HELP US SHAPE THE
METRO VISION REGIONAL TRANSPORTATION PLAN

Civic Advisory Group

August 10, 2026

Welcome & introductions

Document briefing

- The draft plan is currently in design and is expected to be released for comment in late August.

Group discussion

Plan introduction

- The quick start area of the introduction page is a nice touch for those who want to go straight to certain sections of the plan.
- You should include air quality/environmental information in the introduction.
- The goal of the plan is missing in the introduction - too abstract.
- Show more network perspective - how everything is tied together.
- Show how projects tie into overall goals.
- Focus is on Denver metro. Address transit in areas where population is expanding (north metro, front range, etc.).

Crash data page

- You should show how our region compares to other similar metropolitan areas.
- Show who is at fault in crash data, and when it comes to the charts showing relative percentages of modes involved in crashes and the fatal and serious injury split by modes.
- All of these crashes are vehicles hitting other vehicles, pedestrians, cyclists, etc. The graphic is misleading as it could be confused as pedestrian versus pedestrian, etc.
- The first graph tells me that I better be in a vehicle if I want to survive my commute. Why doesn't it say how we will use funds to make existing roads safer?
- Show funding going into specific projects rather than the catch-all label of multimodal.
- Accountability needed - the same type of infrastructure we've had is still what is being built out.
- We know the type of intersections and roads that lead to the most fatalities. We need to address these.
- Identify the road geometries that have the most crashes. Share solutions to change it to a safer geometry.
- DRCOG should be as hands-on as possible with the design processes.
- There seems to be a disconnect between CDOT and municipalities, particularly with signal timing. Standards seem to be higher with municipalities. For instance, pedestrians only get five seconds to travel south on Broadway to cross Colfax. What collaboration can improve these scenarios?

Map (page 167)

- I'm color blind. The two dots on the right (orange/yellow and green) look the same to me.
- Maps should show how transportation, economics, housing, etc., fit into each other.
- Travel time maps should show how far people commute based on where they start their trips.
- Explain what "fiscally constrained projects" means on the page.
- People will focus on where funding is spent. You should try to move their focus to how projects can help our collective region's quality of life.
- Are health outcomes taken into consideration for air quality? Is the Denver region even capable of complying to air quality standards?
- Describe in layman's terms how compliance standards affect individual health. Show health outcomes in the plan.
- Add roadway layer to community anchors travel shed maps.
- These maps don't incorporate population/demographics within the area.

Map (page 42)

- Show what transit might look like in 2050.
- We can't know how to account for sudden large budget cuts to RTD every few years.
- This map is geographic more than demographic.
- Why should I care about this map? Add some relatable information to this map to show why it's relevant to the viewer.
- Hard to know where one will live in 25 years.

Improve active transportation (page 181)

- You're exceeding your goal because the post-pandemic commuter reality has changed activity. This will be hard to project as time goes on. Be cautious with changing plans based on unpredictable, post-pandemic/economic recession travel activity.
- Need some way to track sidewalks.
- Compare total number of commuters using active transportation versus using active transportation for other trips. Compare communities with similar infrastructure.

Improve regional public transit (page 179)

- Include pie chart with funding project type and source.

Overall comments

- General distaste in roadway expansions - feeling that if ~74% of respondents in the poll mentioned in the draft said that there should be no to little emphasis on roadway expansion, then there should be practically no roadway expansion of any type.
- With limited funding, we need to weigh congestion versus regional needs for balance.
- We should take care of existing infrastructure before expanding.
- Other countries tax a lot more than the United States does - so this is a potential barrier for the U.S. to overcome to fund transportation. Similarly, population density in urban areas often not comparable to the U.S.

- Local policy makers should explore our current multimodal systems to experience what it's like from different points of view (walk, ride, bike, etc.). For example, RTD Route 3 west of Alameda is very bumpy.
- If the Denver region can have better frequency when it comes to transit, there will be better ridership. People shouldn't need to even consult a schedule - at least every 15 minutes should be standard in the urban area.
- People shouldn't need to walk more than 10 blocks to reach all basic amenities.
- You are basing the plans on current trends, but how do we know they reflect our future reality?
- Funding will need to come in different forms. Is there conflict between regional needs and more compact transit/frequency of service?
- You should show the percentage of projects that add general purpose lanes.
- You should focus on reducing traffic in dense areas, not on commuting projects.
- It would be nice to see funding sources that could be jeopardized if known future initiatives (like Initiative 175) pass.
- Use this plan to improve upon the last plan update.
- Add physical safety barriers for bikes and pedestrians.
- Since gas has increased in price this year, I have seen an increase in biking in my neighborhood.
- Many bike lanes in the Denver metro are not intuitive - for where to get on and off, where they go or end, that they're supposed to be one way most of the time.
    - Idea to have more wayfinding.
    - Veo seems to be working with Denver to let people know the rules of the road, but maybe more could be done with wayfinding and maps.
- Bus rapid transit (BRT) investment is concerning because we don't yet know the user success rate. Faster bus speeds aren't necessarily preferable to comfort and reliability.
- Dollars overwhelmingly support roadway capacity projects.
- Disconnect in feedback versus what projects DRCOG is pursuing.
- Funding should focus on safety/cheaper projects.
- Prioritization process: most people version region wide.
- Define multimodal: car priority/expanding lanes. Design doesn't match real outcome.
- Attach additional standards (including design standards) to our funding.
- Make better use of existing transit infrastructure
- Need campaign that advertises to people that one doesn't need a car to get around the Denver region - even to get to the mountains.
    - More collaboration between local transit and CDOT services like Bustang.
    - Show that Bustang is a reasonable option to get to places as far away as Salida.
- Focus on the story you are trying to tell with these facts and figures. If these graphs are for regional governments, then it might be just fine. But if this is for people who are part of the CAG and regular people, I think it falls flat. What am I supposed to feel and look for in this work? How is my life supposed to change/be affected by how these dollars are allocated?
- Predictability, comfort, and safety can be preferable to riders of transit/BRT, not just the speed of the trip/congestion element.

- I feel it is admirable that you are making these discussions and forums available to the average Joe - me!

Public comment promotion

- When the document is posted online, we encourage you to share with your family, friends, colleagues, social media - anyone of interest. DRCOG wants the most input possible so the document truly reflects the region.
- Reach out to us if you have any questions or would like us to present this information to your groups.

Wrap up and next steps

- We will notify you when the draft plan is available on the website. Dates are subject to change depending on the design process, but we currently anticipate the draft release on Aug. 23, public hearing on Oct. 7, Transportation Advisory Committee and DRCOG Board of Directors approval in late October, and federal review/approval in December. Civic Advisory Group meeting recap andWe will keep you updated with the dates once confirmed.
- This was intended to be the final CAG meeting. Since the full draft plan is still to be released, we'll touch base to see if you collectively want one more meeting.

Please email ashelbourn@drcog.org if you need clarification, or if DRCOG staff have documented anything incorrectly.

Thank you for participating!