |
| Maintaining the System | State Highway 13 North out of Craig Colorado is a road that has deteriorated severely and is in major need of repair. |
| Safety | Changing left turn signals to the end of the traffic cycle reduces drivers turning on a yellow. Cars here do not yield to pedestrians unless with a dog. |
| Economic Vitality | Support for tolled roads. Look to Europeans for examples on stricter requirements for a driver's license. Slower speeds on congested areas would help; as well as more cameras to catch violators. |
| Economic Vitality | Improved public transit helps elderly and public housing residents in Western Slope Colorado access essential services. |

HOW DID THIS INFLUENCE THE PLAN?

Through the connection between the identified Statewide Plan goals and the comments received, those comment helped CDOT verify that the goal categories were correct and that the goals associated with each goal category were comprehensive. CDOT has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multimodal transportation system and that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management practices,
- Capacity improvements, and
- Incorporation of safety in all areas

It is easy to see these goals were taken in large part from the public comments received from throughout planning process - including the findings from the regional surveys, the telephone town halls and the 30-day official public comment period.

HOW THE CONVERSATION WILL CONTINUE ?

In the months to come, CDOT will develop a 10-year Capital Improvement Program (CIP) of specific projects and initiatives. The CIP will identify potential projects for design and feed the four-year Statewide Transportation Improvement Program (STIP), which CDOT uses to directly program dollars to projects. The goals, objectives, investment strategy, and performance measures set through the Statewide Transportation Plan will inform and provide a basis for the programming of projects. During the development of both the 10-year CIP and the 4-year STIP, CDOT will take the opportunity to ‘check-in’ again with the public to ensure that these projects correctly reflect Coloradoan’s priorities.

TRACKING PROGRESS

Monitoring of the plan will be an ongoing and continuous process to ensure the state moves efficiently and effectively towards meeting its goals and objectives and implementing the Strategic Actions. Close monitoring will reveal the potential need for any adjustments in Strategic Actions and other priorities that may be necessary to address changing conditions or unforeseen circumstances. As with plan development, monitoring of the plan will involve various parts of CDOT, multiple regional and local planning partners, FHWA and other state and federal agencies and the public. All will play an important role in this new living plan approach. Monitoring will also include receiving feedback from planning partners and the public on progress in implementing the Strategic Actions. We are also going to track progress made on Regional Priority Investment Corridors. Feedback will be solicited using a host of outreach methods including telephone town halls, web site content, and social media throughout the next four-years, leading to the next plan update.