



The 1993 Denver Bicycle Master Plan (DBMP, which was adopted unanimously by City Council) sought to develop and implement a comprehensive bicycling program by developing a physical bicycle system as well as education, promotion, enforcement, public policy, and information distribution programs. This document is an update of that plan.

The City of Denver has made great strides since the adoption of the DBMP in 1993 and has successfully implemented many of the recommendations. To ensure that Denver remains one of the best cities for bicycling in North America, it is essential that the City continue its efforts to improve the bicycle system and the necessary avenues of support.

The focus of the Denver Bicycle Master Plan Update (the Update) is to provide bicycle facilities and promote bicycle usage to meet the recreation needs of Denver citizens in all parts of the city and to resolve the transportation needs of each citizen via bicycling (at least one day a week). If all the citizens of Denver were to commute by bicycle once a week,

the result would be a reduction of up to 20% in peak hour demands on the City's roadways. The capacity demands on local roadways would decrease, and there would be tremendous cost savings by not widening roads and increasing capacities.

The goals of the Update are taken from The National Bicycling and Walking Study, published by the U.S. Department of Transportation. The Study presents a plan of action for activities at the Federal, State and local levels with the following two goals:

- To double the current percentage of trips (from 7.9% to 15.8%) made by bicycling and walking, and;
- To simultaneously reduce by ten percent the number of bicyclists and pedestrians killed or injured in traffic crashes.

Recognizing the achievements of the past several years as well as the changing environment of Denver, the City determined that it was time to re-visit the DBMP with a formal update to maintain the momentum, success and

## Introduction

About 85 million adults and children ride their bikes every year.

For children and teens, the bicycle is a primary means of transportation when traveling independently.

Every morning an estimated half million people bike to work in the United States.

Each year, more than 500,000 bicyclists of all ages sustain a cycling injury that requires emergency department care.

Of the approximately 800 bicyclists killed annually, about 750 are killed in traffic crashes.

Perhaps not surprisingly, more than half of the bicyclists riding in or near traffic report feeling unsafe.

*From the National Strategies for Advancing Bicycle Safety*



Route D-18 through Ruby Hill Park has been upgraded to become ADA compliant.



## Introduction

excitement of implementing bicycle improvements in Denver.

Analysis and Future Off-Street Connections

In 2001, the Update focuses on determining the next set of solutions and recommendations to continue this effort. The initial focus of the Update is based on recommendations from the 1993 DBMP that are not yet implemented, new conditions throughout the City due to development and infrastructure changes, and new situations, opportunities and attitudes that were previously non-existent. In addition to new bicycle traffic counts, the main elements for the Update include:

Recreational Cycling:  
Family Bicycle Loops and Bicycle Racing

Transit Access and Accommodations:  
Improving Access to Light Rail Stations, Access on Light Rail Vehicles & I-25  
Reconstruction Access:  
The T-REX Project

Advocacy: Existing Conditions & Opportunities

### ***Ideals of the National Strategies for Advancing Bicycle Safety***

**#1** *Motorists Will Share the Road*

**# 2** *Bicyclists Will Ride Safely*

**#3** *Bicyclists Will Wear Helmets*

**#4** *The Legal System Will Support Safe Bicycling*

**#5** *Roads and Paths Will Safely Accommodate Bicyclists*

Grid Route System:  
Increased Route Signage and Neighborhood Routes & Signage

Downtown Bicycling: How to Make Downtown More "Bicycle Friendly"

Major Missing Links:  
Closing the Gaps in Missing Links & Difficult Crossings

Parks & Trails: Bicycle Trail Standards, Existing Trails

This Update is in all likelihood the first in a series of updates that will occur in the future as additional accomplishments take place, existing conditions and infrastructure change, and new opportunities present themselves. This commitment to review and update the DBMP over time is the first step to guarantee that Denver continues to be one of the best metropolitan cities for bicycling in North America. The next step is more challenging; it includes the continued and steady implementation of the recommen-



*The City of Denver receives the League of American Bicyclists "Bicycle Friendly Community" Award at Bike to Work Day 2001*

dations made in this update and subsequent updates which will require funding, inter-agency cooperation, and a shared vision that bicycling is an easy, valid, safe, healthy and fun transportation and recreation choice.

**Methodology & Analysis:**

The first task for the Update team was to analyze the existing conditions within each of the six elements of the plan, and determine the current opportunities, strengths and weaknesses of the system. In many cases, the focus went beyond analysis of bicycling in Denver to look at bicycling programs and trends in other metropolitan areas. More importantly, the local bicycle community provided input at two public meetings and monthly work sessions with the Mayor's Bicycle Advisory Committee (MBAC) to determine specific areas of interest, concern, and recommended priorities.

**Accomplishments Since 1993:**

- Top 10 Cities for Cycling Award from Bicycling Magazine - Three Times!
- League of American Bicyclists Bicycle Friendly Community Award
- Improved maintenance of trails and bike routes
- Replacement of numerous low water bridge crossings/ wooden bridge structures
- Improved Intra- and Inter-agency cooperation
- RTD buses with bike racks, bikes on light rail trains, and bike lockers at Park-N-Rides
- Establishment of grid route system and signage program
- Bicycle Parking Ordinance and City-provided bike parking racks
- "Wheels & Heels" Trails on the Downtown portion of the Cherry Creek Trail
- Wynkoop St. Bridge and Bicycle Lanes
- Bicycle connection along Peña Boulevard to Denver International Airport
- City Bike Map
- Free bicycle registration via the City website
- Bicycle provisions in the Stapleton and Lowry Redevelopments
- Lights on the Cherry Creek and Platte River Trails
- Bike lanes on numerous streets