MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9088

DATE: **July 3, 2013**
TO: **Transportation Commission**
FROM: **Debra Perkins-Smith, Director, DTD**
SUBJECT: **Bicycle/Pedestrian Programs Presentation**

Purpose:
This memo summarizes the presentation that will be made to the Transportation Commission on July 18 describing CDOT's Bicycle and Pedestrian programs.

Action Requested: No action. Information on CDOT's bike/ped program.

Background:
With Colorado's recent rating as the Number 2 Bicycle Friendly State in the country, DTD has been asked to present information on CDOT's bicycle and pedestrian programs. Governor Hickenlooper has stated that his goal is for Colorado to be the #1 Bicycle Friendly state.
The presentation will focus on the Five E's that make great places for bicycling and walking, and which encompass the program:

- Engineering: creating safe and convenient places to ride and walk. CDOT conducts trainings and provides technical support to local, regional and state engineers on accommodating bicyclists and pedestrians.
- Education: giving people of all ages the knowledge, skills and confidence to ride and walk safely. CDOT develops and distributes materials to support skill building, to provide information, and to increase an understanding of proper behavior on the road.
- Enforcement: ensuring safe roads for all users. CDOT works with local, state and regional law enforcement regarding rules of the road and special events on state roadways.
- Encouragement: creating a strong bike culture that welcomes and celebrates bicycling. Programs such as Bike to Work Day, Walk a Child to School and others create awareness for biking and walking and encourages people to try different modes of transportation.
- Evaluation & Planning: planning for bicycling as a safe and viable transportation option. CDOT is the first state DOT to develop a comprehensive bicycle and pedestrian traffic counting program to better understand bike/ped usage throughout the state.

In addition to presenting CDOT programs, the presentation will also describe the benefits of bicycling and walking to the state. This will cover the impacts on transportation, the economy, its cost effectiveness, quality of life and health. We have also included a handout summarizing the information provided in the power point presentation.

Next Steps:
Meet with the Transit and Intermodal Committee in September to discuss possible strategies for further enhancing bicycling and walking programs in Colorado such as AASHTO's US Bike Route System, adopting and implementing performance measures, adding bicycle safety to the Strategic Highway Safety Plan, and others.

Recognition from the League of American Bicyclists

Colorado is ranked the **#2 Bicycle Friendly State** by the League of American Bicyclists. The ranking is based on a comprehensive survey covering the five categories listed below.

COLORADO SCORES Scoring: 5 = High 1 = Low

5	LEGISLATION AND ENFORCEMENT
4	POLICIES AND PROGRAMS
2	INFRASTRUCTURE AND FUNDING
4	EDUCATION AND ENCOURAGEMENT
2	EVALUATION AND PLANNING

Additionally, nineteen communities in Colorado have been recognized by the League of American Bicyclists as Bicycle Friendly Communities. Boulder and Fort Collins are two of only four communities in the United States that have the highest award level of Platinum (Davis, California and Portland, Oregon are the other two).

Colorado Bicycle Friendly Communities

Platinum Level
- Boulder
- Fort Collins

Gold Level
- Breckenridge
- Crested Butte
- Durango
- Steamboat Springs

Silver Level
- Aspen
- Colorado Springs
- Denver
- Gunnison
- Longmont

Bronze Level
- Arvada
- Carbondale
- Castle Rock
- Golden
- Greeley
- Lakewood
- Summit County
- Vail

July 2013

CDOT Bicycle and Pedestrian Section

The State of Colorado recognizes the benefits of walking and bicycling and highly recommends their use for commuting to work, to run errands, and for recreation. Many short trips taken by car can be pleasantly done by walking or bicycling and longer trips can be combined with other alternative modes such as bus or light rail.

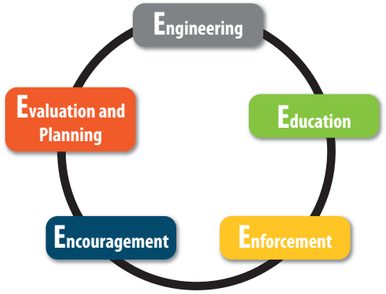
Bicycling and walking provide many benefits such as improved health, less stress, and reductions in air pollution, traffic congestion and energy consumption. In addition, walking is free, bicycles are affordable and inexpensive to maintain, and riding a bicycle or walking is a lot more fun than sitting in traffic on a congested roadway.

CDOT's Bicycle and Pedestrian Section works on numerous levels to improve bicycling and walking in Colorado. It does so by focusing on the Five E's.

The Five E's

There are five essential elements, known as the Five E's, that make great places for bicycling and walking:

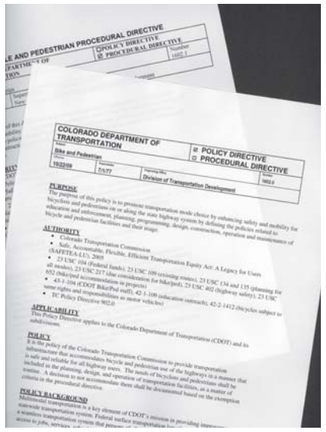
- **Engineering:** creating safe and convenient places to ride and park by conducting trainings and providing technical support to local, regional and state engineers on accommodating bicyclists and pedestrians.
- **Education:** giving people of all ages the knowledge, skills and confidence to ride and walk safely. CDOT develops and distributes materials to support skill building, to provide information, and to increase an understanding of proper behavior on the road.
- **Enforcement:** ensuring safe roads for all users. CDOT works with local, state and regional law enforcement regarding rules of the road and special events on state roadways.
- **Encouragement:** creating a strong active travel culture that welcomes and celebrates bicycling and walking. Programs such as Bike to Work Day, Walk a Child to School and others create awareness for biking and walking and encourages people to try different modes of transportation.
- **Evaluation & Planning:** planning for bicycling and walking as a safe and viable transportation option. CDOT is the first state DOT to develop a comprehensive bicycle and pedestrian traffic counting program to better understand bike/ped usage throughout the state.



CDOT Bicycle and Pedestrian Section

Bicycle and Pedestrian Policy and State Statute

In October 2009, the Colorado Transportation Commission passed Bike and Pedestrian Policy Directive 1602.



"It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. ***The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine."***

Bicycle and pedestrian activity must be accommodated in all state highway projects except where:

- Bicyclists and pedestrians are prohibited by law from using the roadway
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use (exceeding twenty percent of the cost of the larger transportation project)
- Scarcity of population or other factors indicate an absence of need

A number of State Representatives recognized the benefits of the policy, and it was codified into state law in June 2010 as **Colorado Statute 43-1-120**.

Biking and Walking in Colorado

30%
of Colorado population does not drive

215
schools participate in Walk to School Day

30%
of morning congestion is caused by parents driving children to school

1.8%
of federal transportation funding in Colorado goes to bike/ped

1.3%
of commuters bike to work

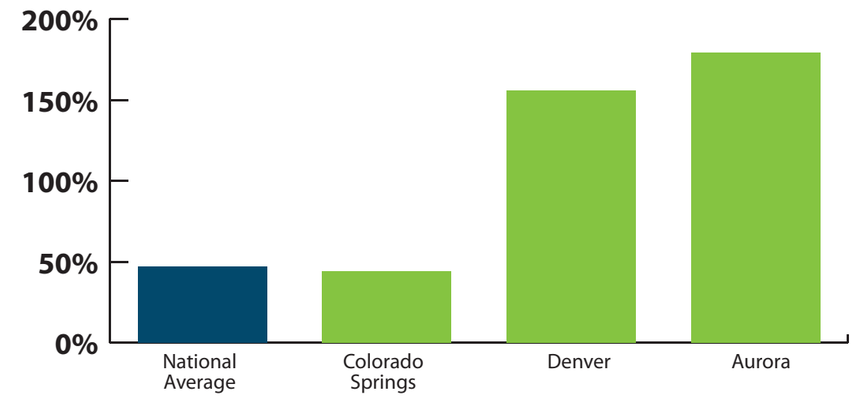
3.0%
of commuters walk to work

$1B
added by bicycling to Colorado economy in 2000 from manufacturing, retail, tourism and bike races

11.5%
of all traffic fatalities are bicyclists or pedestrians

COLORADO DOT DEPARTMENT OF TRANSPORTATION

Percent Growth in Bicycle Commuting (2000-2011)



Safe Routes to School

Colorado Safe Routes to School (SRTS) uses a comprehensive approach to make school routes safe for children when walking and bicycling to school. In Colorado, many communities, parents and schools are fostering a safe environment for their students by using SRTS programs to not only fund education and safe infrastructure, but also to encourage healthy options for our children that are safe for both walking and bicycling.

SafeRoutes
Colorado Safe Routes to School

SRTS programs can improve safety, not just for children, but for the entire community. It provides opportunities for people to increase their physical activity and improve their health. It reduces congestion and pollution around our schools and encourages partnerships.

In 1969, roughly half of all 5-to-18 year olds walked or biked to school. Nearly 90% are driven by auto or bus to school today.

Since the program's inception in 2005, CDOT SRTS programs have:

- Reached more than 500 schools statewide (more than 60 new schools per year)
- Reached over 200,000 Colorado students
- Increased the number of children walking and biking to school by as much as 31%
- Resulted in increased rates of children walking/biking to school in 95% of schools receiving funding

CDOT Bicycle and Pedestrian Section

CDOT Bicycle and Pedestrian Programs

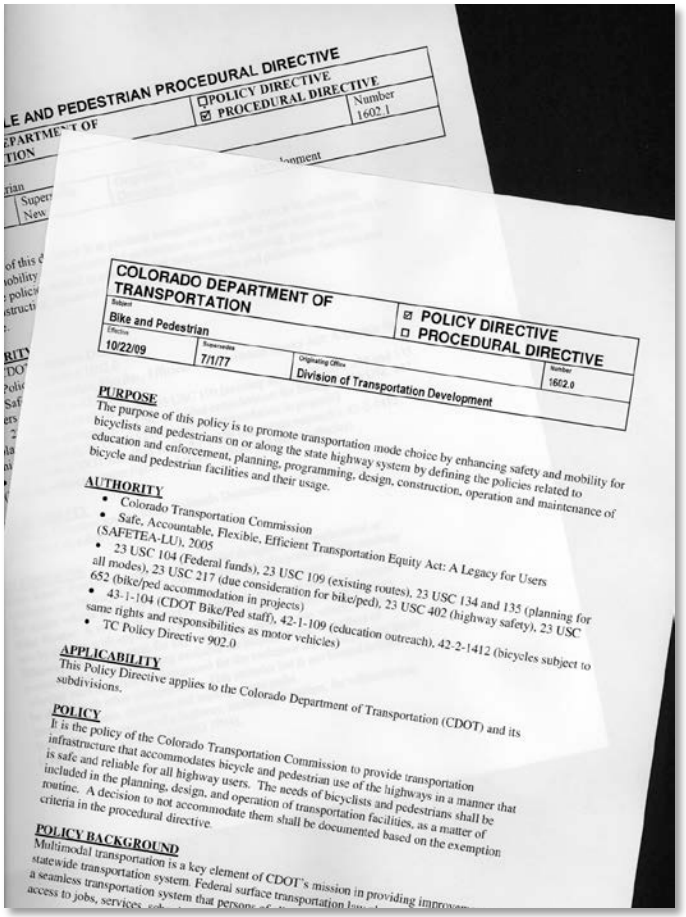
July 18, 2013
Presentation to the
Transportation Commission

Betsy Jacobsen
CDOT Bicycle/Pedestrian/Byways Section Manager

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

CDOT Bike and Ped Programs



COLORADO DEPARTMENT OF TRANSPORTATION

☑ POLICY DIRECTIVE
☐ PROCEDURAL DIRECTIVE

Subject: Bike and Pedestrian
Effective: 10/22/09
Supersedes: 7/1/77
Originating Office: Division of Transportation Development
Number: 1602.0

PURPOSE

The purpose of this policy is to promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system by defining the policies related to education and enforcement, planning, programming, design, construction, operation and maintenance of bicycle and pedestrian facilities and their usage.

AUTHORITY

- Colorado Transportation Commission
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- 23 USC 104 (Federal funds), 23 USC 109 (existing routes), 23 USC 134 and 135 (planning for all modes), 23 USC 217 (due consideration for bike/ped), 23 USC 402 (highway safety), 23 USC 652 (bike/ped accommodation in projects)
- 43-1-104 (CDOT Bike/Ped staff), 42-1-109 (education outreach), 42-2-1412 (bicycles subject to same rights and responsibilities as motor vehicles)
- TC Policy Directive 902.0

APPLICABILITY

This Policy Directive applies to the Colorado Department of Transportation (CDOT) and its subdivisions.

POLICY

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.

POLICY BACKGROUND

Multimodal transportation is a key element of CDOT's mission in providing improve
statewide transportation system. Federal surface transportation
a seamless transportation system that persons
access to jobs, services

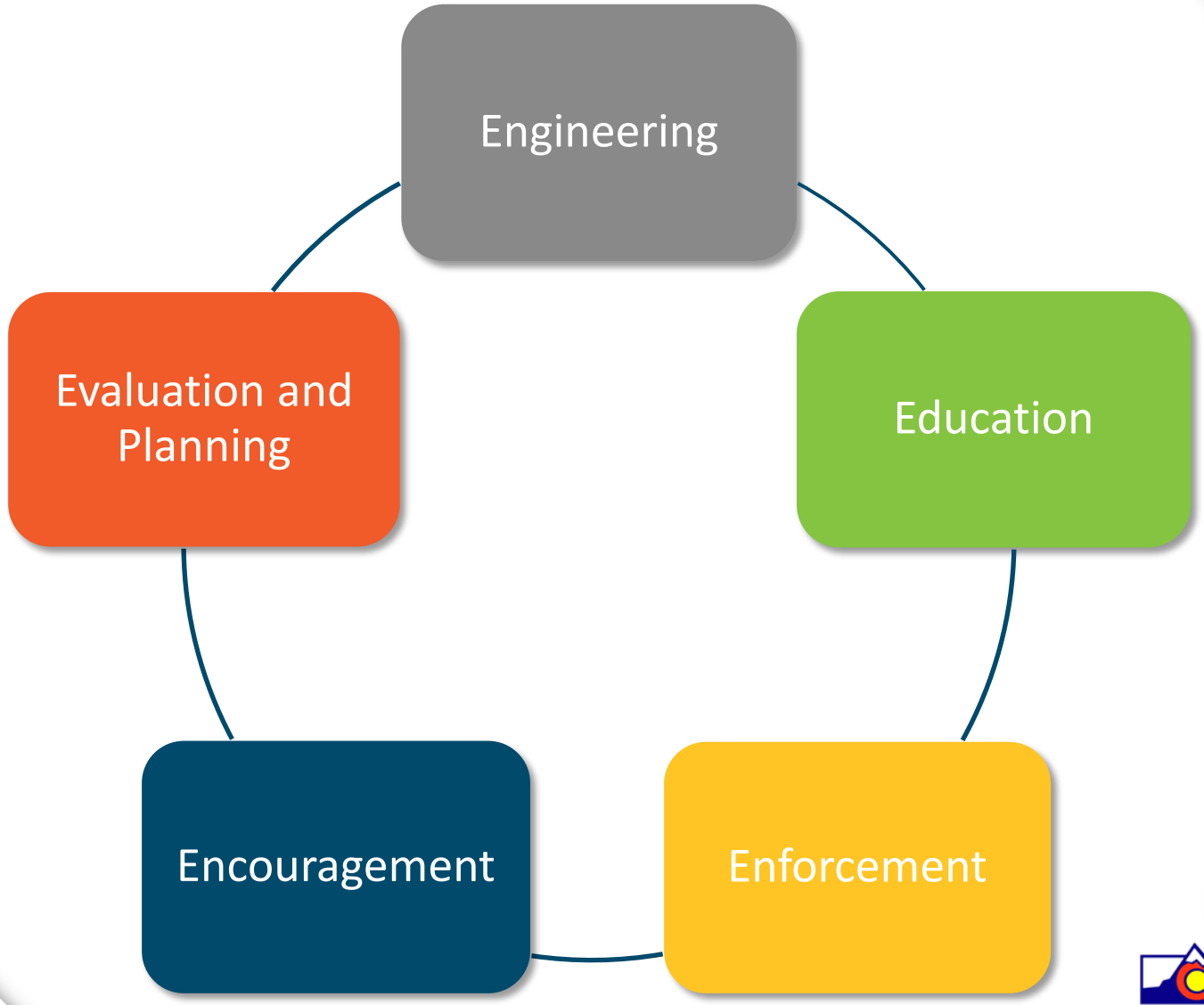
Bicycle and Pedestrian Policy 1602: October, 2009

Colorado State Statute 43-1-120: June, 2010

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

The Five E's

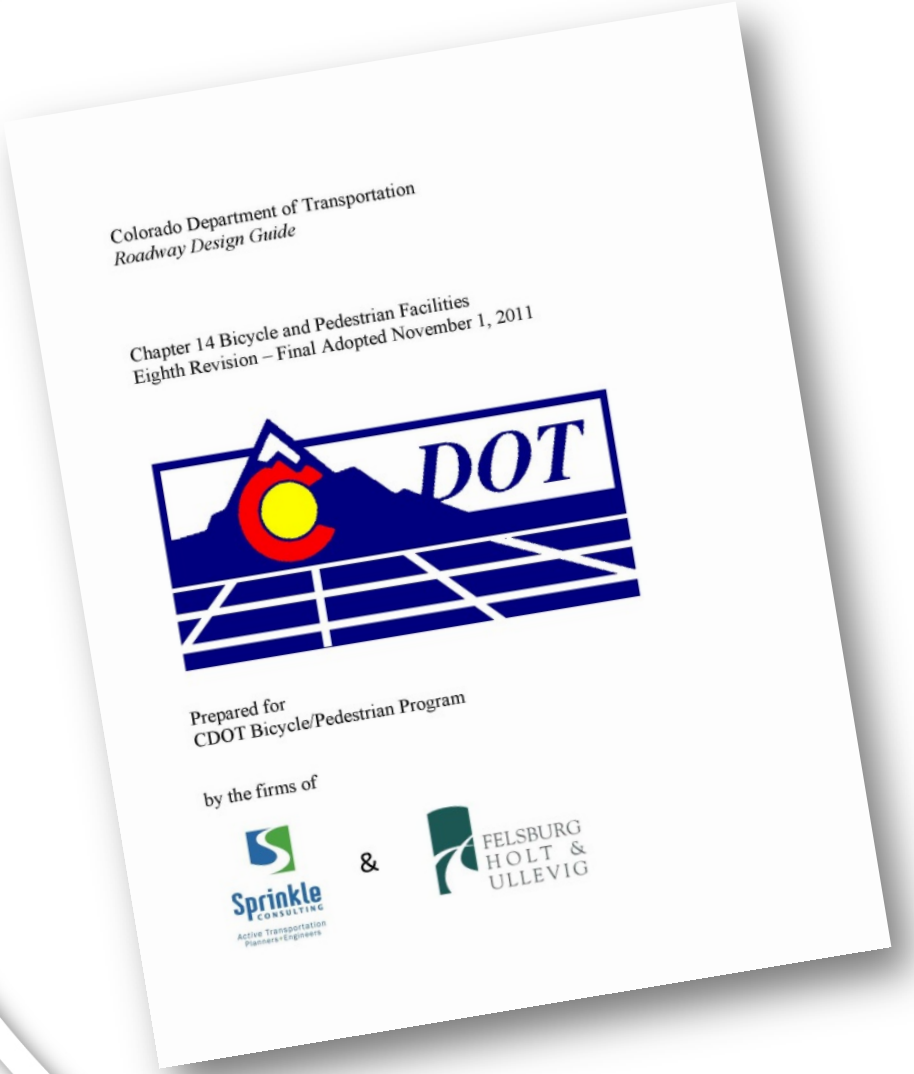


DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Chapter 14
Bicycle and Pedestrian Facilities

Engineering



Colorado Department of Transportation
Roadway Design Guide

Chapter 14 Bicycle and Pedestrian Facilities
Eighth Revision – Final Adopted November 1, 2011

Prepared for
CDOT Bicycle/Pedestrian Program

by the firms of

Sprinkle Consulting & Felsburg Holt & Ullevig

Provides designers statewide with clear direction on designs for better accommodating bicyclists and pedestrians

DOT Department of Transportation

CDOT Bicycle and Pedestrian Section

Resource to Local Agencies

Engineering

[Organizations] rely on CDOT's expertise and familiarity with what communities are doing across the state with respect to bicycle and pedestrian improvements, technological advancements with facility design…and engineering practices, and the expertise of staff who have …been a continual source of information and helpful data.

- Jessica Osborne, Dev. Dir, GP RED

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Facility Design Courses

Education

Over 600 engineers and planners have attended

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Facility Design Courses

Education

"This was essential training for both multi-jurisdictional professionals, it has allowed our engineers to understand the intricacies of bike/ped facility design and has helped educate other staff members enabling them to provide appropriate and useful comments during project design."

- Amber Blake, Multi-Modal Manager, City of Durango

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Share the Road

Education

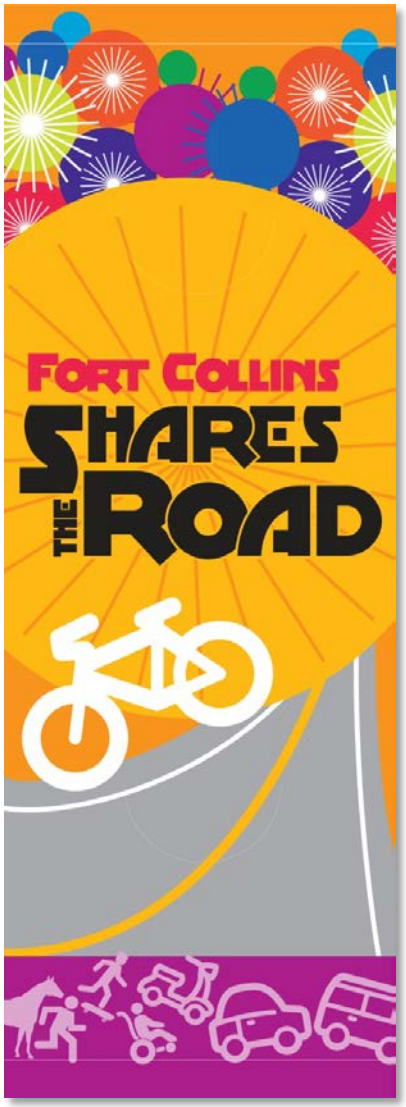
Brings together community members to educate and encourage bicyclists and motorists to share the road courteously and safely

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Share the Road

Education



DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Share the Road

Education

With CDOT's support, we pulled together a diverse group of community members representing diverse interests [to discuss] various viewpoints - cyclists, runners, pedestrians, truck drivers, police, school district, engineers, disabled people. [The group] developed an understanding that led to a strategy and implementation plan for a Share The Road campaign.

- Jody Kliska, City Engineer, City of Grand Junction

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Safe Routes to School

Education

Promotes biking and walking to school for K-8 students

SafeRoutes

Colorado Safe Routes to School

DOT

DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Colorado SRTS Program

Education

- Reached more than:
  - 500 schools
  - 200,000 students
- Increased children walking and biking to school by as much as 31%
- Increased rate of walking and biking to school in 95% of schools receiving funding

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Partnership with State Patrol

Enforcement

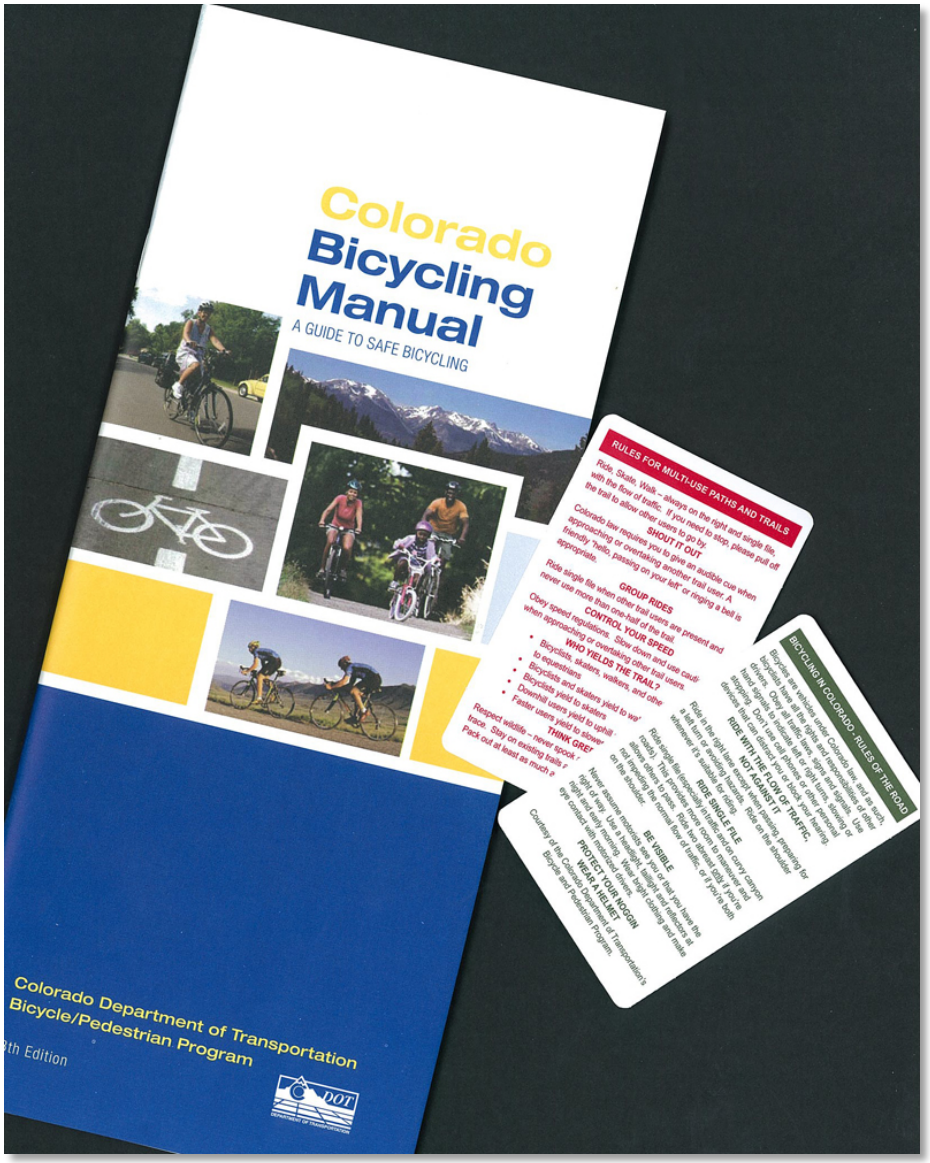
Hundreds of special events occur on State Highways every year

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Support Law Enforcement with Outreach Materials

Enforcement



DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Special Events

Encouragement

The posters and bicycling information provided by CDOT are a springboard to encouraging participation and getting people to experience alternatives to driving.

- Jody Kliska, City Engineer
City of Grand Junction

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Bicycling and Byways Map

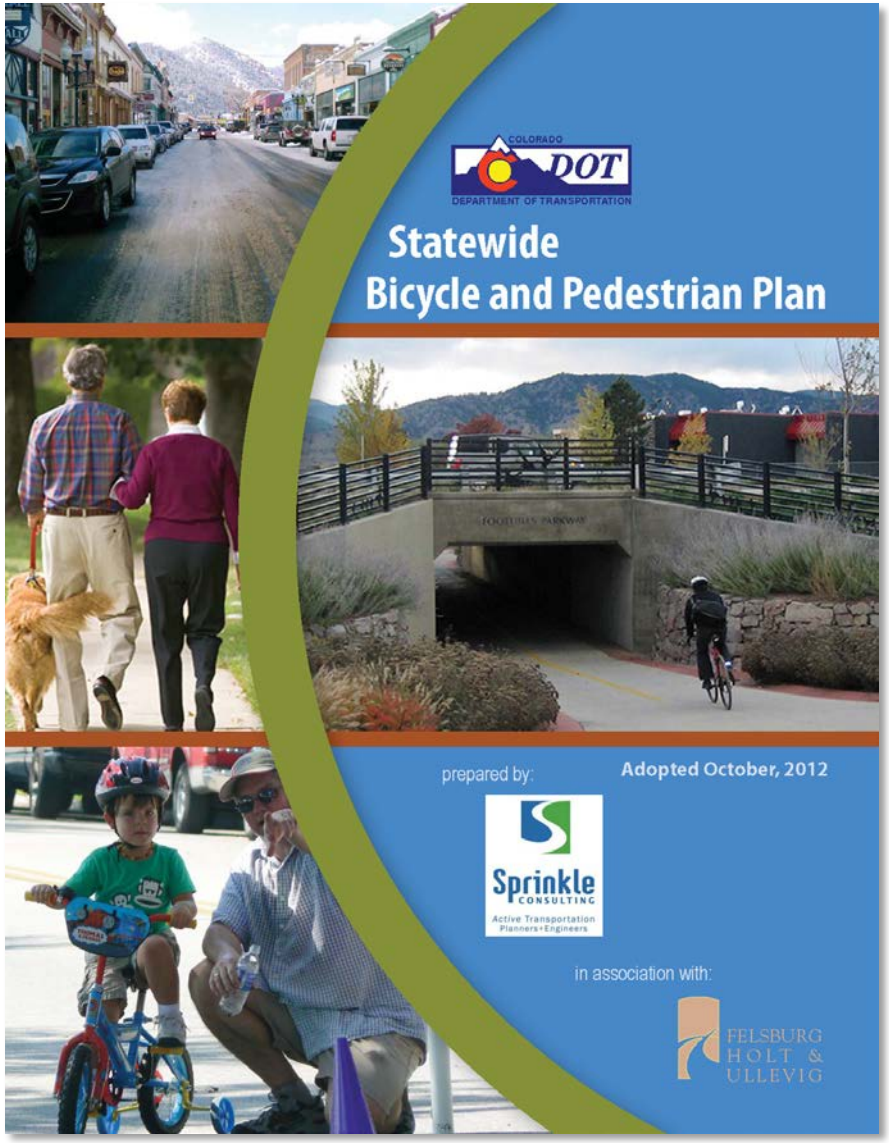
Encouragement

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Statewide Bicycle and Pedestrian Plan

Evaluation and Planning



DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Planning Assistance

Evaluation and Planning

"CDOT's Bicycle and Pedestrian Section played an integral role in the development of our regional plan. …They offered nationwide best practices, policy and planning-level feedback, data, and route alignment feedback. With their support, our region has a blueprint to guide infrastructure investment and support grant applications."

- Aaron Fodge, Senior Transportation Planner North Front Range MPO

DOT DEPARTMENT OF TRANSPORTATION

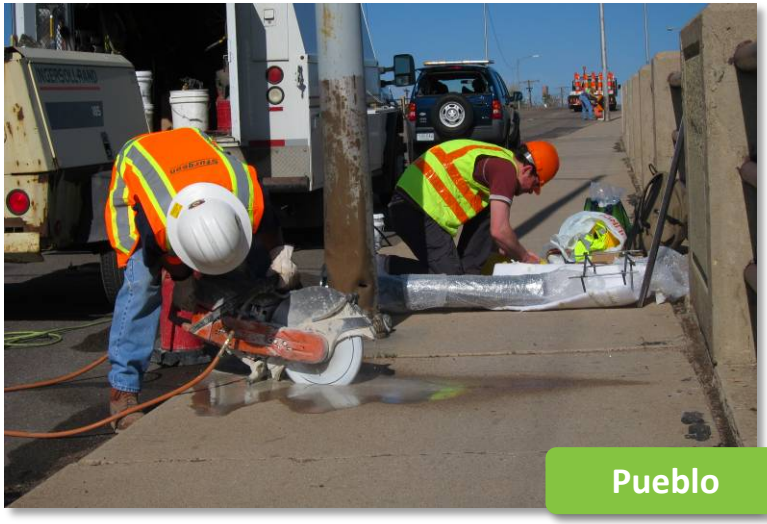
CDOT Bicycle and Pedestrian Section

Bicycle and Pedestrian Data Collection

Evaluation and Planning

Vail Pass

Cherry Creek Trail



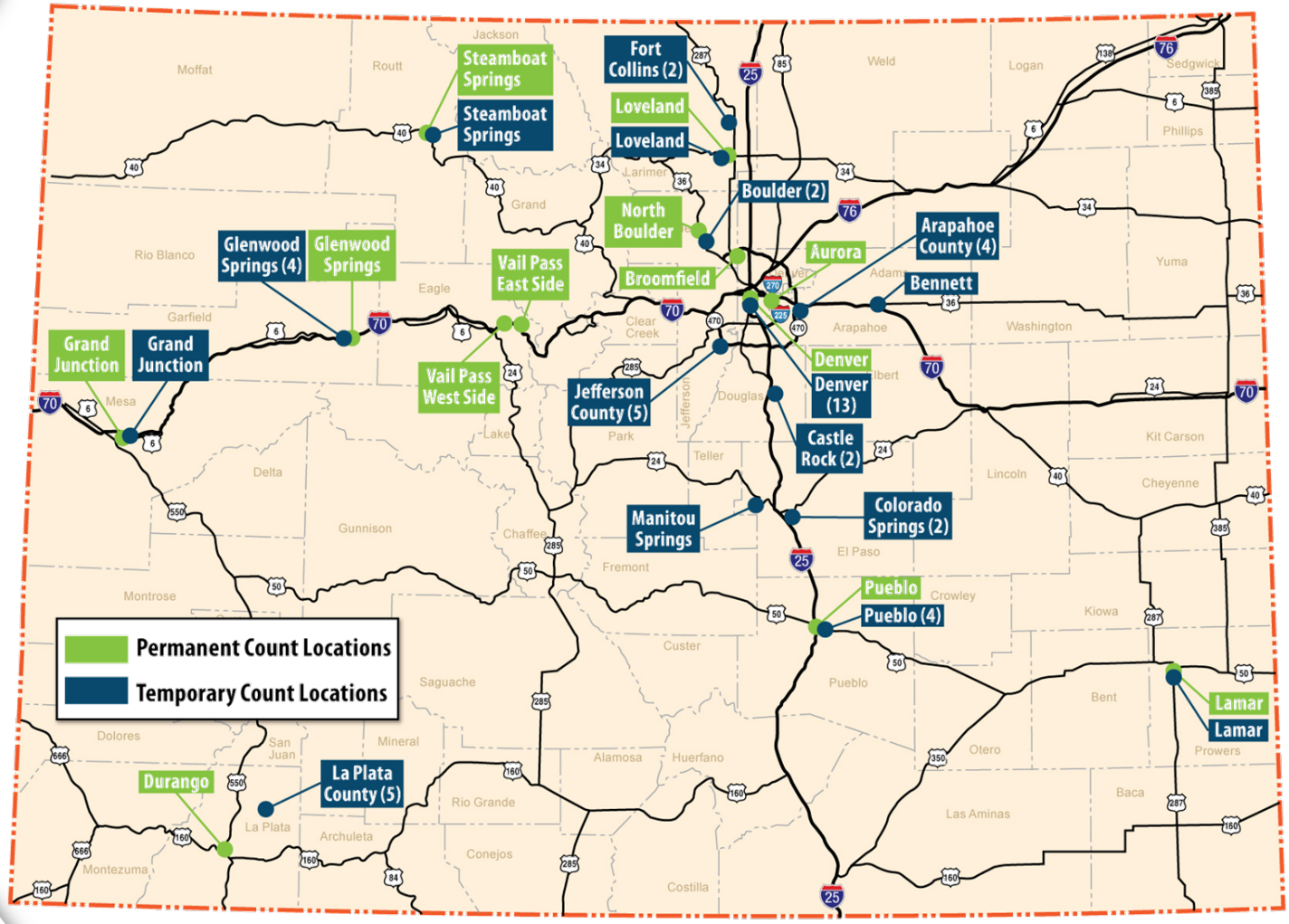
Pueblo

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Count Locations

Evaluation and Planning



DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Bike/Ped Counts

Evaluation and Planning

Lamar

With these counts, we can make improvements to Memorial Drive to create a healthy and safe walking environment for the citizens of Lamar.

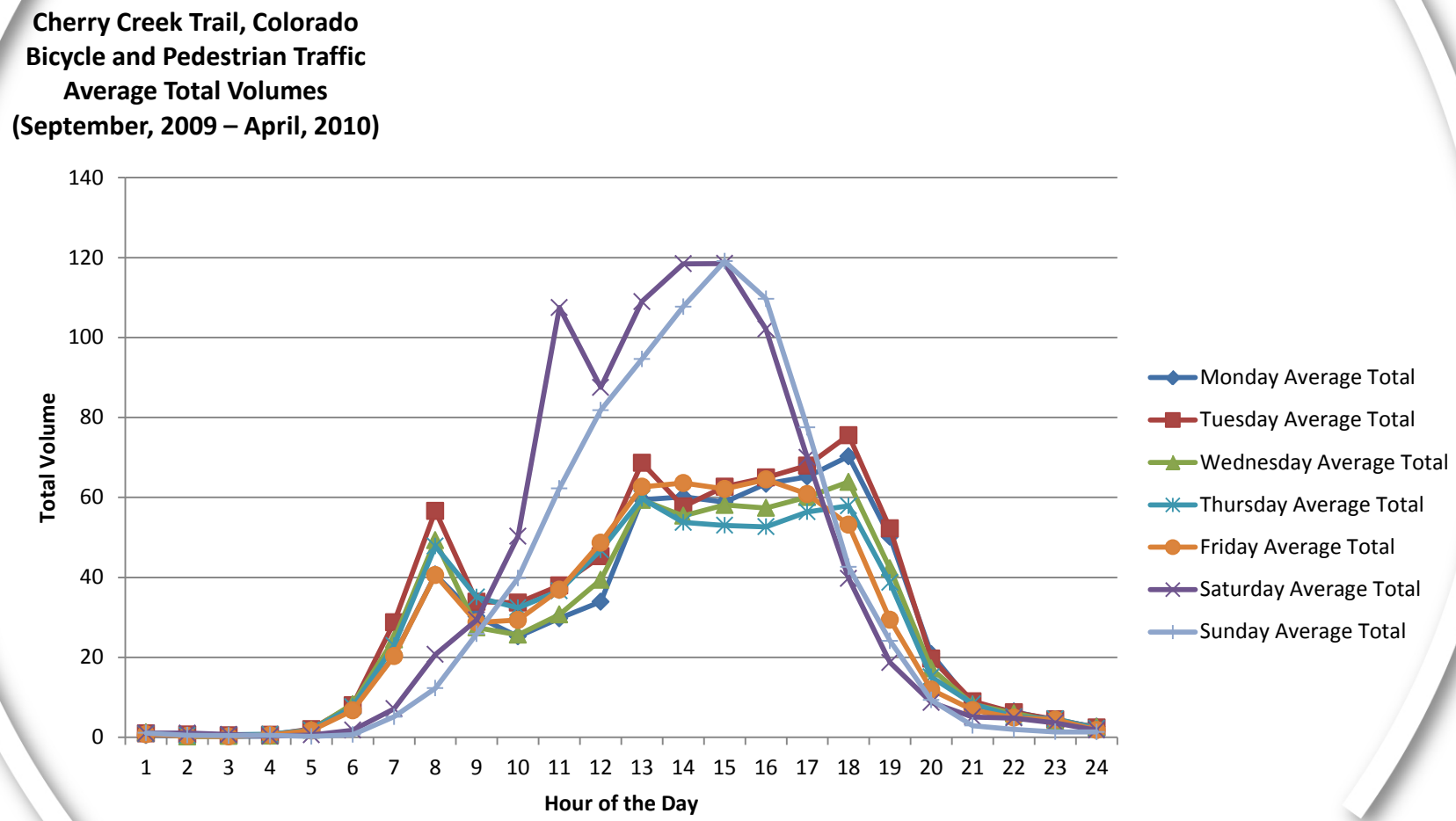
- Wiley Work, Parks and Recreation Engineer, City of Lamar

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Travel Patterns: Recreation vs. Commuting

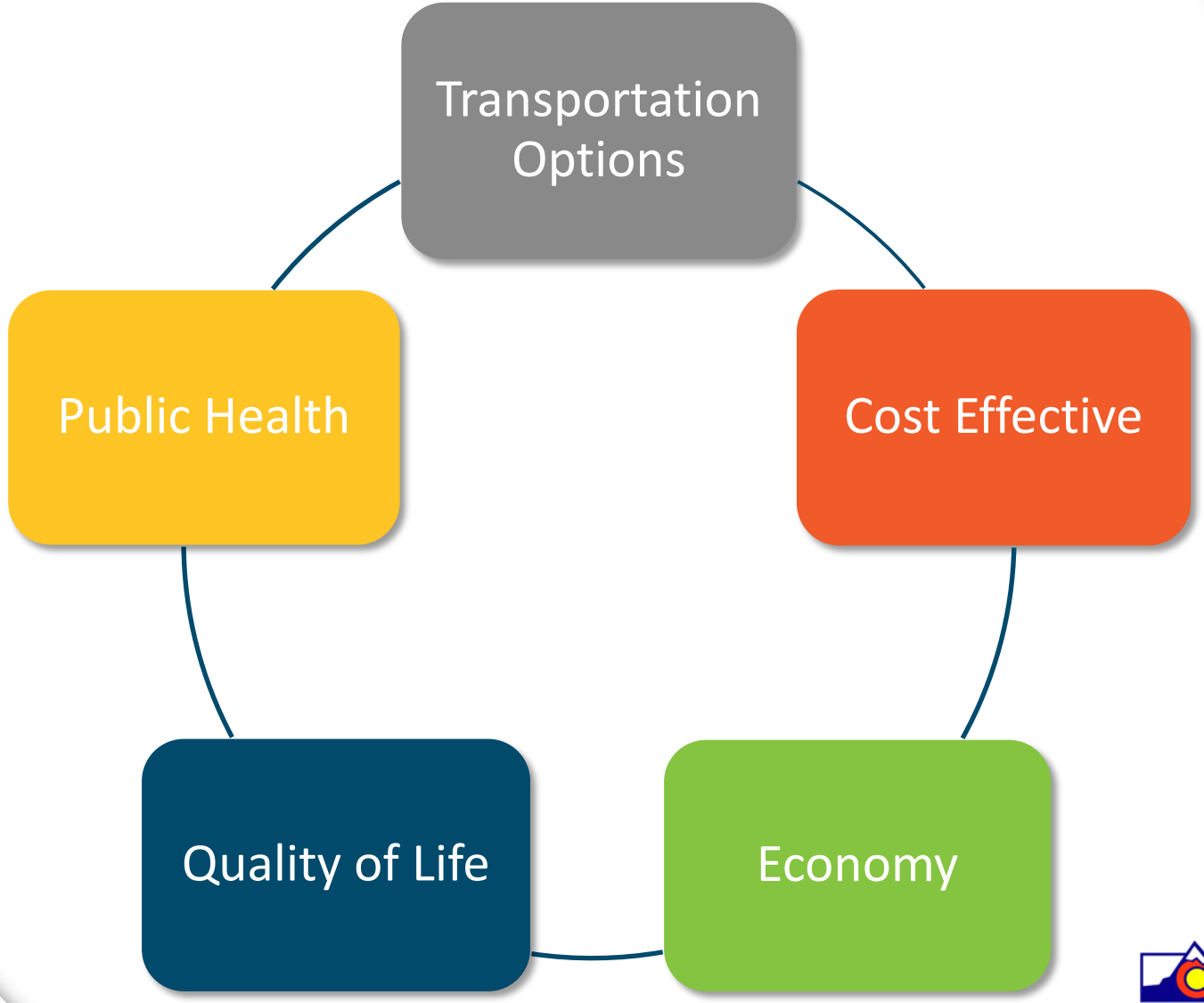
Evaluation and Planning



DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Benefits of Supporting
Bicycling and Walking in Colorado



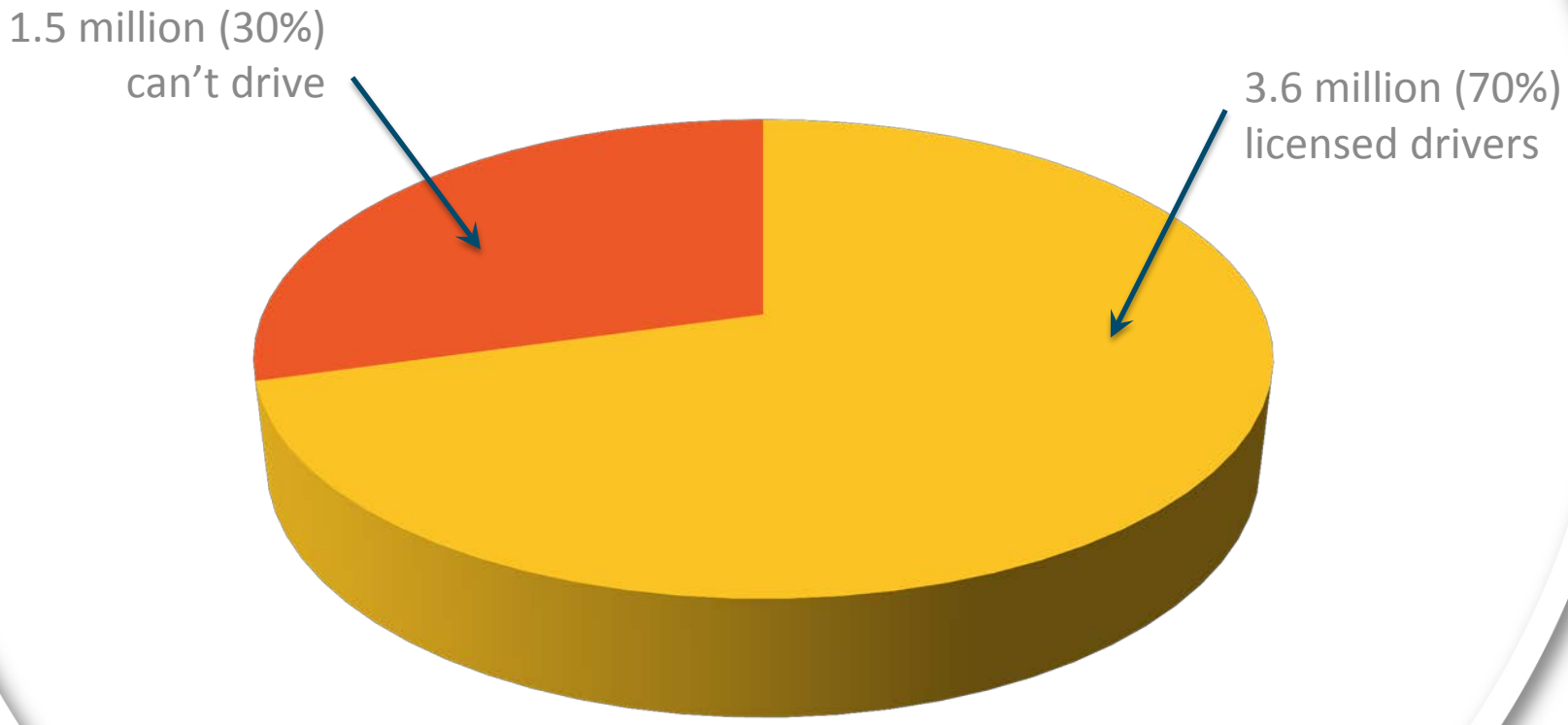
DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Transportation Options

Colorado's Population

Total Population of 5.1 million

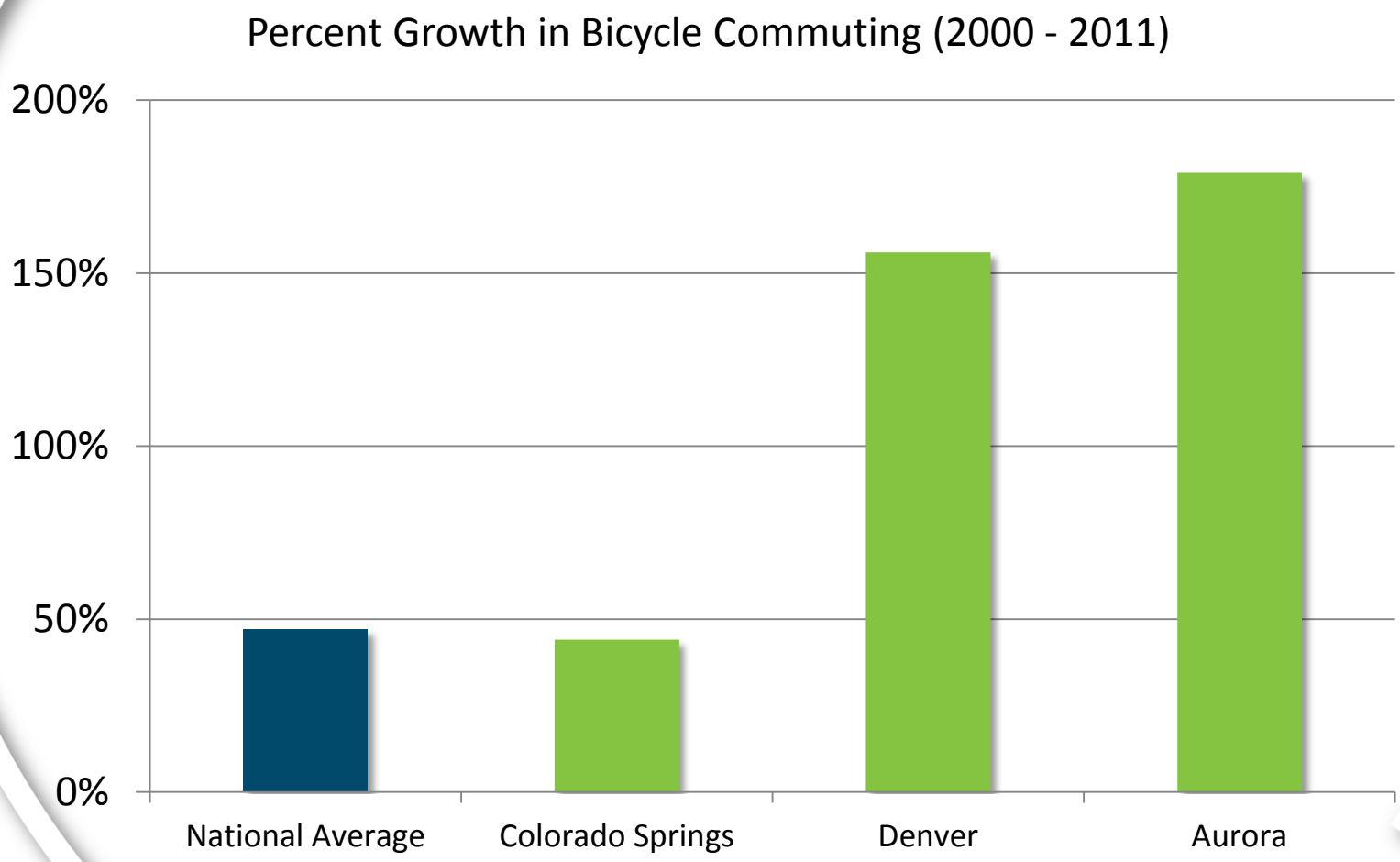


DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Increasing Usage

Transportation Options



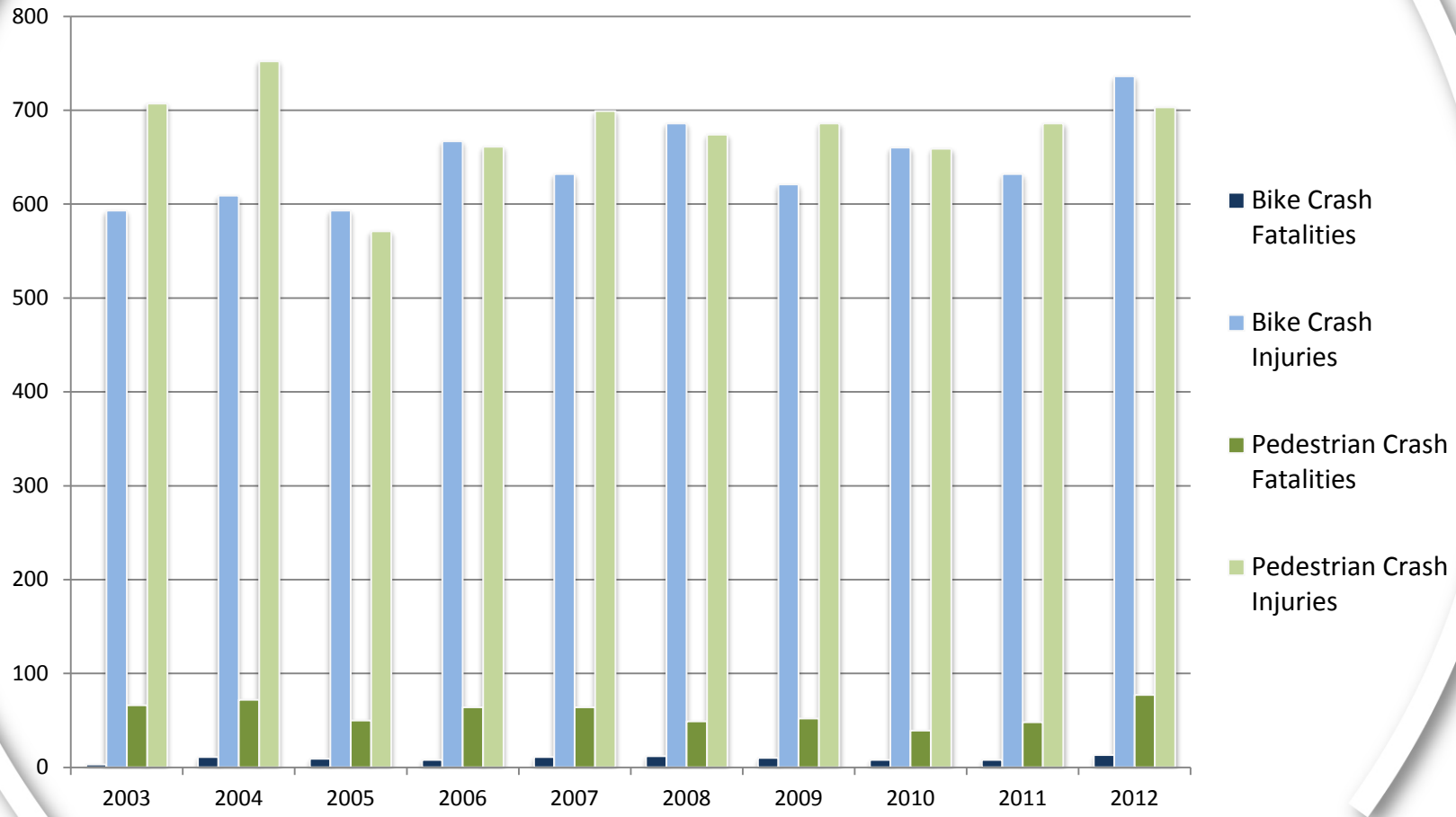
Source: League of American Bicyclists

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Bicycle & Pedestrian Safety

Transportation Options



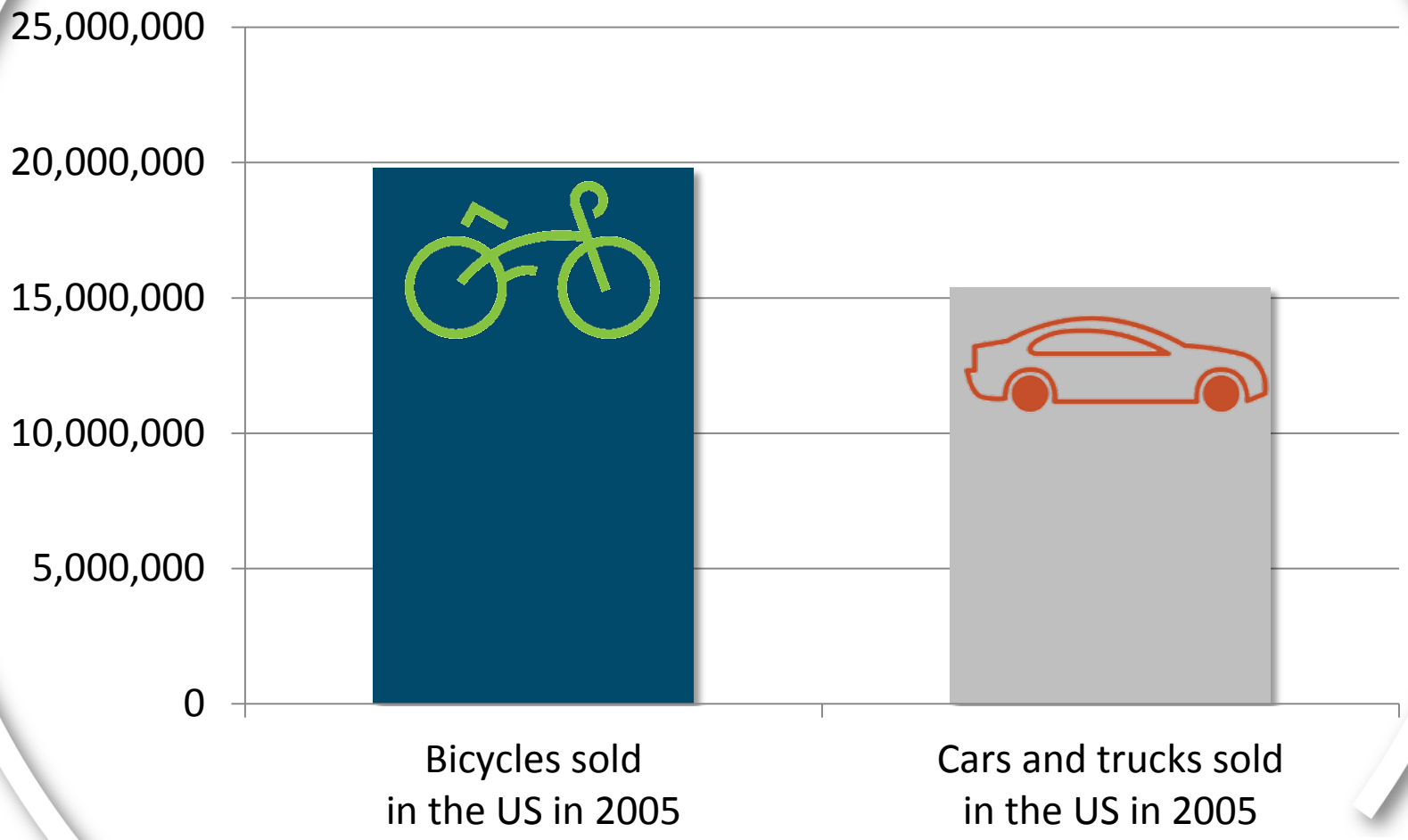
Source: CDOT

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Bicycle Sales

Transportation Options



Source: Bikes Belong

CDOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

$30 Million can buy…

Cost Effective

1 mile of highway widening

600 miles of quality bike lanes

100 miles of sidewalk

20 miles of bike trails

Source: Tulsa Bicycle/Pedestrian Advisory Committee

CDOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Job Creation

Cost Effective

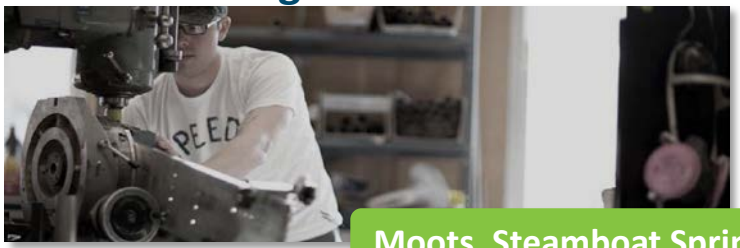
DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Economic Benefits

Economy

Manufacturing



Moots, Steamboat Springs

Retail

Wheat Ridge

Tourism and Bike Races

USA Pro Challenge

$1 billion economic impact in 2000

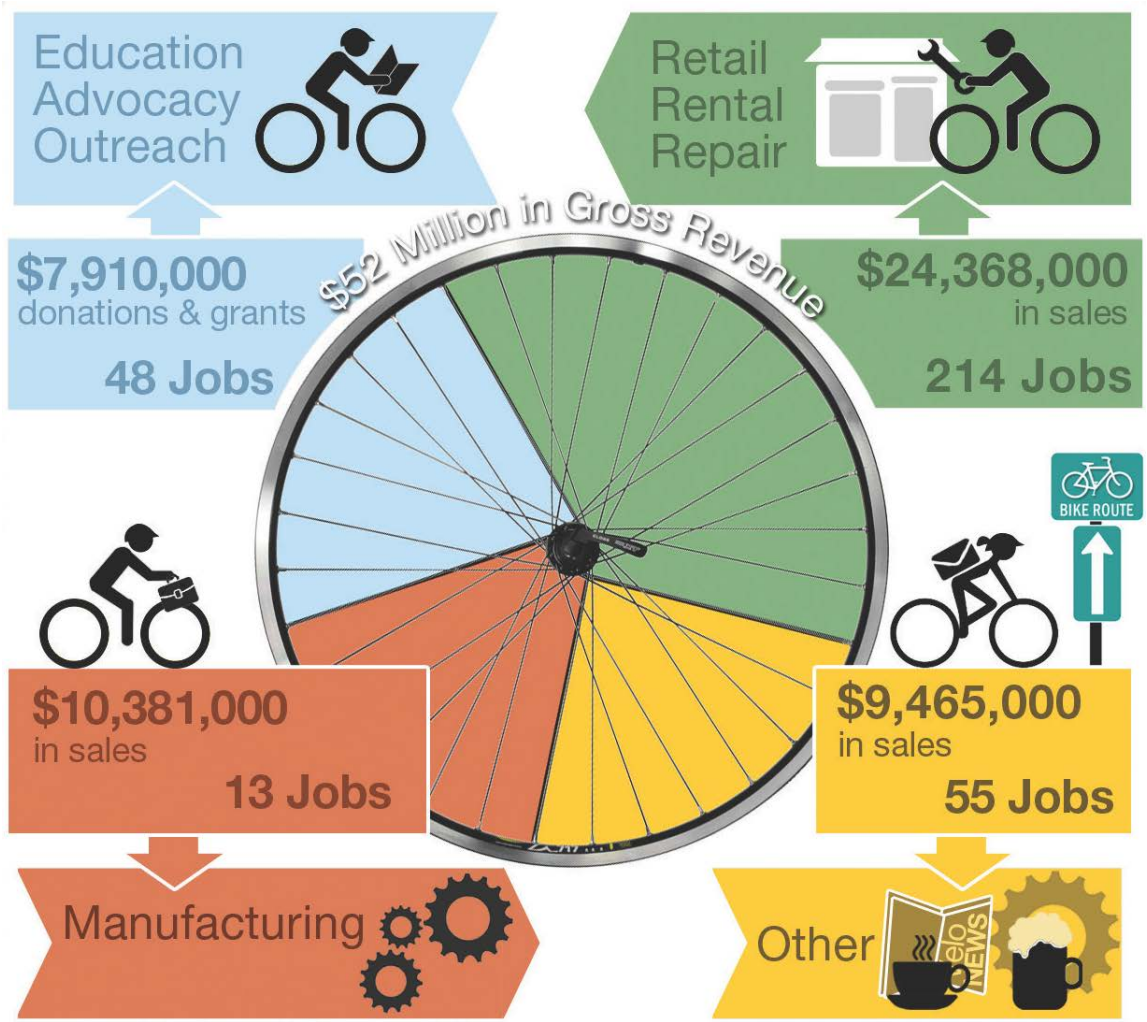
Sources: "Bicycling and Walking in Colorado: Economic Impact and Household Results," April 2000.

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Boulder's Bicycle Economy

Economy



DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

USA Pro Challenge

Economy

Beaver Creek

Breckenridge

Crested Butte

$100 million economic impact in 2012

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

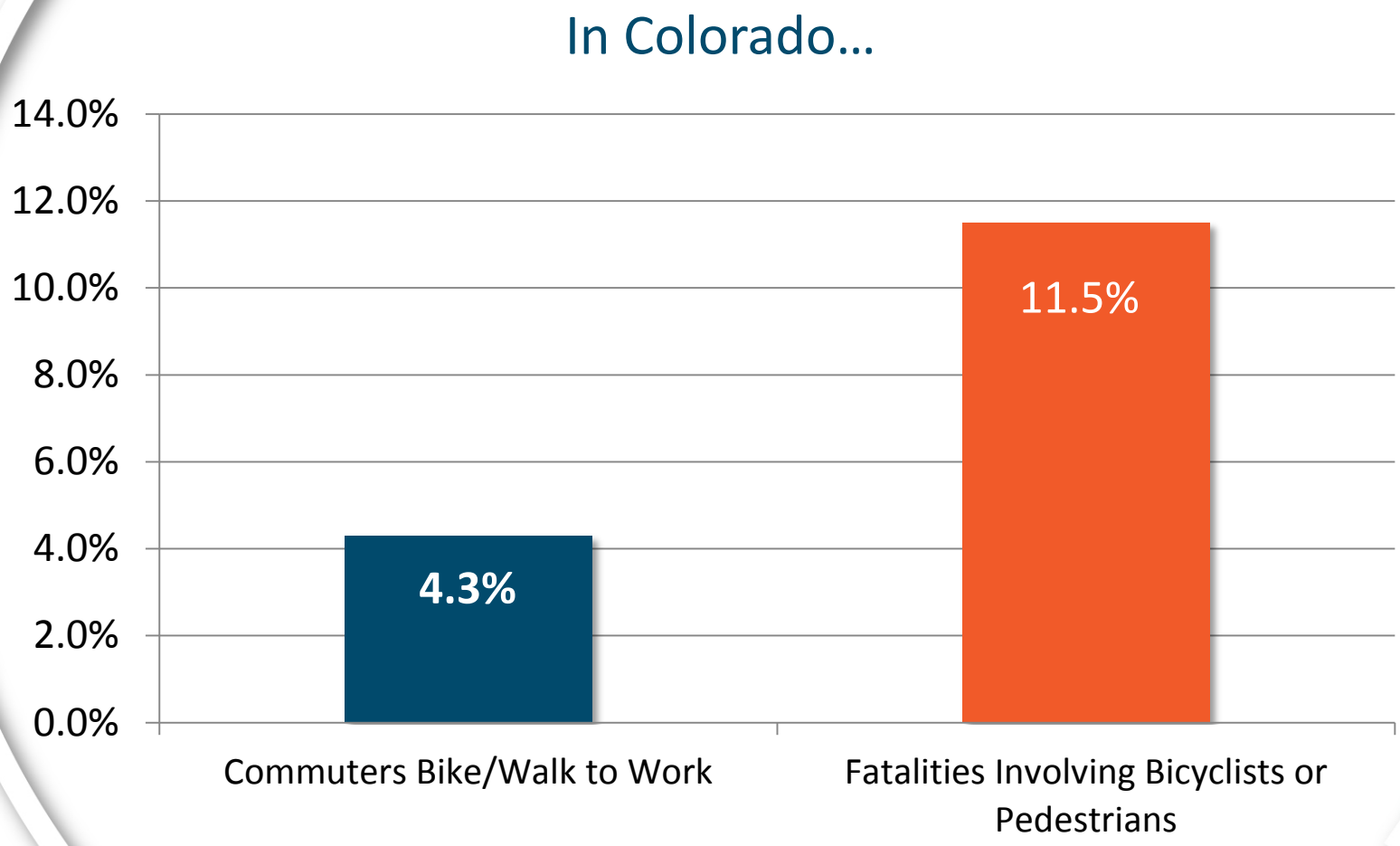
Bicycle Friendly Communities:
Best Places to Live

Quality of Life

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Safety Problem



DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Safety Benefits

Quality of Life

Designing intersections for pedestrian travel can reduce pedestrian risk by **28%**

Source: "Pedestrian Safety Through a Raised Median and Redesigned Intersections." *Transportation Research Board 1828 (2003)* King, M., Carnegie, J. & Ewing, R.

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Health Benefits

Public Health

"Increasing the number of people who can safely commute by walking, bicycling and transit will improve the health of the population by increasing physical activity, improving air quality, decreasing injury and decreasing chronic diseases."

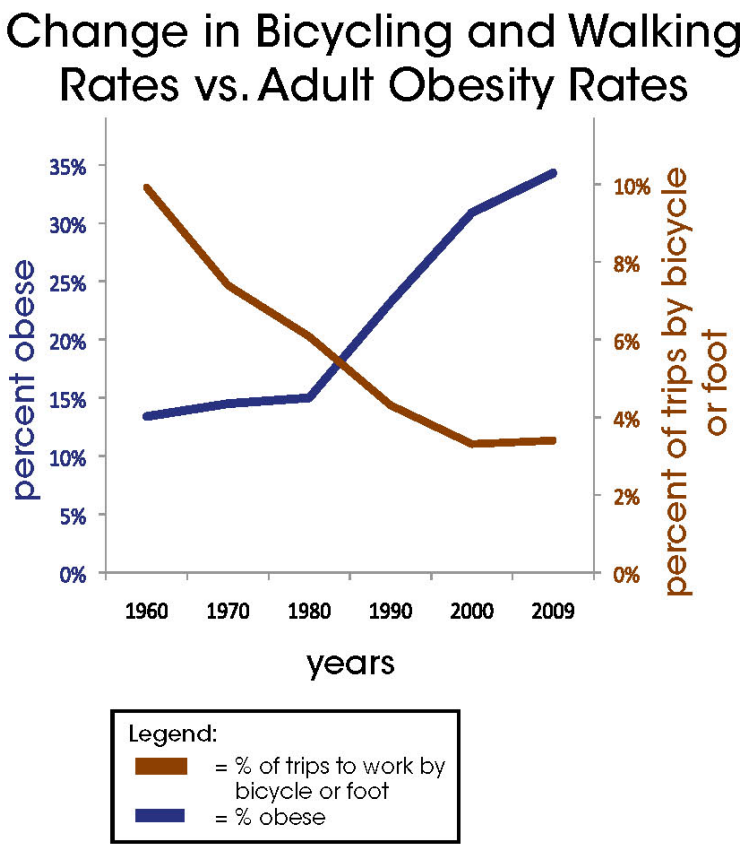
- Sandra Hoyt Stenmark, M.D.,
  Physician Lead of Colorado Pediatric Cardiovascular Health
  Kaiser Permanente

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Biking and Walking vs. Obesity

Public Health



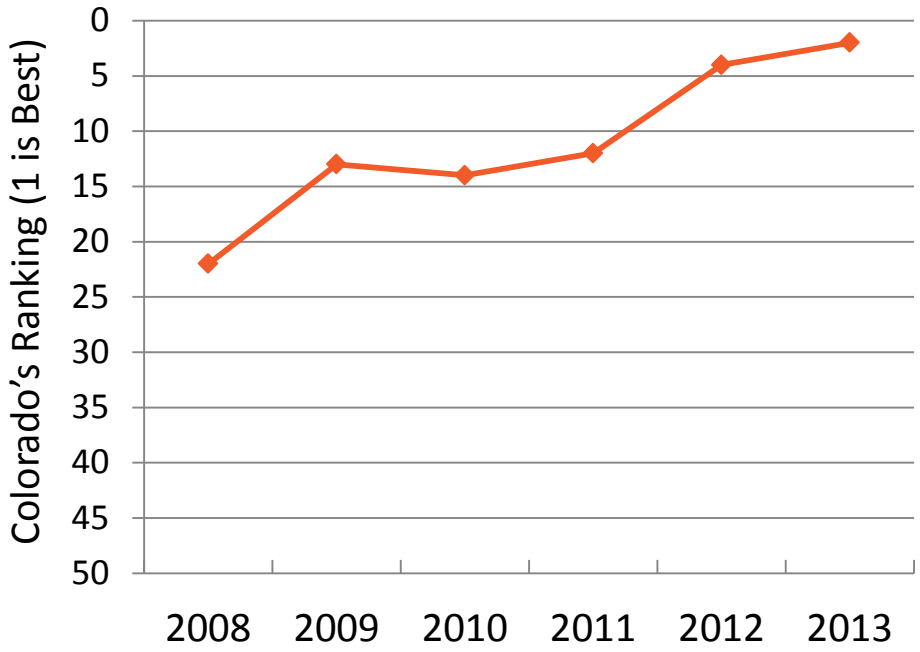
Sources: Ogden and Carroll 2010, Census 1960, 1970, 1980, 1990, 2000, ACS 2009 **Note:** bicycling was not separated from "other" modes in early Census surveys, so 1960 and 1970 levels shown are for walking only; $r = -0.93$ (bicycle + walk/overweight); $r = -0.87$ (bicycle + walk/obesity).

DOT DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Continual Improvement

Colorado is currently ranked **#2 Bicycle Friendly State**



THE LEAGUE OF AMERICAN BICYCLISTS
since 1880

Governor Hickenlooper announced a state goal to become **#1 Bicycle Friendly State** by 2015

DOT
DEPARTMENT OF TRANSPORTATION

CDOT Bicycle and Pedestrian Section

Coming Attractions

- AASHTO US Bike Route System
- Phase II of Statewide Bike/Ped Plan
- Mobile application of State Bike Map
- Expand data collection/analysis
- Strategy discussions with Transit and Intermodal Committee

DOT
DEPARTMENT OF TRANSPORTATION

The New York Times

June 20, 2013

Highway Expansion Encourages More Than Just Driving

By JOHN SCHWARTZ

DENVER — Driving to Boulder from here offers a spectacular mountain panorama, but the nearer view is anything but impressive. U.S. 36, the unlovely highway that connects the cities, is crowded and often painfully slow, dotted with malls, fast-food restaurants and other commercial flotsam.

It is, in other words, an average highway. But not for long. Work has begun on an upgrade for U.S. 36 that will incorporate a special fast lane for high-occupancy vehicles, bus rapid transit service, an electronic toll system for single-occupant cars and a bike path.

It is, in other words, a highway designed to encourage people to drive less.

Plenty of highway upgrades around the country now include some of these features — high-occupancy-vehicle lanes are widespread, and bike lanes are popping up here and there. In cities like Birmingham, Ala., Seattle, and Ann Arbor, Mich., the Obama administration is using federal money to help develop roadway projects that combine several ways of getting around.

But until now, no single highway plan has pulled all of them together, said Victor M. Mendez, the head of the Federal Highway Administration. “This innovative approach is what we’re looking for in the future,” he said. “It’s an exciting project.”

Donald E. Hunt, the executive director of the Colorado Department of Transportation, said when the first shovels turned dirt on U.S. 36 that the idea of offering many ways to travel on one road was simple: “More transportation options mean less time sitting in traffic.”

U.S. 36, which opened as a toll road in 1952 at a cost of $6.3 million, was designed with expectations that it would carry 3,000 cars a day by 1980. In fact, nearly 14,000 cars a day were rolling down the highway by 1966, and these days the average is between 80,000 and 124,000. Over time, “transportation investment didn’t keep up with development,” said Audrey DeBarros, the executive director of 36 Commuting Solutions, the 14-year-old organization that pushed for the plan.

By 2005, the highway transportation research group TRIP ranked U.S. 36 as No. 1 among the state's "heartburn highways," based on poor maintenance, congestion and accidents.

Fixing this is not easy, and it will take years. Workers are replacing bridges over the highway to accommodate the extra lanes and creating temporary lanes on the shoulders so traffic is not squeezed by the construction and many objectives can be accomplished at once. "There's no alternate, parallel way to get to Denver," said John Schwab, the director of the lanes project for the Colorado Department of Transportation. "It's a very important corridor for all of the residents."

The project is also expensive. The first phase, which will cost $312 million, will be financed with federal stimulus money and highway funds, as well as money from state and private sources. The second phase will include money from private investors who will receive a share of the tolls until 2063.

The toll element of the financing package has some groups wary. U.S. PIRG, the consumer group, has conducted studies that suggest that governments often give too much away when bringing in private partners for long-term contracts. Phineas Baxandall, the group's senior analyst for tax and budget policy, called the Colorado plan a "mixed bag."

"There are a lot of positive things about this project," he said, "but the private financing is essentially just a high-priced loan. Instead of raising more of their own public revenue to finance the road, the state will make larger annual payments to the private road builders."

But Colorado community activists are excited about transforming a mundane highway expansion into something that accommodates more transportation options than the family sedan, said Ms. DeBarros, the leader of the commuter group. "That's what we've been working on: a 21st-century mobility project, not just traditional auto road capacity," she said. "People really do want to be able to bike, to be able to walk places, and not assume that driving in their car is the only way to travel every day."

To Barton Kiburz, what is important is the coming bike path. Mr. Kiburz, who works at Hunter Douglas, the window coverings company, said that his commute by bike will be shorter, safer and more level than it is on the route he now takes. "It can be a challenge to try to piece together the trails to find the safest route," he said.

He and his wife have just one car, he said, so "when she has the car, I use the bike" for commuting and some shopping. The new highway route, he said, will shorten his trips to Denver to 11 miles from 25. "Even cars don't want to drive more than they have to," he said. "When you're on a bike, it's a huge difference — you're your own engine."

Share the Road in Grand Junction

Sharon Sullivan
ssullivan@gjfreepress.com
GRANDJUNCTION
June 26, 2013

We all need to "share the road" — that's the message of a new summertime campaign in Grand Junction aimed at improving conditions for all road users.

The Colorado Department of Transportation, with Grand Junction, created a Share the Road Collaborative Task Force in 2012 for the purpose of identifying common issues experienced by motorists, bicyclists and others who travel the roadways. The task force, which met for six months, was comprised of numerous stakeholders, including bike advocates from Grand Valley Bikes and the Grand Junction Bike Club, a CDOT employee, a city traffic engineer, law enforcement, runners, and representatives from the trucking industry, Mesa County School District 51, and people with disabilities.

Grand Junction resident Dean Bressler is a member of the task force, and an avid road cyclist. "We heard from some motorists how it can be annoying that some bicyclists seem to sneer at traffic laws," Bressler said. "The flip side of that is there are a lot of motorists who feel cyclists, runners, or those who are disabled don't belong on the road. "In fact, by law, they do."

After CDOT in 2009 passed an internal policy to accommodate bikes and pedestrians when developing statewide transportation plans, the state legislature took it a step further and made it state law the next year, said Betsy Jacobsen, CDOT's bicycle/pedestrian scenic byways section manager.

Roads are for anyone to get around by any means — including wheelchairs, Bressler said. At the same time, agencies — like CDOT, Grand Junction, Mesa County and law enforcement — all recognize that driver distractions are an increasing concern, Bressler said.

Jacobsen, who attended the series of Grand Junction task-force meetings, was in town last week installing a bicycle/pedestrian counter on the bike path on Hwy. 340 and West Avenue. An in-loop connection in the pavement picks up signals from passing bicycles that a nearby counter tallies. Another post counter tracks everything. Subtracting the number of bicyclists counted gives the number of pedestrians.

"We've been tracking the numbers of motorists for years," Jacobsen said. "This year we put permanent counters in different parts of the state. By placing them strategically, we can get better identification of what walking and biking looks like in the state." The information will be used to help set policy and determine maintenance needs, Jacobsen said.

The Share the Road campaign is promoting its message with bumper-stickers that say "Grand Junction Shares the Road," plus banners, yard signs and electronic sign messaging. The task force is seeking businesses who are willing to display the message on their digital signs, like the one at Splish Splash Car Wash, 2475 Highway 6 and 50. The messaging is made possible through a $5,000 CDOT grant.

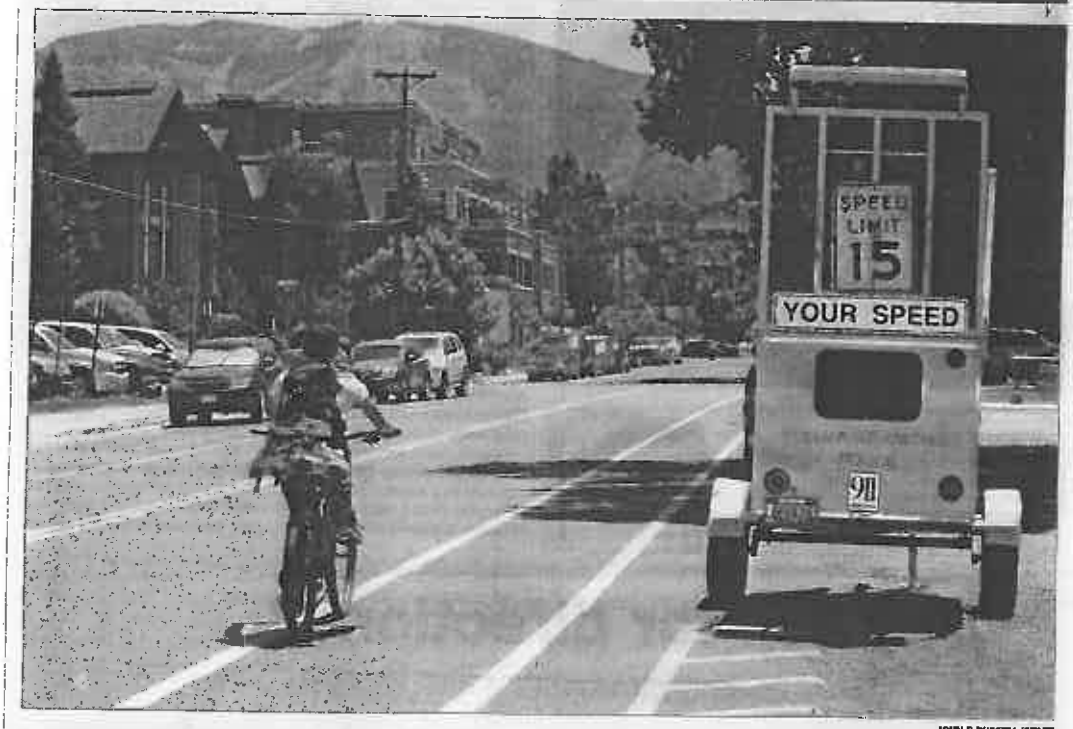
“Roads truly are for all users,” Bressler said. “These messages are intended to reinforce that in a positive way.” About a third of Mesa County’s population do not drive, city transportation engineer Jody Kliska said. Instead, they walk, ride bikes or use city transit buses. “As engineering designers, we need to think about that and the notion of complete streets which provides for all of the users. We build sidewalks where we can, we’ve added bike lanes, and additional bus pull-outs (buses that have bike racks attached),” Kliska said.

Grand Junction joins three other communities — Ft. Collins, Colorado Springs and Durango — in adopting the Share the Road campaign. “There’s always been a bit of conflict concerning all road users,” Jacobsen said. “Everyone wants their own mode to rule the road.” The campaign is to remind all users to be reasonable and courteous to one another.

“We all want to get to where we’re going safely,” she said.

STEAMBOAT TODAY
ROUTT COUNTY'S DAILY NEWSPAPER

entertainment events and stories in the Explore Steamboat section · page 15



JOHN F. RUSSELL/STAFF

The city of Steamboat Springs placed a machine on Yampa Street on Thursday to let motorists know the speed limit has been changed to 15 mph. The reduced speed limit is part of an effort to make it safer for pedestrians and cyclists who use the route.

Traffic slows on Yampa

Speed limit on downtown street lowered to improve pedestrian safety

Scott Franz
STEAMBOAT TODAY

STEAMBOAT SPRINGS

Traffic on Yampa Street moved a little slower Thursday thanks to a reduced speed limit.

The change from 25 to 15 mph was made by the city to improve pedestrian safety, and the slower traffic was welcomed by cyclists and walkers, including Erin Vargas.

"I think it's going to be a good thing," she said as she washed the dirt off her cruiser bike in front of the Wheels Bike Shop on Yampa. "It's safer."

In addition to the new speed limit, fresh striping for bike lanes and pedestrian crossings also are in place on Yampa as Steamboat ushers in its busy summer tourism season and sees more traffic on the street.

On Sunday, the street also will celebrate its inaugural Yampa Live event from noon to 3 p.m., when residents and visitors can enjoy reggae music, refreshments, beach volleyball, kiddie pools and sandcastles, among other attractions.

"We thought this would be a good time to roll out the changes," Public Works Director Chuck Anderson said.

Making Yampa more pedestrian friendly long has been a discussion at Steamboat Springs City Council meetings and among business owners on the street.

Anderson added that the city also is looking into making some changes to the parking areas on Yampa with the goal of better defining pedestrian walkways.

If you go
What: Yampa Live
When: Noon to 3 p.m. Sunday
Where: Yampa Street

See **Yampa Street,** page 3

SCOTT FRANZ/STAFF

Guilhem Malichier, a specialist with ECO counter, tests out the new bike counter the Colorado Department of Transportation installed on Yampa Street to count bikes on the roadway.

Jacobsen: Bike counting influences policy

Yampa Street continued from 1

He said the goal is not to eliminate any parking but to rearrange it.

Also Thursday, employees with Colorado Department of Transportation's Bicycle, Pedestrians and Byways Unit installed a new bike counter that will keep tally of every cyclist who rides over a section of the street.

Unit Manager Betsy Jacobsen said the data helps cities and the state agency figure out peak cycling times and whether the amount of bike traffic warrants changes to the roadway, such as sharrows or protected bike lanes.

Steamboat Springs was one of the first cities in the state to receive one of the counters in 2010, when one was installed on Routt County Road 129.

City officials said after the installation that the data could help it to secure grants and funding for road improvements.

Jacobsen said that even in its infancy, the new bike counting program has influenced policy.

For example, data from the C-470 bike path near Denver showed that contrary to CDOT and motorists' previous perceptions, a significant number of cyclists were continuing to use the bike path throughout the winter, but the traffic stopped after snowstorms.

The cycling count led to CDOT starting to plow part of the bike path after snowstorms, Jacobsen said.

It's early to tell what bike counting data could lead to for roadways like Yampa Street, but the data will help the city make future decisions.

"We've been counting motorized traffic for years and years, but we've never had data on cycling," Jacobsen said. "Should we be making any accommodations for them on certain roadways? Should we add shoulder width? This data helps with those decisions."

She said Steamboat quickly became an ideal place to measure the traffic in the northwest corner of the state.

The counter on Yampa uses an induction loop system and can differentiate between cars, people and bicycles.

The metal on a bike is detected by wires that are embedded across the street.

It was a coincidence the speed limit was lowered on the same day the bike counter was being installed, but the CDOT employee did offer some feedback on the change, saying traffic studies have shown drops from 25 to 15 mph drastically can reduce the potential of cyclists and pedestrians getting seriously injured or killed in a collision with a car.

This is a printer friendly version of an article from **DurangoHerald.com**
To print this article open the file menu and choose Print.

Article published Jun 2, 2013

City paves way for cyclist-friendlier grid

More bicycle lanes planned

Photo by: STEVE LEWIS/Durango Herald
Justin Panda, left, and Cody White exit the Animas River Trail at Rotary Park on Friday afternoon. The city is planning to add new bike lanes to several streets, including 15th Street-East Second Avenue intersection near For The Birds.

By Jim Haug Herald staff writer

Durango has much to brag about as a gold-rated bicycle-friendly city, but one shortcoming is that fewer than half of its arterial roads have bicycle lanes.

Cities such as Boulder and Portland, Ore., accommodate 75 to 90 percent of their arterial roads with bike lanes, which partly explains why they are rated above Durango at platinum, according to the League of American Bicyclists.

Three forthcoming infrastructure projects, however, should stretch out busy intersections like an overweight, spandex-wearing cyclist.

As part of the reconfiguration of the intersection at Camino del Rio and U.S. Highway 160 near

DoubleTree Hotel set for fall, bicycle lanes and new traffic detectors for bicycles will be installed, said Amber Blake, the city's multi-modal administrator.

The traffic detectors should benefit those early-morning bicycle commuters who are out when the car traffic is sparse.

"Let's say there's not a car at an intersection. If you don't have a special detection, it won't trigger the traffic signal if you're just on a bicycle," Blake said. "It's really important because otherwise you have to run a light."

Bicycle lanes also are in the works for the 15th Street-East Second Avenue intersection near For The Birds and the railroad tracks.

The city is applying for a grant to extend the sidewalks on the downhill section of Florida Road where it turns into 15th Street. The city also wants to extend the bike lane so it connects to the Animas River Trail at Rotary Park.

Durango and La Plata County plan to add sidewalks and a road shoulder to the East Animas Road and County Road 251/East 32nd Street junction, near the bicycle destination of the Bread bakery.

Jim Davis, the county engineer, said plans for the project are in the design phase, but they should be completed this year with construction beginning in 2014 or 2015 depending on funding availability. It also would link the section of East Animas Road (County Road 250) with a new bike lane from Florida Road to County Road 251/East 32nd Street.

These three projects will be discussed in detail with city, county and state traffic planners and engineers during a community forum scheduled from 5-7 p.m. June 25 at Carver Brewing Co.

In addition, there will be a bicycle fashion show on new styles of commuter clothes that can be worn on the bike and inside the office.

The community forum and fashion show is part of the city's Clean Commute Week, scheduled for June 22-28.

The city also is bringing back "Pedal Versus Metal" in which cyclists and drivers will compete to see who can accomplish the most errands around town within the same amount of time.

Cyclists have won two of the last three competitions, proving that bikes can be more convenient for in-town trips, Blake said.

Because bikes put less stress on the road, they also benefit the taxpayer by extending the life of the infrastructure, Blake said.

The city also is encouraging employers to sign up early for corporate competitions.

The category of clean commuter is not limited to cyclists. They might be those who walk, car pool or take public transit.

Last year, Blake said a resident rode his bike to a river put-in and paddled a kayak to his place

of work at the Rivergate medical complex.

jhaug@durangoherald.com