



DRCOG Active Transportation Plan Update

Presented by:

Emily Lindsey

Transportation Planning
and Operations

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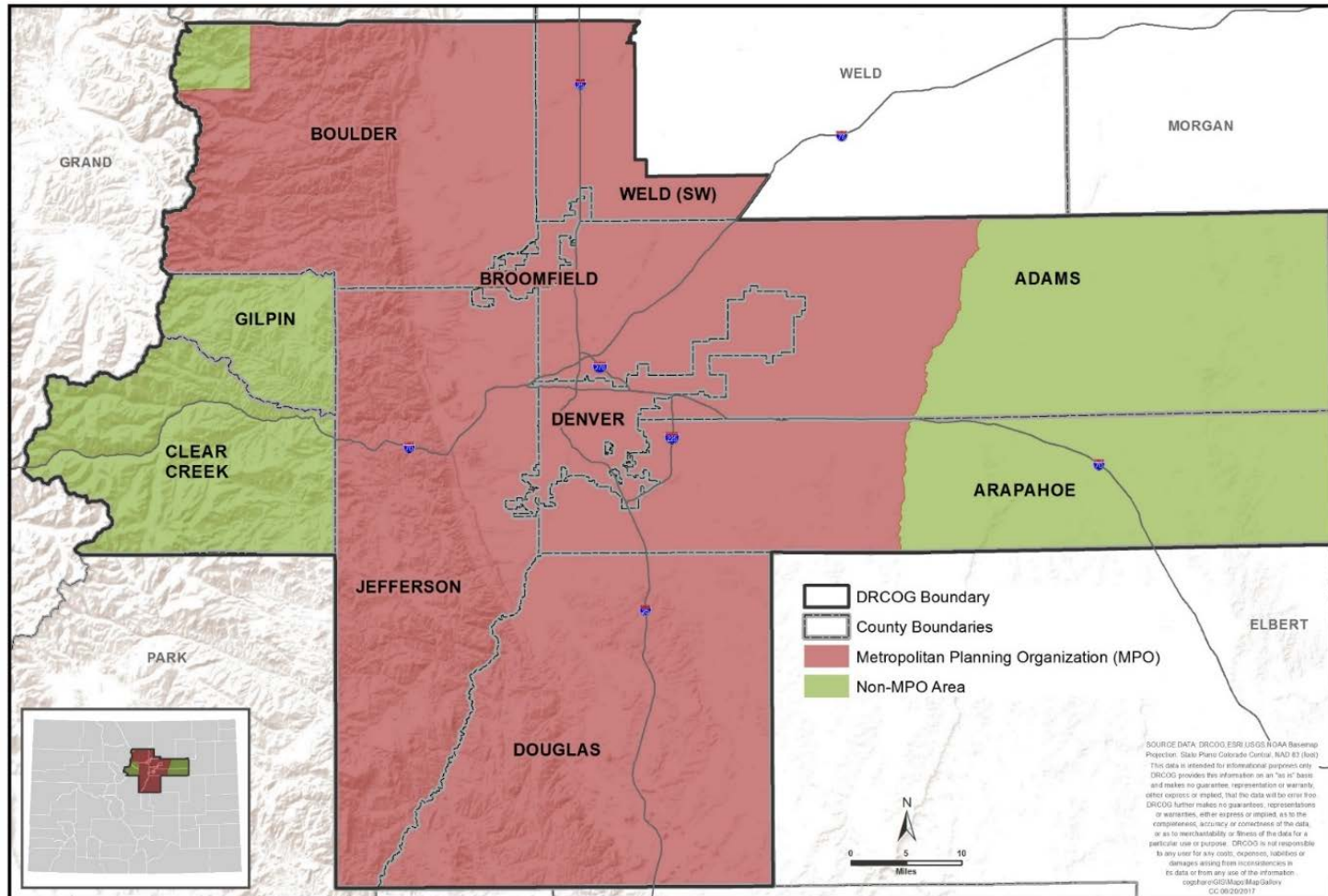


Active Transportation Plan (ATP) Overview

The purpose of the ATP is to develop: a shared vision for regional active transportation, implementable strategies, and products that support the development of a robust active transportation network in the DRCOG region.



Study Area



Today

**3.1 million
people**

**1.7 million
jobs**

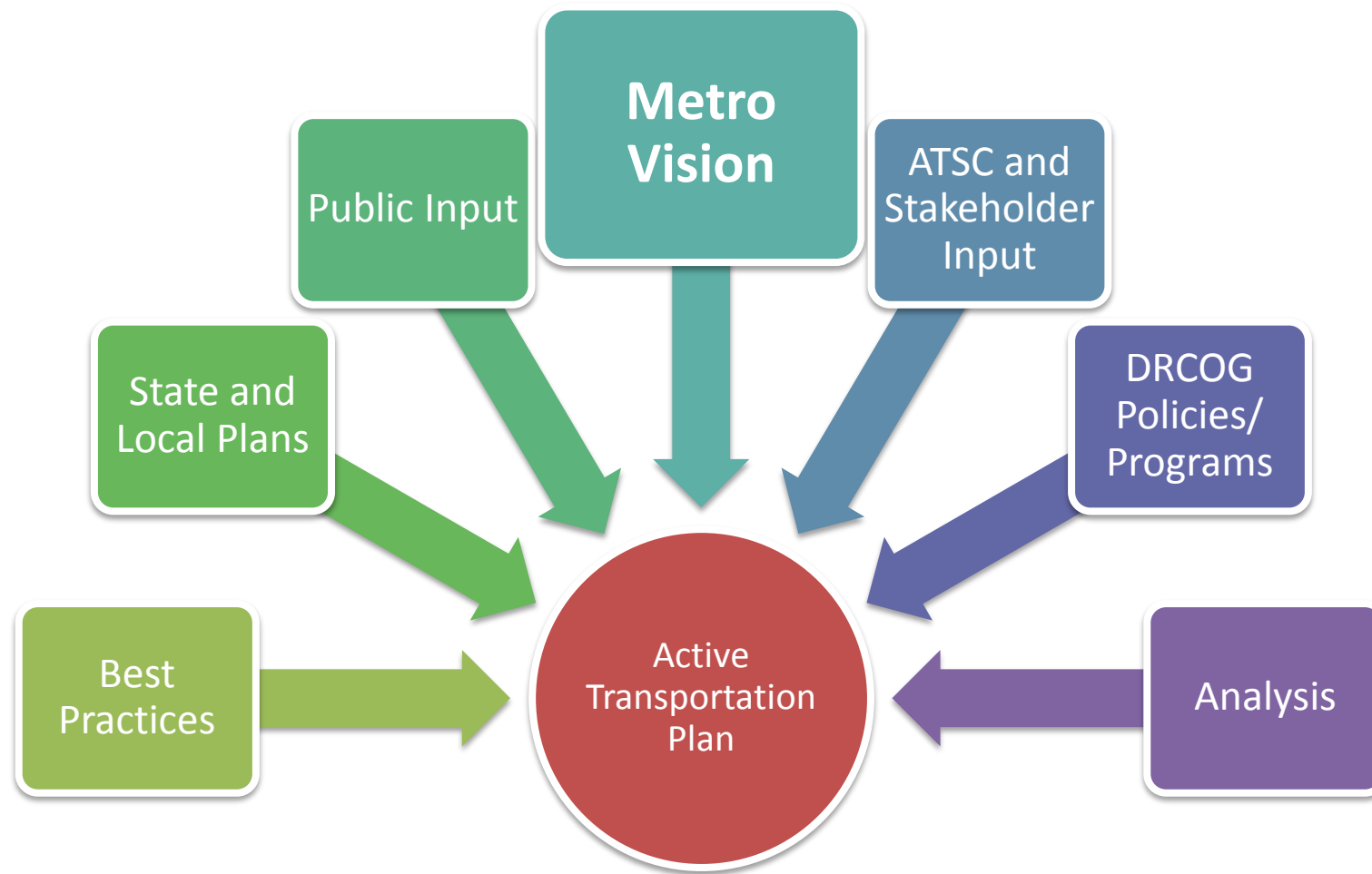
2040

**4.3 million
people**

**2.4 million
jobs**



ATP Inputs





Connection to Metro Vision

Metro Vision includes important active transportation elements and promotes “livable communities that meet the needs of people of all ages, incomes and abilities.”



Theme 1: An Efficient and Predictable Development Pattern

Theme 2: A Connected Multimodal Region

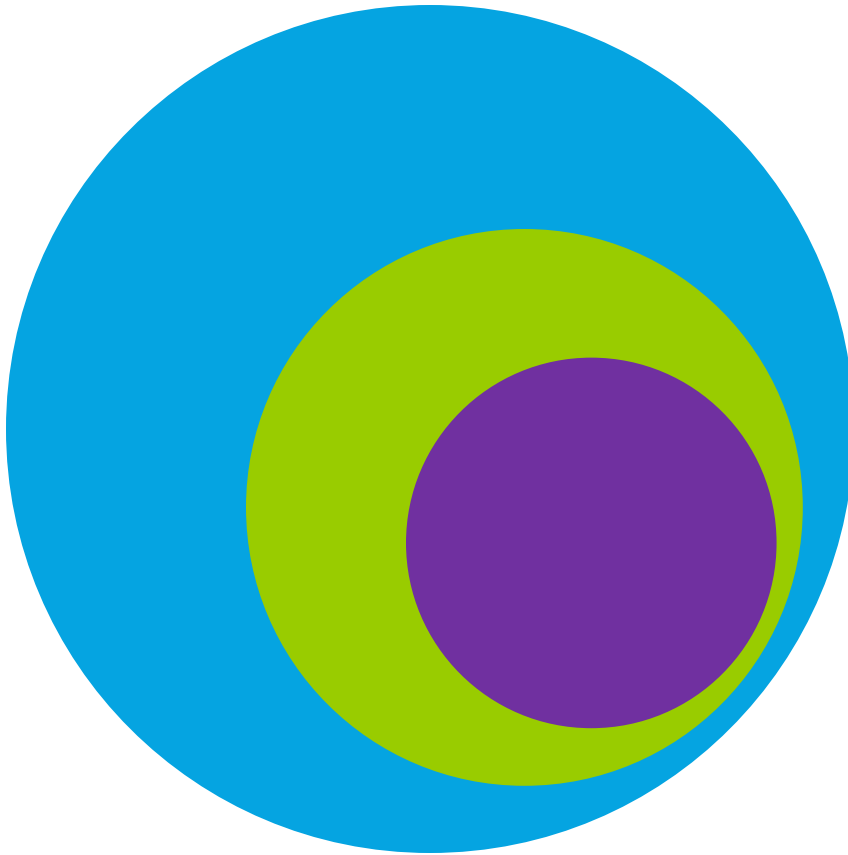
Theme 3: A Safe and Resilient Natural and Built Environment

Theme 4: Healthy, Inclusive, and Livable Communities

Theme 5: A Vibrant Regional Economy



Travel trends: all trips



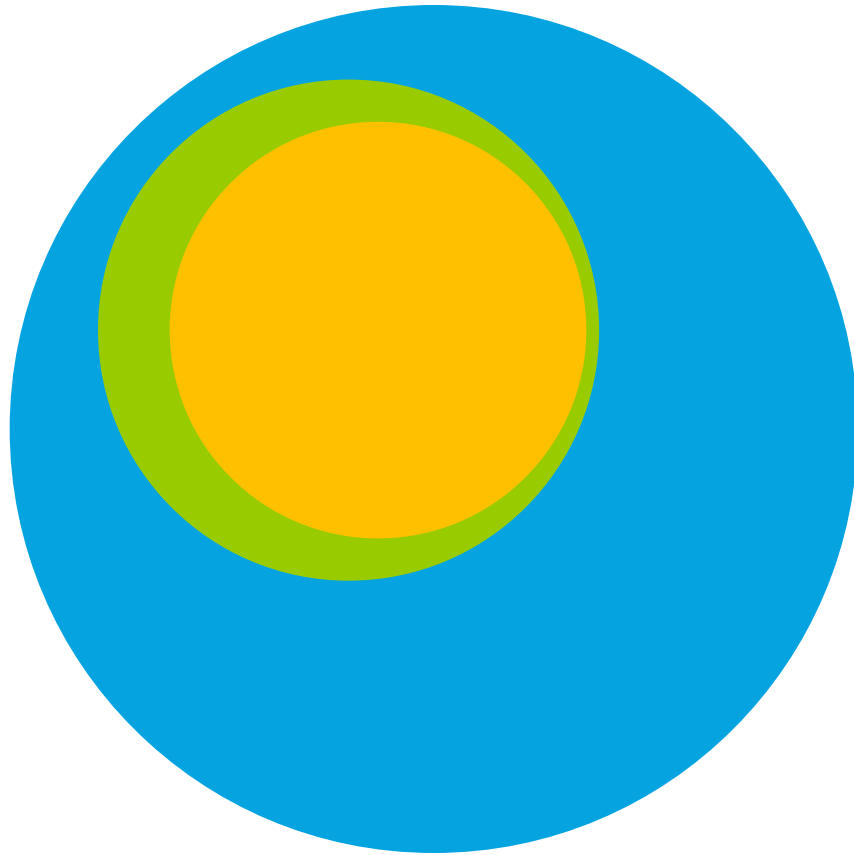
43 percent are
less than 3 miles

19 percent are
less than 1 mile

Source: 2015, RTP-2017, DRCOG Region



Metro Vision 2040 Target: Mode Share



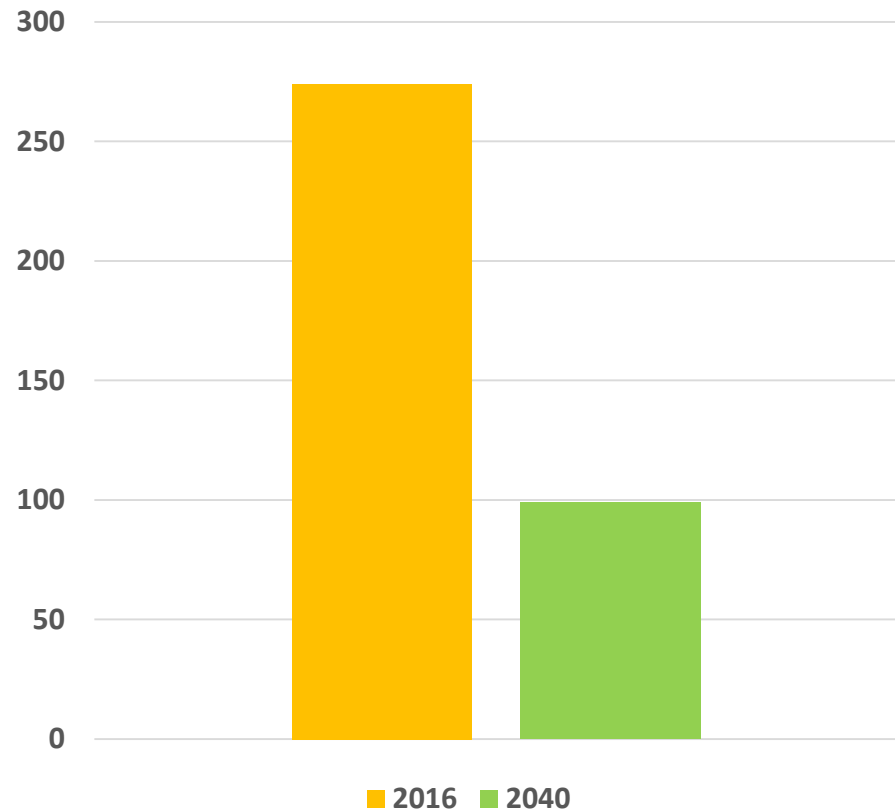
35 percent non-SOV mode share to work by **2040**

24 percent non-SOV mode share to work **today**

Source: US Census Bureau, ACS 2012-2016



Metro Vision 2040 Target: Safety



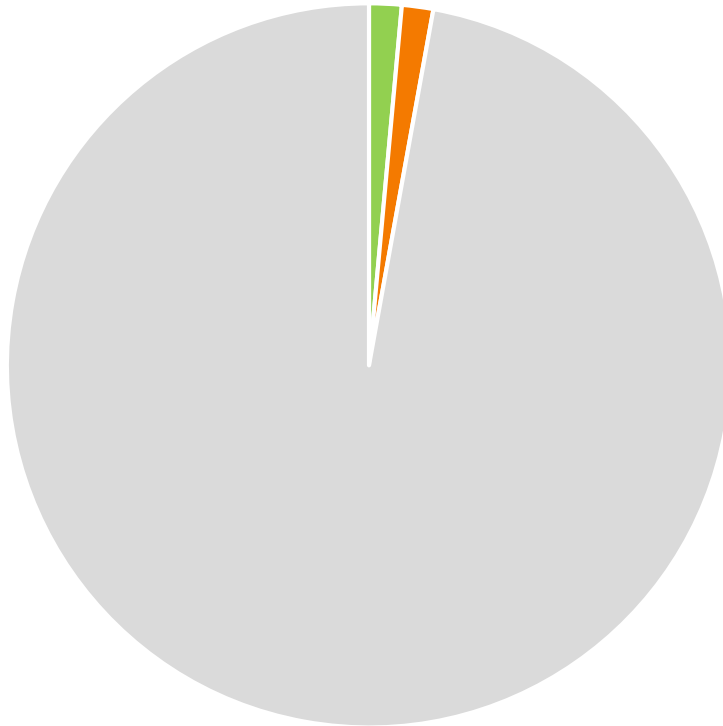
Fewer than 100 traffic fatalities by **2040**

278 traffic fatalities in **2016**

Source: NHTSA Fatality Analysis Reporting System

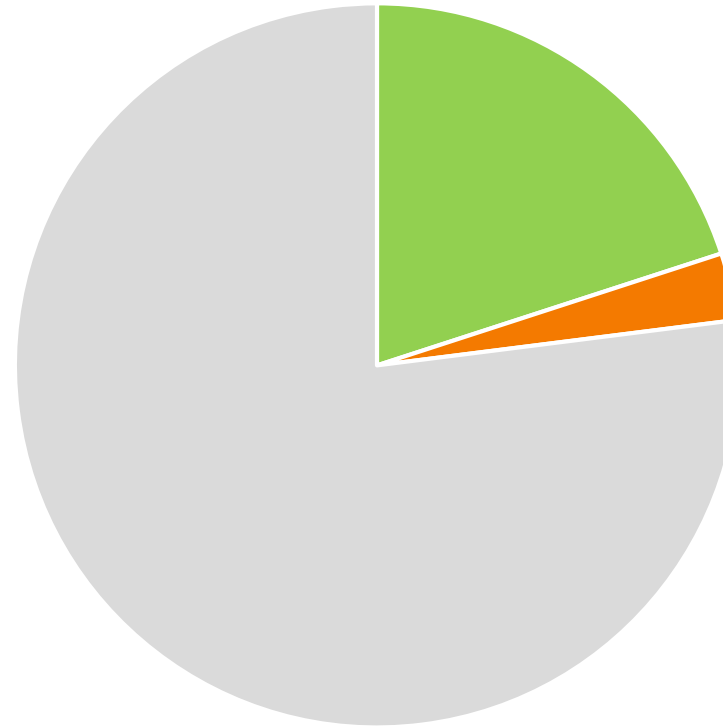


Bicycle and Pedestrian Crashes (2010-2015)



■ Pedestrian ■ Bicycle ■ Other Modes

2.85% of all crashes



■ Pedestrian ■ Bicycle ■ Other Modes

23.8% of traffic fatalities

Source: DRCOG-CDOT Crash Database



Initial Themes

Prioritize Safety: Focus on **low-stress** network for all ages and abilities

Implementation: Tie ATP into **local plans**, integrate with **transit** and **bike share**, and offer policy and program recommendations

Forward-Thinking: Understand and consider **emerging trends**: e-bikes, dockless bike share, autonomous vehicles



Resident Survey (Preliminary Results)

Overview

- Delivered invitations: 4,806
- Responses: 353
- Response rate: 7.3%
- Margin of error: 5.2%

Counties with fewer than 5 responses:

- Broomfield
- Clear Creek
- Gilpin
- SW Weld

Bicycling and transit higher among survey respondents than census suggests

DRCOG Transportation Survey 2018

Para la versión en español haga clic en el botón en el parte superior de la pantalla.

Thank you for sharing your experience by completing this survey. The survey results will help the Denver Regional Council of Governments (DRCOG) and our planning partners understand your needs and guide future decisions about transportation in the Denver region.

Your answers to this survey will remain strictly anonymous and will be reported in group form only. This survey is being conducted by National Research Center, Inc. (NRC), on behalf of DRCOG. It should take 10-15 minutes to complete.

What is your employment status?

- ☐ Employed full- or part-time
- ☐ Currently not employed
- ☐ Not employed, not looking for work (retired, stay-at-home parent, etc.)

Next

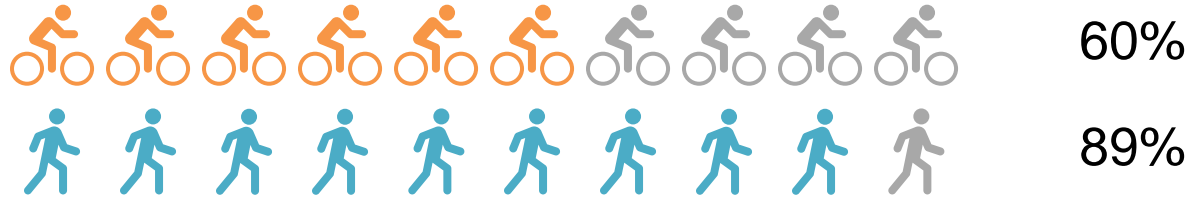
0%



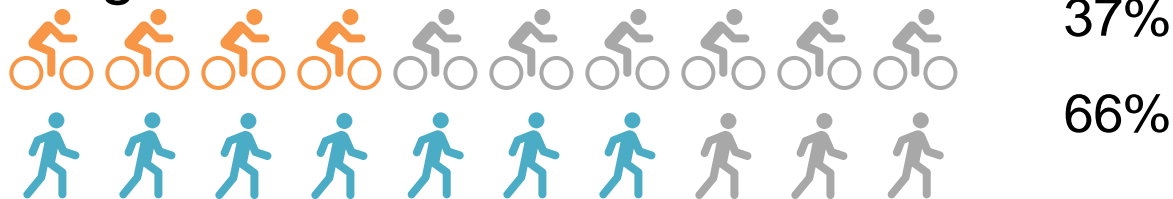
Resident Survey (Preliminary Results)

At least once during a typical month:

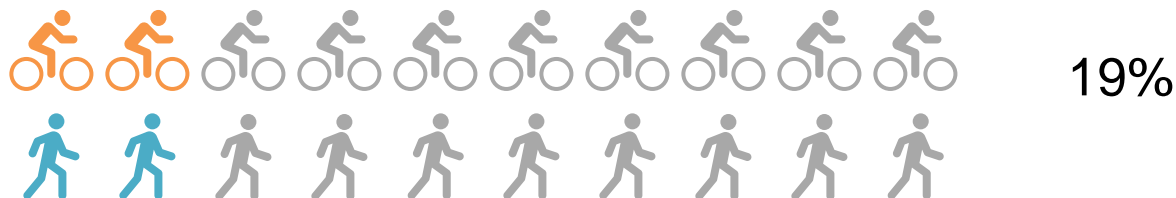
- For fun or exercise



- To get somewhere other than work



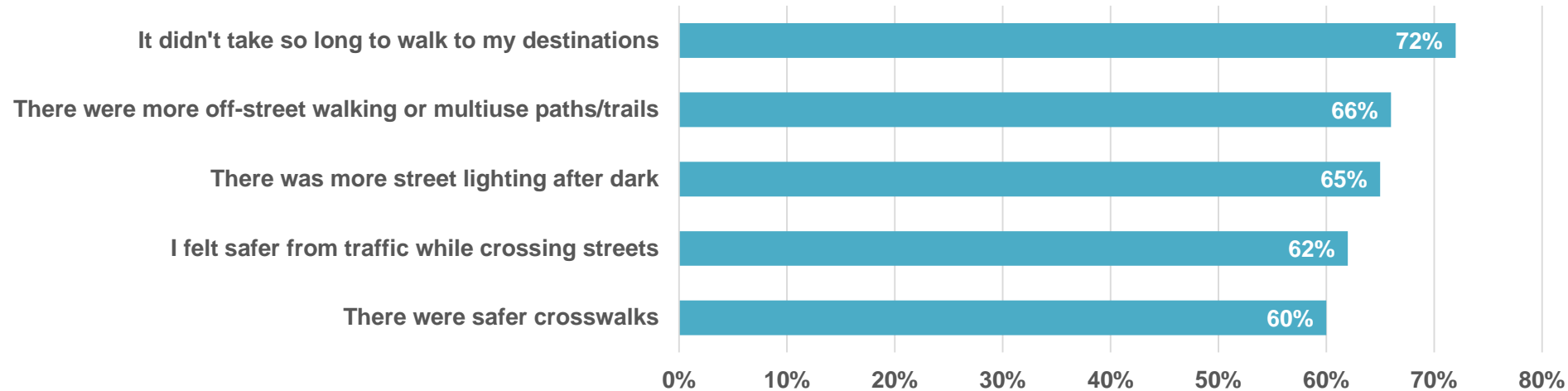
- To get to work



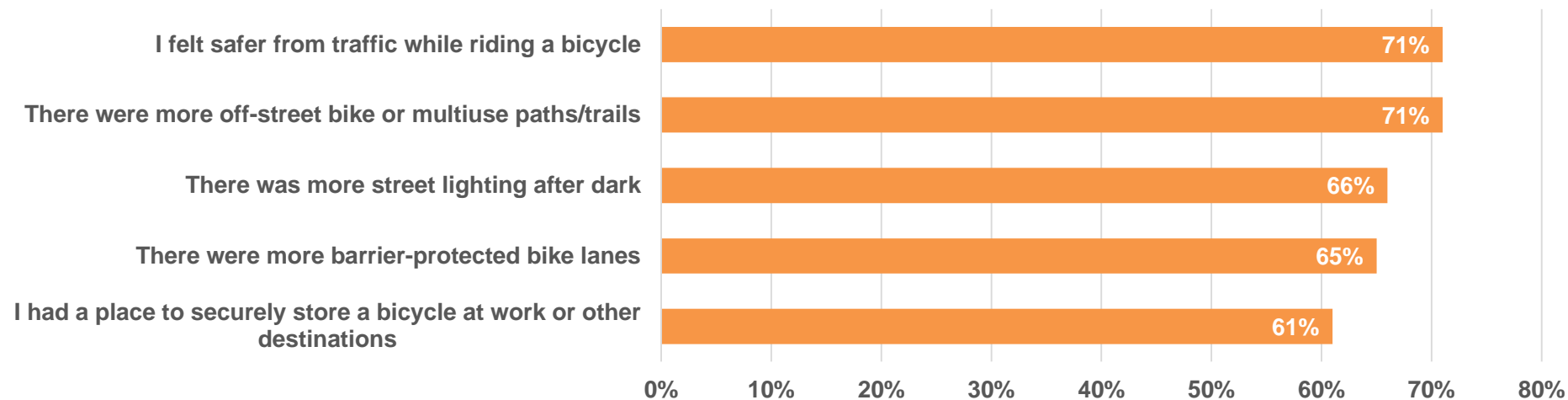


Resident Survey (Preliminary Results)

I would walk more to get places if...



I would bike more to get places if...





Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:





Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:

Sidepath adjacent to a four-lane roadway.



Bicycling and Walking Trail.



Bi-directional separated bike lane on a four-lane roadway.



Separated bike lane on a four-lane roadway.





Bicycle Network Planning Principles

Safety:

- Minimize conflicts
- Encourage yielding
- Delineate space
- Provide consistency



Comfort:

- Separate modes
- Balance delay
- Accommodate passing bicyclists



Connectivity:

- Provide direct, seamless transitions
- Integrate into multimodal network





Pedestrian Network Planning Principles

Safety:

- Dedicated space
- Safe crossings
- Appropriate traffic speeds



Comfort:

- Physical separation
- Pedestrian-oriented buildings
- Street trees



Connectivity:

- Accessible routes
- Supportive land use
- Integrate into multimodal network



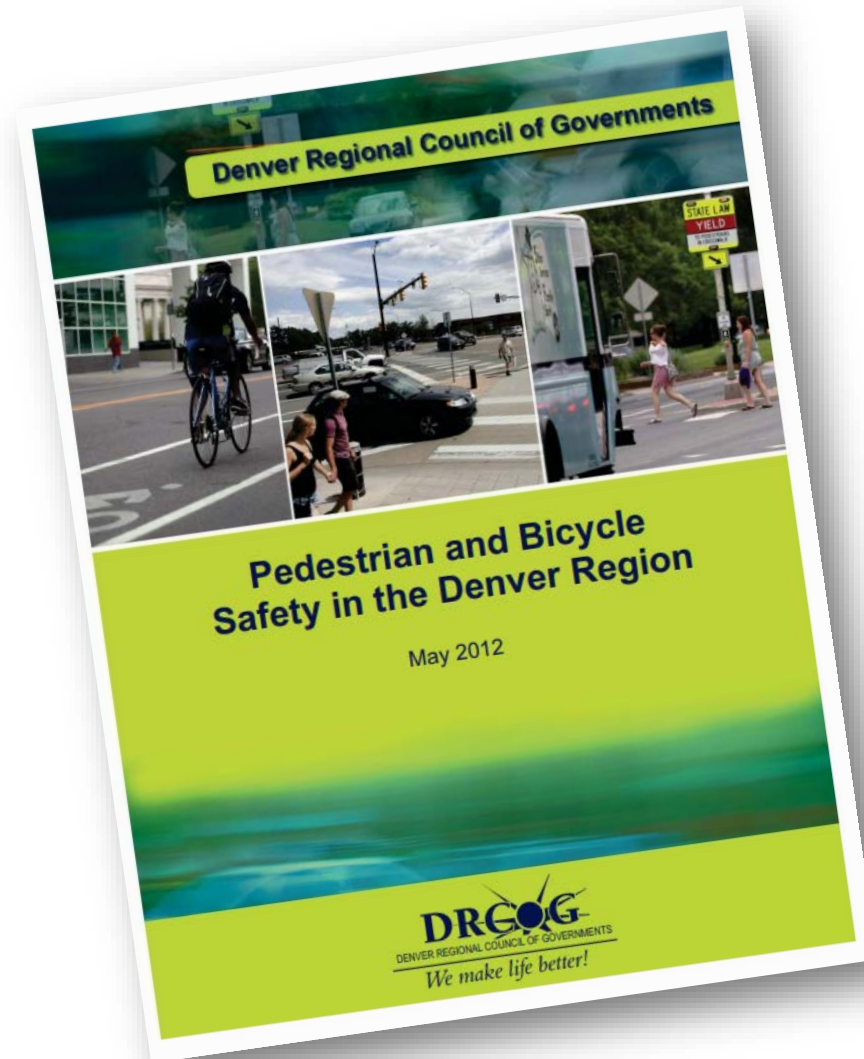


ATP Focus Areas

Focus Area	Description	What does it mean for the ATP?
Pedestrian focus area	Areas with a high concentration of existing or potential pedestrian activity.	Efforts to improve pedestrian safety and convenience in these areas will help the region achieve Metro Vision goals related to livable communities, safety, health, and transit integration.
Short-trip opportunity zones	Areas with a high concentration of short trips (2 miles or less).	The average bicycle trip distance in the Denver region is 1.8 miles. Areas with a large number of trips 2 miles or less hold potential for converting car trips to bicycle trips , which will help fulfill a key Metro Vision goal (reduce SOV mode share).
Regional active transportation network	High-comfort routes that connect significant regional destinations and may serve longer distance bike trips, as well as local walking and biking trips.	These routes are intended to allow safe and comfortable access to regional destinations for everyone , supporting Metro Vision's goals related to creating a connected multimodal region and vibrant regional economy. The regional network should facilitate cross-jurisdictional collaboration toward a common vision for a regional active transportation network. Local facilities that feed into the regional network are critical to connect residents to the regional network and will be recognized in the ATP.



Bicycle and Pedestrian Crash Report – Coming soon!





QUESTIONS?