DRCOG Active Transportation Plan
Update
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
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)

- 2.85% of all crashes
- 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
Resident Survey (Preliminary Results)

At least once during a typical month:

- For fun or exercise
  - Bicycles: 60%
  - Foot: 89%

- To get somewhere other than work
  - Bicycles: 37%
  - Foot: 66%

- To get to work
  - Bicycles: 21%
  - Foot: 19%
Resident Survey (Preliminary Results)

I would walk more to get places if...

- It didn’t take so long to walk to my destinations: 72%
- There were more off-street walking or multiuse paths/trails: 66%
- There was more street lighting after dark: 65%
- I felt safer from traffic while crossing streets: 62%
- There were safer crosswalks: 60%

I would bike more to get places if...

- I felt safer from traffic while riding a bicycle: 71%
- There were more off-street bike or multiuse paths/trails: 71%
- There was more street lighting after dark: 66%
- There were more barrier-protected bike lanes: 65%
- I had a place to securely store a bicycle at work or other destinations: 61%
Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:

- No bicycle facility on a four-lane roadway: 5%
- Bicycle lane on a two-lane roadway: 25%
- Bicycle lane on a four-lane roadway: 19%
- Buffered bicycle lane on a four-lane roadway: 40%
Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:

- Sidewalk adjacent to a four-lane roadway: 66%
- Bicycling and Walking Trail: 72%
- Bi-directional separated bike lane on a four-lane roadway: 71%
- Separated bike lane on a four-lane roadway: 72%
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

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