1. Project Background and Overview
2. Existing Conditions Analysis
3. Regional Bicycle Network Vision
4. Potential Opportunities
PROJECT BACKGROUND AND OVERVIEW
DRCOG Region

Today
3.1 million people
1.7 million jobs

2040
4.3 million people
2.4 million jobs
The purpose of the Active Transportation Plan (ATP) is to develop a regional active transportation vision, implementable plan, and products to support the development of a robust active transportation network in the DRCOG region.
EXISTING CONDITIONS ANALYSIS
Key Datasets

• **Existing Bicycle Facilities (on- and off-street),** for example:
  • Shared use paths/multi-use trails and sidepaths
  • Buffered, separated and traditional bicycle lanes
  • Neighborhood bikeways and signed bicycle routes

• **Planned/Proposed Bicycle Facilities**
  • Not currently part of the annual data request, but potentially needed as more communities adopt bicycle, pedestrian, and/or trails plans

• **Bike Share Stations and Service Areas** (incl. dockless/hybrid systems)

• **Crash Data** (CDOT and DRCOG Crash Database)

• **DRCOG Travel Model Data** and **Count Data**

• **CTPP TAZ-Level Data**

• **Population and Employment Data**

• **Origins/Destinations Data**

• **Strava Metro**
Key Outcomes

- **Existing Facility Inventory and Analysis**
  - down to County-level Profiles
- **User Profiles**
- **Crash Characteristics and Mitigation Strategies**
  - Integration with proposed Regional Vision Zero initiative
- **Regional Bicycle Network Vision**
- **Implementation Plan**
Bicycle and Pedestrian Safety

Figure 15: All Crashes, 2008-2012

CRASH FREQUENCY

1 2

CENTRAL DENVER

Figure 26: Crash Type 2A — Sideswipe

Figure 27: Crash Type 2B — Rear End

Figure 28: Crash Type 2C — Dooring
Short Trip Analysis – example Arapahoe County

Source: DRCOG travel demand model Focus 2.0
A lot of residents walk or bike for other reasons, however. 

This map shows 2016/2017 Strava data. Blue lines are the facilities that saw over 1,000 Strava bike rides. 

*Note: This map displays the number of bike rides captured through Strava, which is not equivalent to the total number of bike rides.
High Comfort Facilities

- High-comfort network approach results in a **safe and comfortable** bicycle network for users of all ages and abilities.
- Planning and designing for the “Interested but Concerned” rider is our **best chance** at increasing bicycle ridership.

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What is a Regional Bicycle Network Vision?

It’s a **future vision** of a regional network for active transportation in the Denver region. The Vision will connect to **Metro Vision outcomes** and support action toward **performance targets** (e.g. SOV mode share, VMT reduction, etc.).

Some of the information used in development:

- Stakeholder input
- Existing high-use, high-comfort corridors
- Bicycle facility inventory (existing/planned/proposed)
- Transit network
- High stress intersections, gaps in network
- Activity centers (population, employment, destinations)
- Crash analysis
POTENTIAL OPPORTUNITIES
Part of the ATP planning process will include an assessment of existing active transportation-related data and data gaps.

**Local Agency Facility Inventories**
- Various facility designations
- Some agencies provide proposed facilities

**DRCOG Staff**
- Apply consistent definitions
- Update network as new data received

**Active Transportation Plan Development**

**Potential Opportunities**
- Consistent Facility Definitions
- Potential for Improved Attribution
- Tie to roadway network for on-street facility mileage
- Trail naming and standards
- Coordination w/state agencies
• Several MPOs assess system-wide **bicycle level of traffic stress**
• This data can be used for assessing system-wide **connectivity** and identifying **barriers** in the bicycle network.
• Measuring LTS over time can be used in **performance-based planning**.
• **What we’re missing**: comprehensive roadway dataset with information like posted speed limits.
Active Transportation Plan

Bicycle Level of Traffic Stress

Road is Comfortable for:
- Bicyclists of All Ages and Abilities (1)
- Most Adult Bicyclists (2)
- Experienced Bicyclists (3)
- Strong and Fearless Bicyclists (4)

CITY OF GRESHAM
Bike/Ped Count Programs

- Several MPOs organize **annual count efforts**
- Some MPOs are conducting **automated counting** and **data warehousing**
Bicycle Trip Routing

Adrcog Denver Regional Bicycle Map

- Colorado Trail
- South Platte River Trail

Waytogo
- Home
- Events

Routes
- Carpool
- Vanpool
- Transit
- Walk
- Bike
- Drive

Results
- 20 Results
- 6 Results
- 1 Result
- 2 Results
- 1 Result

Waytogo Home
- 2027 Meade St
- 1200 N Broadway, Denver, Colorado 80203

Mar 29, 2018 @ 9:30 AM

Carpool
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs

Vanpool
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs

Transit
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs

Walk
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs

Bike
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs

Drive
- Depart at 9:30 AM
- 5 mi
- 0.5 hrs
THANK YOU!