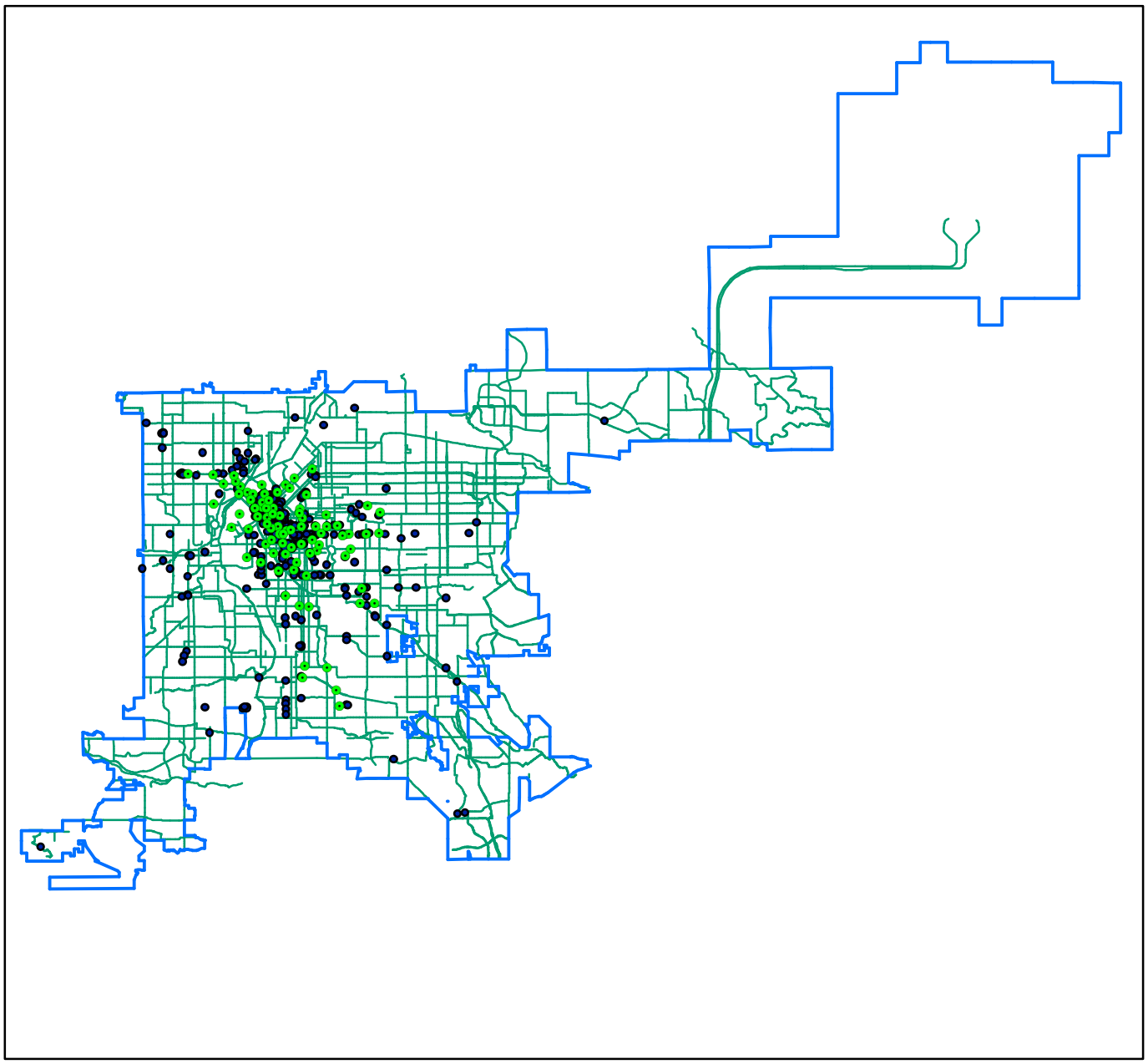
Bicycle Access In Denver, Colorado



Bicycle Access

- Bike_Share_Stations
- BikeRacks
- bike_facilities

0 2.5 5 10 Miles

1:250,000

N

Source: Denver Open Data Catalog
Projected in NAD_1983_HARN_StatePlane_Colorado_Central_FIPS_0502_Feet with a Lambert Conformal Conic Projection

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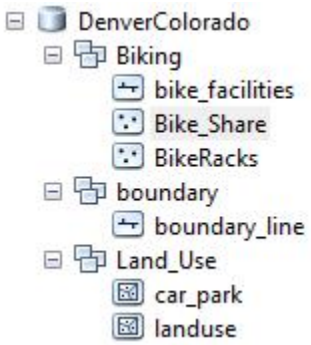
1.

Having multiple feature datasets in a geodatabase can be helpful in organizing and separating data based on classes. It is also helpful when you want various single classes in a particular category in the same projection. This also makes it easier to relate various point, line, and polygon shapefiles that are related in a feature class such as transportation. Geodatabases are especially good at storing varied information linked to one particular area, so it makes sense to create a new geodatabase when you want to create a map for a different geographic area to organize and store the collected data effectively.

2.

Joining data is generally used to attach the fields of one table to another through a common attribute or field. The join can be defined based on either attributes or a predefined geodatabase relationship class, or by location. Several tables or layers can be joined to a single table or layer, and relationship class joins can be mixed with attribute joins. On the other hand, relating tables simply defines a relationship between two tables. The associated data isn't appended to the layer's attribute table like it is with a join. Instead, you can access the related data when you work with the layer's attributes. When you have a lot of similar data that you want to group to decrease the number of groups, such as census data, a join can be advantageous. When you have a lot of different categories under a general class, such as land use, a relate can be advantageous because it decreases the number of different categories you have by making more relationships, creating broader groups. In Part A, the join was used to relate census tables to the corresponding block group feature class, joining the numbers to a specific county in the map area. The relate was used to separate types of landuse into more general categories by using specific landuse codes.

3.



4.

The purpose of my map is to show the bikability within Denver, Colorado. I used three distinct layers to show this. The underlying layer shows the roads that are accessible by bike. According to the map, there is an extensive network of bikable roads ranging from the dense downtown area, throughout the suburbs, and all the way out to the airport on the outskirts of the city. I used another layer to show where bike racks are located within the area to see how close they were to the roads, if there was a

sufficient amount of them, and that the majority are concentrated in the downtown area. Lastly, I used a layer to show where the bike share stations are to show the extension of accessibility to citizens who don't own bikes but still have the opportunity to utilize the accessible roads through this free program. I made use of colors such as green and blue to spread a message of eco-friendliness that biking as an alternate transportation system provides. My newly developed research question is, "How bike-friendly is Denver, and what is the range of accessibility?" The map helps to answer this through showing the network of bike lanes, and accessible roads, but also by acknowledging that there is work to be done in the range of expanding the number of bike racks and bike share stations further out of the main downtown area.