Active Transportation Network Criteria

DRCOG's Active Transportation Plan will deliver a three-part regional active transportation network, composed of Pedestrian Focus Areas, Short Trip Opportunity Zones, and Regional Active Transportation Corridors. This document describes the draft criteria for selecting the third part, Corridors.

Regional Active Transportation Corridors

Regional corridors comprise either dedicated paths or on-street linear facilities that provide a high level of comfort and access for people using active modes of transportation: walking, bicycling, scootering, and other micromobility and assistive devices. These corridors are intended to be regionally significant and to provide direct and cohesive routes throughout DRCOG's planning area. The draft corridors were developed using the following sources and reference points:

- Regional Active Transportation Corridors included in DRCOG's 2019 *Active Transportation Plan*.
- Local bicycle, pedestrian, and transportation master plans provided by member governments and partners. Not all local planned bicycle and pedestrian routes are included in the regional corridors; rather, this network emphasizes major or core routes.
- DRCOG's Transportation Improvement Program, which includes trail and multimodal projects.
- Statewide planning initiatives and projects, including CDOT and CPW efforts.

This draft network emphasizes closing gaps and knitting broken links—nearly all regional corridors connect to multiple other regional corridors, and all connect to at least one. Additionally, the project team used the following generalized network density goals to select and curate routes, building on the Area Types geographies developed for DRCOG's *Taking Action on Regional Vision Zero* plan:

- In **Urban** contexts, the network aims for 1 – 1.5-mile approximate grid spacing, intended primarily to serve users making functional trips. Network density may be greater in downtown core areas.
- In **Suburban/Compact Community** contexts, the network aims for 2 – 3-mile grid spacing, primarily including regional trails or major roadways. Users may include a greater mix of functional travelers and recreational users.
- In **Rural** context, the network typically adheres to 3 – 5-mile spacing. While routes may (and should) serve functional travel, the key use often leans toward recreational travel or bicycle-related tourism.

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