



Regional active transportation gaps analysis

Regional Transportation Committee, September 1, 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.

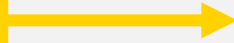
Can I get across the street comfortably? Is the street a barrier?



Distance to low-stress
crossing opportunity.

Walking gaps analysis

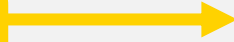
**Sidewalk coverage
and width.**



Regional Roadway System

- Streets that are RTP-eligible.
- Excluding limited-access.

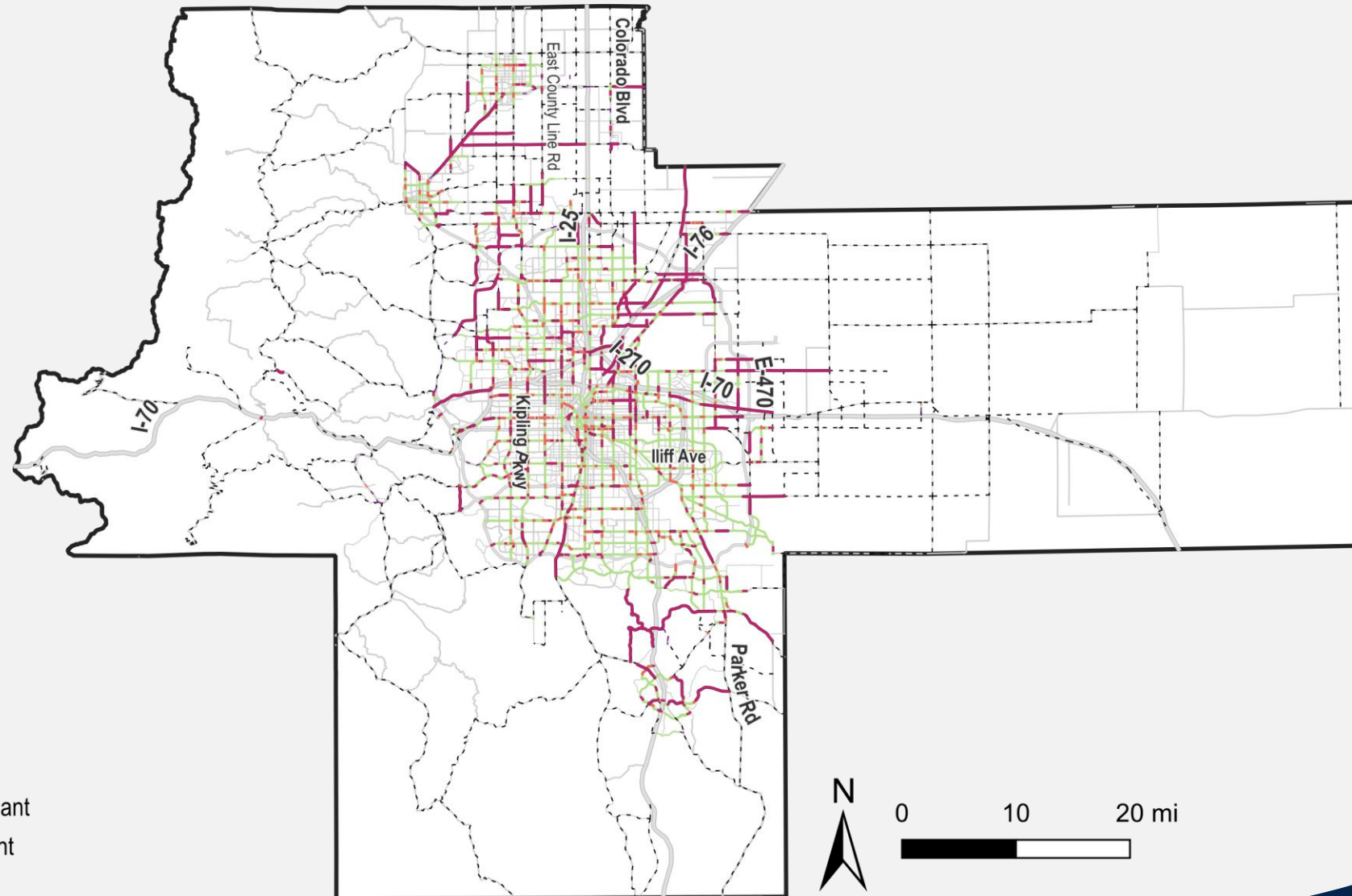
**Distance to low-stress
crossing opportunity.**



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



0 10 20 mi

Sidewalk coverage

Existing condition	Street centerline mileage (Denver region)	Percentage of Regional Roadway System (Denver region)	Street centerline mileage (urban and suburban areas only)	Percentage of Regional Roadway System (urban and suburban areas only)
Sidewalks on both sides of compliant width.	581.5 miles	25%	564.3 miles	53%
Sidewalk of compliant width on only one side.	298.5 miles	13%	260.8 miles	24%
No sidewalks present.	1,420.3 miles	62%	244.6 miles	23%

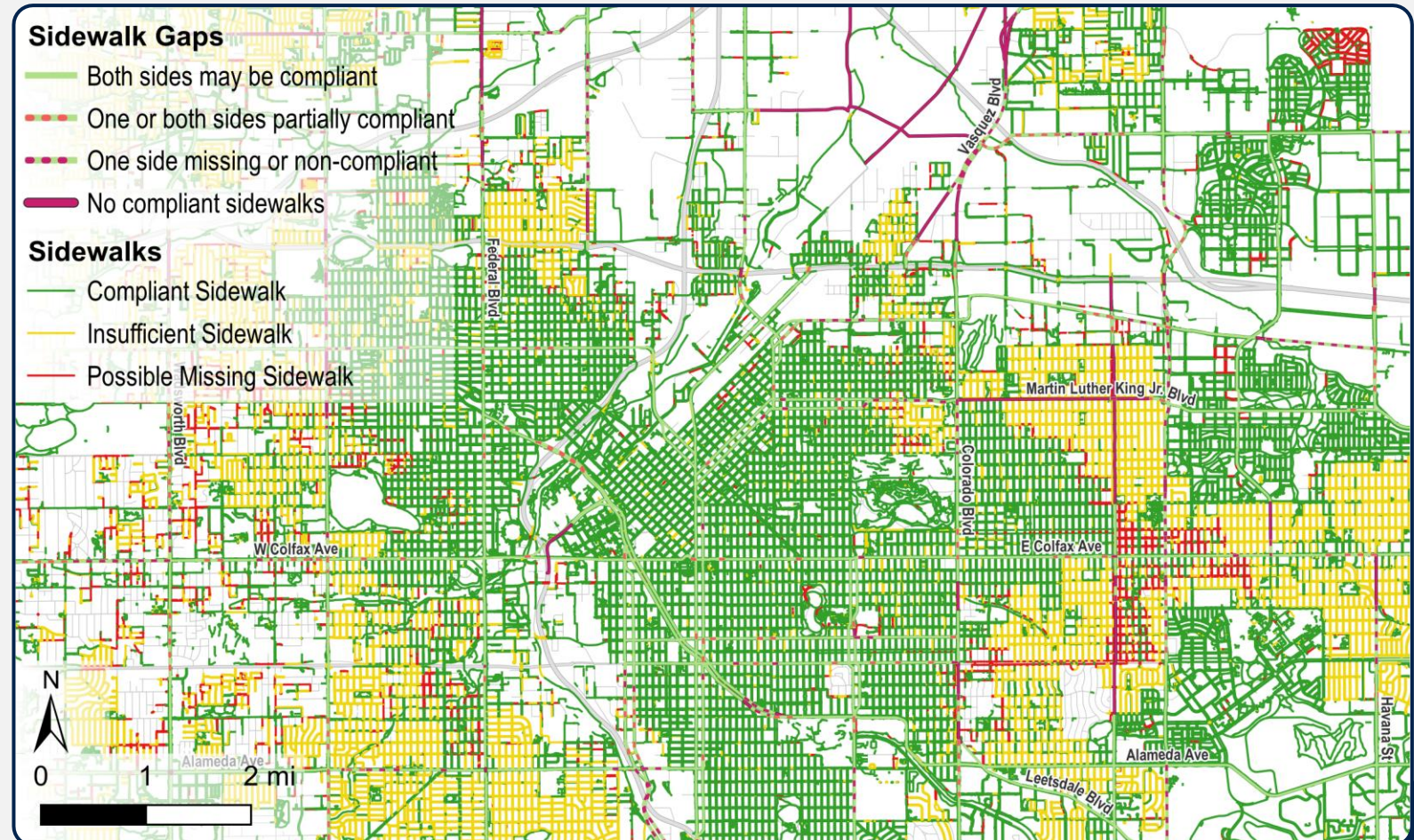
Identifying sidewalk gaps

Regional Roadway System

- 1,420 miles of streets have no sidewalks (62%).
- 299 miles have sidewalks on only one side (13%).

Urban and suburban areas

- 245 miles have no sidewalks (23%).
- 261 miles have only one side (24%).



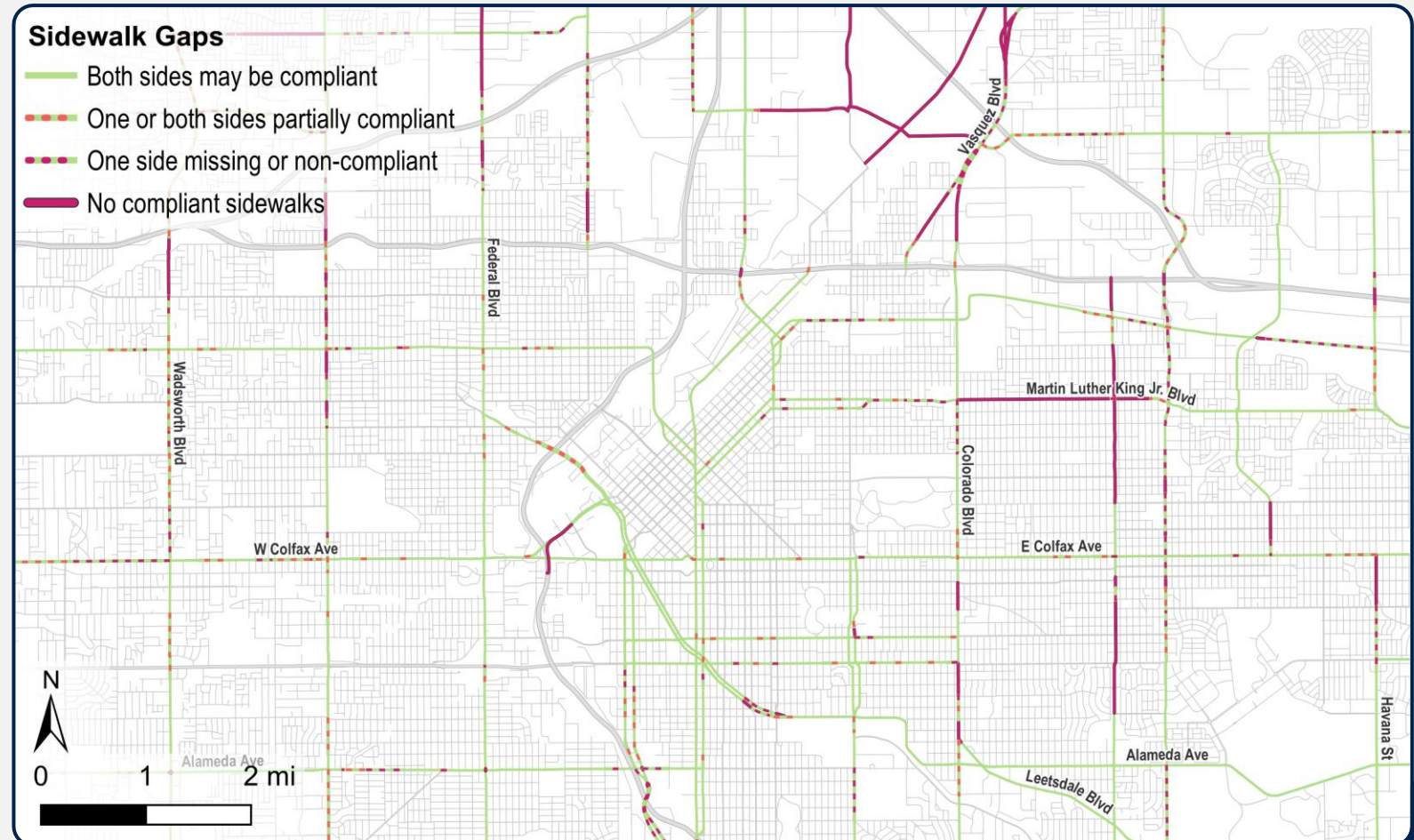
Identifying sidewalk gaps

Regional Roadway System

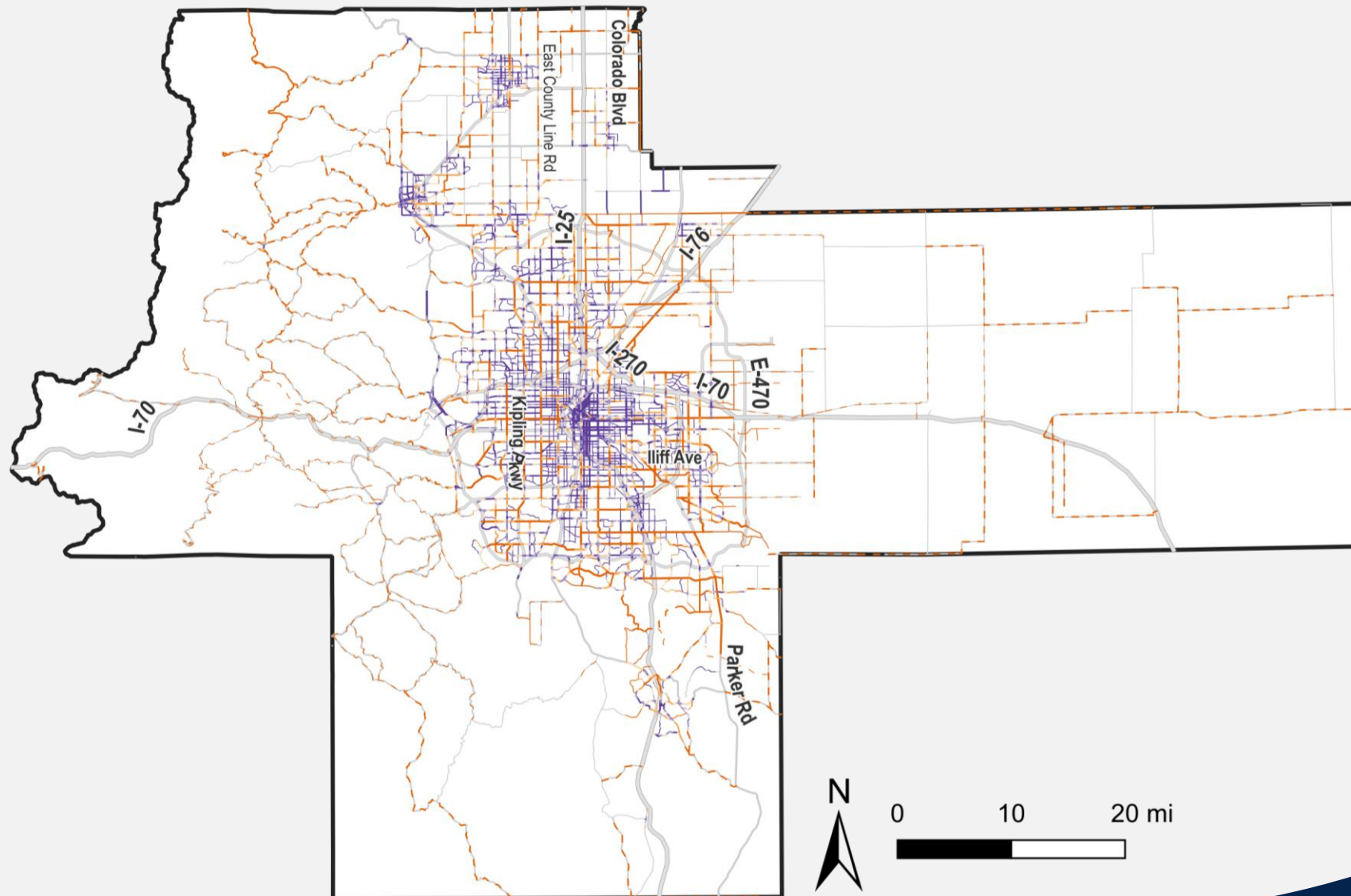
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Urban and suburban areas

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Distance to a low-stress crossing



Distance to PLTS3

- < 660 ft
- 660 ft - 1/4 mi
- 1/4 mi - 1/2 mi
- 1/2 mi - 1 mi
- > 1 mi

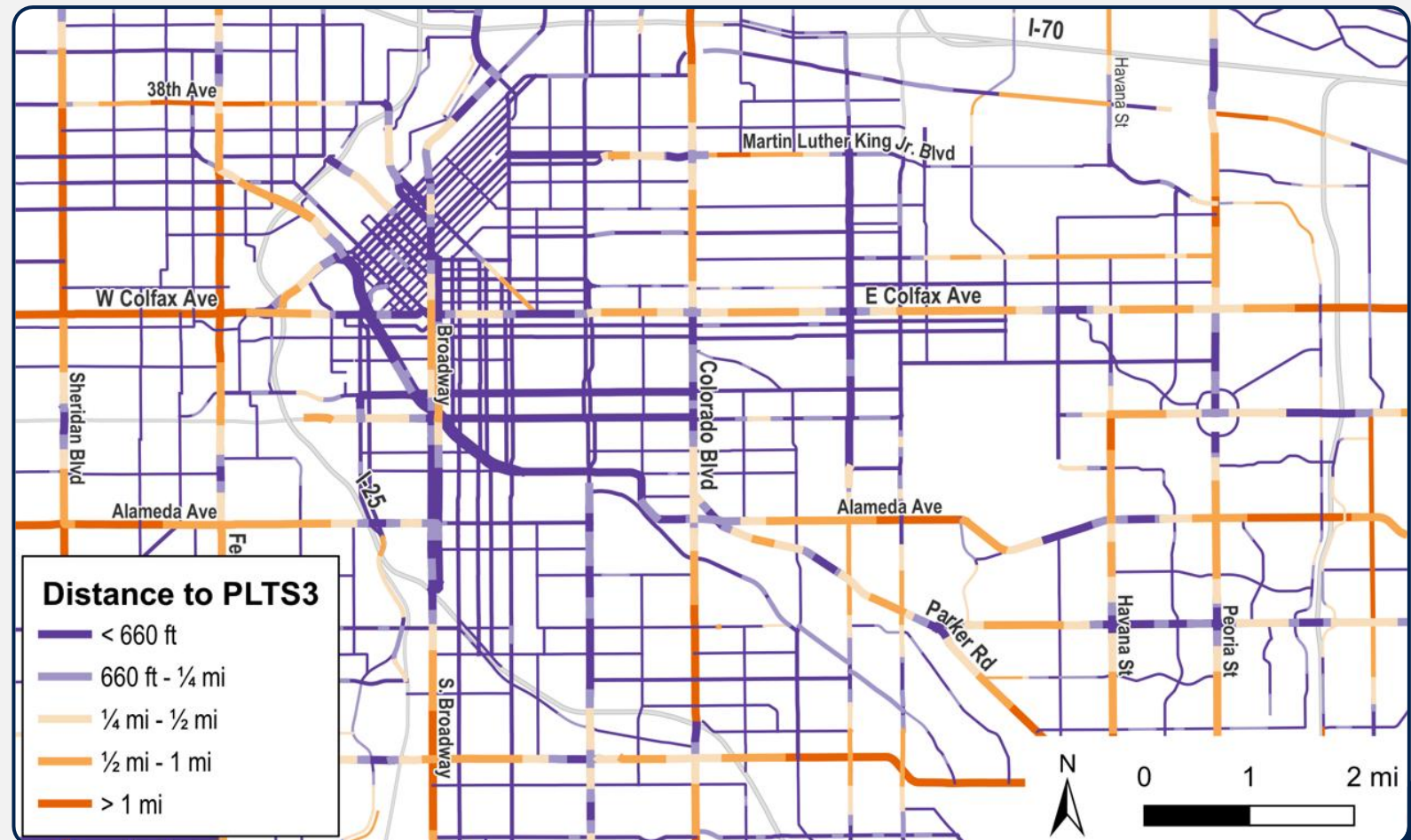
Distance to a comfortable crossing

Urban and suburban areas:

- 40% of street segments > ¼ mile from sufficient crossing.

Rural areas:

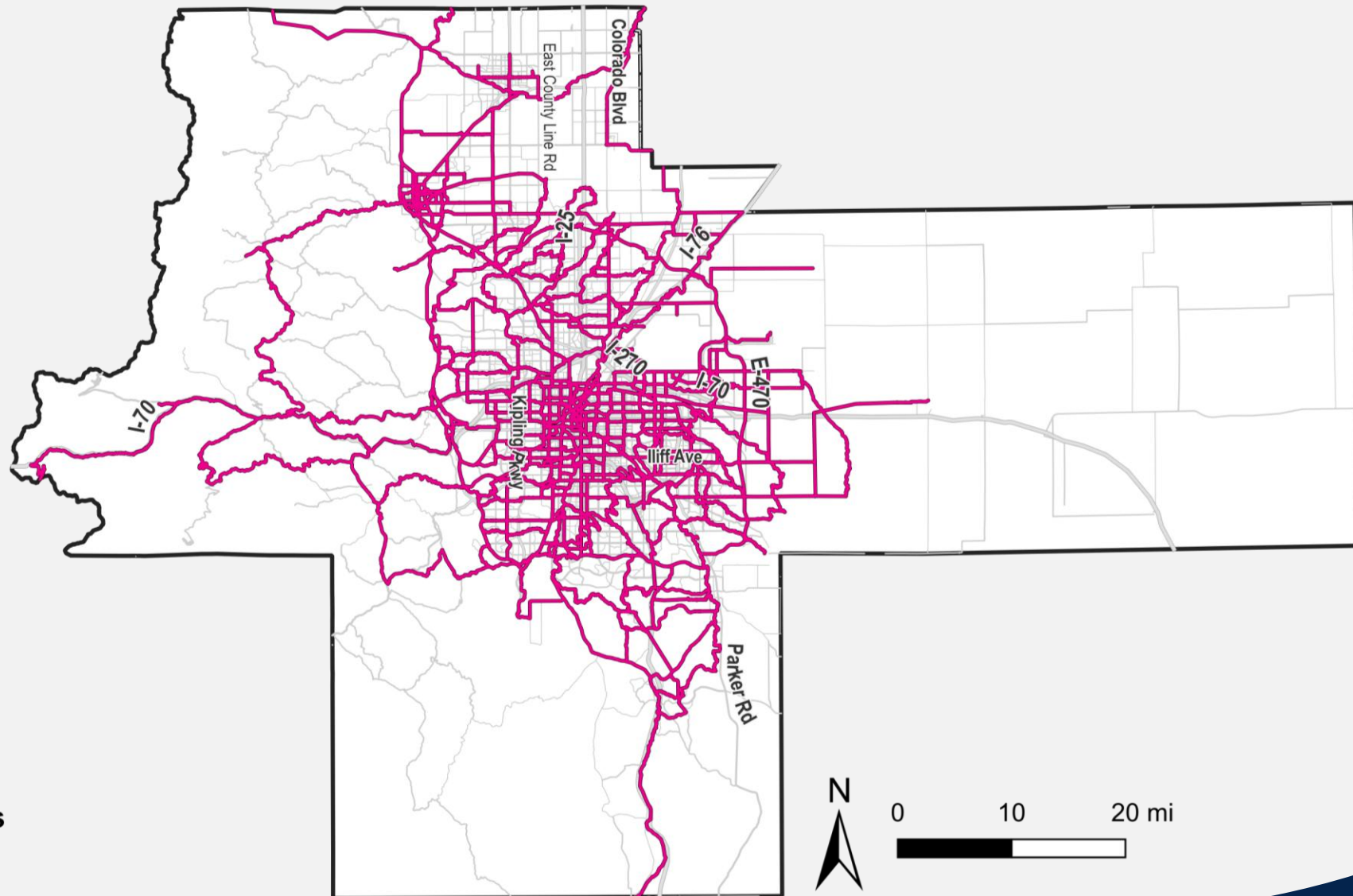
- 67% of street segments.





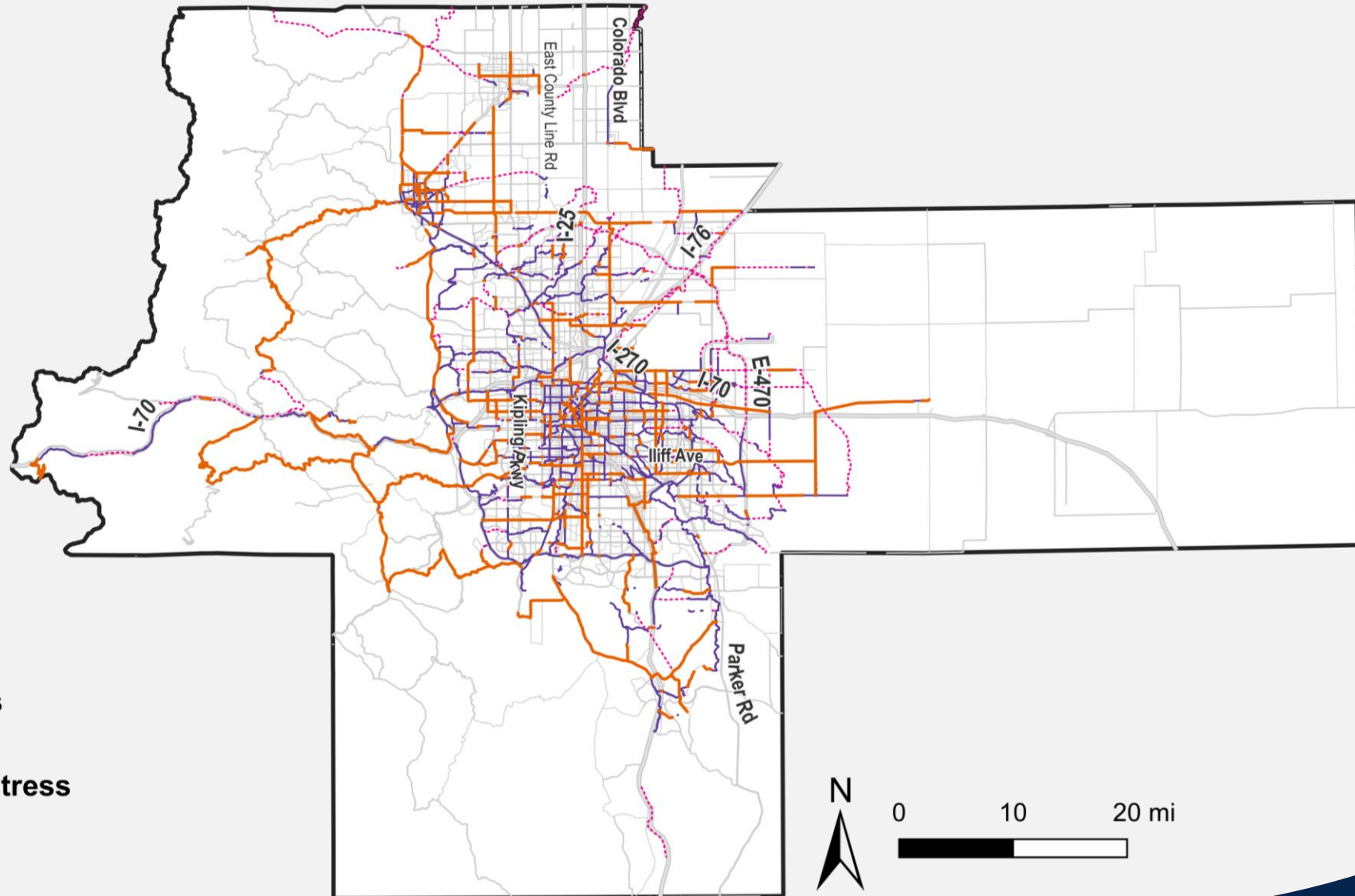
Bikeway gaps analysis

Regional active transportation corridors



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

Where are existing bikeways comfortable?



Regional Active Transportation Corridors

----- Proposed/Planned

Bicycle Level of Traffic Stress

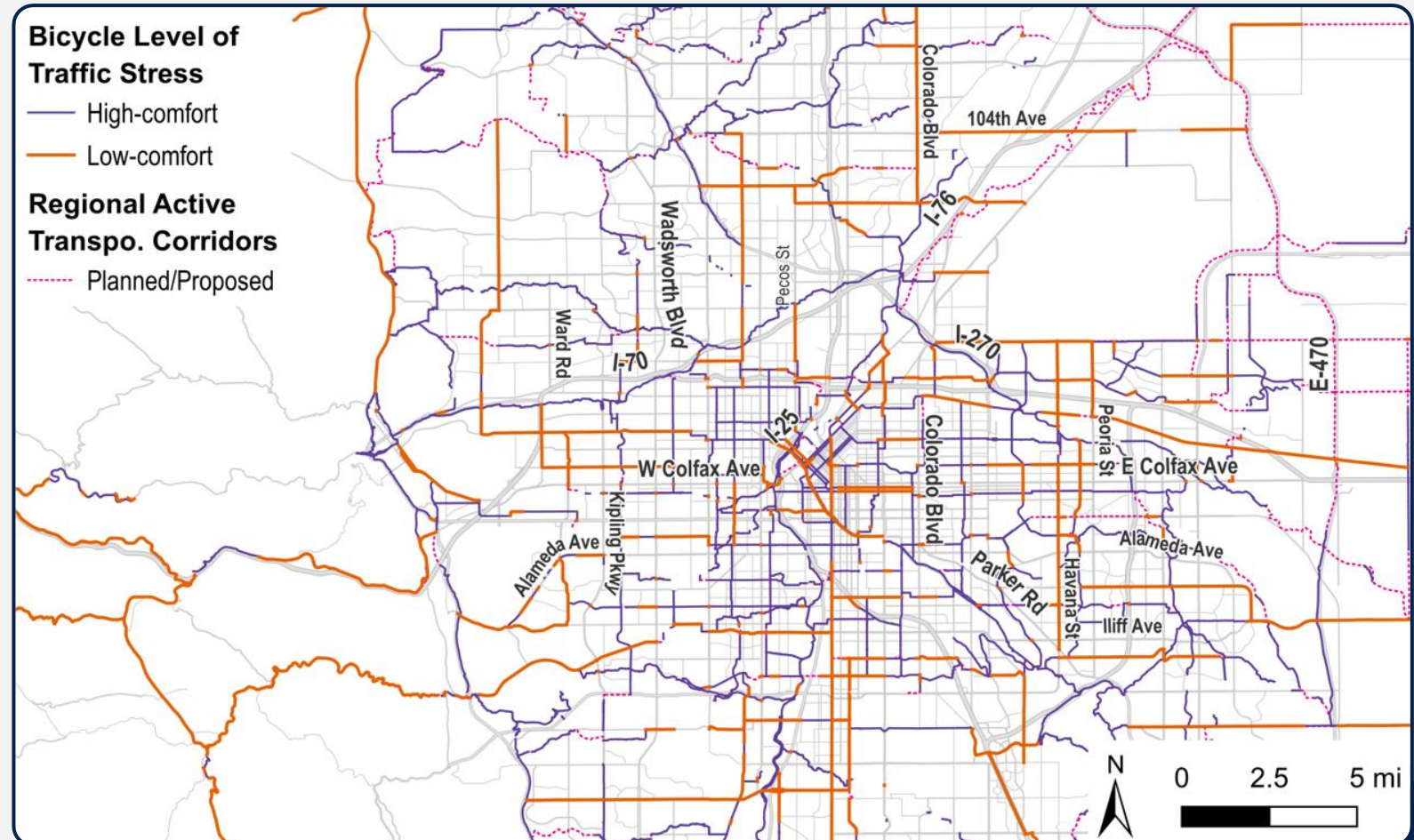
— Broadly comfortable (LTS 2)

— Not so comfortable (LTS 3+)

Bicycle Level of Traffic Stress

Gaps

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



Thank you!

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