



# DENVER, CO

**TOTAL POPULATION**

649,495

**POPULATION DENSITY**

4,190

**TOTAL AREA (sq. miles)**

153

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES**

4

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES**

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Denver
Arterial Streets with Bike Lanes	65%	8%
Total Bicycle Network Mileage to Total Road Network Mileage	43%	7%
Public Education Outreach	VERY GOOD	EXCELLENT
% of Schools Offering Bicycling Education	50%	10%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	VERY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 32K	24,695

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	6/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	6/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	7/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	6/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5/10

## KEY OUTCOMES

	Average Gold	Denver
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	5.5%	1.99%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	100	195
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	0.6	0.6



## KEY STEPS TO GOLD



- » Continue to implement the bicycle master plan. Rapidly expand the bike network, especially along arterials. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure.
- » Adopt a Vision Zero policy and plan to improve road safety for all road users.
- » Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.
- » Step up enforcement of motorist infractions that are most likely to lead to crashes, injuries and fatalities among bicyclists.

- » Increase road safety for all users by reducing traffic speeds, especially downtown and the Lower Downtown area. Use traffic calming measures and low speed design principles to achieve higher compliance rates.
- » Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.