



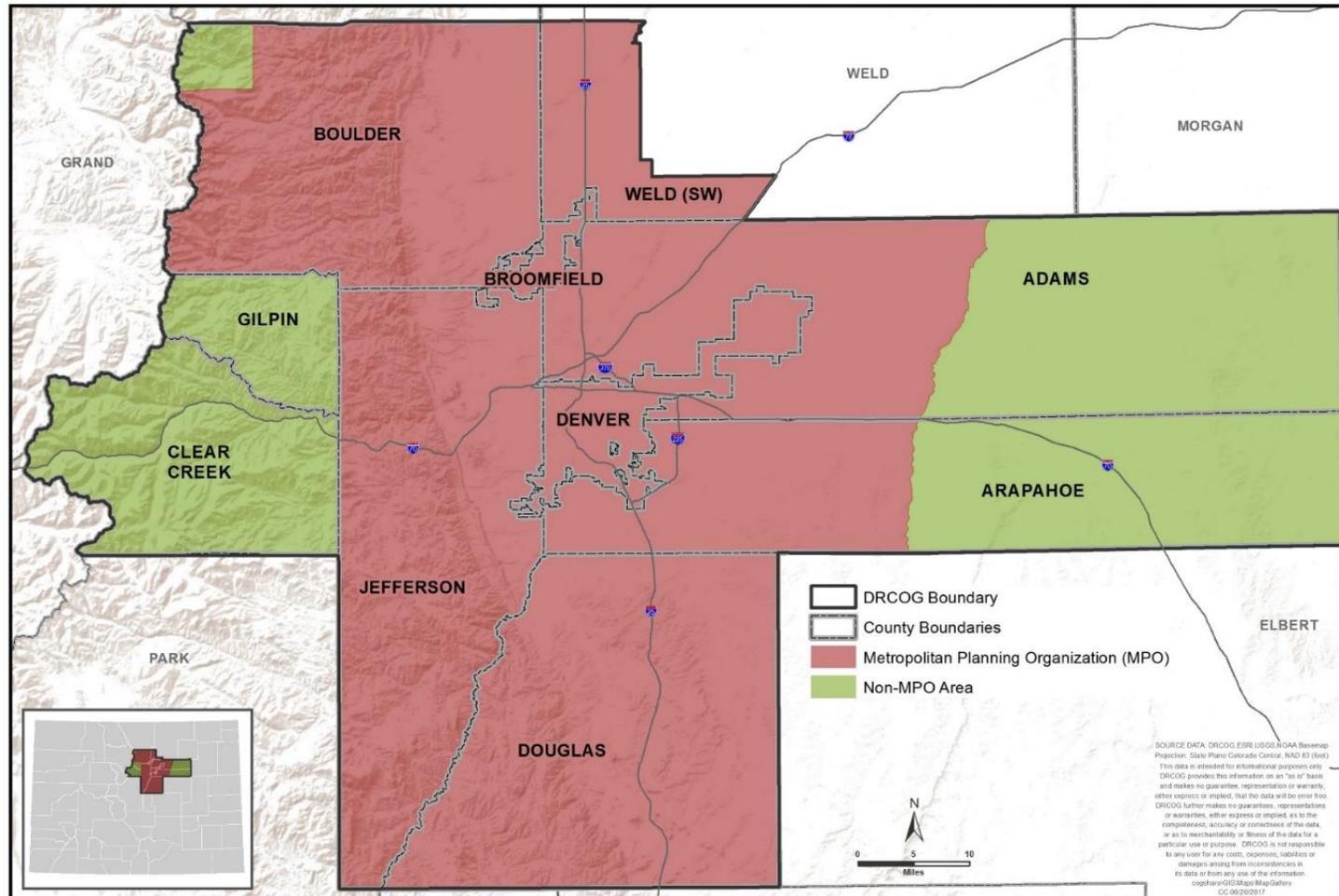
Regional Bicycle Facility Inventory

Presented by:

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Denver Region



Today

3.1 million people

1.7 million jobs

2040

4.3 million people

2.4 million jobs



Who are we planning for?



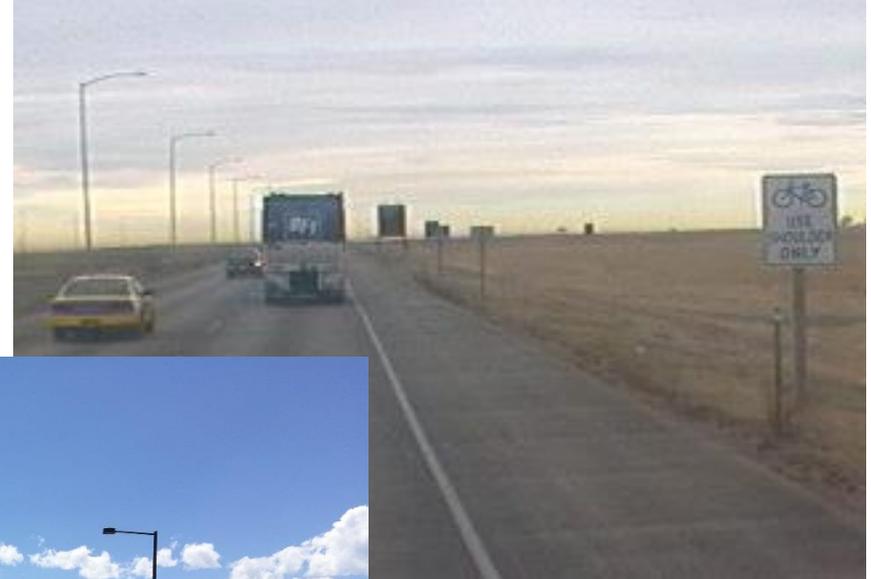
4% of people are highly confident
12% of people are somewhat confident
59% of people are interested but concerned

DRCOG Survey of Residents About Active Transportation (2018)



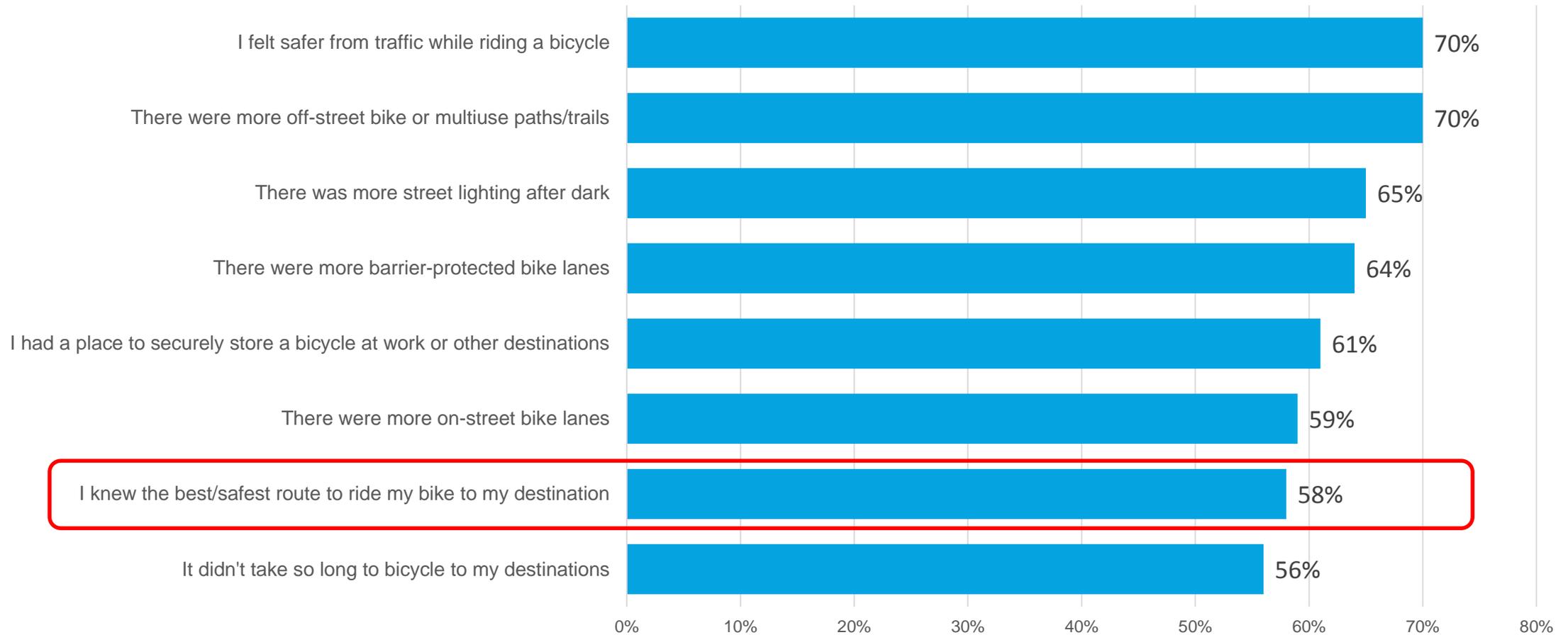


Bicycle Facility Types



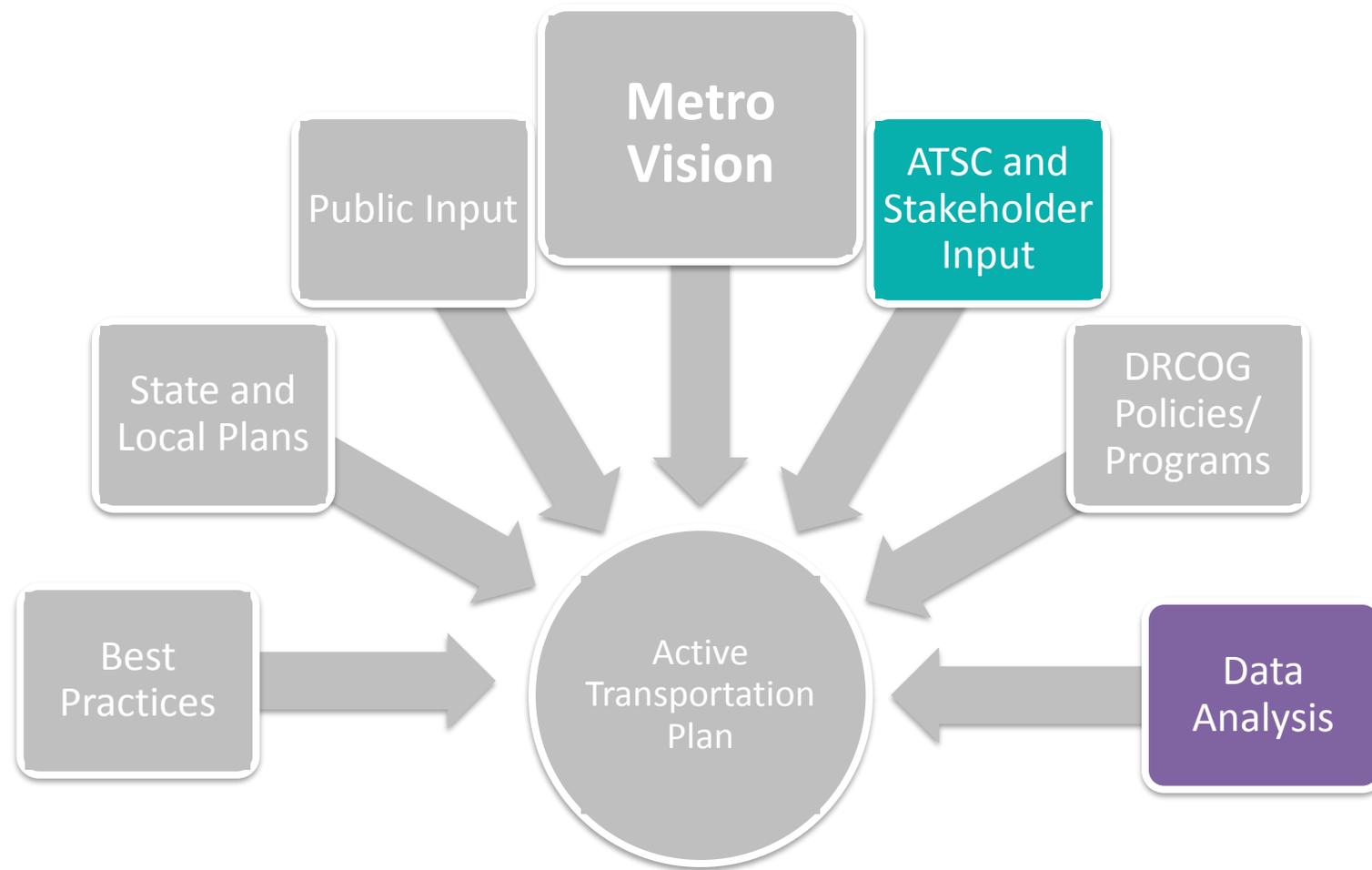


Resident Survey: I would bike more to get places if...





ATP Inputs





Key ATP 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**
- **Bike Share Stations and Service Areas**
- **Crash Data**
- **DRCOG Travel Model Data**
- **Bicycle Count Data**
- **CTPP TAZ-Level Data**
- **Population and Employment Data**
- **Origin/Destination Data**
- **Strava Metro**



Stakeholder Input

Active Transportation Stakeholder Committee (meet every other month)

Local Government Workshops (5x meetings in one month across the region)

- Stakeholders were involved in data discussions throughout the planning process – first as part of the **existing conditions** assessment and later in assessing **connectivity** of the regional active transportation **corridors**.
- Early on in the process became clear that **different** communities call **different** facilities **different** things. Our current bicycle facility inventory also used **different** facility types.
- Would improve our collaborative processes and bicycle facility inventory if there was a more consistent approach and a **standard** set of facility types were referenced.



Old Schema

Field Name	Field Description
TYPE_FX_NO	Type description number
TYPE_FX	Type description
STATUS	Facility status (Existing, Proposed)
NAME	Facility Name
SIGN	Indicates presence of signage
FX10TYPE	
WIDTH_FAIL	Is width less than 8 feet
FAC_SOURCE	Facility source
FAC_VALID	Indicates if facility is valid by DRCOG
SOURCE	Source
NOTES	Notes
UPDATED	Indicates if feature has been updated

Field Name	Field Description
ALIGN_CHK	
LOCAL_REVI	
COMMUNITY	Community
COUNTY	County
LENGTH_FT	Segment length in feet
LENGTH_MI	Segment length in miles
SIGN_LOC	Sign location
RESTRICTIO	Sharing restrictions of data



Old Facility Types

Type	Description
Shared Lane	Lanes that are marked with bicycle route signage. “Share the Road” signs do not count. Sharrows are not included. Signed bike routes without any dedicated bike facility.
Shoulder	Marked shoulders that are also marked with signage, but will not have visible markings such as a bike icon on the pavement. 4’ wide minimum.
Bike Lane	A path that is clearly marked on the road with the bike symbol (or by a Bike Lane Sign).
Multi-Purpose Sidewalk	Sidewalk that is off street and adjacent to the road. Greater than 8’ with no grassy median.
Separated Multi-Purpose Sidewalk	Sidewalk that is off street and adjacent to the road. Greater than 6’ with grassy median.
Paved Trail Next to Road	Similar to Separated Sidewalk, but with very few road crossing points. 8’ minimum. Another feature is it is generally further from the road than a Separated Sidewalk would be.
Unpaved Trail Next to Shoulder	Same definition as FX6, but unpaved. In many cases it will be the same as FX9 with the only difference being that it is located next to freeway.
Paved Trail - Waterway, RR, Utility	Off Street. This path will mainly not follow a road and will generally be out in the open field and could follow a river, rail or utility, but not necessarily. No longer needs to be signed.



Old Facility Types

Type	Description
Unpaved Trail - Waterway, RR, Utility	Off Street. This is similar to Unpaved Trail Next to Road and many cases the path will be both. Greater than 8'.
No Route Signage	Facilities that are shown by jurisdictions as existing bike/ped facilities. There will generally be visible on street markings (marked shoulder, white line etc. that looks like a shoulder line). There will be no signage.
Neighborhood Trail	Narrow paths generally under 8 ft. wide in a residential neighborhood. Not to be confused with Road or Cul-De-Sac Links that are designed just to connect a road or cul-de-sac with a trail system. Or short links from one neighborhood road to another as a shortcut.
Other/unknown	Include certain types previously coded as “recreational”. These paths usually won’t be something bikers will use to get to places at all. There will be no connections to other facilities and are only used for recreational activities.
Path or Cul-De-Sac Links	Paths that have the sole purpose of leading from a roadway to a valid off-street path.
Protected Bicycle Lane	An on street/off Street Bike lane that cars cannot physically cross over onto. Sometimes these will be on the road with a barrier between the car lane and bike lane, or other times the bike lane will be up on the curb. Currently Cycle Tracks are included in this type.
Bike Boulevard	Low volume streets that have signage and pavement markings to allow bicycle priority.
Connector	Off Street. This path will mainly not follow a road and will generally be out in the open field and could follow a river, rail or utility, but not necessarily. No longer needs to be signed.



Data Assessment

Toole Design
Assessment

Staff Review
and Edits

Project Team
Discussion

New Schema
Development

Implement
Changes and
Migrate Data



New Schema

Field Name	Field Description
FAC_NUM	Type description number
FAC_TYPE	Type description
STATUS	Facility status
NAME	Facility Name
ALT_NAME	Alternate facility name
ROUTE	Route name
CROSSING	Indicates if segment is a crossing
SIGN	Indicates type of signage
SBSTNDRD	Indicates if the segment is considered substandard
NUM_SDS	Number of sides
TRVLWYS	Number of travel-ways
ON_ST_PK	Is on-street parking available?
SURFACE	Surface type

Field Name	Field Description
SOURCE	Data source
NOTES	Notes
RSTRCTNS	Sharing restrictions of data
PLN_YR	Proposed plan year
PRPSD_PLN	Proposed plan web link
HORIZ_SEP	Horizontal separation width (feet)
VERT_BUF	Indicates if vertical barrier is present
WIDTH	Segment width
RUM_STRPS	Indicates if rumble strips are present
COUNTY	County
ON_OFF	Indicates if segment is on or off street
LENGTH_FT	Segment length in feet
LENGTH_MI	Segment length in miles



New Facility Types

Type	Description
Paved Shoulder	Marked shoulders with a minimum of 4' from edge of pavement to shoulder marking or rumble strips.
Bicycle Lane	Lane or portion of the roadway designated for bicyclists. This includes conventional bicycle lanes and those with no vertical buffer (i.e. painted buffered bicycle lanes).
Shared Use Path	A paved path used by bicyclists and pedestrians that is physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.
Sidepath	A specific type of shared use path that is adjacent to the roadway. Sidepaths typically have regular at-grade crossings, such as at driveways and intersections.
Unpaved Path	Similar to a shared use path, but unpaved. Generally >8' width and used in a similar fashion to shared use path. [discussed using paved/unpaved as attribute and coding SUP, but since SUPs are typically paved, decided own facility type]



New Facility Types

Type	Description
Separated Bicycle Lane	Bicycle lanes which are separate from general travel lanes and the sidewalk. They are not the same as shared use paths because they are bicycle-only facilities. They are distinct from buffered bicycle lanes because there is a physical separation, such as a raised island or parked cars, between the bicyclists and the outside travel lane.
Bicycle Boulevard	Streets designed to prioritize bicycle traffic by minimizing motorized traffic volume to a maximum of 3,000 vehicles per day or less and operating speeds of 25 miles per hour or less. They are also referred to as neighborhood greenways, slow streets, or bicycle priority streets.
Local Path	A short off-street connection providing informal direct access between established facilities; may not meet minimum standards for a shared use path; could be paved or unpaved – surface type distinguished in attribution.
Shared Lane	Often times routes may not have a bicycle facility and local entities may designate shared lanes as preferred routes or as a connection between facilities. May not be coded on any segments where bicycles are expressly prohibited.



More information?

Regional Data Catalog: Bicycle Facility Inventory



SEARCH

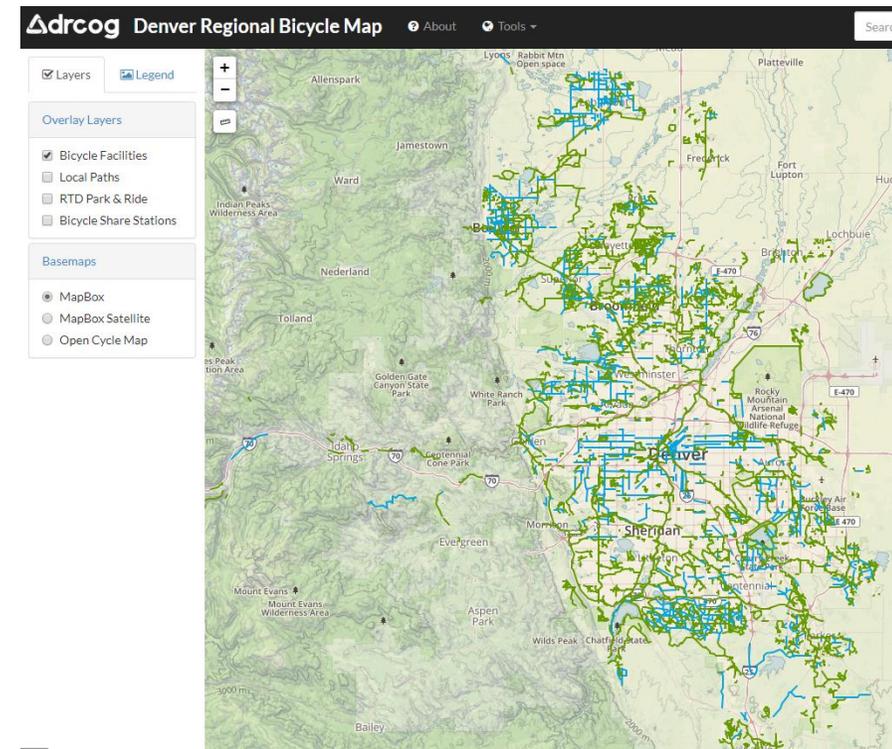
BICYCLE FACILITY INVENTORY

Data Vintage: August 2019
Data Modified: September 2019
Original Sources: DRCOG
[Terms of Use](#)

GET DATA



Bicycle Facility Webmap





THANK YOU

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