



A favorable setback from traffic reduces user concerns on this portion of the First Avenue sidewalk used by the Cherry Creek Trail.



Recreational Bicycling

Family Bicycle Loops Recommendations

- Designate family bicycle loops to encourage recreational riding. Place directional signage along the loop routes.



Family Bicycle Loops

Although bicycle loops exist within Cheesman, Sloan Lake, and City Parks, other routes may be possible. By creating loops which incorporate existing off-street trails with designated on-street trails, possibilities for family/recreational loops can be found in most areas of the city. The following list describes loops that follow the above suggested scenario:

1. Bear Creek Loop: Bear Creek Trail to Raleigh Street (D-1) to Yale Avenue (D-20) to Lamar Street (Bear Valley neighborhood route).
2. West Harvard Gulch Loop: West Harvard Gulch Trail (D-20) to Zuni Street (D-5) to Sanderson Gulch Trail (D-18) to Irving Street (D-3).
3. Sanderson Gulch Loop: Sanderson Gulch (D-18) to Irving Street (D-3) to Westwood Trail to Raleigh Street (D-1).
4. Cheesman Park Loop: Cheesman Park Loop (D-11) to 12th Avenue (D-10) to Sherman Street (D-9) to 7th Avenue (D-12) to Williams Street (Cheesman Park/D-11).
5. Washington Park Loop: Washington Park Loop (D-11) to Exposition Avenue/Bonnie Brae Boulevard (D-16) to Steele Street (D-13) to Florida/Race/Louisiana (D-18).
6. Bible Park Loop: High Line Canal to Yale/Oneida (D-17) to Iliff Avenue (D-20) to Holly and High Line Canal.
7. High Line Canal Loop: High Line Canal (D-18) to Cherry Creek Trail/Cherry Creek Drive South (D-19) to Florida Avenue (D-18).



*Mountain biking is part of the
"Colorado Lifestyle."*



Bicycle Racing

Bicycle racing emerged as an issue in the Update because racers and fitness riders wanted a place they could train. Users of the off-street trail system also stated this as an issue because of the potential conflicts on the trails between higher speed bicyclists and slower speed pedestrians, joggers, and recreational bicyclists.

Definition

This section refers to "bicycle racing" as a competition or training for a competition. Racers want to ride at a continuous pace for a length of time without interruption or undue impediment. Bicycle racing comes in many forms including road bike racing, mountain bike racing, BMX ("Bicycle Moto Cross") racing, track racing in a velodrome, and hand bike racing for disabled athletes.

Desirable Venues

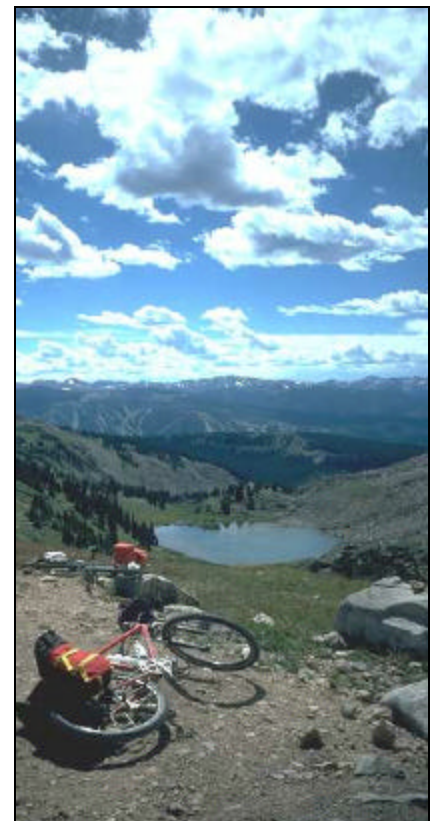
For bicycle racing and training, roads with low to medium levels of traffic and few stop signs or traffic signals are preferable. On streets with speed limits from 25 to 30 MPH, racers are traveling at speeds similar to vehicle traffic. The road should have a wide curb

lane, shoulder, or bike lane, or be low speed and volume. Low volumes of turning traffic characterize favorable training routes. Often, routes with traffic calming devices such as chokers, chicanes, and traffic circles deter bicycle racers from using them.

In general, streets that are better for bicycle race training are essentially those in the Denver on-street bicycle route system. The trail system in Denver is appealing for training because it is continuous with few stop signs or traffic signals, has no vehicular traffic, and has well maintained surfaces. However, the use of trails for training should be discouraged because the bicyclists become to pedestrians what motorists are to bicyclists on the street: vehicles moving at a much higher rate of speed in the same travel area.

The best areas for racers to ride exist outside the City and County of Denver in more suburban/rural locations where traffic volumes are lower and there are few traffic signals to interrupt training. One area in Denver where these conditions exist is in the northeast. As development occurs in this area,

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Mountain Biking at Corona Pass looking west towards Winter Park.



Many weekend recreational bicyclists could become weekday urban cyclists.



Recreational Bicycling

“ The where is the most difficult part; to find a good velodrome at altitude. I want to do it (World Hour Record) one time, do it well and never do it again. But it’s hard to find a fast indoor velodrome at altitude. One thing we’ve talked about is to build a track in America. It should be at about 6,000 feet altitude.”

- Lance Armstrong, Tour De France winner in 1999, 2000, and 2001 expressing an interest in a velodrome around 6,000 feet above sea level in America



World Mountain Bike Championships at Vail.

the desirability of the routes for training will decrease without careful planning and consideration.

Competitive Bicycling

Road racing has several forms. Criterium racing involves racing around a short circuit as small as 3 or 4 city blocks for a specified amount of time or number of laps. This type of racing requires total road closures and strict traffic control to protect the racers from collisions with vehicles. Time trials involve racing from one point to another and generally require long sections of road that at a minimum are closed to motorists travelling in the same direction. Street sprinting is a type of road race and typically takes place on a closed road that is one to four blocks long.

Track bicyclists ride fixed gear bikes, which require that they pedal anytime that the bicycle is in motion. Track racing takes place in a velodrome - a short oval of racing surface with steeply banked curves to allow for speeds in excess of 35 MPH. A good example is the velodrome in Colorado Springs where the Olympic team trains and others

race on a weekly basis. There has been some interest in creating a velodrome within the City of Denver, with specific opportunities in the Stapleton or Prospect redevelopment areas.

Mountain bike racing comes in several forms, including point-to-point cross-country racing and downhill racing. BMX racing and training requires a separate BMX track made of dirt with jumps and other terrain features. Denver could combine a BMX facility with a circuit mountain bike racing facility and even a velodrome on a relatively limited amount of land.

Obtaining Race Permits

The process of obtaining permission from the City and County of Denver to hold a bicycle race is difficult and the criteria are not well defined. The only bicycle races held regularly in the City of Denver are the City Park Criterium and the Bannock Street Criterium, with the 2001 season featuring a street sprint race in Lower Downtown. General guidelines would help applicants negotiate the process more effectively and help to further develop Denver as a racing venue.



Mountain biking amongst the aspens approaching Boreas Pass.



Development of Bicycle Racing Participation:

Overall, there is a large untapped potential in further developing the sport of bicycle racing in Denver. Many professional bicycle racers choose to live in Colorado. While schools and recreation centers generally offer training and facilities for a variety of other sports, allowing candidate athletes to find a sport at which they can excel, bicycle racing does not have a corresponding level of promotion.

Recreational Bicycling

Bicycle Racing Recommendations

- Continue to improve maintenance such as pavement defects and sweeping for the on-street route system. Install signage for all routes. Ensure safe conditions for bicyclists if traffic calming measures are installed on the bicycle route system streets.
- Investigate possible locations for a BMX/Velodrome/Mountain Bike Circuit facility in vacant or redeveloping areas within the city.
- Plan bicycle racing and training routes in Denver. Develop general guidelines for acceptable street closures for bicycle races.
- Encourage the development of new bicycle racers via the juniors, seniors and citizens categories of bike racing.