



Regional Active Transportation Gaps Analysis

Transportation Advisory Committee, August 24, 2026

Active Transportation Plan actions

1. Develop a regionwide gaps analysis for completing the walking and bicycling network.

- Support a regional multimodal priority corridors analysis to direct DRCOG's corridor planning and technical assistance, and coordinate multimodal planning with the Regional Active Transportation Network.
- Identify and support key multijurisdictional connections and leverage funding to close high-value gaps.



Why do this analysis?

- Better inventory of the regional **Active Transportation Plan network's** current status.
- Understand infrastructure gaps through a three-part analysis.
- Assist local partners to prioritize accessibility, continuity and comfort.

A photograph of an elderly person with grey hair, seen from behind, sitting in a motorized wheelchair on a city sidewalk. The person is wearing a blue t-shirt and a grey vest. The sidewalk is made of concrete slabs, and a small white object is on the ground. To the left is a building with stone columns. In the background, there are trees, a street with cars, and a person walking. A dark blue diagonal shape is in the top right corner.

Walking gaps analysis

Walking gaps analysis

Is there an accessible place to walk on either side of the street?



Sidewalk coverage
and width

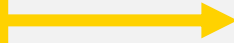
Can I get across the street comfortably? Is the street a barrier?



Distance to low-stress
crossing opportunity

Walking gaps analysis

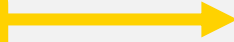
**Sidewalk coverage
and width**



Regional Roadway System

- Streets that are RTP-eligible

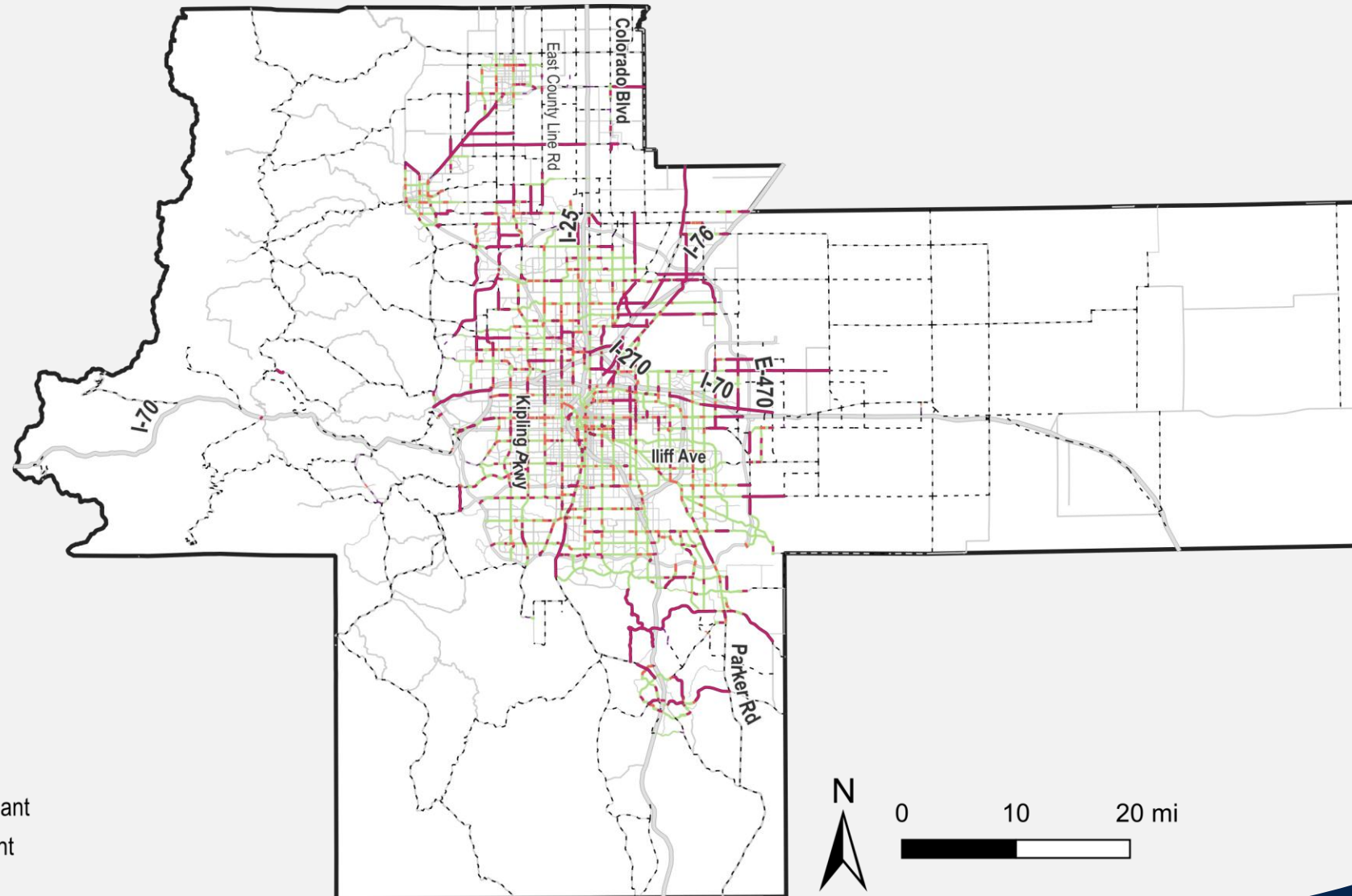
**Distance to low-stress
crossing opportunity**



Regional Roadway System+

- All “non-local”
- Because RRS interacts with broader network

Sidewalk coverage



Sidewalk Gaps

- Both sides may be compliant
- One or both sides partially compliant
- One side missing or non-compliant
- No compliant sidewalks

Identifying sidewalk gaps

Street centerline

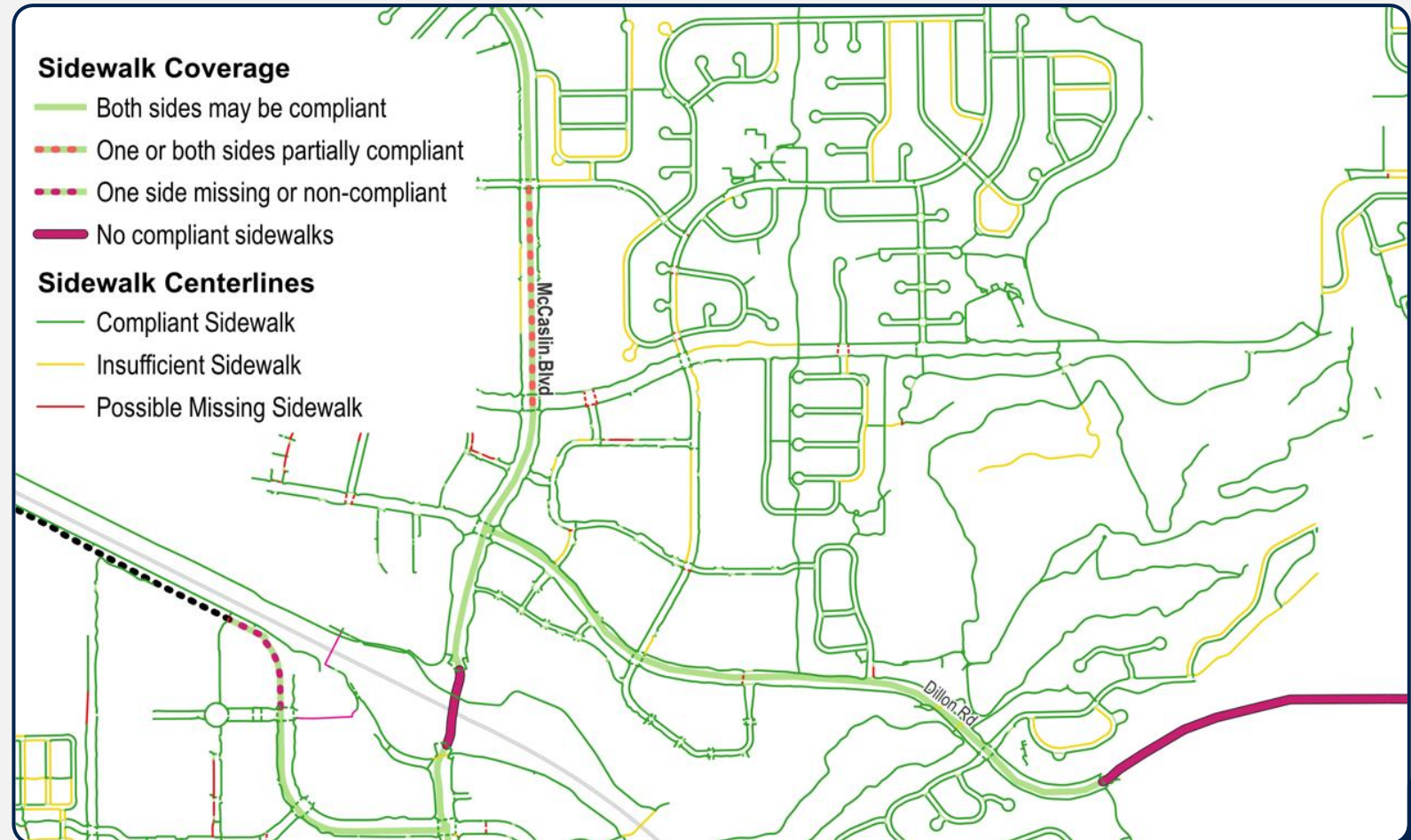
- Both sides of street have compliant-width sidewalks (> 4 feet)
- Both sides have sidewalks, but one side may be partially missing
- One side is missing a sidewalk
- Both sides are lacking



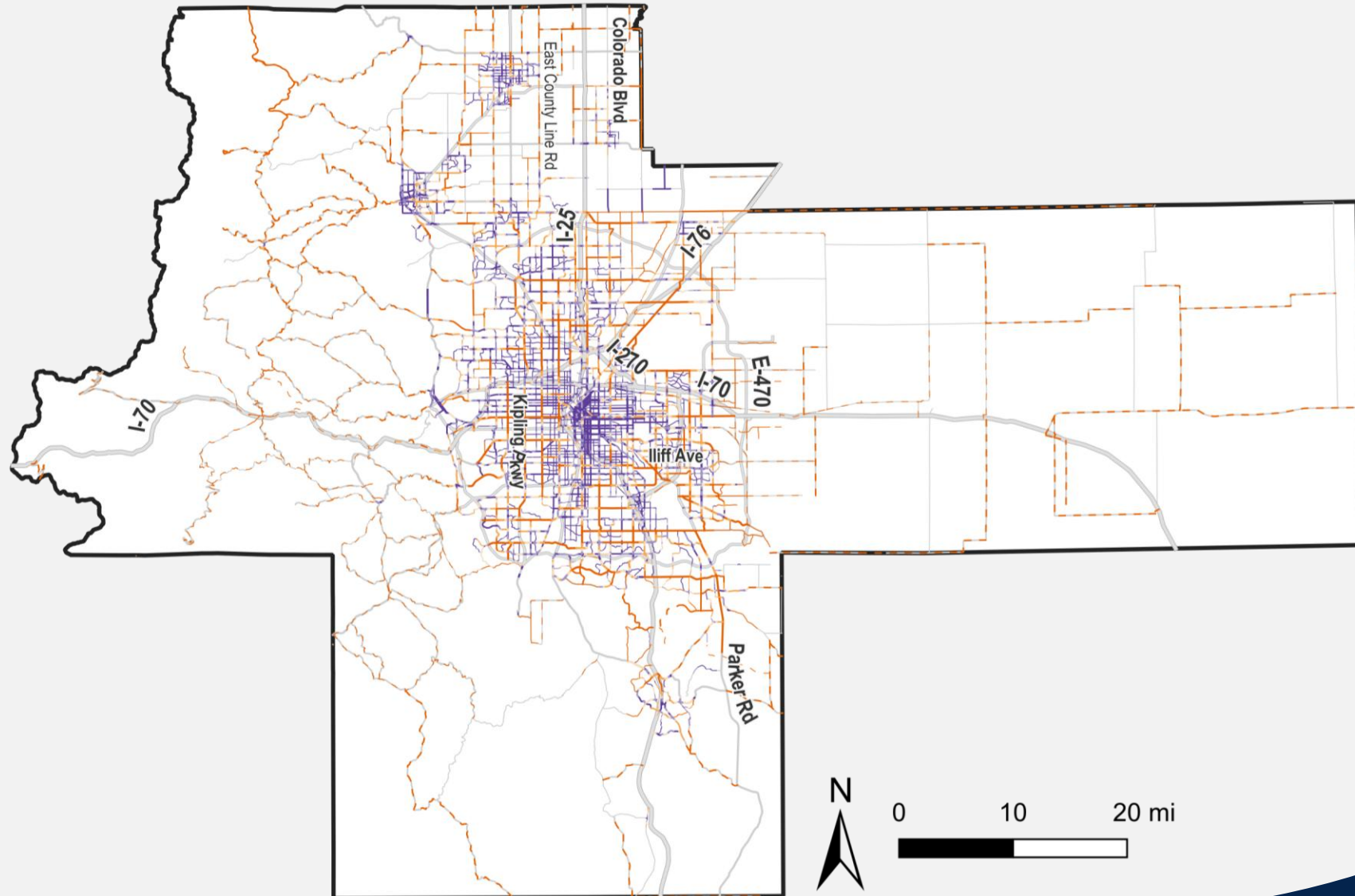
Identifying sidewalk gaps

Street centerline

- Both sides of street have compliant-width sidewalks (> 4 feet)
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- One side is missing a sidewalk
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Distance to a low-stress crossing



Distance to PLTS3

- < 660 ft
- 660 ft - ¼ mi
- ¼ mi - ½ mi
- ½ mi - 1 mi
- > 1 mi



What constitutes “low-stress”?

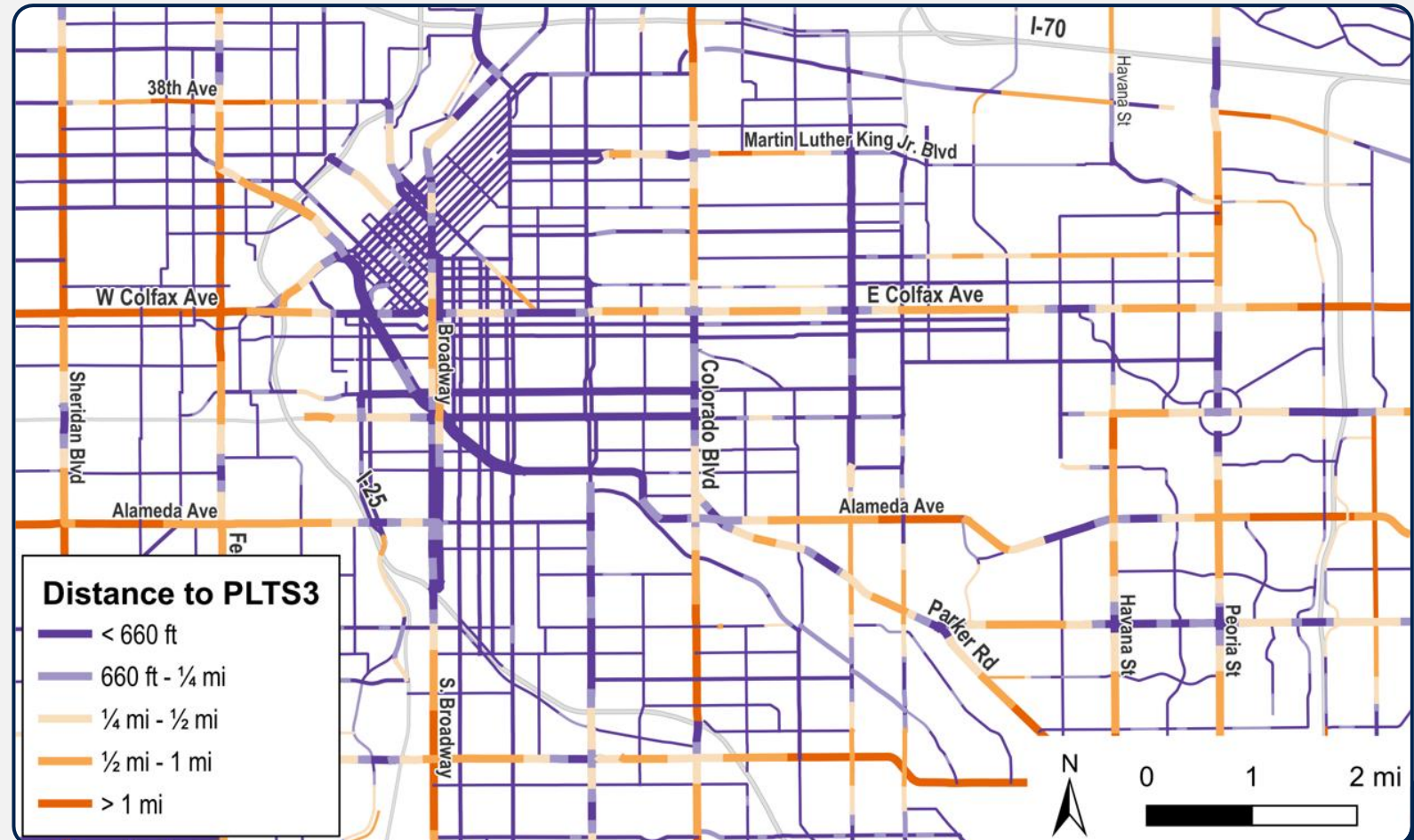
<i>Pedestrian Level of Traffic Stress</i>	<i>Description</i>
<i>PLTS 1</i>	Most comfortable for users of all ages and abilities.
<i>PLTS 2</i>	Somewhat comfortable for a broad range of users.
<i>PLTS 3</i>	Somewhat uncomfortable, but generally sufficient for able-bodied adults.
<i>PLTS 4</i>	Highly uncomfortable for most users.



Distance to a comfortable crossing

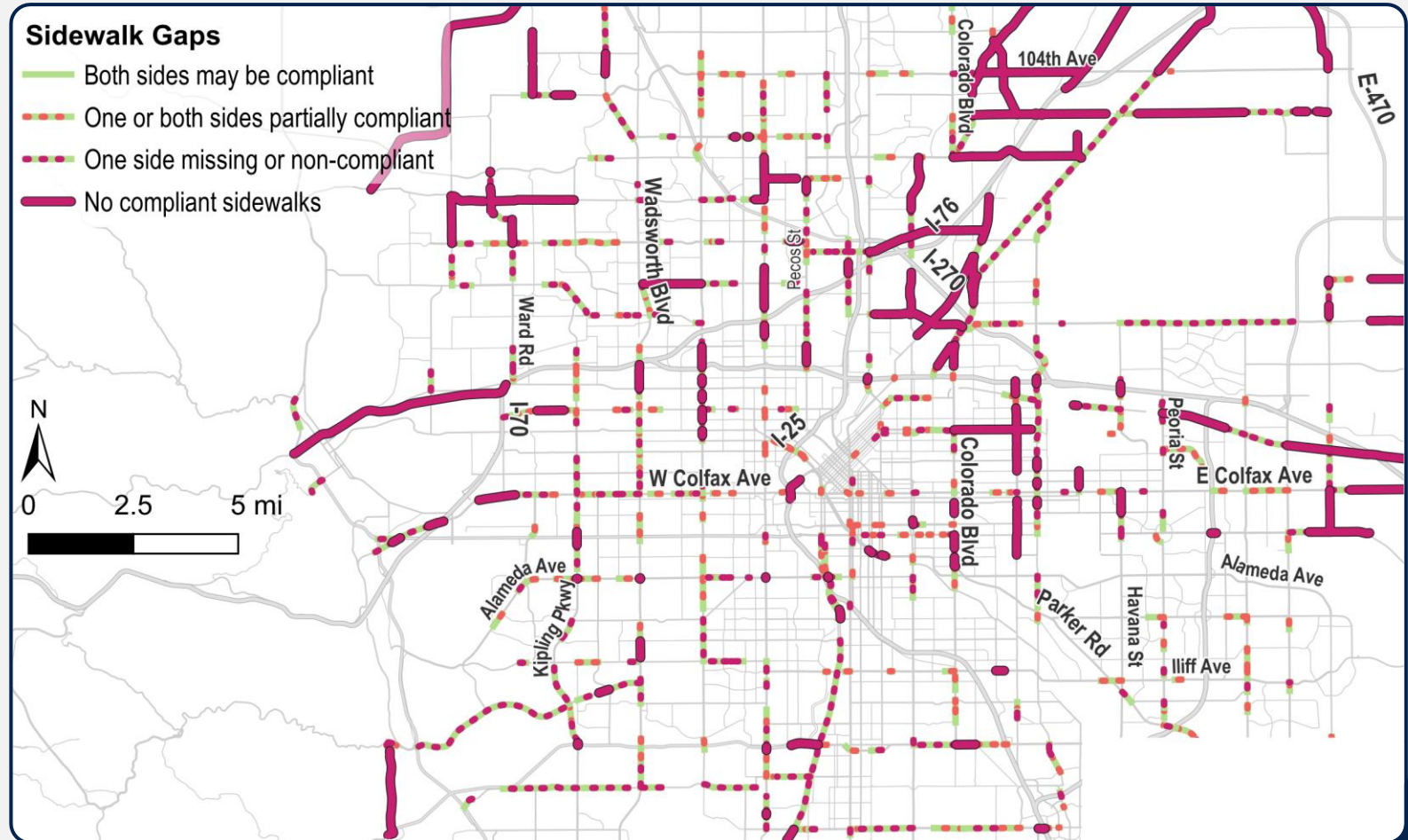
Pedestrian Level of Traffic Stress 3

- If signalized, ≤ 4 lanes
 - Or median refuge
- If at a stop sign or pedestrian hybrid beacon
 - ≤ 4 lanes, or refuge
- If uncontrolled...
 - ≤ 3 lanes and < 30 MPH
 - $< 7,500$ ADT



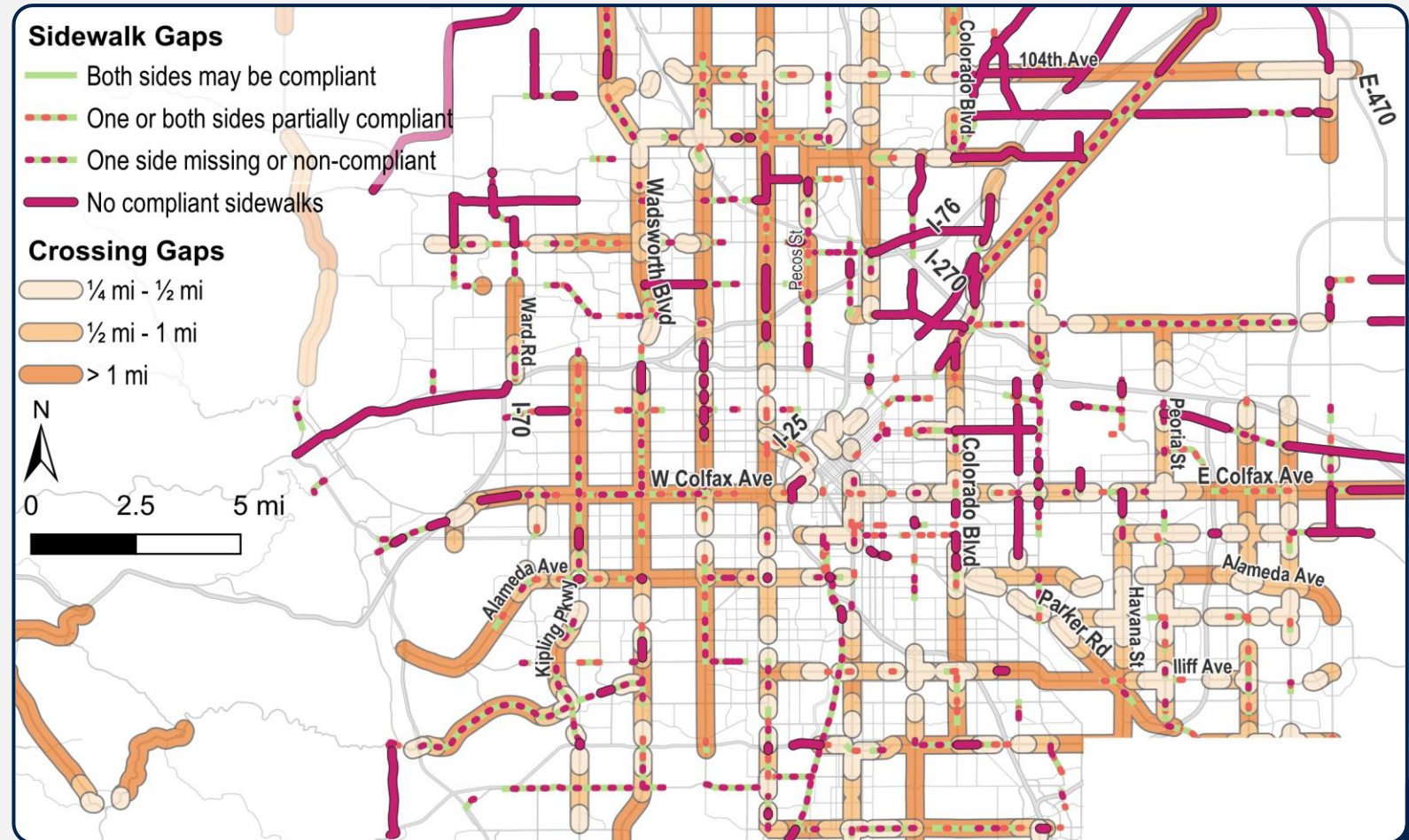
Overlaid walking gaps

- Where are there large sidewalk segment gaps?
- Where are there large gaps between crossing opportunities?



Overlaid walking gaps

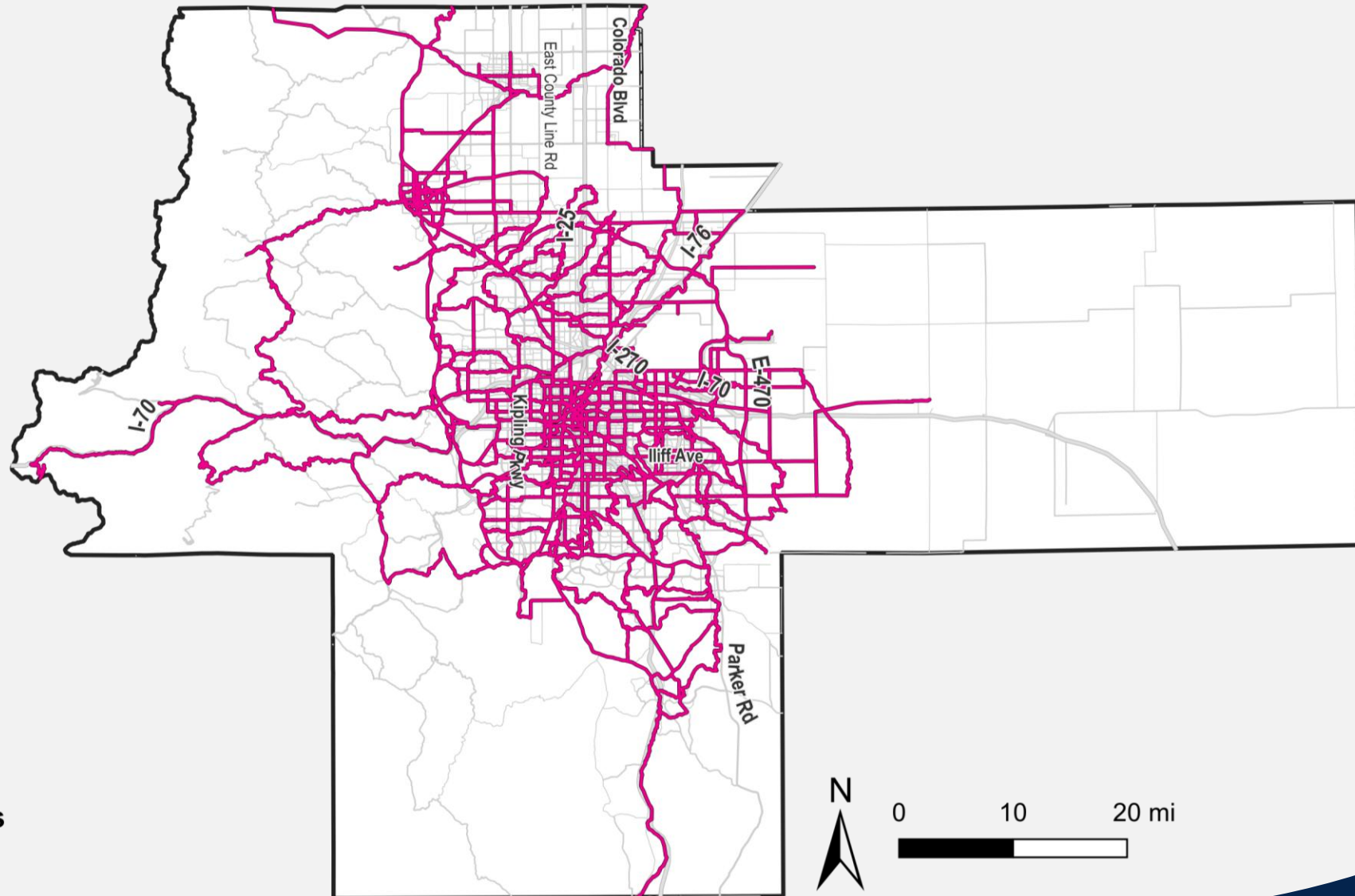
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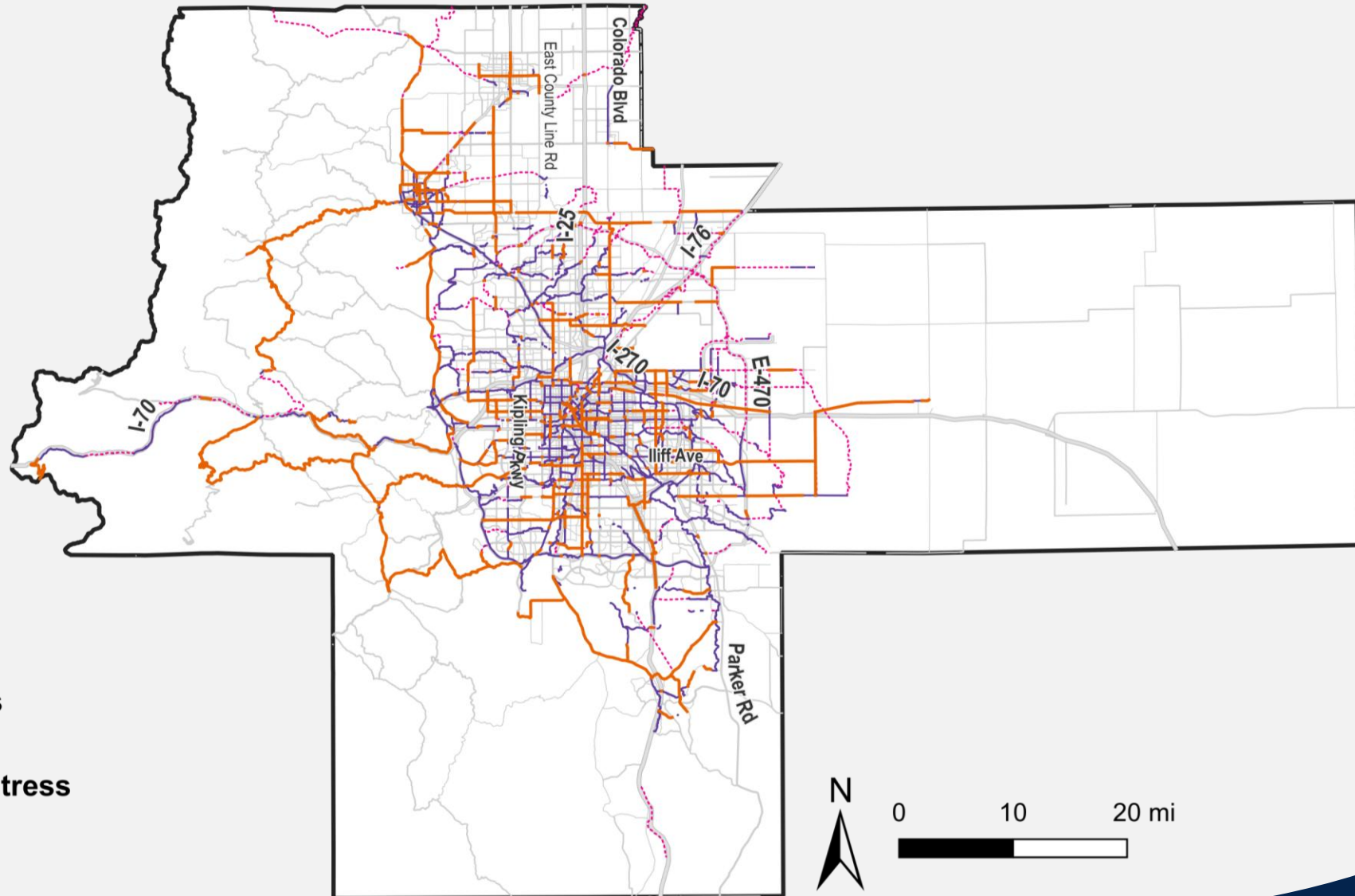
Bicycling gaps analysis

Regional active transportation corridors



**Regional Active
Transportation Corridors**
— Adopted, 2026

Where are existing conditions comfortable?



Regional Active Transportation Corridors

----- Proposed/Planned

Bicycle Level of Traffic Stress

— Broadly comfortable (LTS 2)

— Not so comfortable (LTS 3+)

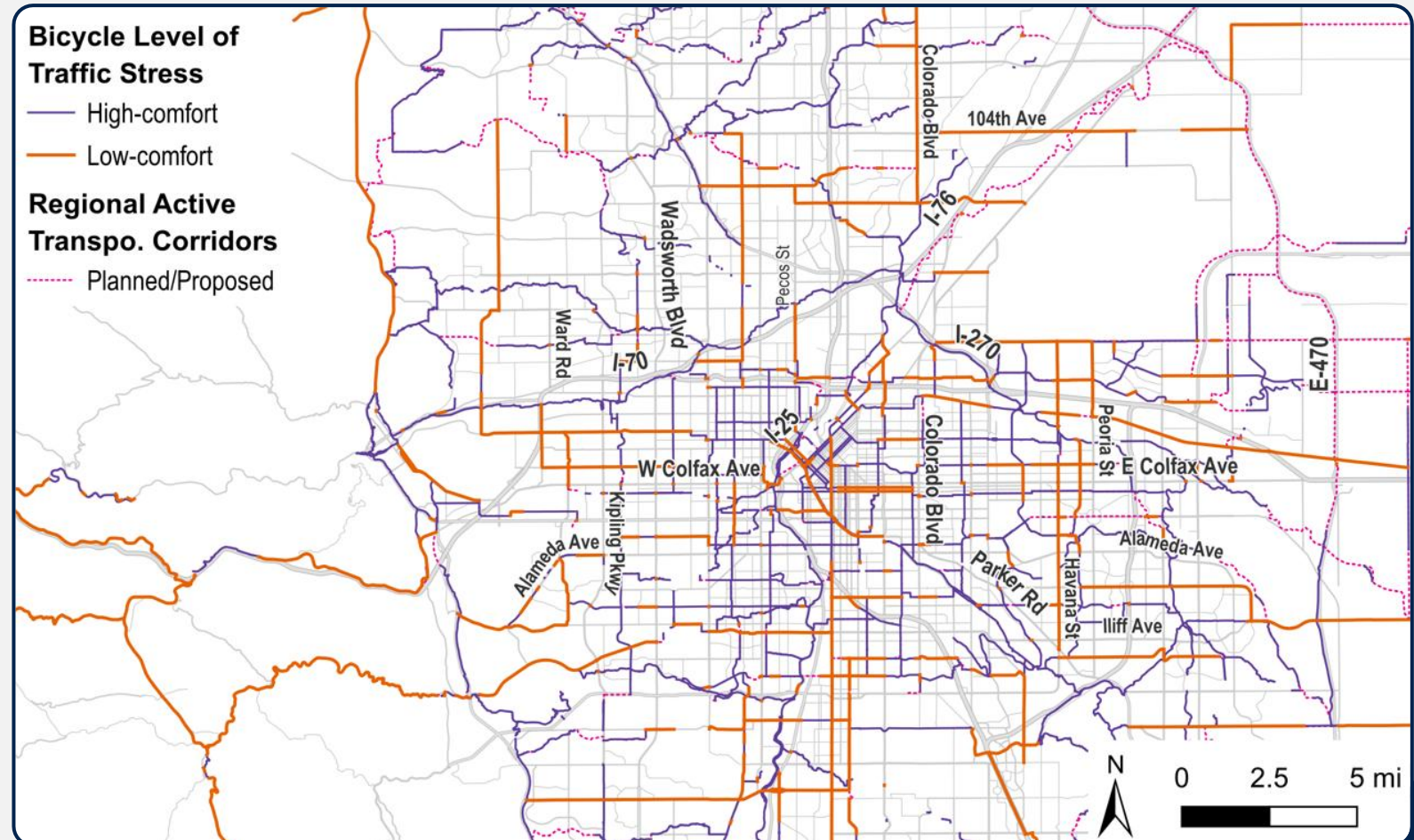
What constitutes “low-stress”?

<i>Bicycle Level of Traffic Stress</i>	<i>Description</i>
<i>BLTS 1</i>	Most comfortable for users of all ages and abilities.
<i>BLTS 2</i>	Somewhat comfortable for a broad range of users, including “Interested but Concerned” riders.
<i>BLTS 3</i>	Somewhat uncomfortable for most users, though may be sufficient for experienced and confident riders.
<i>BLTS 4</i>	Highly uncomfortable for most users.

Bicycle Level of Traffic Stress

BLTS 2 (generally...)

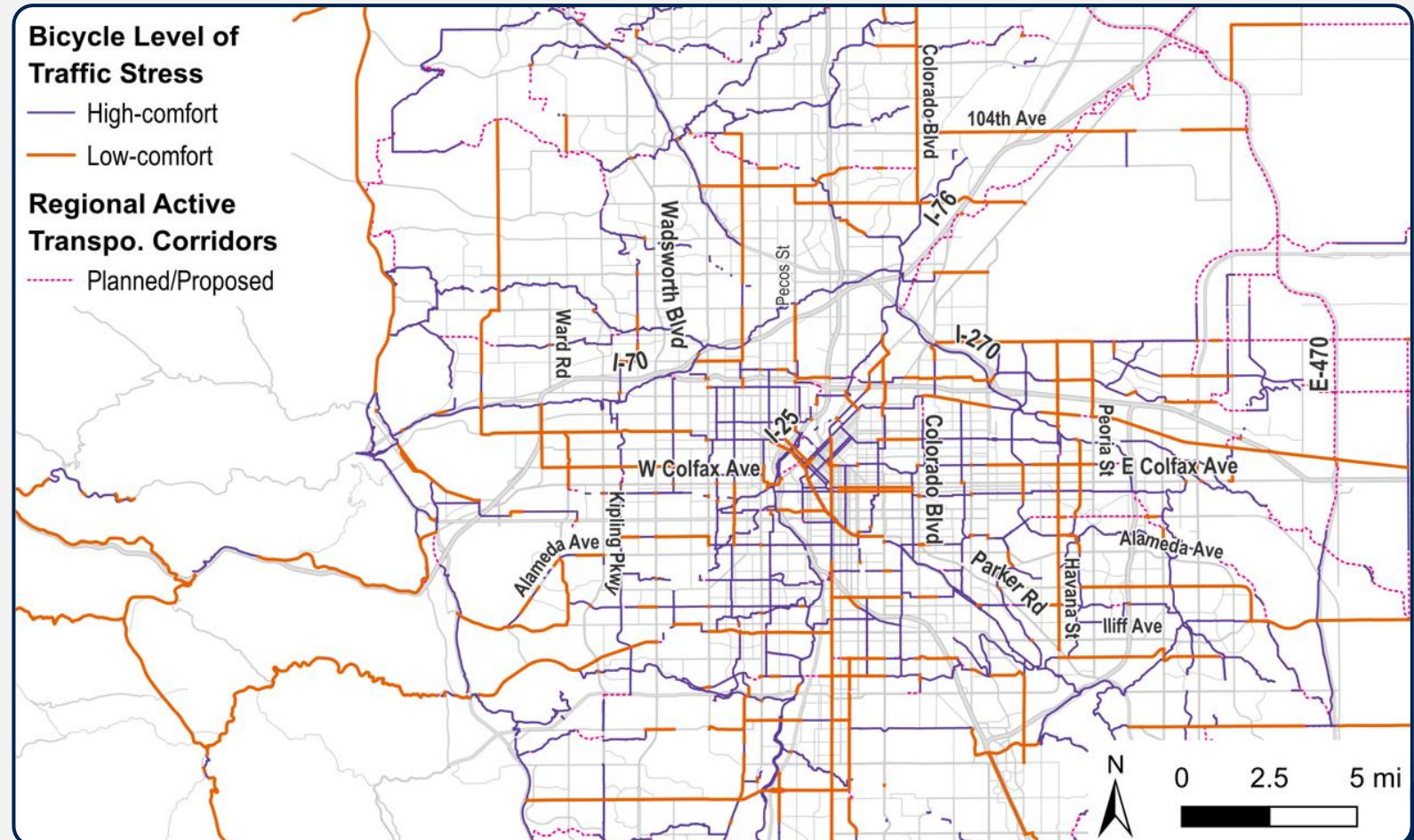
- Separated from vehicles (sidepath, shared-use path, separated bike lane)
- ...or Posted Speed is 25 MPH or less, fewer than 3 travel lanes, and few bike lane conflicts



Bicycle Level of Traffic Stress

Gaps

- 568 miles (66%) of on-street facilities are currently not high-comfort (either missing or insufficient)



Questions and discussion

- How should this resource be made available and maintained?
- What are the applications and use cases for DRCOG member government staff and partner agencies?

Thank you!

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