



**COLORADO**

Department of Transportation

Office of the Executive Director  
4201 East Arkansas Ave, Suite 262  
Denver, CO 80222

## RELEASE MEMORANDUM

To: All CDOT Employees

From: Shailen P. Bhatt, Executive Director

Re: Updated Procedural Directive 1602.1 "Elevating Bicycle and Pedestrian Opportunities in Colorado"

Date: March 3, 2017

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1. Name of Updated Procedural Directive: PD 1602.1 "Elevating Bicycle and Pedestrian Opportunities in Colorado"

2. Date of Directive Superseded: PD 1602.1 "Bike and Pedestrian" effective 2/4/10

3. Executive Summary: Since PD 1602.1 became effective in 2010, Governor John Hickenlooper created two initiatives promoting biking and walking: The Colorado Pedals Project and the Colorado Beautiful Initiative. Both of these initiatives look to biking and walking as ways of creating economic development, improved mobility and better health throughout Colorado. This updated PD 1602.1 supports both of those initiatives. In addition, CDOT supports a multi-modal system and this updated PD reinforces that support.

Updated PD 1602.1 provides clearer direction on accommodation for biking and walking. The updated provisions in PD 1602.1 include:

- Reference to the requirements of Policy Directive 1602.0, which require that CDOT accommodate the needs of bicyclists and pedestrians in planning, design, operation and maintenance of transportation facilities;
- A requirement to document the decision to not accommodate these needs as an exemption, which must be based on the criteria established by the Commission set forth in the Policy Directive;
- A Bicycle and Pedestrian Representative for each Region, appointed by each CDOT Region Transportation Director ("RTD"), with responsibilities for pedestrian and/or



bicycle related issues as identified in the representative's Position Description Questionnaire, who will work collaboratively to develop criteria for and to select High Priority Bicycle and Pedestrian Corridors and Seasonal Paths, subject to the approval of the management review panel, which will be identified and tracked in Appendix B;

- A new management review panel, consisting of the Deputy Executive Director, the Chief Engineer, the Director of the Division of Highway Maintenance, and the Director of the Division of Transportation Development, which will approve or deny recommendations for High Priority Bicycle and Pedestrian Corridors; and
- Responsibilities of the Chief Engineer, RTDs, Region Program Engineers/Resident Engineers/Project Engineers, Region Bicycle and Pedestrian Representatives, the Division of Highway Maintenance, Multimodal Planning Branch Bicycle and Pedestrian Section, Multimodal Planning Branch and Region Planners, the Division of Project Support, Office of Transportation Safety, Division of Traffic Systems Management and Operations, and Division of Transit and Rail.

4. Effective Date: March 3, 2017

5. Office to Contact with Questions: Division of Transportation Development



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Elevating Bicycle and Pedestrian Opportunities in Colorado</b>		<b>Number</b> <b>1602.1</b>
<b>Effective</b> <b>03/03/2017</b>	<b>Supersedes</b> <b>02/04/2010</b>	<b>Originating Office</b> <b>Division of Transportation Development (DTD)</b> <b>Multimodal Planning Branch Bicycle and Pedestrian Section</b>

## **I. PURPOSE**

The purpose of this Procedural Directive is to comply with § 43-1-120, C.R.S. and relevant federal regulations which require the Department to incorporate Bicycle and Pedestrian facilities in CDOT projects. The Colorado Department of Transportation (“CDOT” or “Department”) shall include the needs of bicyclists and Pedestrians in the planning, design, and operation of all transportation facilities. As a means of fulfilling this requirement, the Department will promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. This includes accommodating pedestrians and bicyclists during planning, programming, design, construction, operation and maintenance as well as providing education to motorists, bicyclists and Pedestrians.

## **II. AUTHORITY**

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

See Appendix “A” for additional authority

## **III. APPLICABILITY**

This Procedural Directive applies to all branches, divisions, regions and offices of CDOT and consultants working for CDOT. All projects overseen by CDOT or within CDOT right-of-way shall adhere to this Procedural Directive.

## **IV. DEFINITIONS**

“Bicycle” shall mean a vehicle having two wheels, propelled solely by human power, upon which any person or persons may ride.

“Bike Lane” shall mean a portion of the Roadway designated for preferential or exclusive use by bicyclists through pavement markings and, if used, signs.

“Bike Route” shall mean a system of Bikeways designating a preferred route for Bicycle travel along which Bicycle guide signs may provide direction or distance information.

“Bikeway” shall mean a generic term for any road, street, or path, which in some manner is specifically designated for Bicycle travel, regardless of whether such a facility is designated for the exclusive use of Bicycles or is to be shared with other transportation modes. These include but are not limited to Bike Lanes, Bike Routes, shoulders and multi-purpose paths.

“Commuter Route” shall mean a transportation facility that provides a reliable, regularly used, continuous route ordinarily structured for access to work, school or other destinations.

“Context Sensitive Solution” shall mean a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

“Department” (also known as “CDOT”) shall mean the Colorado Department of Transportation pursuant to § 43-1-105, C.R.S.

“Exemption Criteria” shall mean the criteria established by the Transportation Commission in Policy Directive 1602.0 that describes the minimum values or ranges required to meet design standards.

“Exemption” shall mean the same as “exception or variance” and shall mean the Region Transportation Director’s approval of a request for a Bicycle & Pedestrian exemption based on the Exemption Criteria set forth in Policy Directive 1602.0. See CDOT Form 464BP.

“High Priority Bicycle and/or Pedestrian Corridor” shall mean an on-system Roadway or multi-purpose path, identified for its significance to Bicycle and Pedestrian mobility, as well as to resource planning.

“Multi-Purpose Path” (also known as “Trail”) shall mean a paved or unpaved path physically separated from motorized vehicular traffic by an open space or barrier, and specifically designated as being open to non-motorized users.

“Pedestrian” shall mean any person traveling afoot or using a wheelchair.

“Region Bicycle and Pedestrian Representative” shall mean an employee who is designated by the CDOT Regional Transportation Director to act as the region representative and resource in support of Bicycle and Pedestrian related topics within a CDOT region.

“Roadway” shall mean the portion of a highway, including shoulders, intended for vehicular use.

“Seasonal Path” shall mean a multi-purpose path that is not accessible 12 months of the year due to weather conditions. See Appendix A.

“Sidewalk” shall mean the paved portion of the Roadway right-of-way, beyond the curb or edge of Roadway pavement, which is intended for use by Pedestrians.

## **V. PROCEDURE**

### **A. General Requirements**

1. In conformance with Policy Directive 1602.0, § 43-1-120(2)(c), C.R.S., and FHWA Guidance, the Department shall include the needs of bicyclists and Pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities.
2. As stated with greater specificity below, any decision of the Department not to accommodate the needs of bicyclists and Pedestrians shall be documented prior to finalizing the decision. The decision must be based on Exemption Criteria established by the Commission in Policy Directive 1602.0 which states at least one or more of the following must apply:
  - a) Bicyclists and Pedestrians are prohibited by law from using the Roadway; or
  - b) The cost of establishing Bikeways or walkways would be excessively disproportionate to the need or probable use (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or
  - c) Where scarcity of population or other factors indicate an absence of need; or
  - d) In a resurfacing project on a state highway, if the only means of accommodating bicycle and pedestrian needs is adding a shoulder, the project shall be automatically exempted on the grounds that under CDOT’s current asset management guidelines, resurfacing money cannot be used for shoulders; or
  - e) If the resurfacing project on a state highway runs through a town, consideration must be given to restriping that portion within the town to accommodate bicyclists and pedestrians. If the accommodation cannot be made, an Exemption must be documented on Form 464BP.
3. The Chief Engineer and the Multimodal Planning Branch Bicycle and Pedestrian Section will oversee the implementation of this Procedural Directive, as well as lead the development of strategy, programs, policies, plans, and initiatives to support Bicycle and Pedestrian activity.

4. To comply with the Statewide Bicycle and Pedestrian Plan, and to inform decisions regarding resources, the Multimodal Planning Branch Bicycle and Pedestrian Section shall convene and lead a group of stakeholders to determine and make recommendations on High Priority Bicycle and Pedestrian Corridors based on but not limited to the following criteria:

- a) Connectivity of the facility;
- b) All-season facility; and
- c) User data (if available) indicates high use by bicyclists and/or Pedestrians.

The Multimodal Planning Branch Bicycle and Pedestrian Section shall communicate the recommendations to a management review panel comprised of the Deputy Executive Director, the Chief Engineer, the Director of the Division of Highway Maintenance, and the Director of the Division of Transportation Development, who shall approve or deny recommendations.

5. To further support implementation of Policy Directive 1602.0, and the Statewide Bicycle and Pedestrian Plan, each Regional Transportation Director shall identify a Region Bicycle and Pedestrian Representative for the region. Said Representative will act as a point of contact for Pedestrian and/or Bicycle related issues within the region, as well as provide information on project design, operation and maintenance of work zones to accommodate Pedestrians and bicyclists. These responsibilities will be identified in the Representative's Position Description Questionnaire (PDQ).

6. The Multimodal Planning Branch Bicycle and Pedestrian Section will oversee and update, as needed, the Colorado Statewide Bicycle and Pedestrian Plan to provide direction and goals for improving biking and walking throughout Colorado.

## **B. Department Responsibilities**

### **1. Responsibilities of the Chief Engineer**

(a) The Chief Engineer shall:

- (1) Ensure that the Regional Transportation Directors ("RTDs") identify a Region Bicycle and Pedestrian Representative for each CDOT Region.
- (2) Ensure that all Region Bicycle and Pedestrian Representatives, Region Traffic Engineers and Design Engineers complete the Bicycle and Pedestrian Facility Design trainings at least once every five years.
- (3) Review and comment on quarterly Bicycle and Pedestrian design Exemption reports provided by the Multimodal Planning Branch Bicycle

and Pedestrian Section.

## 2. Responsibilities of the Region Transportation Directors (“RTDs”)

### (a) The Region Transportation Directors (“RTDs”) shall:

- (1) Identify an employee working within the region to serve as the Region Bicycle and Pedestrian Representative.
- (2) Ensure that processes to identify and address the needs of Pedestrians and bicyclists are being followed within the region, specifically in project initiation, planning, budgeting, scoping, preliminary and final design activities.
- (3) Review and accept/reject bicycle and pedestrian variance requests as presented by the Program Engineer on CDOT Form 464BP. A response shall be provided to the requestor within 30 days of the date the request was received.

## 3. Responsibilities of the Region Program Engineers, Resident Engineers and Project Engineers

### (a) The Region Program Engineers, Resident Engineers and Project Engineers shall:

- (1) Consult with the Region Planner and the Region Bicycle and Pedestrian Representative to ensure that Context Sensitive Solution practices are utilized when working with local communities to identify the most practicable and feasible solution to a transportation need.
- (2) Ensure that Bicycle and Pedestrian accommodation is included in both design scoping meetings and scoping summaries.
- (3) Ensure that Bicycle and Pedestrian accommodation is considered in project characteristics, as well as Field Inspection Review (FIR) and Final Office Review (FOR) meetings and notes.
- (4) Work with the Region Bicycle and Pedestrian Representative, and the Multimodal Planning Branch Bicycle and Pedestrian Section Engineer or Manager to confirm that any decision to exempt Bicycle and Pedestrian accommodation from a project is based on the Exemption Criteria established by the Commission in Policy Directive 1602.0, § 43-1-120(2)(c), C.R.S., and the CDOT Project Development Manual.
- (5) Document Exemptions on Form 464BP (Bicycle/Pedestrian Design

Exemption Request) any decision not to accommodate Bicyclists and Pedestrians in a project.

(6) Ensure that Bicycle and Pedestrian accommodation is included in the safety analysis of state Roadways.

(7) Follow recommended and required standards, manuals, guidance, and procedures to maximize the mobility and safety of Pedestrians and bicyclists, including, but not limited to:

- The applicable Federal Highway Administration (“FHWA”) and American Association of State Highway and Transportation Officials (“AASHTO”) Design guides and manuals;
- The Manual on Uniform Traffic Code Devices (“MUTCD”);
- CDOT Roadway Design Guide, Chapter 14; and
- Industry-recognized best practices (National Association of City Traffic Officials (“NACTO”), Institute of Transportation Engineers (“ITE”), etc.).

(8) During project construction, ensure that reasonable accommodations and access for bicyclist and Pedestrian use have been made, including signed detour routes or alternate transportation for the length of the project.

(b) The Program Engineers, Resident Engineers and Project Engineers shall refer all Bicycle and Pedestrian Exemptions to the RTD for final determination.

#### 4. Responsibilities of the Region Bicycle and Pedestrian Representative

(a) The Region Bicycle and Pedestrian Representative shall:

(1) Receive training in Pedestrian and Bicycle accommodation and serve as the de facto Pedestrian and Bicycle subject matter expert in the region.

(2) Be the point of contact for Pedestrian and/or Bicycle related issues within the region.

(3) Act as a region resource to provide guidance on project design, operation, and maintenance of work zones which accommodate Pedestrians and bicyclists.

(4) Follow recommended and required standards, manuals, guidance, and



procedures to maximize the mobility and safety of Pedestrians and bicyclists, including, but not limited to:

- The Federal Highway Administration (“FHWA”) and American Association of State Highway Traffic Officials (“AASHTO”) Design Manuals and Guidance;
- The Manual on Uniform Traffic Control Devices (“MUTCD”);
- CDOT Roadway Design Guide, Chapter 14; and
- Industry-recognized best practices such as National Association of City Transportation Officials (“NACTO”), Institute of Transportation Engineers (“ITE”), etc.

(5) Distribute information and best practices regarding Bicyclist and Pedestrian accommodation to region staff.

(6) Work with the Region Program Engineer, the Resident Engineer, the Project Engineer, and the Multimodal Planning Branch Bicycle and Pedestrian Section Engineer or Manager, to review any Exemption request regarding Bicycle and Pedestrian accommodation on CDOT Form 464BP (Bicycle/Pedestrian Design Exception Variance Request).

(7) Collect quarterly region exemption data from Form 464BP and distribute it to the Multimodal Planning Branch Bicycle and Pedestrian Section.

(8) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Maintenance Superintendents (or their designees), the Region Planners and other stakeholders to develop criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

## 5. Responsibilities of the Division of Highway Maintenance

(a) The Division of Highway Maintenance shall:

(1) Pursue providing budget support for maintenance activities with CDOT’s Chief Financial Officer. This would be part of the Maintenance Level of Service (MLOS) System for CDOT-owned Multi-Purpose Paths.

(2) Include consideration of Bicycle and Pedestrian mobility and safety when resurfacing and/or restriping a road.

(3) Include Bicycle and Pedestrian facilities in developing annual level of

service plans. This shall include, but not be limited to:

(a) Multi-Purpose Paths owned by the state and designated by CDOT management review panel as a High Priority Bicycle and Pedestrian Corridor, shall be designated a level of service category 10 (the same as highway category 10) following the end of a snow storm.

(b) Bikeways within the right-of-way of state highways will be maintained by the Department, except where a maintenance agreement provides otherwise. Where new projects are being considered, maintenance agreements shall be in place prior to construction.

(c) All Bikeways other than those defined above will not be the responsibility of CDOT.

(4) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Region Bicycle and Pedestrian Representatives, the Region Planners, and other stakeholders to develop criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

(5) Ensure that Bicycle and Pedestrian training is included in the Maintenance Academy curriculum.

#### 6. Responsibilities of the Multimodal Planning Branch Bicycle and Pedestrian Section

(a) The Multimodal Planning Branch Bicycle and Pedestrian Section shall:

(1) Provide administration of CDOT Bicycle and Pedestrian programs and initiatives and oversee implementation of this Procedural Directive.

(2) Oversee the “Share the Road Program” together with the Office of Transportation Safety in order to support education for motorists, bicyclists, Pedestrians and law enforcement personnel.

(3) Provide annual Bicycle and/or Pedestrian facility design training to internal and external engineers, designers, planners and interested parties.

(4) Provide Bicycle and Pedestrian technical support and education assistance to the Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) to ensure Bicycle and

Pedestrian accommodations are included in all planning efforts.

(5) Review Exemption requests and make a recommendation to the Program Engineer as to whether the Exemption shall be granted or denied. A response shall be provided to the requestor within 30 days of the date the request was received.

(7) Work in collaboration with the Maintenance Superintendents (or their designees), the Region Bicycle and Pedestrian Representatives, the Region Planners, and other stakeholders to facilitate the development of criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

(8) Publish a Colorado Bicycle Manual and Colorado Bicycle and Scenic Byways Map.

(9) Utilizing the information provided by the Region Bicycle and Pedestrian Representative, summarize Exemption requests, and after reviewing, compiling, and storing, disseminate the information on a quarterly basis to the Chief Engineer.

(10) In conjunction with other CDOT divisions and offices, facilitate the development of a tracking system to monitor Bicycle and Pedestrian investments on all projects.

(11) Inform staff, local agencies, and stakeholders of available funding sources, programs and mechanisms which can be used to address Bicycle and Pedestrian accommodation.

## 7. Responsibilities of the Multimodal Planning Branch and Region Planners

(a) The Multimodal Planning Branch and Region Planners shall:

(1) Ensure Bicycle and Pedestrian needs and considerations are addressed in the Statewide Transportation Plan, the Regional Transportation Plans, and in Policy Directive 14.0.

(2) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Region Bicycle and Pedestrian Representatives, the Maintenance Superintendents (or their designees), and other stakeholders to develop criteria for and selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

(b) Region Planners will work with Region Engineers to ensure any Bicycle and Pedestrian improvements from MPO and TPR plans are incorporated into new projects.

**8. Responsibilities of the Division of Project Support**

(a) The Division of Project Support shall:

(1) Support the Multimodal Planning Branch Bicycle and Pedestrian Section in the development and implementation of a cost-tracking mechanism for Bicycle and Pedestrian facility investments.

**9. Responsibilities of the Office of Transportation Safety**

(a) The Office of Transportation Safety shall:

(1) Promote CDOT's goal of zero deaths or injuries on all facilities, including Bikeways and Sidewalks, through collaboration with the Colorado State Patrol.

**10. Responsibilities of the Division of Traffic Systems Management and Operations ("TSM&O")**

(a) The TSM&O Division shall:

(1) Include bicyclist and Pedestrian safety accommodation as part of the Strategic Highway Safety Plan.

(2) Include consideration of Bicycle and Pedestrian mobility when conducting all duties and responsibilities assigned to the TSM&O Division, including, but not limited to, analyzing, selecting, and programming TSM&O projects.

(3) Ensure that the TSM&O evaluation process is properly accommodating the needs of bicyclists and Pedestrians in accordance with Policy Directive 1602.0.

(b) The Region Traffic Engineer shall:

(1) Ensure that the Region Bicycle and Pedestrian Representative is consulted on all matters related to Bicycle and Pedestrian accommodation, including signing, striping, signals, signal timing, markings, striping, school zones, speed limits, work zones, etc.

(2) Include consideration of Bicycle and Pedestrian mobility and safety when restriping roads.

(3) When striping and marking roads, ensure that any project has undergone the TSM&O evaluation process which will include compliance requirements with state and federal laws and governing documents.

(4) Ensure that projects undergo the TSM&O Evaluation process, including a review of compliance with Pedestrian and Bicycle related laws, policies, and guidance.

#### 11. Responsibilities of the Division of Transit and Rail

(a) The Division of Transit and Rail shall:

(1) Include consideration of the mobility of bicyclists and Pedestrians in its Statewide Transit Plan and in Regional Transit Plans.

### **VI. DOCUMENTS REFERENCED IN THIS PROCEDURAL DIRECTIVE**

Bicycle/Pedestrian Design Exception Variance Request (Form 464BP)

CDOT Roadway Design Guide (*See* Chapter 14)

National Association of City Transportation Officials (NACTO) “Urban Bikeway Design Guide”

National Association of City Transportation Officials (NACTO) “Urban Streets Design Guide”

Manual on Uniform Traffic Control Devices (MUTCD)

American Association of State Highways and Transportation Officials (AASHTO) Roadside Design Guide

Appendix A “Authority Pertaining to CDOT’s Multimodal Planning Branch Bicycle and Pedestrian Section”

Appendix B “CDOT High Use Bicycle and Pedestrian Corridors and Seasonal Paths”

### **VII. IMPLEMENTATION PLAN**

1. This Procedural Directive shall be effective upon signature.
2. This Procedural Directive applies to all projects scoped after the effective date.

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3. The Multimodal Planning Branch Bicycle and Pedestrian Section, in conjunction with Region Bicycle and Pedestrian Representatives, will develop a tracking system to record all projects exempted pursuant to the process set forth above.
4. The Chief Engineer and the Multimodal Planning Branch Bicycle and Pedestrian Section will oversee the implementation of this Procedural Directive, including reporting annually to executive management on the status of the Procedural Directive's implementation and Exemption reports.
5. The Multimodal Planning Branch Bicycle and Pedestrian Section will distribute this Procedural Directive to all involved employees and stakeholders within three weeks of its effective date.
6. The Office of Policy and Government Relations shall post the Procedural Directive on the Directive webpage within one week of the effective date.

#### **VIII. REVIEW DATE**

This directive shall be reviewed on or before March 2022.

  
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Shailen P. Bhatt  
Executive Director

  
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Date of Approval

## Appendix “A”

### Authority Pertaining to CDOT’s Multimodal Planning Branch Bicycle and Pedestrian Section

Fixing America's Surface Transportation Act (“FAST Act”), Pub. L. No. 114-94, 129 Stat. 1312 (2015).

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), 2012, 23 U.S.C. 127

23 U.S.C. 104 (Federal funds)

23 U.S.C. 109 (existing routes)

23 U.S.C. 134 and 135 (planning for all modes)

23 U.S.C. 217 (due consideration for bicycles/pedestrians)

23 U.S.C. 402 (highway safety)

23 U.S.C. 652 (Bicycle/pedestrian accommodation in projects)

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, March 11, 2010

Federal Highway Administration “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”

[http://www.fhwa.dot.gov/environment/Bicycle\\_pedestrian/guidance/design.cfm](http://www.fhwa.dot.gov/environment/Bicycle_pedestrian/guidance/design.cfm)

Federal Highway Administration: “Bicycle and Pedestrian Provisions of Federal Transportation Legislation”[http://www.fhwa.dot.gov/environment/Bicycle\\_pedestrian/guidance/guidance\\_2015.cfm#bp4](http://www.fhwa.dot.gov/environment/Bicycle_pedestrian/guidance/guidance_2015.cfm#bp4)

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

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## **Appendix “B”**

### **CDOT High Priority Bicycle and Pedestrian Corridors and Seasonal Paths**

This Appendix B will be routinely updated as needed by the Multimodal Planning Branch Bicycle and Pedestrian Section Manager and the Region Bicycle and Pedestrian Representatives, with input from the Chief Engineer, the Regional Transportation Directors, the Maintenance Superintendents, the Traffic Engineers, and other Department stakeholders.

#### **High Priority Bicycle and Pedestrian Corridors**

C-470 Trail

#### **Seasonal Paths**

Vail Bike Path (from the Summit west to the boundaries of the town of Vail)

Glenwood Canyon Trail

Beaver Tunnel Trail



COLORADO DEPARTMENT OF TRANSPORTATION <b>BICYCLE &amp; PEDESTRIAN EXEMPTION REQUEST</b> (See PD 1602.0 & 1602.1 for direction & information)			Date	Project Definition (Project #)
Project Name			Region	Route Number
Project Type New Construction            Reconstruction            Resurfacing Safety                        Enhancement                Rehabilitation Other (Explain):			Begin Mile Point   End Mile Point	Date Revised

**Part 1 - Project & Exemption Information**

A. Project Description:						
B. Description of Pedestrian & Bicycle accommodations considered by project:						
C. Justification for excluding Pedestrian & Bicycle accommodations on project:						
D. Select the approved Exemption which applies:  <p>Bicyclists or Pedestrians are prohibited by law from using the roadway.</p> <p>The cost of establishing Bikeways or Walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding 20% of the cost of the larger project.</p> <table style="width: 100%; margin-left: 100px;"> <tr> <td>Estimated project cost if built with accommodation:</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>Estimated project cost with exemption applied:</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>% Difference in cost:</td> <td style="text-align: right;">%</td> </tr> </table>	Estimated project cost if built with accommodation:	\$	Estimated project cost with exemption applied:	\$	% Difference in cost:	%
Estimated project cost if built with accommodation:	\$					
Estimated project cost with exemption applied:	\$					
% Difference in cost:	%					

Scarcity of population or other factors indicate an absence of need. Provide justification in the space below.

Exemption based on the fact that this is a resurfacing project on a state highway and the only means of accommodating bicycle and Pedestrian needs is adding a shoulder. Under CDOT's current asset management guidelines, resurfacing money cannot be used for shoulders. (If selected skip Part 2 of this form and submit to RTD for approval)

Consideration was given to restriping the portion of this resurfacing project on a state highway that runs through a town. It was concluded that accommodation could not be made to accommodate Bicyclists and Pedestrians (If selected skip Part 2 of this form and submit to RTD for approval)

F. Other Relevant Information (as needed):

Signature (Project Manager)	Name (Project Manager)	Date
Signature (Program Engineer)	Name (Program Engineer)	Date

**Part 2 (Review & Signatures Required)**

Regional Bicycle/Pedestrian Representative Comment & Recommendation:		
Signature (Region Bike/Ped Rep)	Name (Region Bike/Ped Rep)	Date

DTD Bicycle & Pedestrian Section Representative Comment & Recommendation:

DTD (Bike/Ped Section Rep)

Name (Bike/Ped Section Rep)

Date

**Part 3 (Approval)**

RTD Conditions / Comments:

Approved  
Approved with conditions  
Denied

Signature (RTD)

Name (RTD)

Date