

Civic Advisory Group

August 21, 2025

Civic advisory group role

DRCOG will use your feedback to:

- Gain a community perspective on key milestones.
- Find missing priorities.
- Inform the plan's investment priorities.

We asked: How would you rank transportation investment priorities?

We heard:

Overall, the average rankings were (*lower numbers mean higher ranking, as in "first" or "second"*):

- 1) Expand or create new bus routes and rail lines (average ranking of 1.9)
- 2) Add more sidewalks and bicycle paths/lanes (average ranking of 2.8)
- 3) Increase the frequency of existing transit service (average ranking of 2.9)
- 4) Maintain existing roads, highways and bridges (average ranking of 3.6)
- 5) Use the latest technology to manage the existing transportation system (average ranking of 4.7)
- 6) Add more carpool and high-occupancy vehicle lanes (average ranking of 5.4)
- 7) Build new roads (average ranking of 7.0)
- 8) Add more general use-lanes (average ranking of 7.7)

Nuance/Discussion:

- Post-pandemic, our transit needs have shifted. The old model is for getting people in and out of downtown, which is less necessary now.

DRCOG scenarios presentation

- The slides for the presentation are attached to this email.
- A video clip of a similar presentation being given is available on DRCOG's YouTube channel. [Scenarios TAC](#).

Transit Scenario

Do the scenarios include scooters?

- In the travel model, scooters are not a mode, but the average speed can be edited to represent scooters.

Is drive to transit still included?

- Still built into the model.

- Less of a factor due to post pandemic trends. Moving away from in-and-out of downtown travel.

Besides FasTracks, any discussion of rail expansion?

- The scenario includes additional rail expansion.

Any training or workshops for older adults?

- The DRCOG Area Agency of Aging participates in this work.
- There is a growing need for this work.

Is there a point where we focus on maintaining what we have, due to loss of funding?

- DRCOG helps local governments spend money efficiently.
- The region has shifted more to focusing on maintenance. One of CDOT's goals is fixing what we have first.

Is there any way to include land use in the transit scenario?

- The land use scenario looks at this, and is combined with the transit scenario in the analysis.

Limited roadway capacity scenario

Does the model include right and left turn lanes?

- The model does not include that level of detail.
- Freeway interchanges are modeled, but signalized intersections are not.

Land use scenario

Does it include financial incentives?

- Does not include that level of detail, but uses modeling tools to "push" households near transit.
 - Bring capacity up in some places, and bring it down in others.
 - This 'push' represents a policy decision.

Is this transit-oriented development or expanded transit?

- The scenario is focused on development around transit.

Results discussion

Does the travel model cover 24 hours in a day?

- The travel model illustrates a typical weekday.

How are you improving the safety of scooters?

- DRCOG shares information about what others have had success with, but its up to the locals to implement.
- DRCOG also looks at crash data, which includes mode of travel.

Does DRCOG look further north than its region?

- DRCOG coordinates with the North Front Range MPO, that covers Fort Collins, Greeley, and Loveland.

Is “delay” a metric for cars only?

- It is “motor vehicle delay”, which does include busses.
- Delay can be safer for traffic safety.
- There is a sweet spot, because the busses can be stuck in traffic too.

We asked: How would you rank transportation investment priorities as a group?

We heard:

Transit expansion and frequency are both important in their own ways.

- Route expansion sounds good, “as long as we do it right”.
- Frequency enables transfers that work.
- Should our region focus on bus or rail? Rail could have more impact with route expansions than bus route expansions.
- Frequency vs route expansions are competing goals, although they are both great options.

Strong support for sidewalks and bike lanes.

Technology and maintenance both can support other goals.

- Ex: Tech can support safety by requiring helmets on scooter users.
- Ex: If the bridges aren’t maintained, it hurts transit as well.
- Look at up-to-date data.

There are changing cultural trends that will affect transportation.

Final ranking: Group 1

Rank	Item	Funding weight (# of coins)
1	Increase the frequency of existing transit service	High (4 coins)
2	Add more sidewalks and bicycle paths/lanes	High (3.5 coins)
3	Expand or create new bus routes and rail lines	High (3.5 coins)
4	Maintain existing roads, highways and bridges	High (3 coins)
5	Use the latest technology to manage the existing transportation system	Low (1 coin)
6	Add more carpool and high-occupancy vehicle lanes	None
7	Build new roads	None
8	Add more general use-lanes	None

Final ranking: Group 2

Rank	Item	Funding weight (# of coins)
1	Expand or create new bus routes and rail lines	High (4 coins)
2	Add more sidewalks and bicycle paths/lanes	High (4 coins)
3	Maintain existing roads, highways and bridges	High (3 coins)
4	Increase the frequency of existing transit service	High (3 coins)
5	Use the latest technology to manage the existing transportation system	Low (1 coin)
6	Add more carpool and high-occupancy vehicle lanes	None
7	Build new roads	None
8	Add more general use-lanes	None

We asked: What nuance does this exercise not cover?

We heard:

Some items were easier to rank than others.

- Car-focused items were easy to come to consensus—often rejected and placed at the bottom of the ranking.
- The transit frequency vs. coverage tradeoffs were difficult to weigh.
- The importance of maintenance was difficult to rank.

Let's fund what we can control.

- Accommodate sidewalk users first.
- Proper expansion of the rail network would be incredibly expensive.

Funding source matters.

- Who pays for what? What is "fair"?
- Some items (eg: transit expansion) require a large upfront cost, and can only reap benefits if they are paid for in "chunks".
- Some types of infrastructure have higher maintenance costs.

Additional resources

[DRCOG's boundary.](#)

[The Metro Vision Plan.](#)

[The existing Regional Transportation Plan.](#)

[The engagement webpage for this project.](#)

[Scenarios presentation at DRCOG Transportation Advisory Committee.](#)

Next steps

- In a few weeks, Carolyn will reach back out to begin scheduling the next meeting.
- At our next meeting (late fall/early winter), we will discuss transportation projects.



HELP US SHAPE THE

METRO VISION REGIONAL TRANSPORTATION PLAN

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

Thank you for participating!