

Summary of Comments Received on the Statewide Transit Plan

CDOT would like to thank all the individuals and organizations that provided comments on the Statewide Transit Plan. The input has been very beneficial to the development of CDOT’s first ever Statewide Transit Plan. Comments received during the official 30-day review period are consistent with what we heard from our planning partners during the plan development process. CDOT is looking forward to working with others on implementing the actions identified in the plans to create a well-integrated transit network for all users.

Below is a summary of the comments received during the 30-day review period. They are aligned with one or more of the Transit Plan’s goals and objectives. Responses are also provided and emphasize CDOT’s current and future efforts to improve our State’s transit system by providing more options and enhancing connectivity and coordination.

GOAL	OBJECTIVE(S)	COMMENT(S) RECEIVED	RESPONSE(S)
Mobility and Accessibility: improve travel opportunities within and between communities	<ul style="list-style-type: none"> ▪ Provide convenient transit opportunities for all populations ▪ Make transit more time-competitive with automobile travel ▪ Create a passenger-friendly environment, including information about available services ▪ Increase service capacity ▪ Enhance connectivity among local, intercity, and regional transit services and other modes ▪ Support multimodal connectivity and services 	<ul style="list-style-type: none"> ▪ Need more regional bus service in many areas throughout the state to provide options, reduce congestion and improve economic development (e.g., direct service from Fort Collins to Denver through Loveland and Longmont; direct service from Gunnison to Denver; Gunnison to Montrose with an extension on to Cortez and Durango; Montrose to Denver; and along SH 9 between Colorado Springs and Breckenridge). ▪ CDOT should develop specific steps to implement passenger rail along the Front Range and provide an alternative to the crowded I-25. ▪ Commuter rail from Trinidad to Pueblo to connect to the airport would be very beneficial and 	<ul style="list-style-type: none"> ▪ CDOT will work with stakeholders around the state to maintain existing services and to prioritize expansion opportunities within existing funding resources, and look for potential funding opportunities beyond the limits of existing funding sources. Need for direct services and improvements to streamline connections will be assessed as part of plan implementation. ▪ In terms of service on I-25, in spring/summer 2015 CDOT will begin operations of interregional express bus service (Bustang) between Fort Collins and Denver, Colorado Springs and Denver and Glenwood Springs and Denver. This new service will primarily serve commuters. For more information visit www.ridebustang.com. ▪ CDOT will continue to seek out funding opportunities and work with our planning partners to leverage funds for transit and rail projects around the state. The Statewide Freight and Passenger Rail Plan will be updated in 2016 providing a more detailed look at passenger rail needs.

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		<p>provide easy access to city amenities from rural areas.</p> <ul style="list-style-type: none"> ▪ Public transportation should be marketed to youth as a desirable mode as it is in Europe and the East Coast. Ease of use and accessibility are key. ▪ Addition of bicycles to transit stops can be used to extend commute areas not served by buses. With so many colleges along the Front Range access to transit and bicycles and connections between them can be an additional mode of transportation to students to get around town and campus. 	<ul style="list-style-type: none"> ▪ CDOT will work with planning partners to market and educate Coloradans as to the economic, social and health benefits of transit. ▪ CDOT is a multimodal agency and looks at all modes and the connections between the modes. Phase I of a Statewide Bicycle and Pedestrian Plan has been completed and CDOT will soon begin Phase II. For more information visit: www.codot.gov/programs/bikeped
<p>System Preservation and Expansion: establish public transit as an important element within an integrated multimodal transportation system</p>	<ul style="list-style-type: none"> ▪ Preserve existing infrastructure and protect future infrastructure and right-of-way ▪ Expand transit services based on a prioritization process ▪ Allocate resources toward both preservation and expansion ▪ Identify grant and other funding opportunities to sustain and further transit services statewide ▪ Develop and leverage private sector investments 	<ul style="list-style-type: none"> ▪ Greater revenue is needed to support investments in transit for our future. Work with legislature, online community, regional governments and private sector to identify funding for passenger rail on the Front Range. ▪ Is CDOT going to support ending TABOR rebates so that Coloradans can make the investments in our future that we need to make? ▪ CDOT should focus on rail efforts on the Front Range, yet seize opportunities to improve travel on the I-70 Mountain Corridor. 	<ul style="list-style-type: none"> ▪ CDOT will continue to seek out funding opportunities and work with our planning partners to leverage funds for transit and rail projects around the state. ▪ CDOT is in favor of more transportation funding, including for transit and will continue to advocate and educate for more funding. However, CDOT, as a state agency, does not take a position on TABOR. ▪ The State Freight and Passenger Rail Plan will be updated in 2016 per new FRA Rail Plan guidance and will help establish priorities for rail efforts around the state. ▪ As required by State Statute, CDOT currently monitors rail lines throughout the state and reports annually to the legislature.

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		<ul style="list-style-type: none"> ▪ CDOT should continue to monitor rail lines throughout the state and be ready to acquire potentially valuable right-of-way which might be abandoned. ▪ The Transit Plan needs to emphasize more the problem of finishing FasTracks Northwest Rail. How and where will we get the money to complete it? ▪ Preventative maintenance of rail infrastructure should be number one priority as the end result is safety and effectiveness of the system. 	<ul style="list-style-type: none"> ▪ Northwest Rail as part of the FasTracks program is under the purview of RTD in terms of planning, funding and constructing. As part of CDOT's rail planning efforts, interregional options are being studied with the North Front Range region. ▪ Rail infrastructure is primarily under the jurisdiction of the private railroad companies. CDOT will be updating the State Freight and Passenger Rail Plan in 2016 in coordination with the railroads.
<p>Transit System Development and Partnerships: increase communication, collaboration, and coordination within the statewide transportation network</p>	<ul style="list-style-type: none"> ▪ Meet travelers' needs ▪ Remove barriers to service ▪ Develop and leverage key partnerships ▪ Encourage coordination of services to enhance system efficiency 	<ul style="list-style-type: none"> ▪ Coordinate all existing and future state-sponsored intercity bus service schedules with Amtrak and private intercity bus operators. Utilize Amtrak stations whenever possible. ▪ CDOT should be a leader in rail development. ▪ CDOT should continue to actively engage and cooperate with local and regional transit agencies around developing transportation services between localities. 	<ul style="list-style-type: none"> ▪ Coordination with our planning partners at all levels to make meaningful connections between services is a very important goal for CDOT. ▪ Strong local/regional support is needed to advance rail in the state. CDOT will be conducting an interoperability study to further assess high-speed rail service into DUS using RTD's existing system. CDOT will also be updating the State Rail Plan in 2016. ▪ CDOT currently works very closely with all of our transit grant and planning partners on developing transit services around the state. With development of the Statewide Transit Plan and the Regional Transit Plans, CDOT will be in a better position to work more effectively with local and regional transit agencies to improve regional connections and local services.