COLORADO
Department of Transportation

Appendix A: Engagement Summary

April 2026

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Introduction

To inform the development of the updated Active Transportation Plan, CDOT engaged with a broad stakeholder group and the public through multiple avenues. This included consultation with a Community Advisory Committee consisting of dozens of representatives from local, regional, and state-level planning partners and active transportation advocacy groups, as well as a statewide survey on active transportation behaviors and opinions that reached over 3,000 Coloradoans. The draft ATP was also available for public comment from June 12 through July 18, 2025, during which CDOT received more than 200 comments from across Colorado. These combined efforts, summarized in this appendix, provided valuable input that guided the development and refinement of the final plan.

Community Advisory Committee

A key piece of our engagement efforts was the Community Advisory Committee (CAC), which met four times over the course of the planning process. The CAC brought together dozens of representatives from local jurisdictions, regional planning partners, state agencies, active transportation advocacy groups, and other relevant non-profits. Members provided local perspectives on draft plan elements and helped support broader engagement efforts. Each meeting was held virtually and structured to encourage interactive discussion. The general focuses and topics of each CAC meeting were as follows:

- CAC Meeting #1 – September 2024
  - Project introduction, highlights of statewide survey results, input on ATP vision and goals, and strategy brainstorming
- CAC Meeting #2 – December 2024
  - Review and discussion of draft vision, objectives, and performance measures; strategy prioritization; and preview of PACE tool
- CAC Meeting #3 – March 2025
  - Overview of PACE tool functionality and preliminary results, and ATP performance measure baseline and target values
- CAC Meeting #4 – June 2025
  - Overview and discussion of the draft ATP, and update on PACE tool inputs and functionality

Formal summaries of each CAC meeting are included at the end of this appendix.

Statewide Active Transportation Survey

To complement the CAC's insights and expertise, CDOT asked Coloradans directly about their experiences and priorities through a statewide survey conducted early in the ATP process. The survey included questions on travel habits, barriers to active transportation, comfort on different facility types, demographics, and respondents' vision for the future of active transportation in Colorado. Distributed in both English and Spanish, the survey received 3,099 responses from across the state. Outreach methods included:

- CDOT website
- Social media promotion
- CDOT and planning partner email distribution lists
- Transportation Planning Regions and Metropolitan Planning Organizations
- ATP Community Advisory Committee
- Colorado colleges and universities
- Bike Month and Bike to Work Day events

The survey was open from June 12 through September 13, 2024. Key findings from the statewide survey are summarized below.

Statewide Results

Travel Behavior

The first survey question asked respondents how frequently they use four core modes of transportation: driving, biking, walking, and transit. As shown in Figure 1 and Figure 2, driving is the most frequently utilized mode; however, a majority of respondents reported using at least one other mode on a daily or near-daily basis.

Figure 1. Frequency of Travel Mode Usage

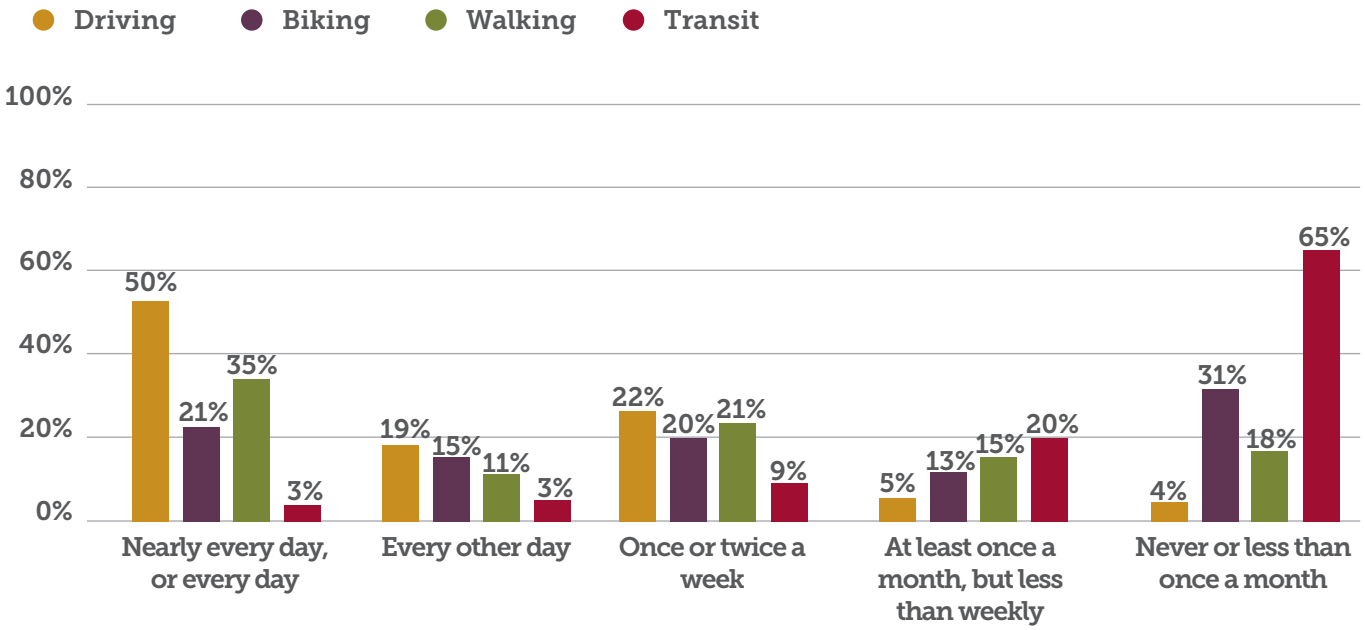
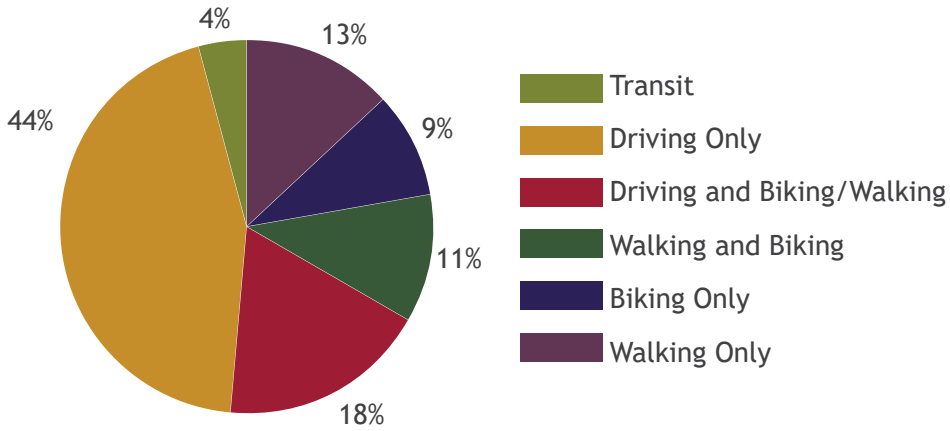


Figure 2. Daily Travel Mode



The survey also asked respondents about the frequency of walking and biking for different trip purposes. Figure 3 shows that for walking, exercise and recreation are by far the most common activities, with nearly half of respondents indicating they walk for these reasons daily. About half also walk at least once or twice a week for personal trips and social activities, while fewer than 20% walk at least weekly for commuting.

Biking shows a similar pattern: exercise and recreation are also the most frequent purposes (see Figure 4), though only 23% of respondents bike for these reasons daily. More than 40% bike at least once or twice a week for personal trips and social activities, and over one-third bike at least once or twice a week for commuting.

These results suggest that while recreation and exercise are the primary motivations for walking and biking, a notable share of respondents also rely on these modes for everyday travel, including commuting, personal errands, and social activities — highlighting opportunities to further support and expand active transportation for practical daily trips.

Figure 3. Frequency of Walking Trip by Purpose

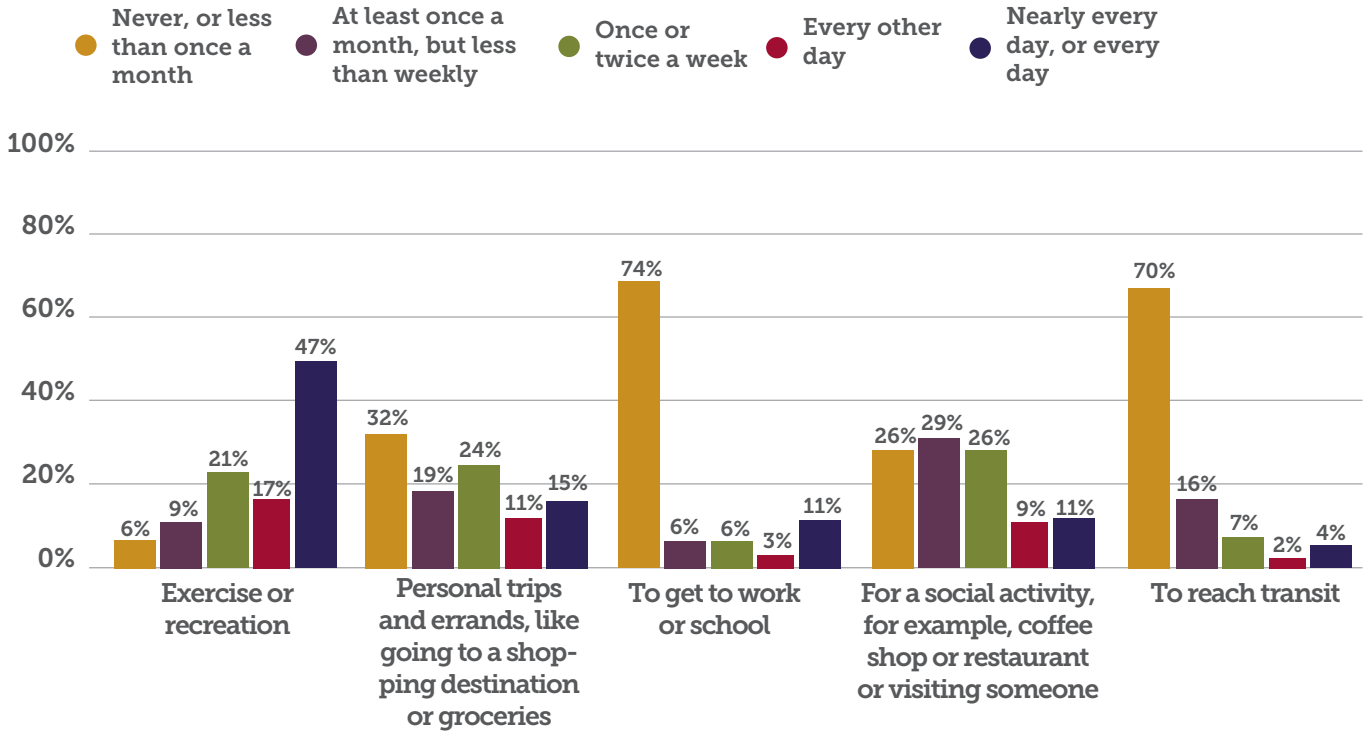
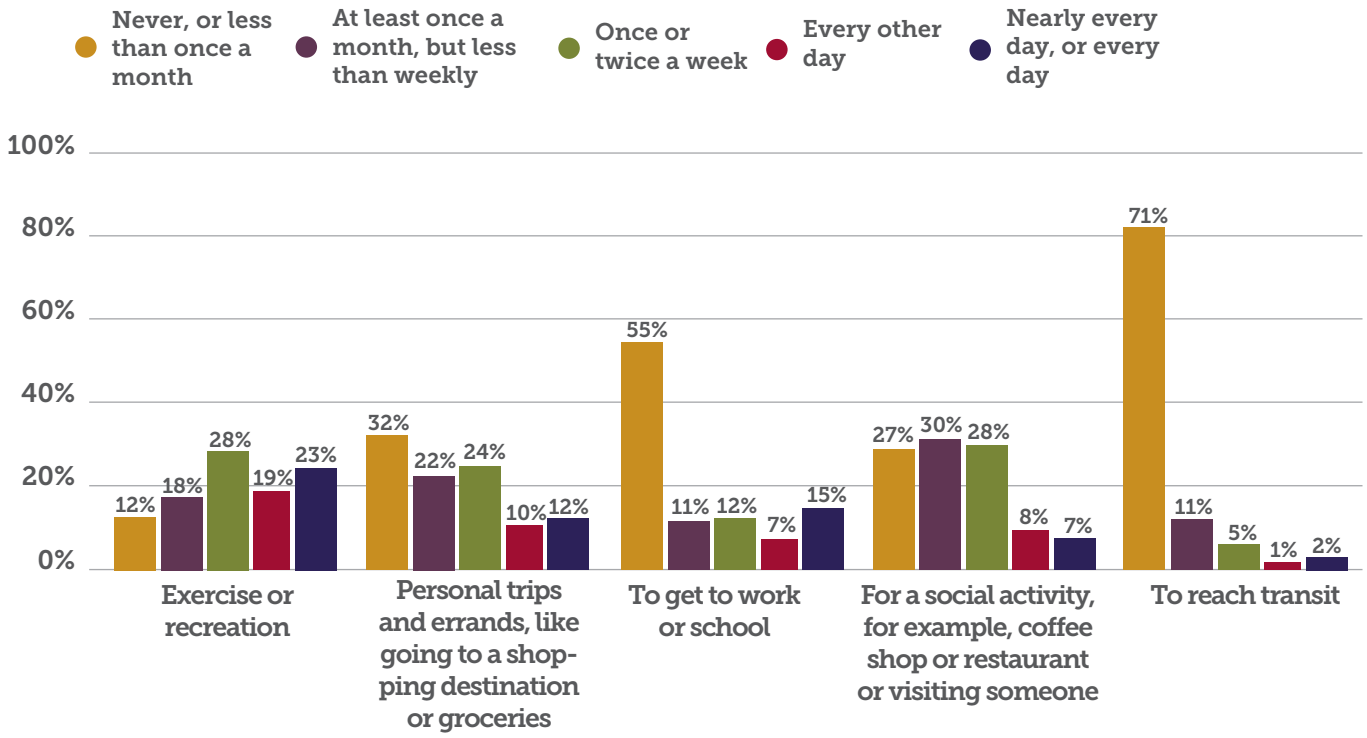


Figure 4. Frequency of Biking Trip by Purpose



Active Transportation Comfort

The next section of the survey explored active transportation users' comfort levels on different facility types. Respondents indicated their comfort on a four-point scale: "I would never walk here", "I will walk here if I have to", "I feel comfortable", and "I feel confident". Figures 5 and 6 show the various facility types for pedestrians and cyclists, respectively. The charts below (Figure 7 and 8) summarize the share of respondents who reported feeling comfortable or confident using each facility type.

Figure 5. Pedestrian Facility Types Provided to Respondents

Detached Sidewalk

Narrow, Attached Sidewalk

Shared Multi-Use Path

No Sidewalk, Shoulder of a Residential Road

No Sidewalk, No Shoulder, Available Grass

Highway (Speed Limit Over 55 mph) with Shoulder

Figure 6. Biking Facility Types Provided to Respondents

Multi-Use Path, Fully Separated from the Road

Bike Lane with a Protective Barrier from Traffic

Buffered Bike Lane

Marked Bike Lane, no Buffer or Protection

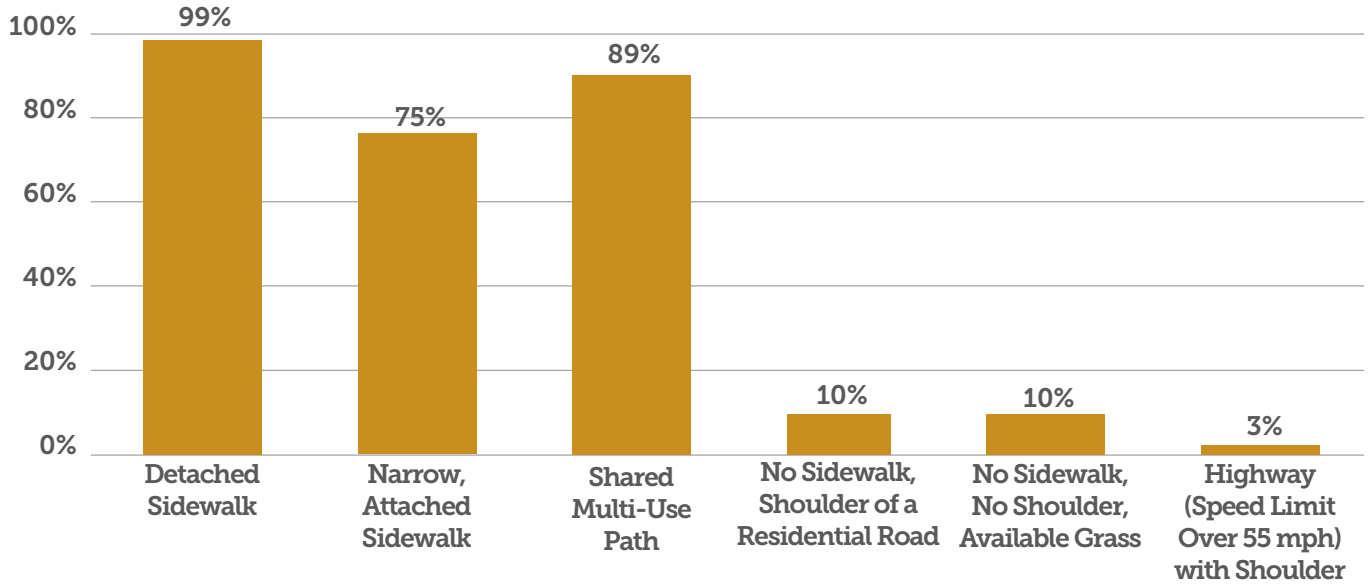
Sharrow on a Low-Speed Residential Road

Shoulder of a Highway (55 mph or Greater Speed Limit)

Highway with no Shoulder

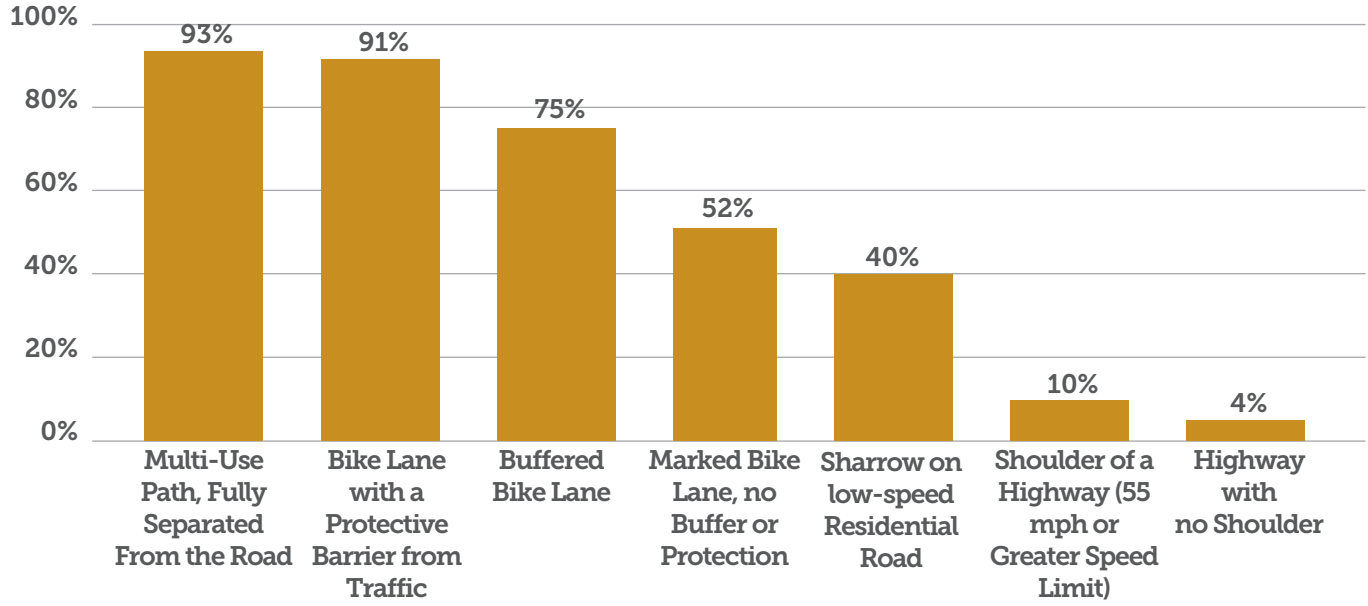
For pedestrians, the majority felt comfortable or confident on separated facilities, including detached sidewalks (99%), shared multi-use paths (89%), and narrow, attached sidewalks (75%), as seen in Figure 7. Comfort decreased substantially as separation from traffic decreased, with 10% or fewer respondents feeling comfortable walking without a sidewalk or on the shoulder of a road. This indicates that pedestrian comfort is strongly tied to separation from motor vehicle traffic.

Figure 7.Walking Comfort by Facility Type



Cyclist responses showed a similar pattern. The vast majority of respondents were comfortable or confident on fully separated multi-use paths (93%) and bike lanes with protective barriers (91%), as seen in Figure 8. Like pedestrians, comfort declined as separation from traffic decreased: 75% felt comfortable in buffered bike lanes, 52% in standard marked bike lanes, and only 40% on low-speed residential roads with sharrows. These results highlight that cyclists feel safest and most confident when there is a clear physical separation from traffic.

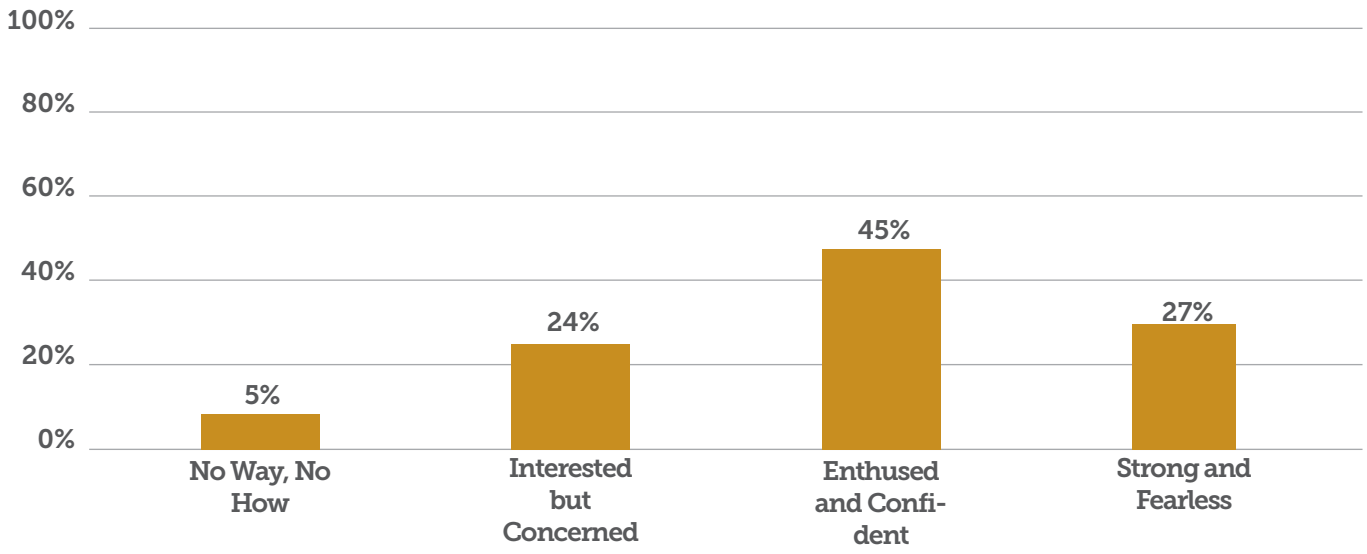
Figure 8.Biking Comfort by Facility Type



The survey also asked respondents to self-identify their cycling confidence using the "Four Types of Cyclists" framework developed by Roger Geller, Bicycle Coordinator for the Portland Office of Transportation. This framework estimates that "strong and fearless" riders make up less than 1% of the general population, 7% are "enthused and confident", 60% are "interested but concerned", and the remaining 33% of the population are "no way no how" cyclists. In contrast, survey respondents skewed heavily towards more confident riders. As seen in Figure 9, "no way no how" riders were significantly underrepresented, making up only 5% of survey respondents, while "enthused and confident" and "strong and fearless" riders were overrepresented in the survey, making up 45% and 27% of respondents, respectively. This suggests that the survey results likely reflect the perspectives of individuals who are already comfortable or interested in cycling, rather than the general population.

These results indicate that both pedestrian and cyclist comfort is highest on facilities with more physical separation from motor vehicle traffic, and declines as separation decreases. Given that the survey sample is skewed toward more confident cyclists, there is an opportunity to expand active transportation participation by improving infrastructure that enhances safety and comfort for all users.

Figure 9.Biking Confidence



Active Transportation Barriers and Priorities

The next section of the survey asked respondents to identify barriers to walking, biking, and rolling in Colorado. Each respondent could select up to three responses per question.

Barriers to Walking and Biking

As shown in Figure 10, the most frequently cited barrier to walking was long distances between destinations, selected by 66% of respondents. Other major barriers included encountering too much car traffic (40%), safety concerns when crossing major streets (31%), and lack of sidewalks (28%).

For biking and rolling, the most common barrier was too much car traffic (54%), followed closely by a lack of dedicated bike lanes or paths (48%), as seen in Figure 11. Other major barriers to biking and rolling include concerns about personal safety (43%) and long distances between destinations (30%). These findings suggest that traffic exposure, insufficient infrastructure, and land use are the primary obstacles to active transportation.

Figure 10. Barriers to Walking

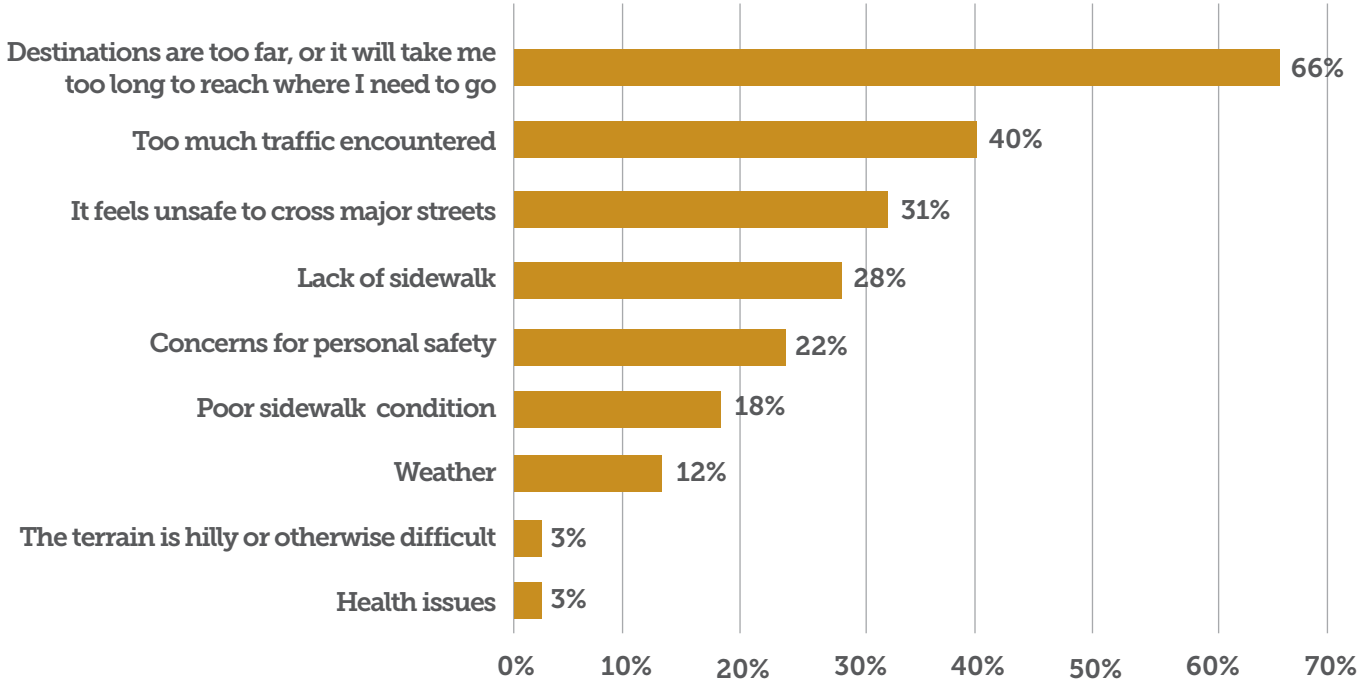
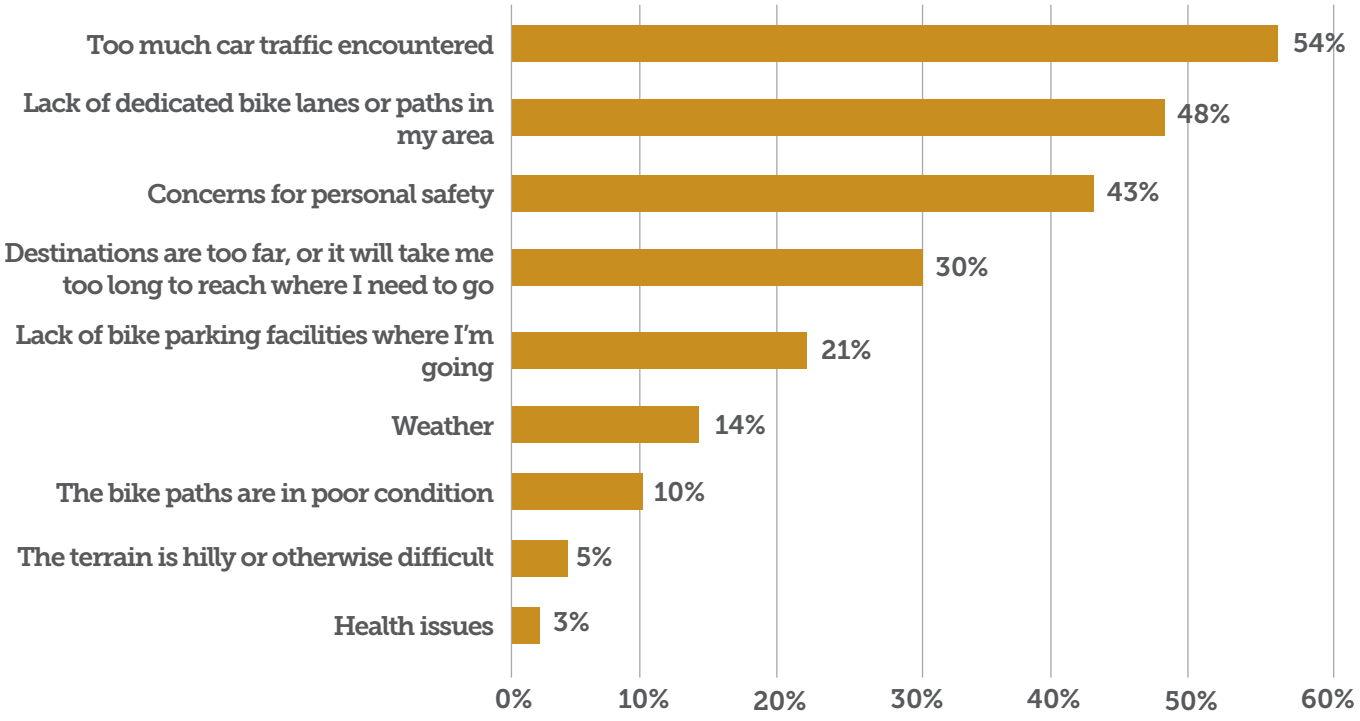


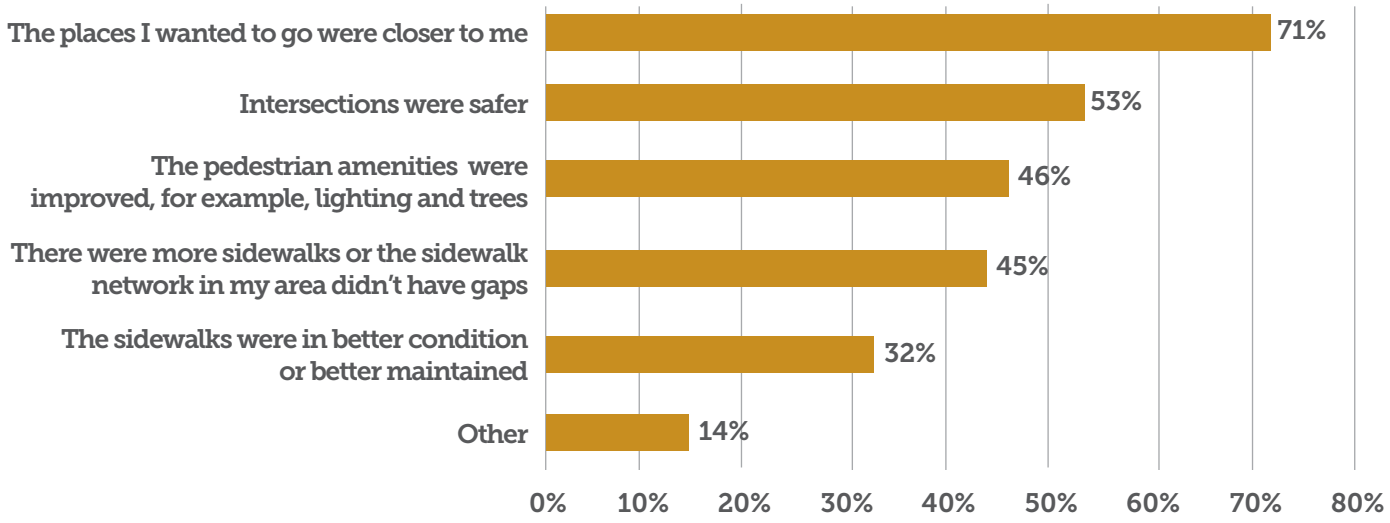
Figure 11. Barriers to Biking and Rolling



Factors that Would Increase Active Transportation

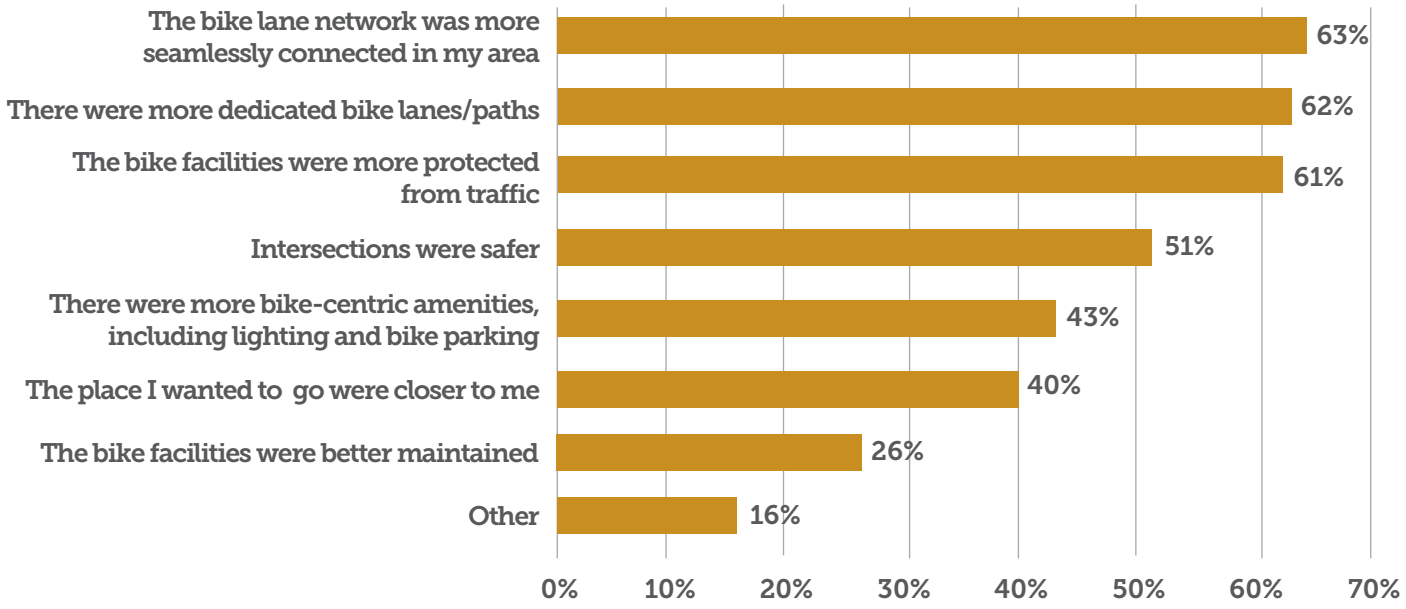
Participants were also asked what would encourage them to walk or bike more. Participants were able to select all options that applied to them. For walking (see Figure 12), 71% of respondents said they would walk more if destinations were closer to them, 53% cited safer intersections, 46% expressed the need for more pedestrian amenities such as lighting and street trees. An additional 45% of respondents would walk more if their community had more sidewalks. "Other" responses (14%) highlighted slower vehicle speeds, traffic calming, more separation of pedestrian facilities from roadways, and improved transit connections.

Figure 12. Factors That Would Increase Walking



For biking, the most frequently cited factors were a more connected bike lane network (63%), more dedicated bike lanes/paths (62%), and greater protection from traffic (61%)(See Figure 13). Safer intersections (51%) and more bike-centric amenities such as lighting and bike parking (43%) were also frequently cited by respondents. "Other" responses (16%) included secure bike parking, slower vehicular traffic, and wider bike facilities that would allow for side-by-side riding.

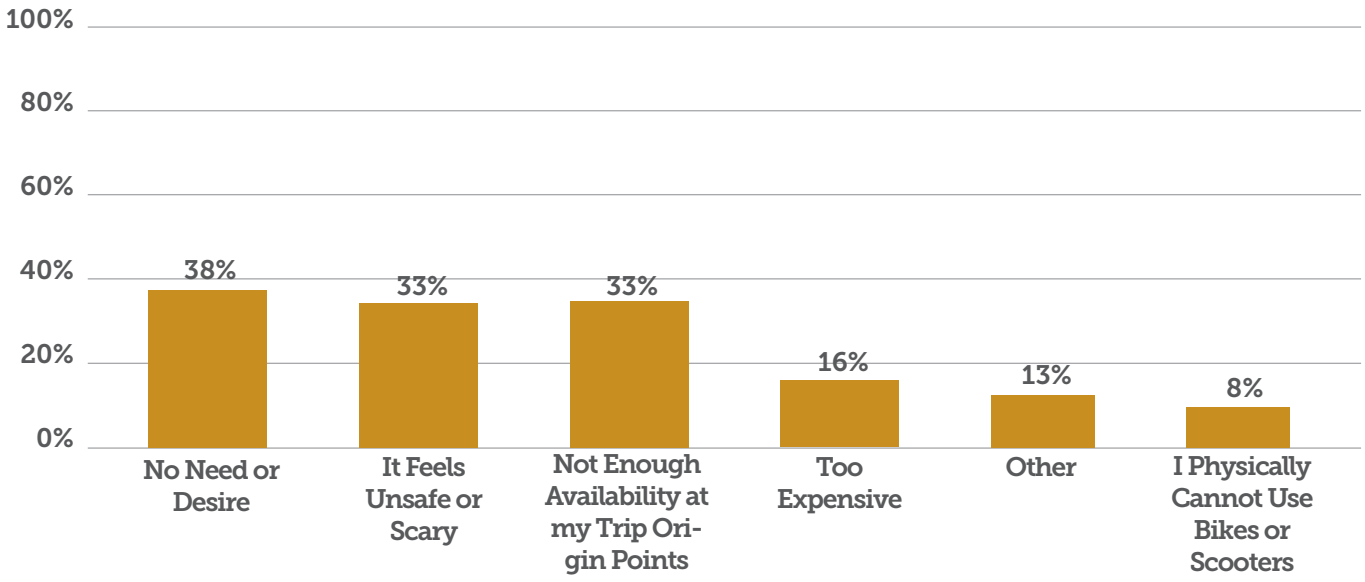
Figure 13. Factors That Would Increase Biking and Rolling



Barriers to Shared Mobility Services

The survey also explored barriers to shared mobility services, such as bike and scooter share services. The most common reason respondents did not use these mobility services was a lack of need or desire (38%), as shown in Figure 14. Another 33% cited safety concerns or insufficient availability at trip origins. “Other” comments included a reliance on personal bicycles, inadequate infrastructure for safe riding, or the absence of shared mobility services in their area.

Figure 14. Barriers to Shared Mobility (Bike/Scooter Share Services)



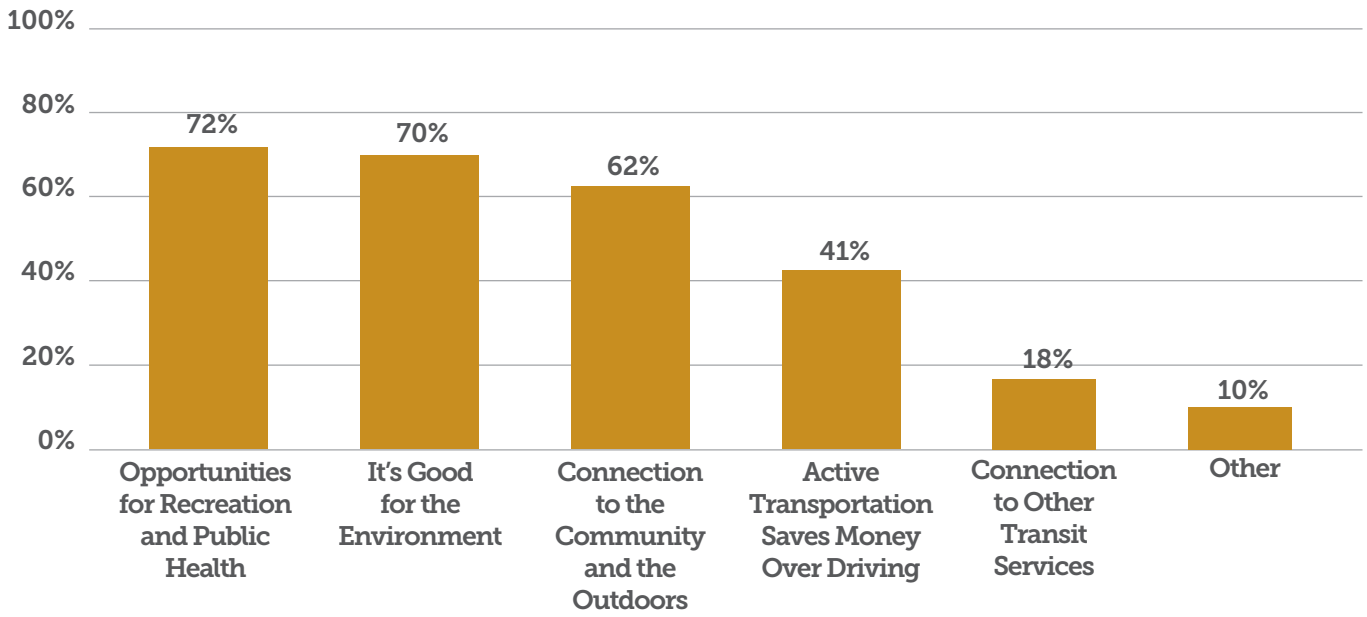
Active Transportation Vision and Reasons to Invest

The survey included an open-ended question asking respondents to describe their vision for walking, biking, and rolling in Colorado. Responses emphasized safety, accessibility, equity, and multimodal connectivity. Participants highlighted the importance of continuous networks of bike lanes, sidewalks, trails, and crossings, and inclusive access for all residents, including children, seniors, and people with disabilities. Education, enforcement, and integration with public transit and e-bikes were also noted as essential to a functional and practical system. Many respondents envisioned communities where active transportation is safe, convenient, and central to daily life. These insights directly informed the ATP, ensuring the plan's vision reflects the priorities and aspirations of Colorado communities.

Respondents were also asked why it is important to invest in active transportation, selecting up to three options. Recreation and public health was the most frequently cited reason (72%), followed closely by environmental benefits (70%), and connection to the community and outdoors (62%), as shown in Figure 15. Ten percent of respondents selected "other," with many highlighting equity, safety, reduced traffic, both physical and environmental health, and the reallocation of space currently used by personal vehicles as their preferred reasons to invest in active transportation.

These results suggest that Coloradans see active transportation as supporting multiple community goals, including health, environmental sustainability, equity, and livable, connected neighborhoods. The findings helped to guide the development of the ATP, ensuring the plan reflects these public priorities.

Figure 15. Reasons to Invest in Active Transportation



Demographics

This section summarizes the demographics of survey respondents. All demographic questions were optional and the results may not represent all survey participants.

Respondents were fairly evenly split by gender, with 50% identifying as male, 45% identifying as female and 5% identifying either as non-binary/third gender or preferring not to give their gender identity, as shown in Figure 16. The largest age groups represented in the survey were 25 – 34 (24% of respondents) and 35 – 44 (23%), as shown in Figure 17.

Figure 16. Gender Identity

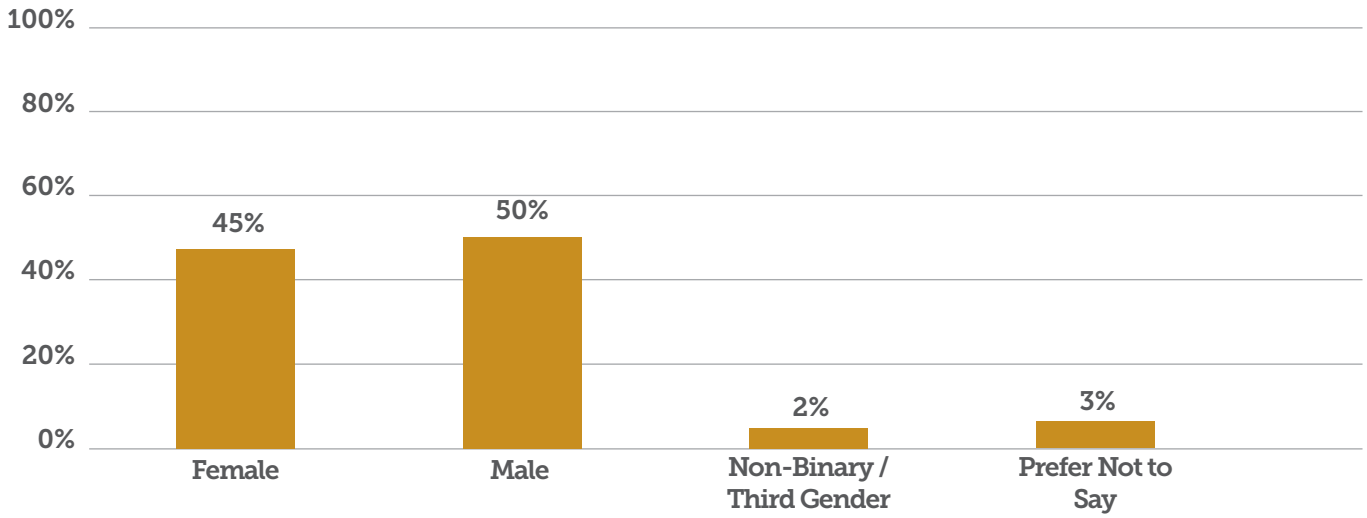
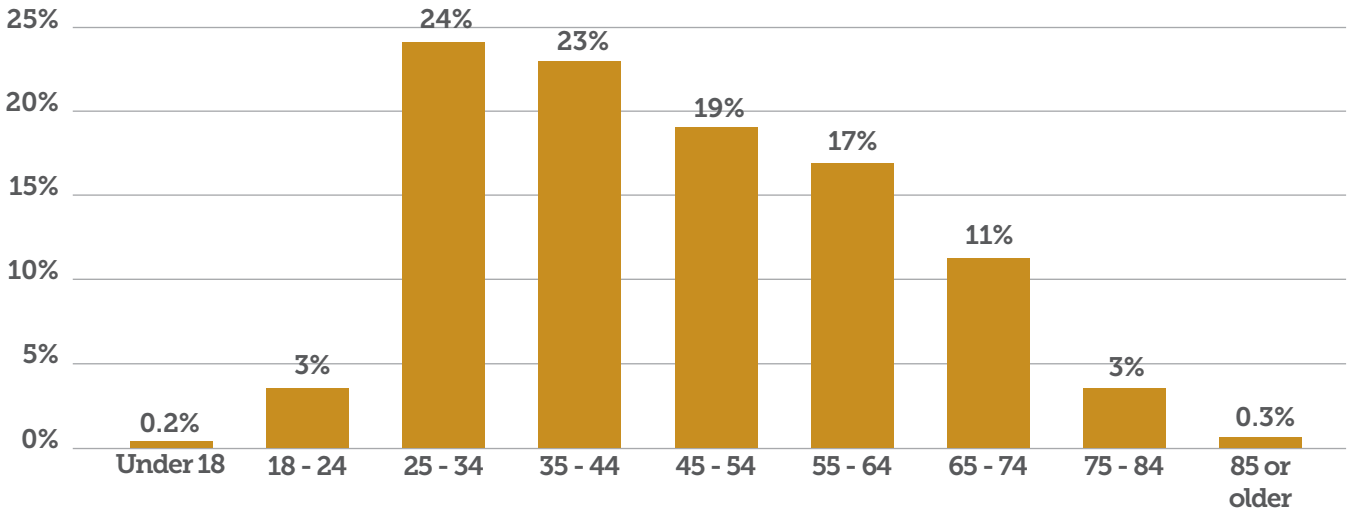
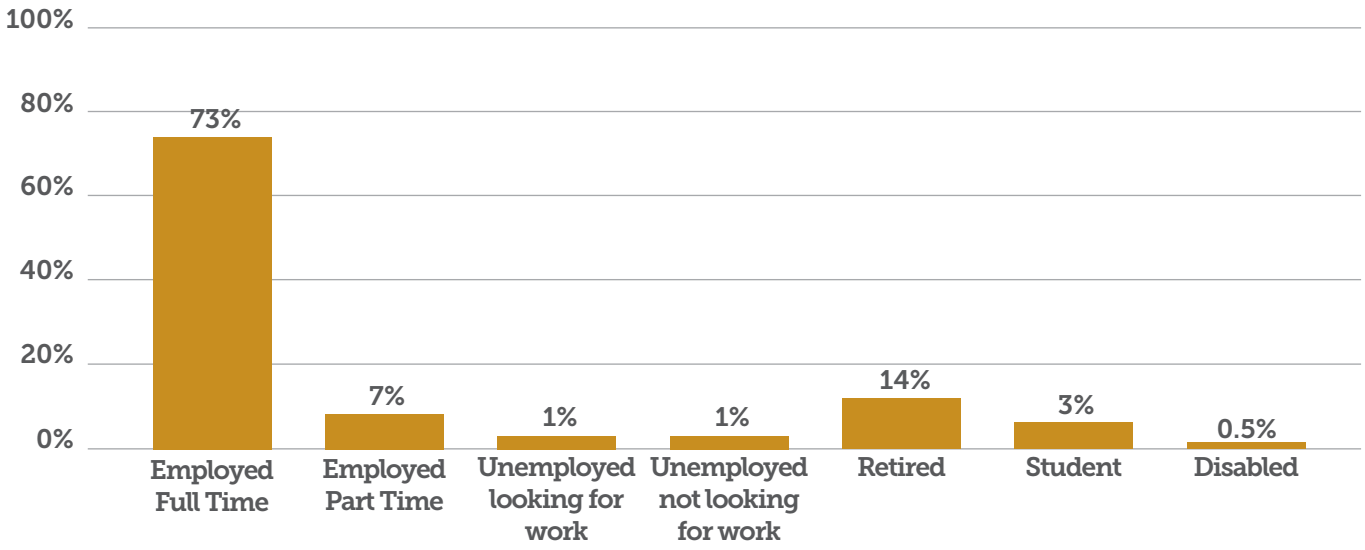


Figure 17. Age Group



Most respondents are employed (73%), followed by retirees (14%), as shown in Figure 18.

Figure 18. Employment Status



Survey responses indicate an overrepresentation of white and non-Hispanic individuals compared with the state population. Ninety percent of respondents identified as white (Figure 19), compared to 70.7% of the state's population according to the 2020 Census. Similarly, as seen in Figure 20, 94% of respondents reported being non-Hispanic, while the 2020 Census reported that 21.9% of the state's population identified as Hispanic or Latino.

Figure 19. Race

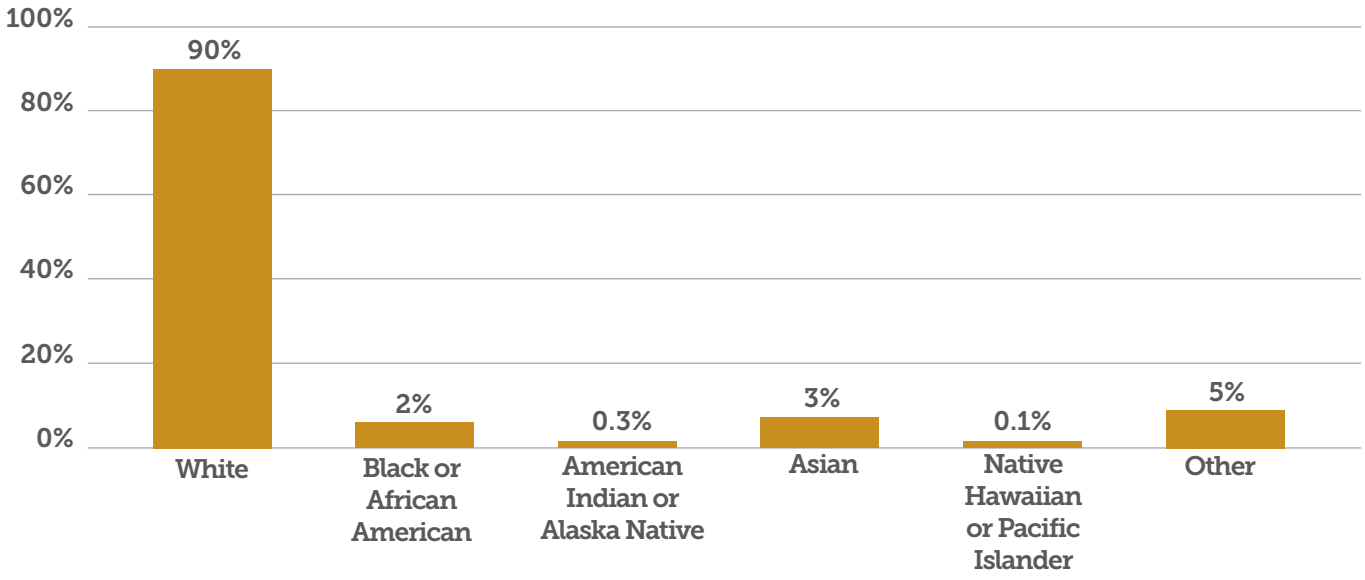
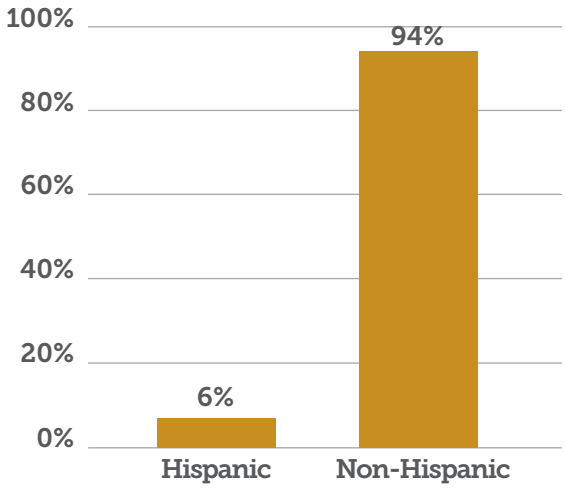
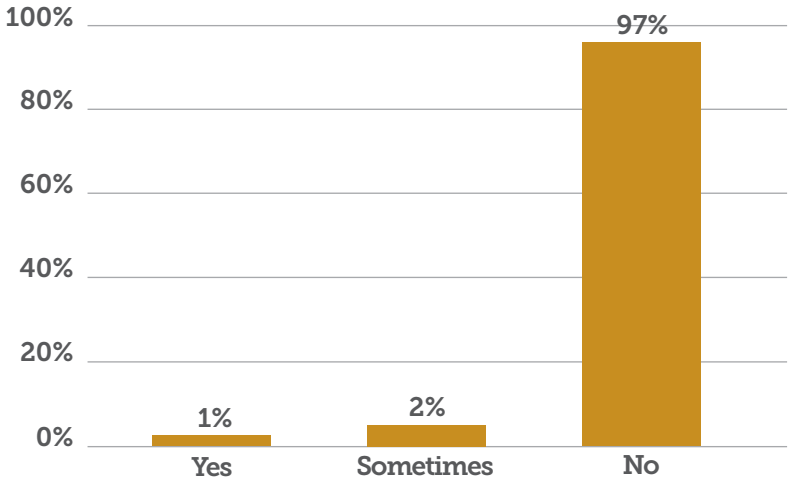


Figure 20. Ethnicity



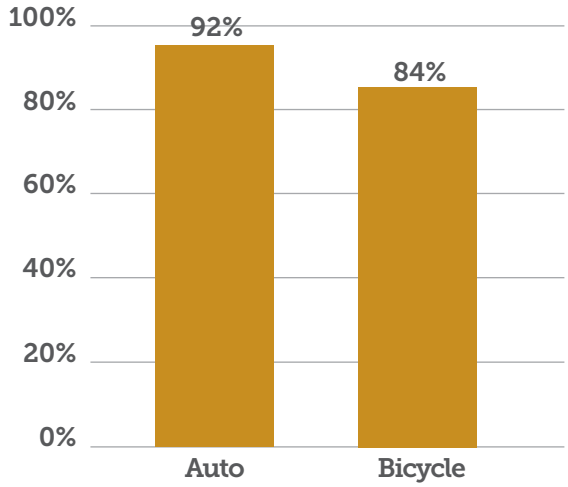
Respondents were also asked about the use of mobility aids, including canes, wheelchairs, personal assistive mobility devices, or service animals. The vast majority (97%) reported not using a mobility aid, as shown in Figure 21. Two percent of respondents reported using a mobility device "sometimes", and the 1% reported using one "always".

Figure 21. Mobility Aid Use



Finally, respondents were asked about their access to a personal automobile or a bicycle. Most reported having access to a personal automobile (92%) and a bicycle (84%), as shown in Figure 22.

Figure 22. Vehicle Access



Overall, the survey responses are heavily weighted toward younger, employed, White, non-Hispanic adults with access to both automobile and bicycle transportation. The survey highlights where additional outreach may be needed to better capture the diversity of Colorado communities.

Survey Results by CDOT Region and TPR

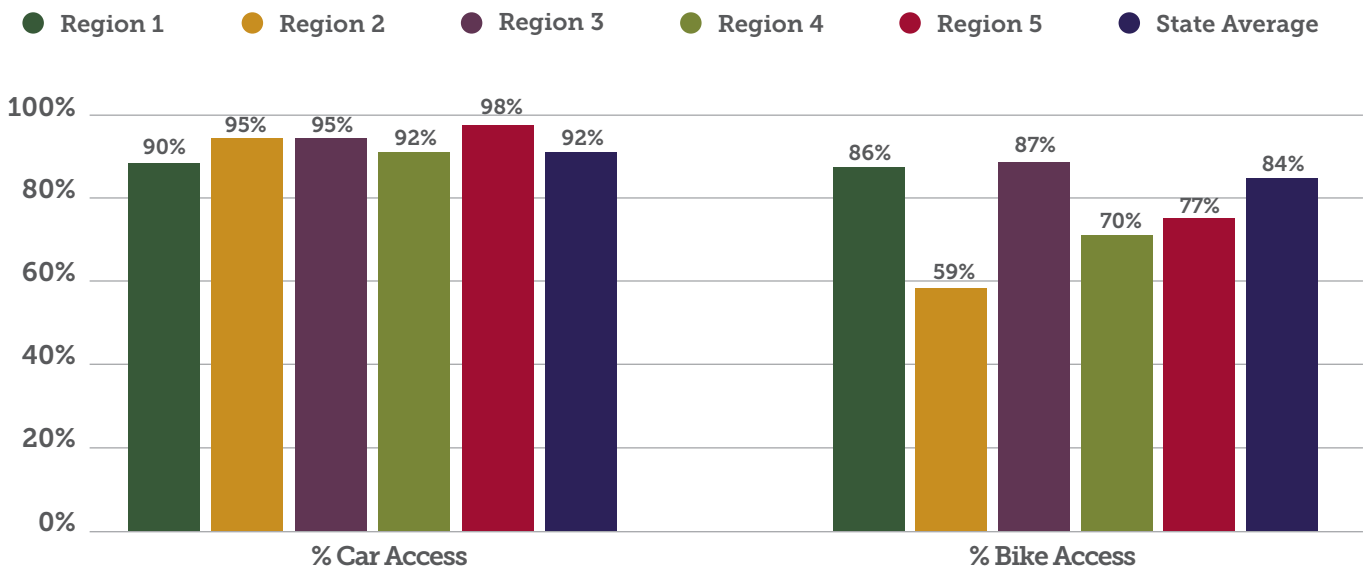
This section summarizes the survey results by CDOT Region and CDOT Transportation Planning Region (TPR), focusing on vehicle access, travel mode, barriers to walking, and barriers to biking. This regional perspective provides insight into how transportation needs and challenges vary across the state, supporting strategies that reflect Colorado's diverse communities.

Vehicle Access and Primary Travel Modes by Region

As shown in Figure 23, respondents in region 5 had the highest rate of car access at 98%, six percentage points above the statewide average. Regions 2 and 3 are both slightly above the statewide average at 95%, while Region 4 matches the statewide average of 92%. Across all rural regions (regions 2 - 5), car access rates are similar to or slightly higher than the statewide average, underscoring the continued reliance on personal vehicles in rural Colorado.

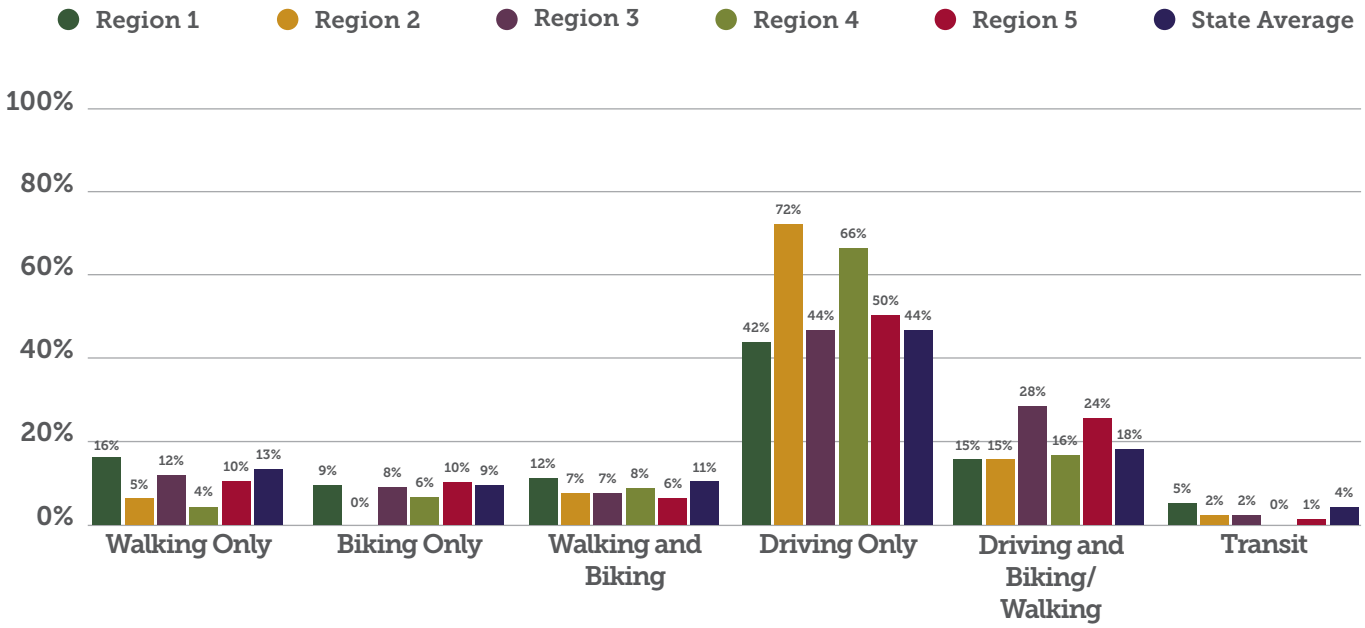
Bicycle access among survey respondents shows more variation. Region 2 has the lowest bike access rate at 59%, 25 percentage points below the statewide average. Region 3 stands out for having higher access to bicycles than the statewide average at 87%, while regions 4 and 5 fall below the statewide average at 70% and 77%, respectively. The greater variation in bicycle access highlights potential gaps in infrastructure, as well as opportunities to strengthen active transportation options.

Figure 23. Vehicle Access by CDOT Region



As shown in Figure 24, across all regions, the most prevalent daily travel mode is driving only. Region 2 has the highest rate of driving only at 72%, 28 percentage points higher than the state average. Regions 3 and 5 have the highest percentage of individuals driving and biking/walking at 28% and 24%, 10 and 6 percentage points higher than the state average, respectively.

Figure 24. Daily Travel Mode by CDOT Region



Regional Differences in Barriers to Active Transportation

Across all five CDOT regions, long distances between destinations emerged as the leading barrier to walking. This was most pronounced in Region 4 (75% of respondents) and also significant in Regions 1 (65%), 2 (63%), 3 (62%), and 5 (61%). Other frequently cited barriers included too much car traffic — particularly in Regions 1 (43%), 2 (36%) and 3 (35%) — and a lack of sidewalks, which was most notable in Region 5 (45%) and Region 3 (28%). Figures 25-29 show the breakdown of barriers to walking by CDOT region.

Figure 25. Barriers to Walking, CDOT Region 1

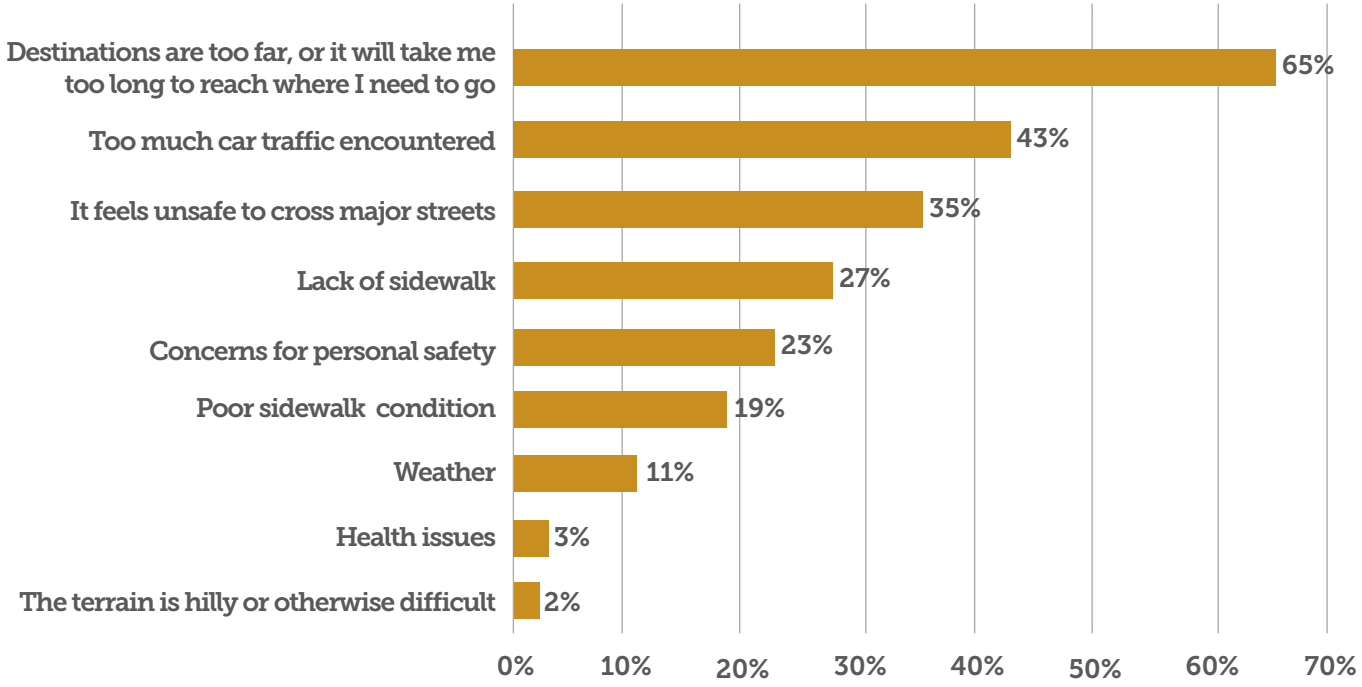


Figure 26. Barriers to Walking, CDOT Region 2

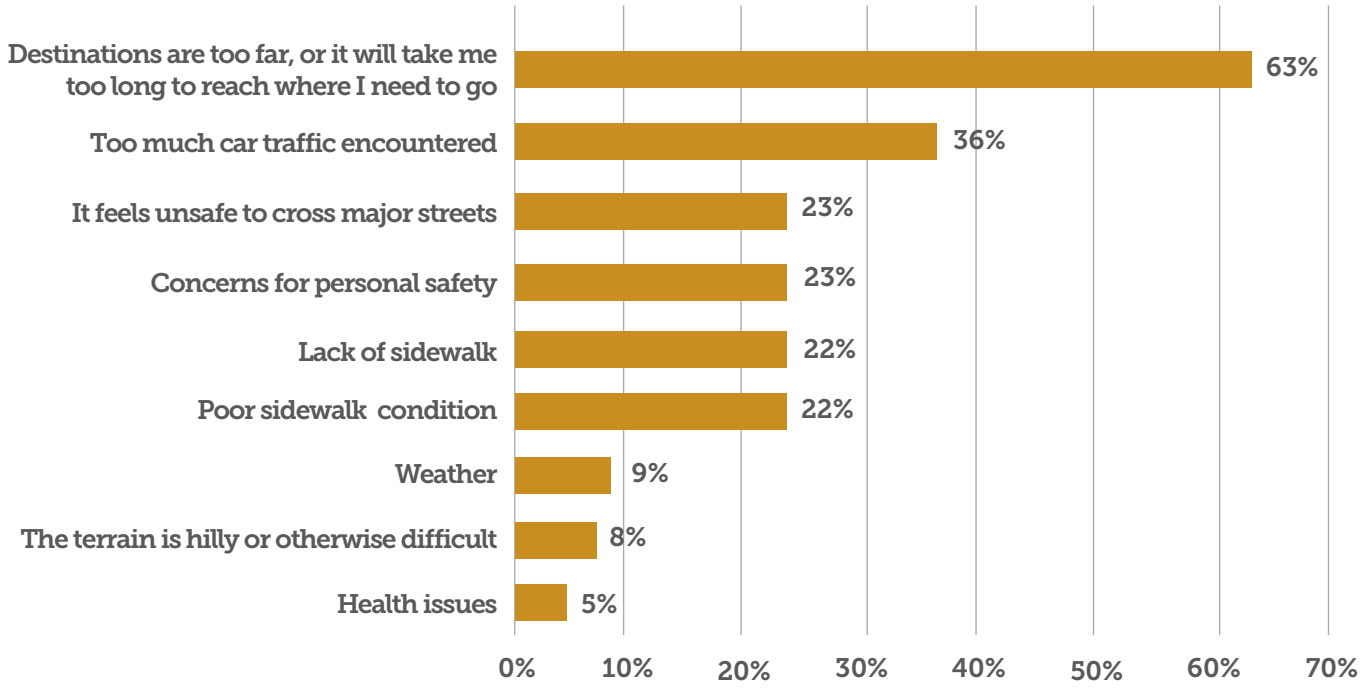


Figure 27. Barriers to Walking, CDOT Region 3

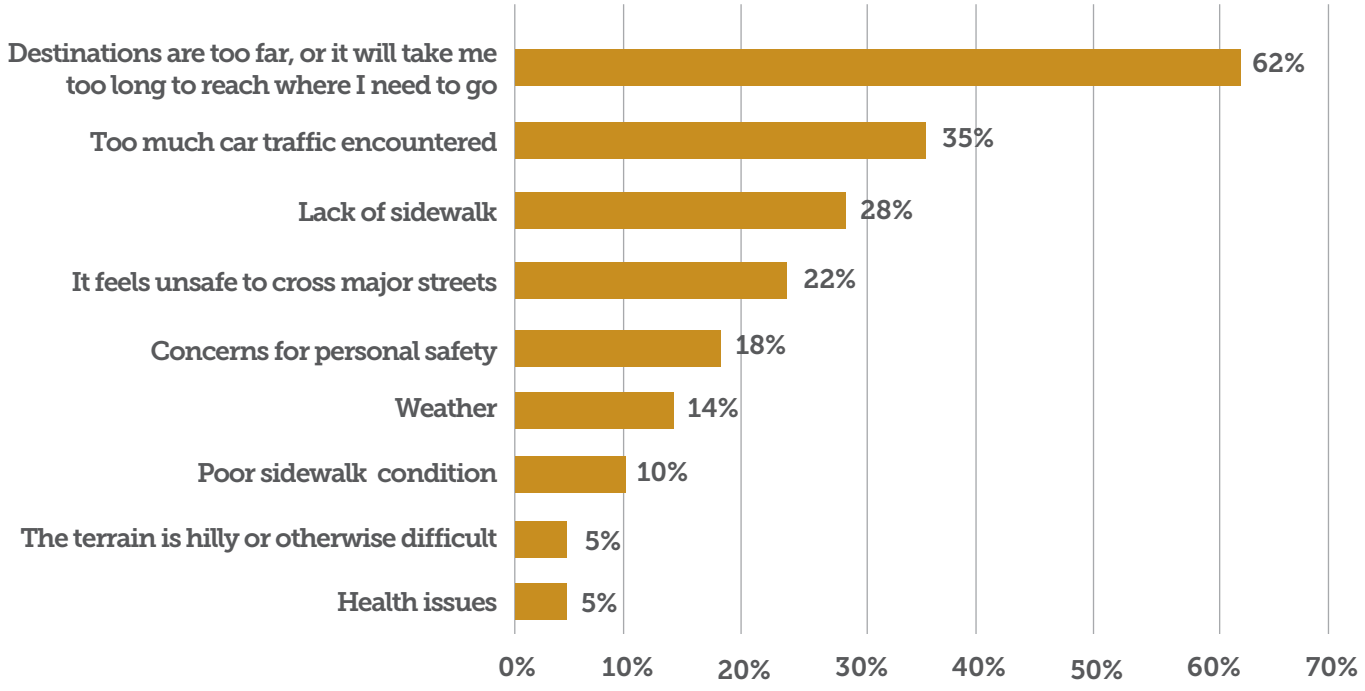


Figure 28. Barriers to Walking, CDOT Region 4

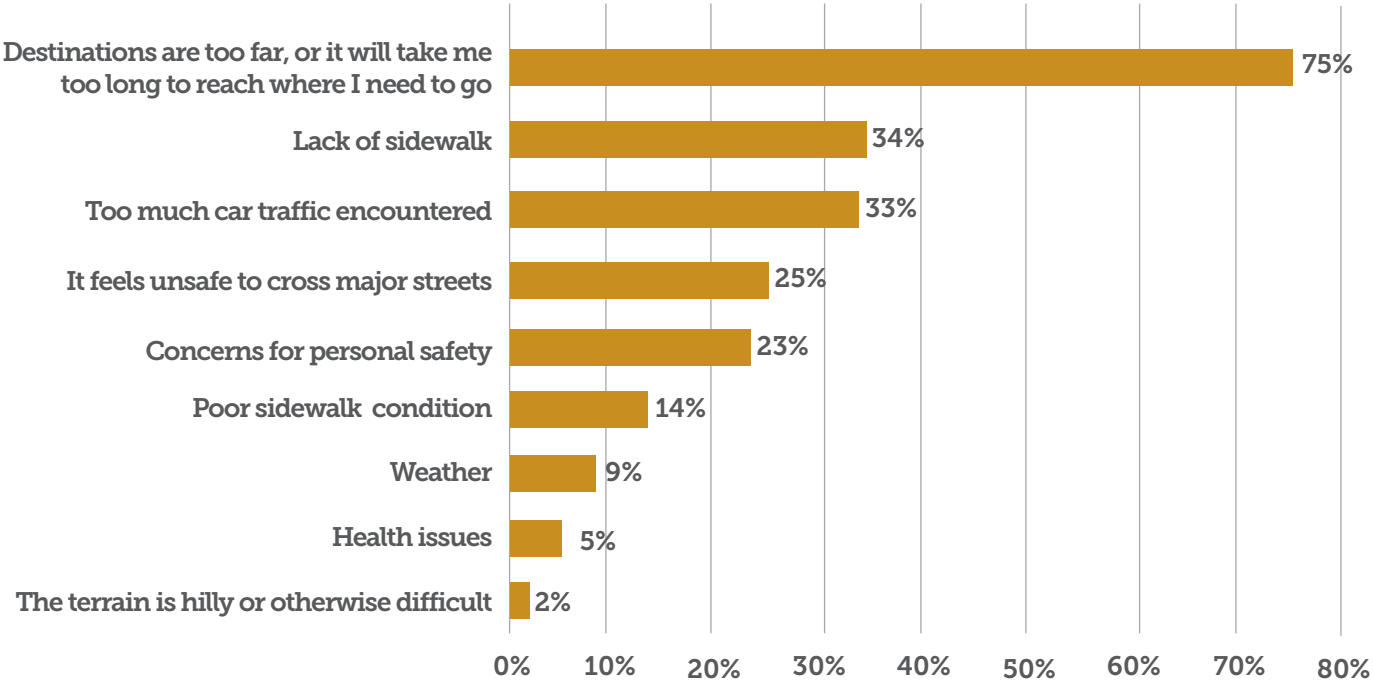
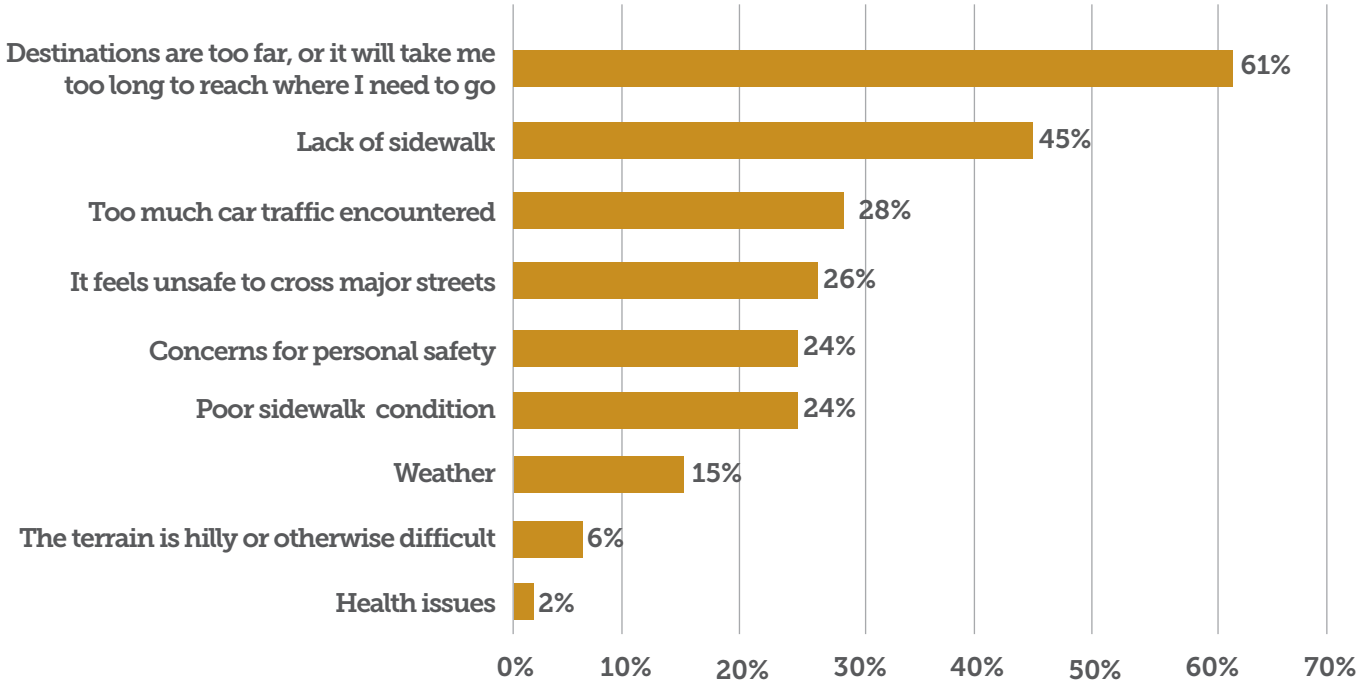


Figure 29. Barriers to Walking, CDOT Region 5



For biking and rolling, too much car traffic was the leading concern in Regions 1 (59%), 2 (45%), and 3 (43%). In Regions 4 and 5, however, the absence of dedicated bike lanes or paths was identified as the greatest barrier (47% and 52%, respectively). Personal safety concerns also stood out in Regions 4 (39%) and 5 (47%), suggesting that infrastructure and safety investments are particularly critical in these areas. Figures 30-34 show the breakdown of barriers to biking by CDOT region.

Taken together, these results show that while distance and traffic are common challenges across regions, sidewalk gaps, bike infrastructure needs, and safety concerns vary by location. Addressing these region-specific barriers will be essential to expanding active transportation access statewide.

Figure 30. Barriers to Biking, CDOT Region 1

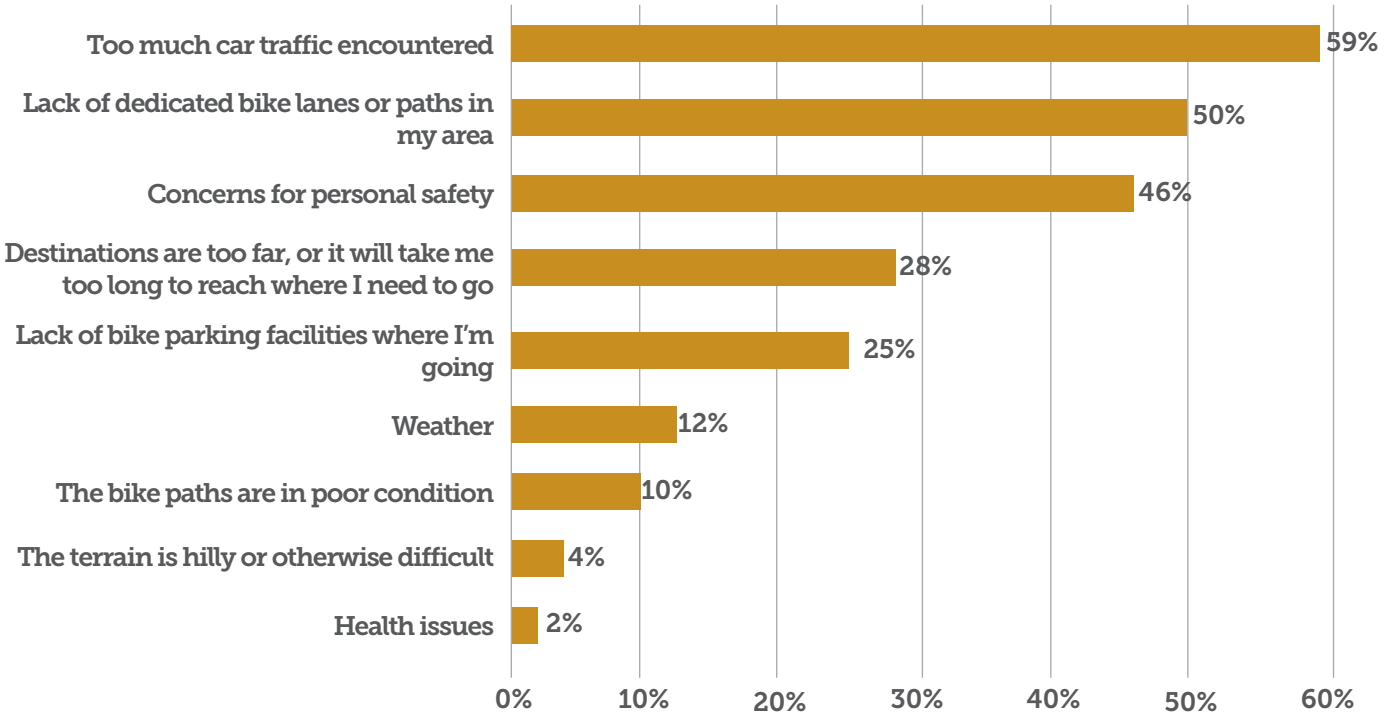


Figure 31. Barriers to Biking, CDOT Region 2

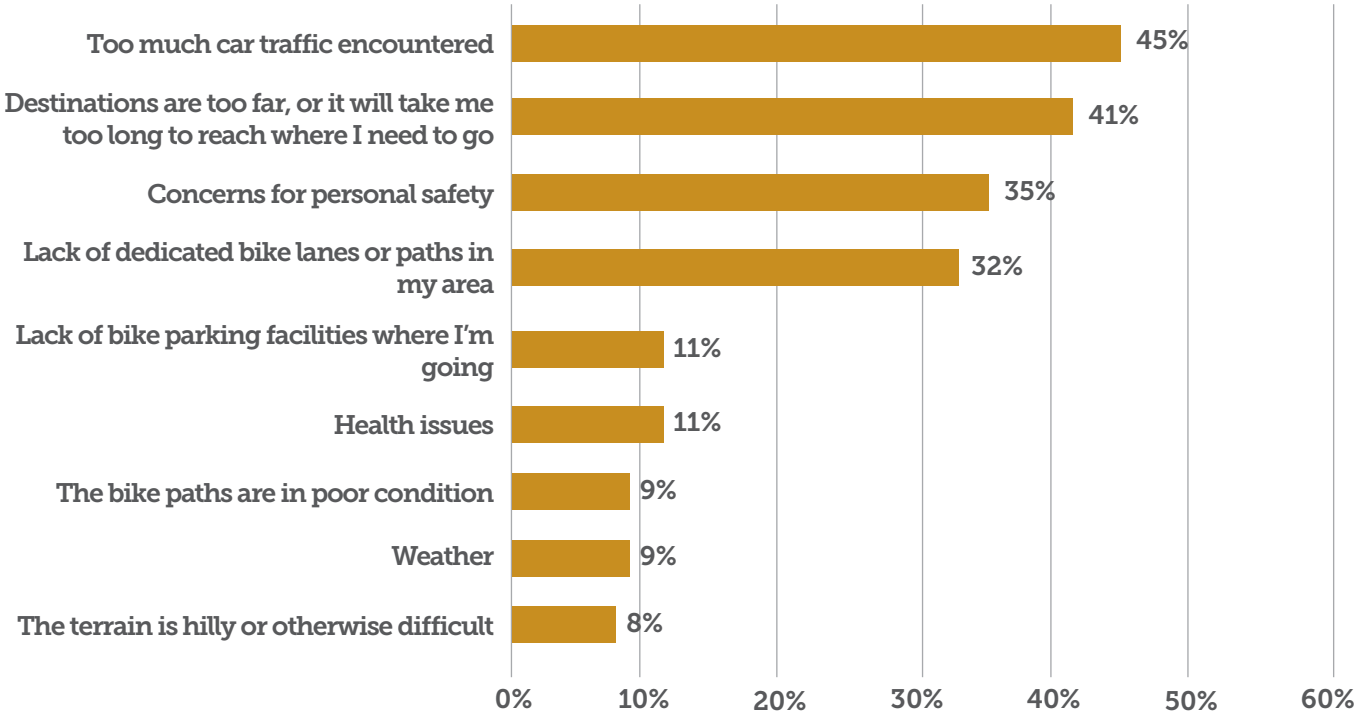


Figure 32. Barriers to Biking, CDOT Region 3

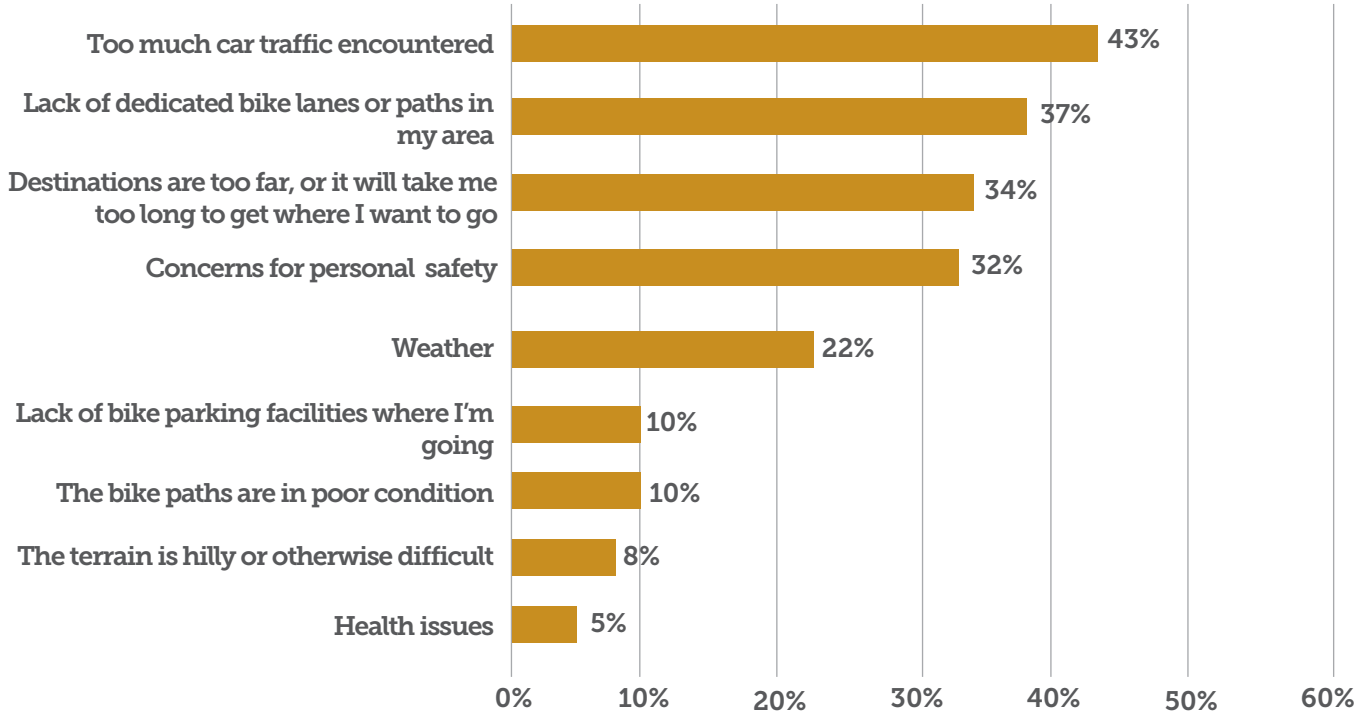


Figure 33. Barriers to Biking, CDOT Region 4

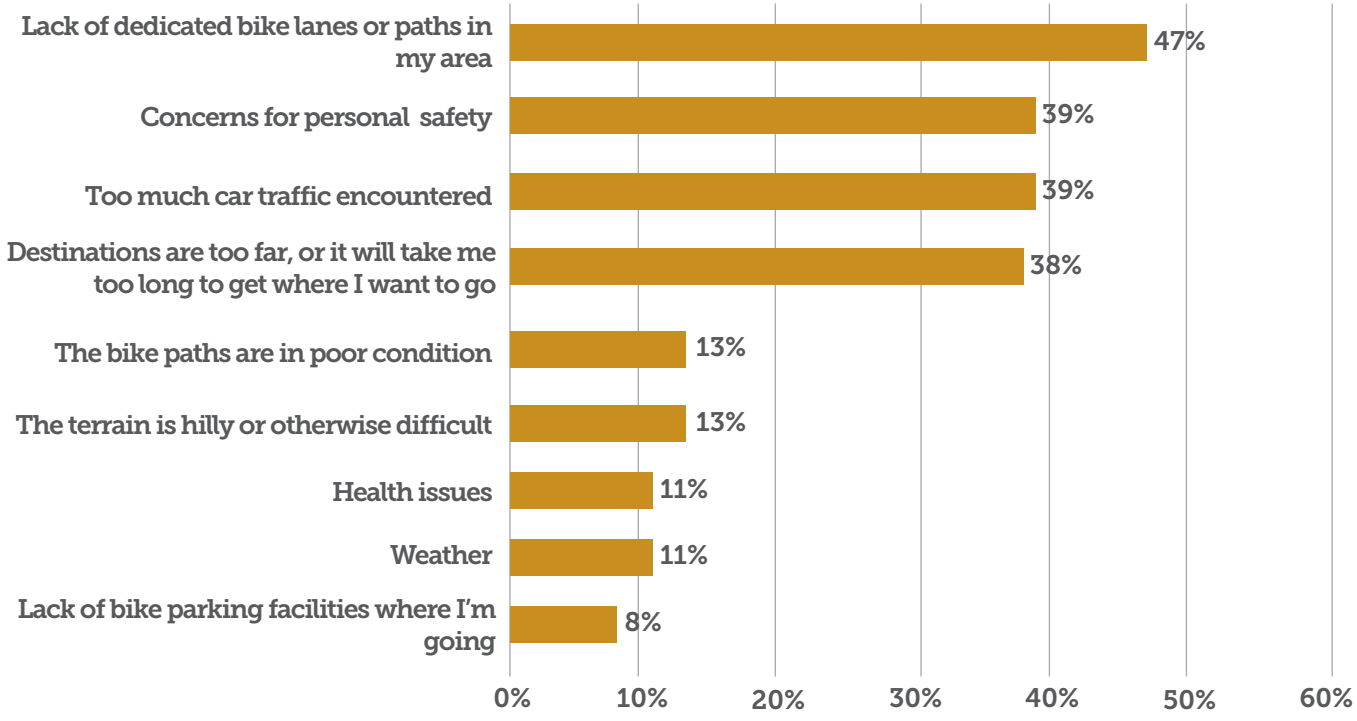
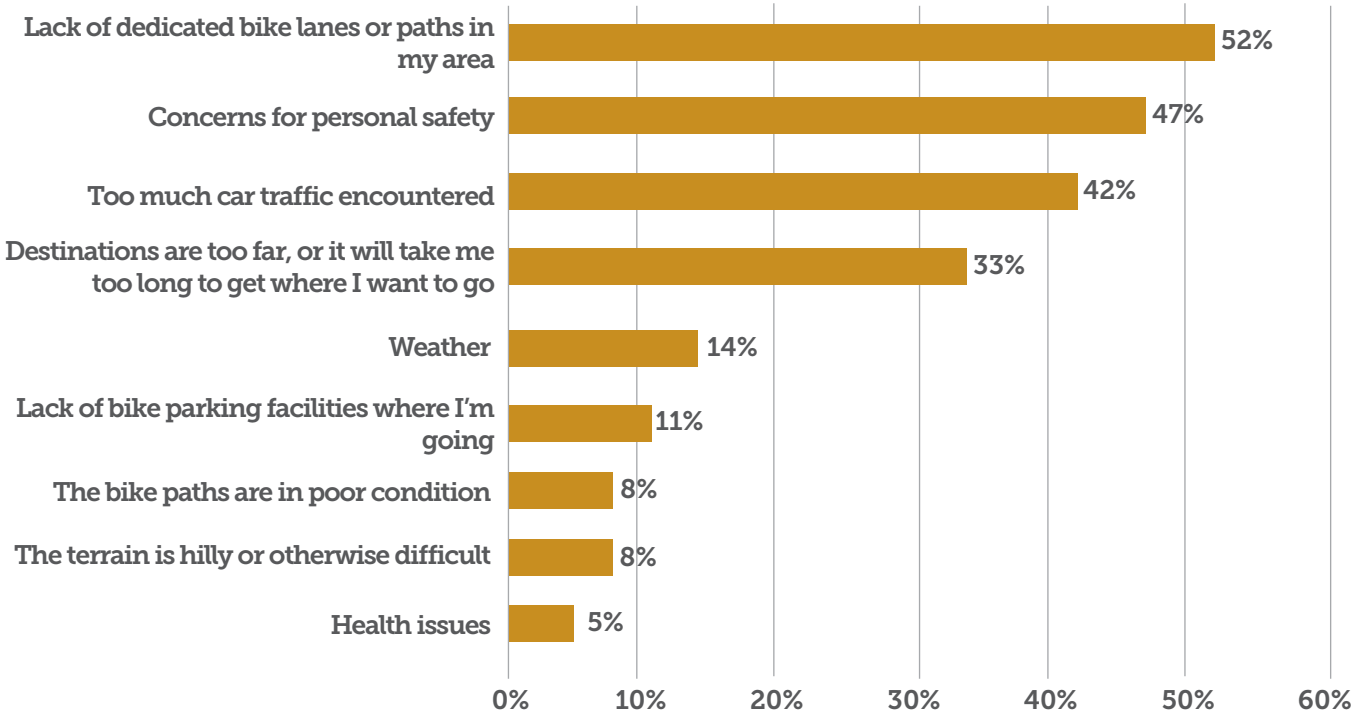


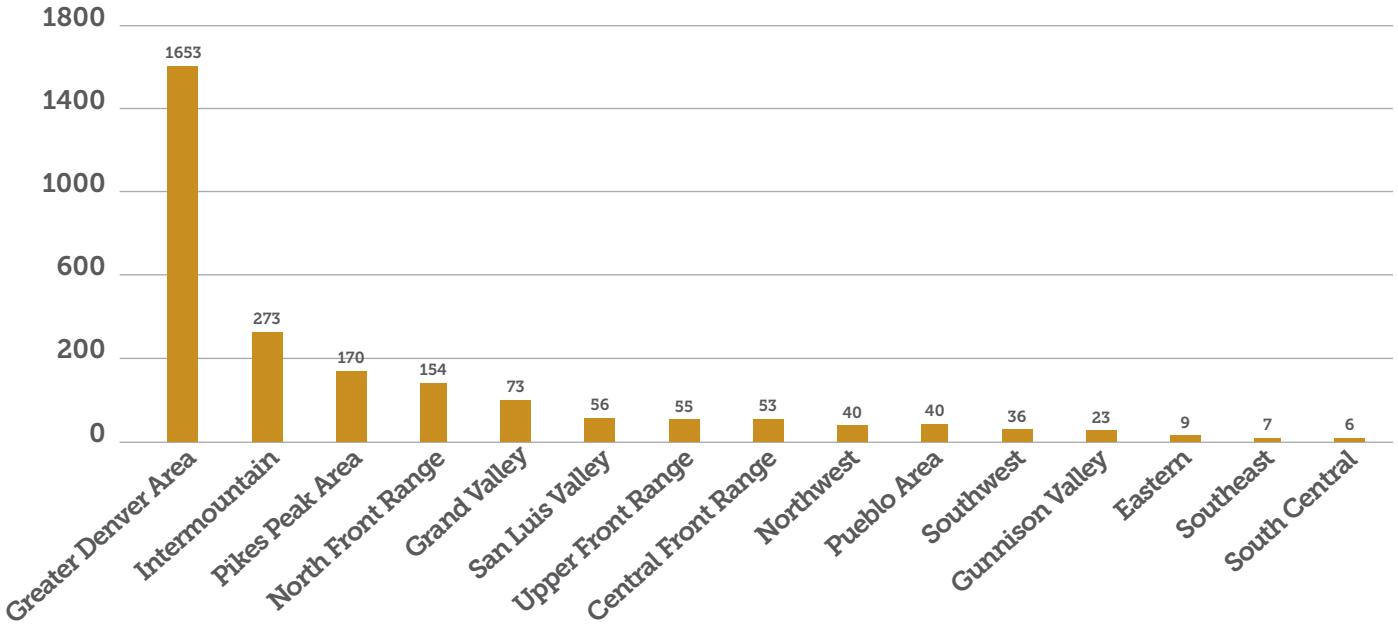
Figure 34. Barriers to Biking, CDOT Region 5



Survey Results by Colorado Transportation Planning Region

Survey responses were received from throughout Colorado, including from 86% (55) of Colorado counties and from every Transportation Planning Region (TPR). The number of responses by TPR are shown in Figure 35 and closely mirror the population in each TPR, indicating fairly consistent response rates throughout the state. As an example, just over half (53%) of survey responses came from the Greater Denver Area TPR, which is similar to the 56% share of Coloradoans who live in that TPR. For smaller TPRs with fewer responses, the low sample sizes may influence the representativeness of the findings and limit the extent to which regional comparisons can be drawn from the results. For TPRs with low small sample sizes, it may be more appropriate to refer to the results by CDOT engineering region presented in the previous section.

Figure 35. Survey Respondents by TPR



Bicycle and Automobile Access by TPR

As shown in Figures 36 and 37, access to bikes and vehicles varies across TPRs. Respondents in the Pikes Peak Area TPR and Grand Valley TPR had the highest rates of bicycle access at 89%. Overall, 7 out of the 15 TPRs have equal or higher rates of bike access than the statewide average of 84%. In contrast, the Southeast TPR reported the lowest rate of bicycle access at 29%; however, this finding should be interpreted with caution given the small sample size of respondents.

Automobile access was high across nearly all TPRs, with the Northwest, Pueblo Area, Eastern, South Central, Southwest, and Southeast TPRs each reporting 100% automobile access, as shown in Figure 37. The Greater Denver Area reported the lowest rate of automobile access at 90%, 2 percentage points lower than the statewide average. These findings are generally consistent with statewide patterns of vehicle ownership; however, Census data indicates that around 5% of Colorado households do not have access to a vehicle. This suggests that respondents without vehicle access may have been slightly overrepresented in the survey sample, resulting in a modestly lower overall rate of automobile access compared to statewide Census data.

Overall, the findings highlight a clear opportunity for active transportation investment. While vehicle access remains nearly universal across Colorado—especially in rural regions—the high rate of bicycle access underscores a significant opportunity to expand bicycling for transportation, particularly in communities with supportive infrastructure and shorter travel distances.

Figure 36. Bike Access by TPR

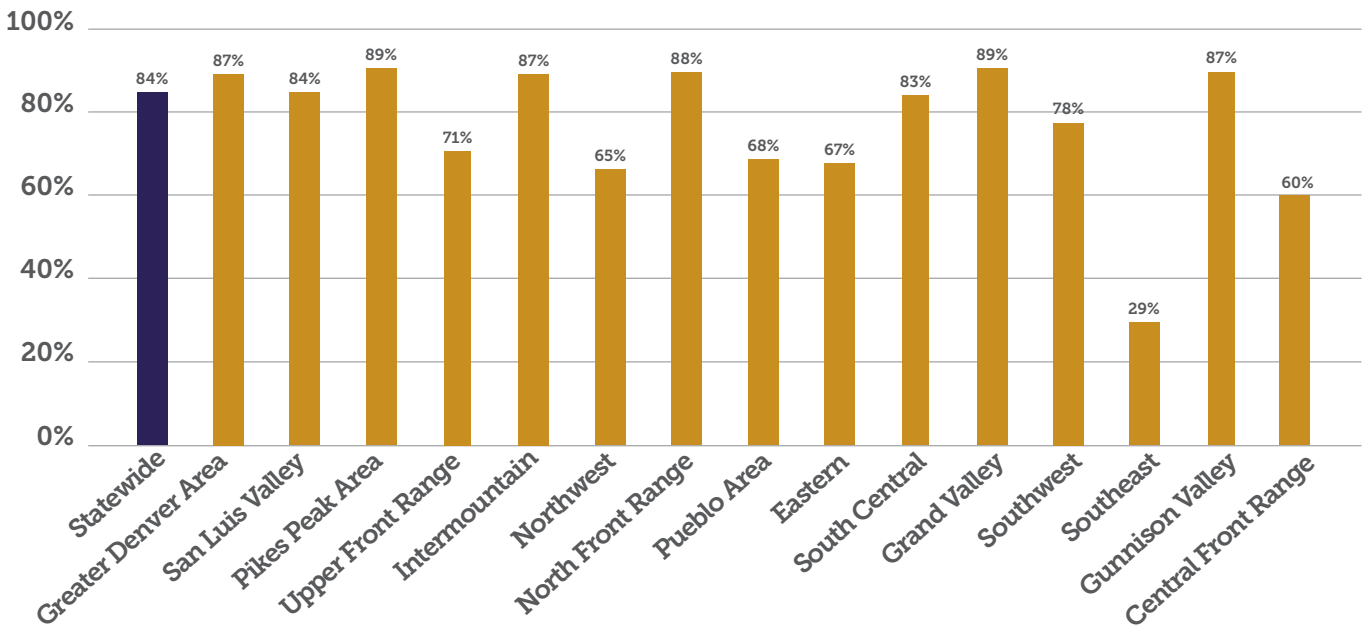
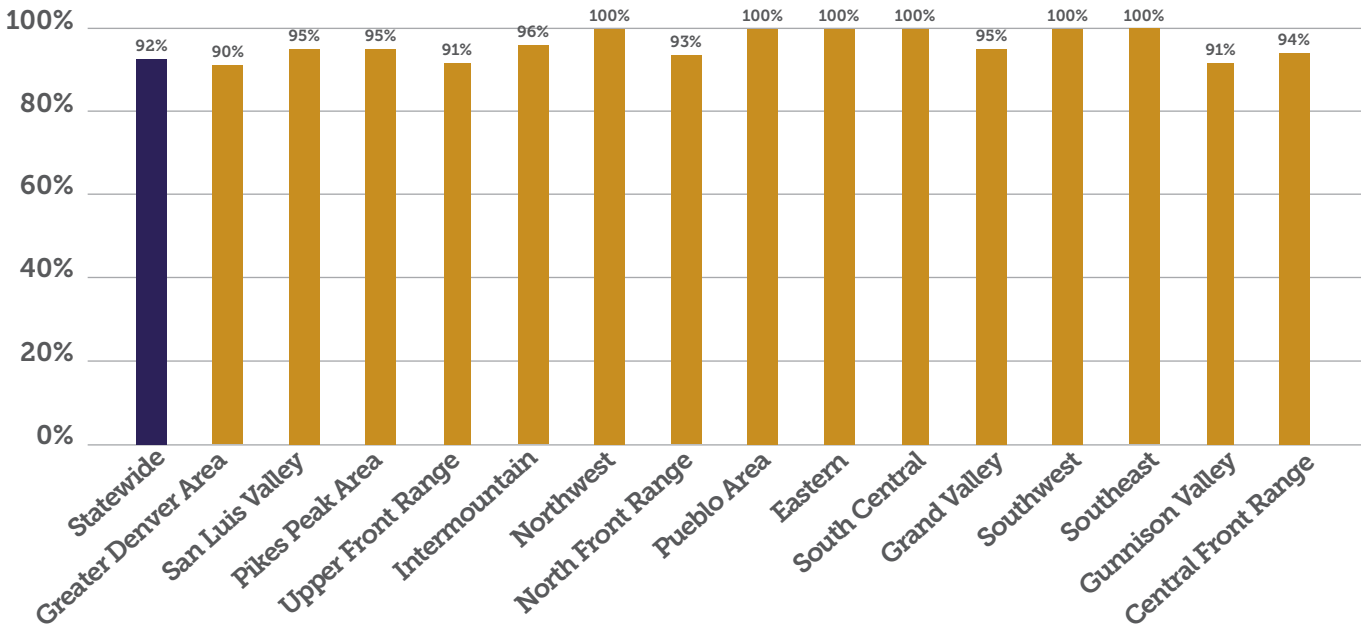


Figure 37. Car Access by TPR



Barriers to Active Transportation by TPR

Greater Denver Area TPR

Long distances between destinations were the largest barrier to walking in the Greater Denver Area TPR, reported by 67% of respondents (see Figure 38). Other notable barriers included heavy car traffic and feeling unsafe when crossing major streets, cited by 43% and 35% of respondents, respectively. For biking and rolling, the most commonly reported barrier was too much car traffic (59%), followed closely by a lack of dedicated bike lanes or paths at 50% (Figure 39).

Figure 38. Barriers to Walking, Greater Denver Area TPR

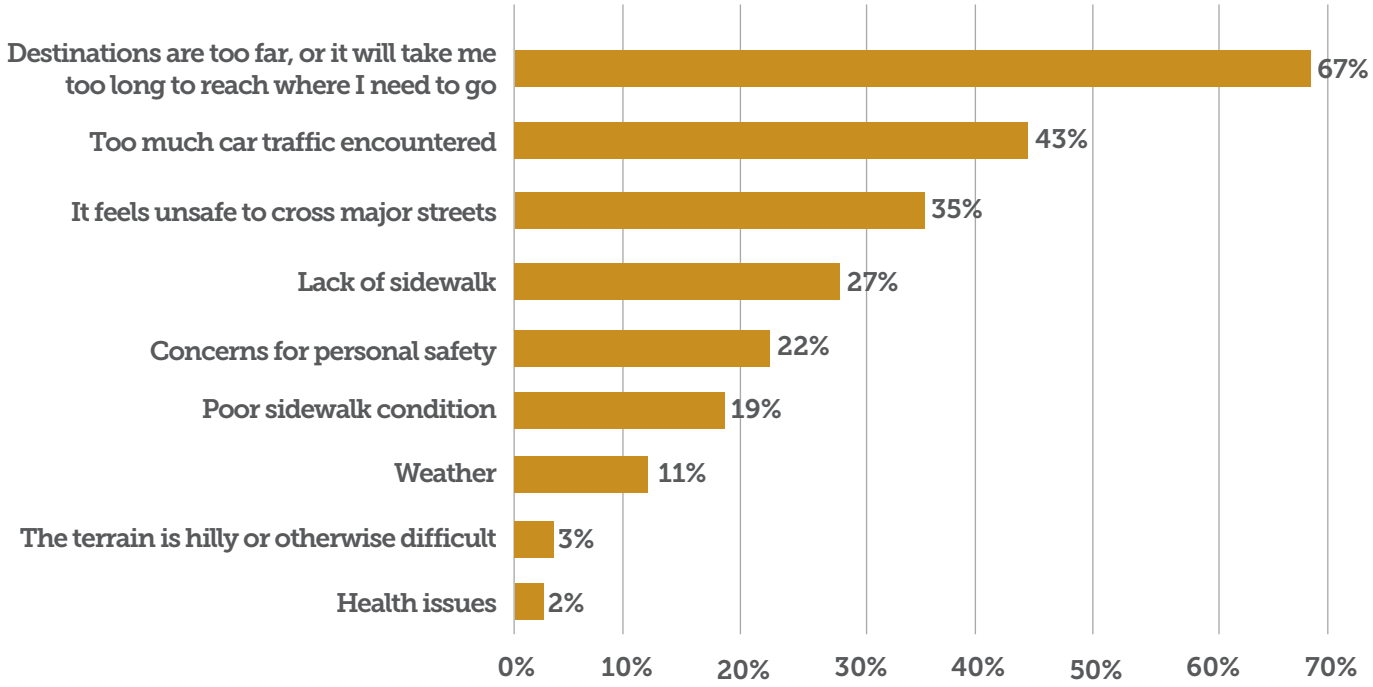
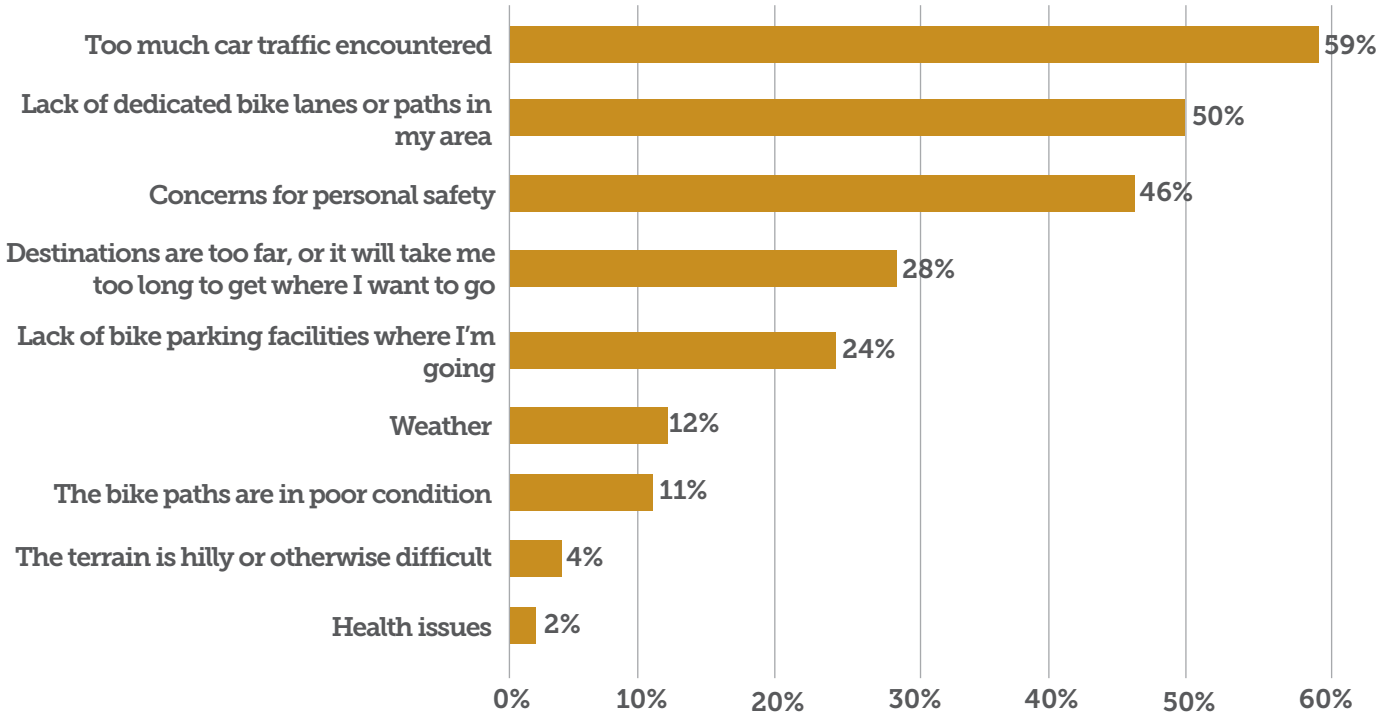


Figure 39. Barriers to Biking, Greater Denver Area TPR



San Luis Valley TPR

In the San Luis Valley TPR, walking was most limited by long distances between destinations, selected by 61% of respondents (see Figure 40). Additional barriers included a lack of sidewalks and poor sidewalk conditions, selected by 54% and 30% of respondents, respectively. For biking and rolling, the leading barrier was a lack of dedicated bike lanes or paths at 57%, followed by concerns for personal safety, reported by 43% of respondents (Figure 41).

Figure 40. Barriers to Walking, San Luis Valley TPR

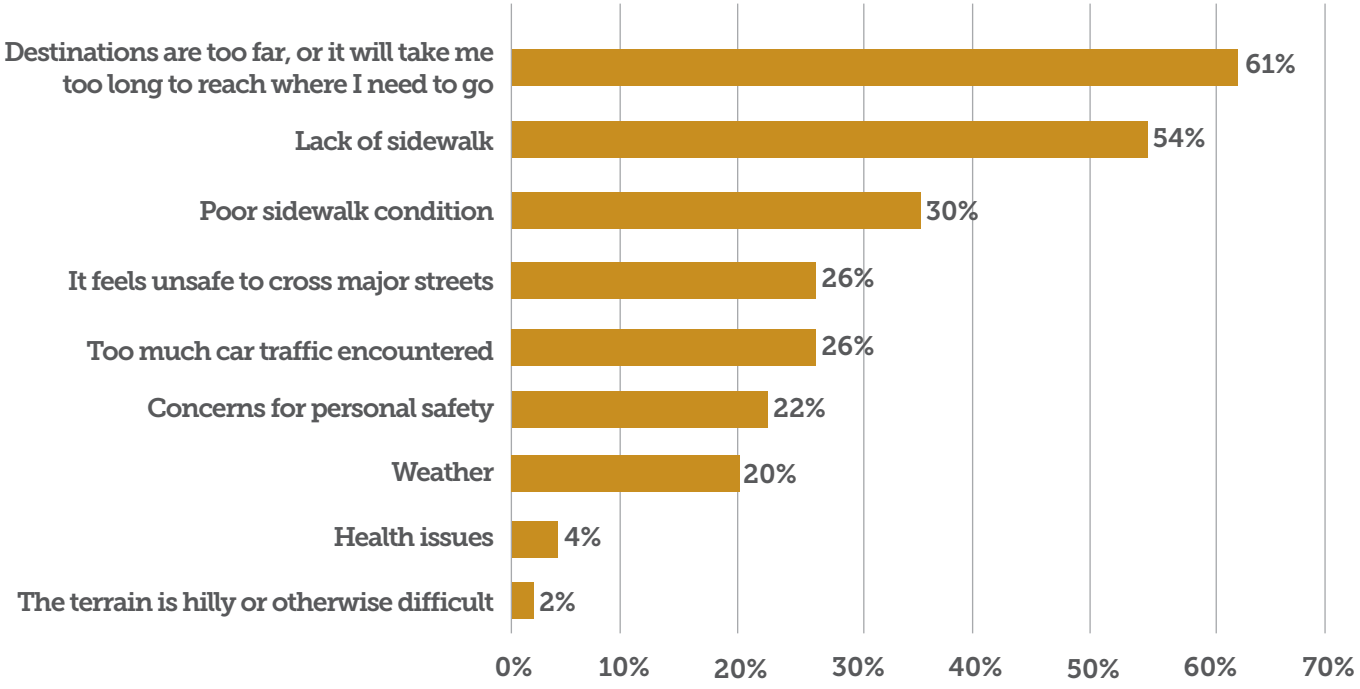
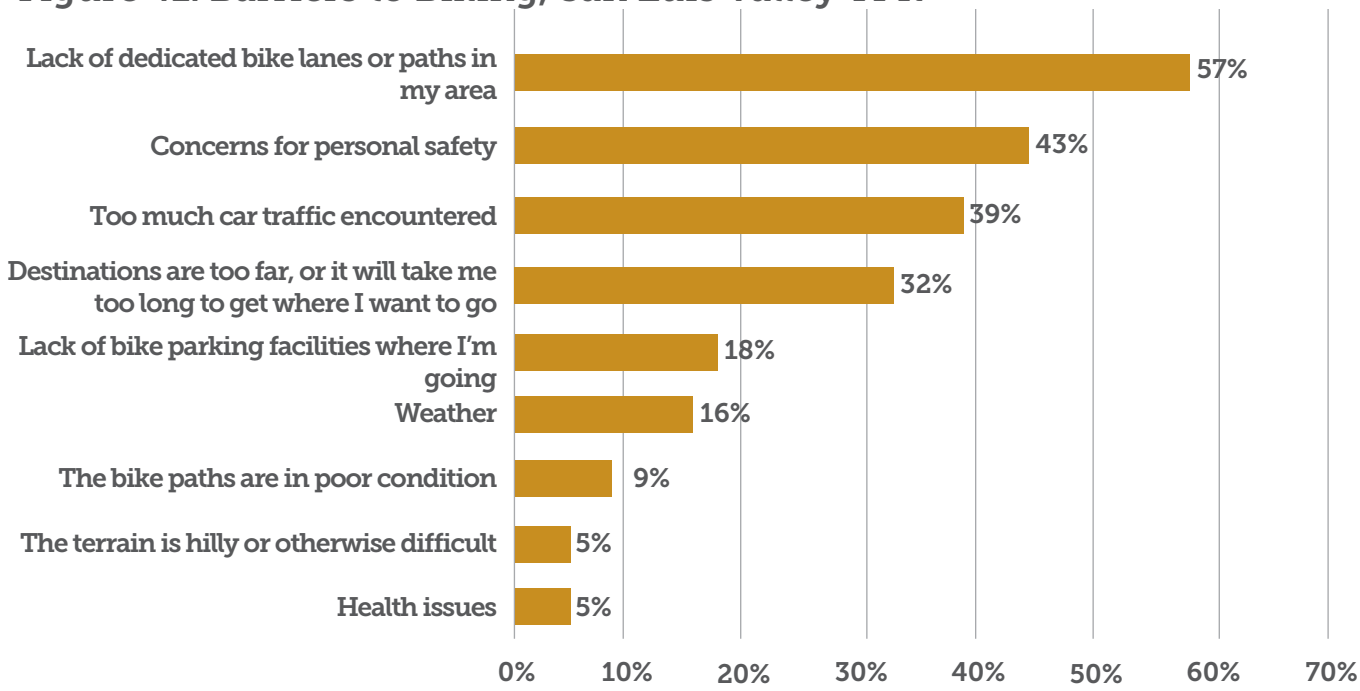


Figure 41. Barriers to Biking, San Luis Valley TPR



Pikes Peak Area TPR

Long distances between destinations were again the top barrier to walking in the Pikes Peak Area TPR, reported by 65% of respondents (Figure 42). Heavy car traffic and safety concerns when crossing major streets were also frequently cited, at 46% and 36%, respectively. Biking and rolling were primarily limited by car traffic and a lack of dedicated bike lanes or paths, each selected by 56% of respondents (Figure 43).

Figure 42. Barriers to Walking, Pikes Peak Area TPR

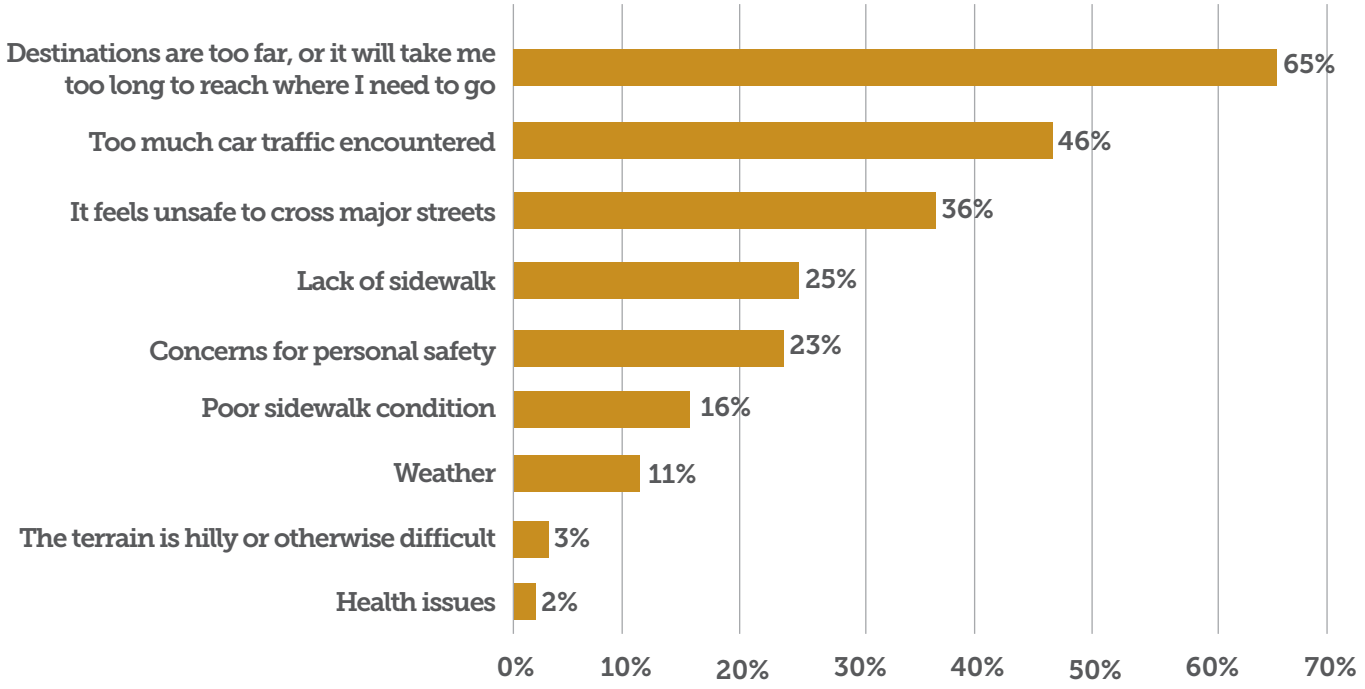
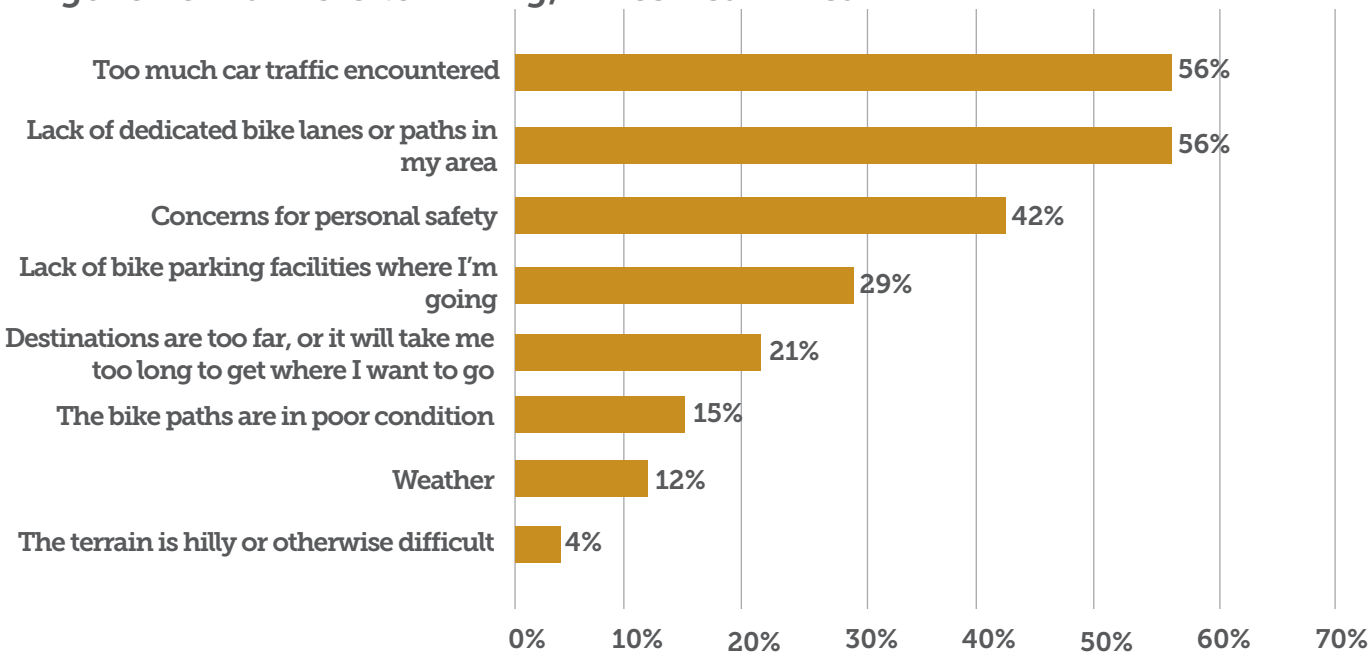


Figure 43. Barriers to Biking, Pikes Peak Area TPR



Upper Front Range TPR

As shown in Figure 44, long distances between destinations were identified as the largest barrier to walking in the Upper Front Range TPR, being selected by 78% of respondents. Other common barriers included heavy car traffic and a lack of sidewalks, selected by 35% and 31% of respondents, respectively. For biking and rolling, the leading barrier was a lack of dedicated bike lanes or paths, at 44%, followed closely by personal safety concerns and car traffic at 42% and 40% (Figure 45).

Figure 44. Barriers to Walking, Upper Front Range TPR

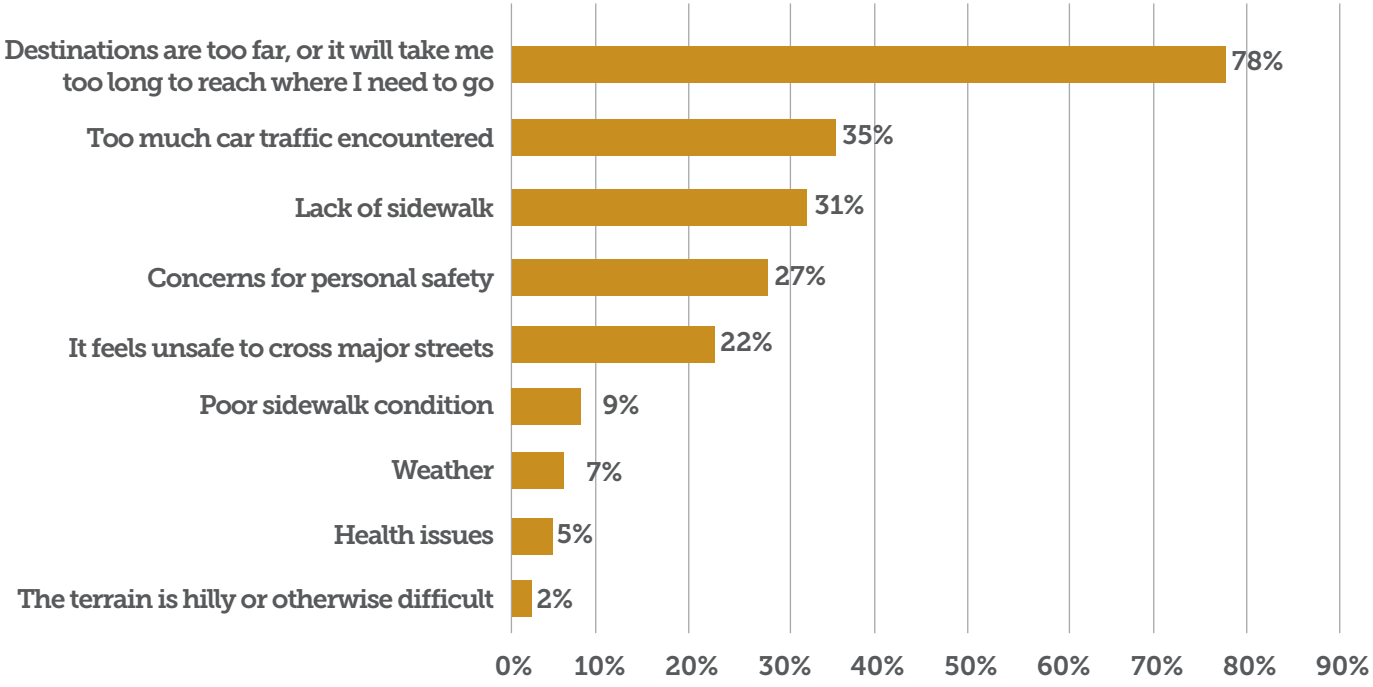
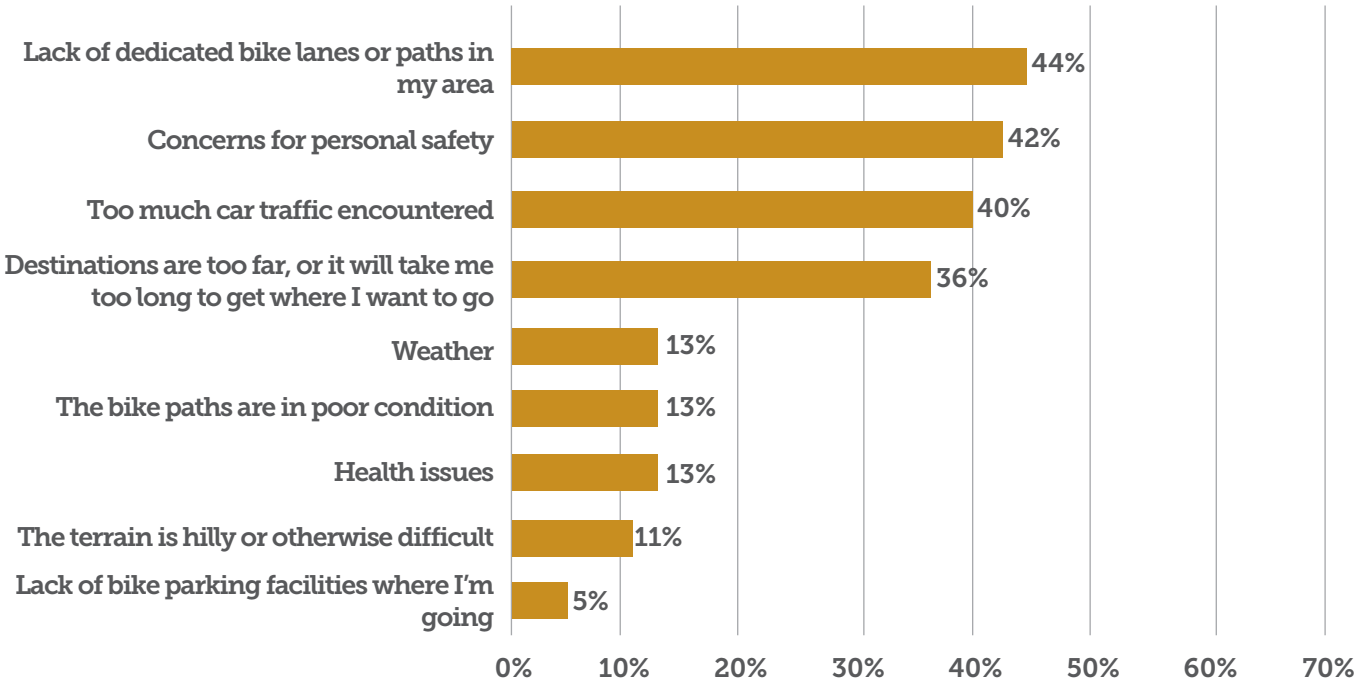


Figure 45. Barriers to Biking, Upper Front Range TPR



Intermountain TPR

In the Intermountain TPR, walking was primarily limited by long distances between destinations, reported by 63% of respondents (Figure 46). Additional barriers included car traffic and lack of sidewalks, cited by 35% and 29% of respondents, respectively. The biggest barrier to biking and rolling was too much car traffic encountered at 44%, with a lack of dedicated bike lanes selected by 36% of respondents (Figure 47).

Figure 46. Barriers to Walking, Intermountain TPR

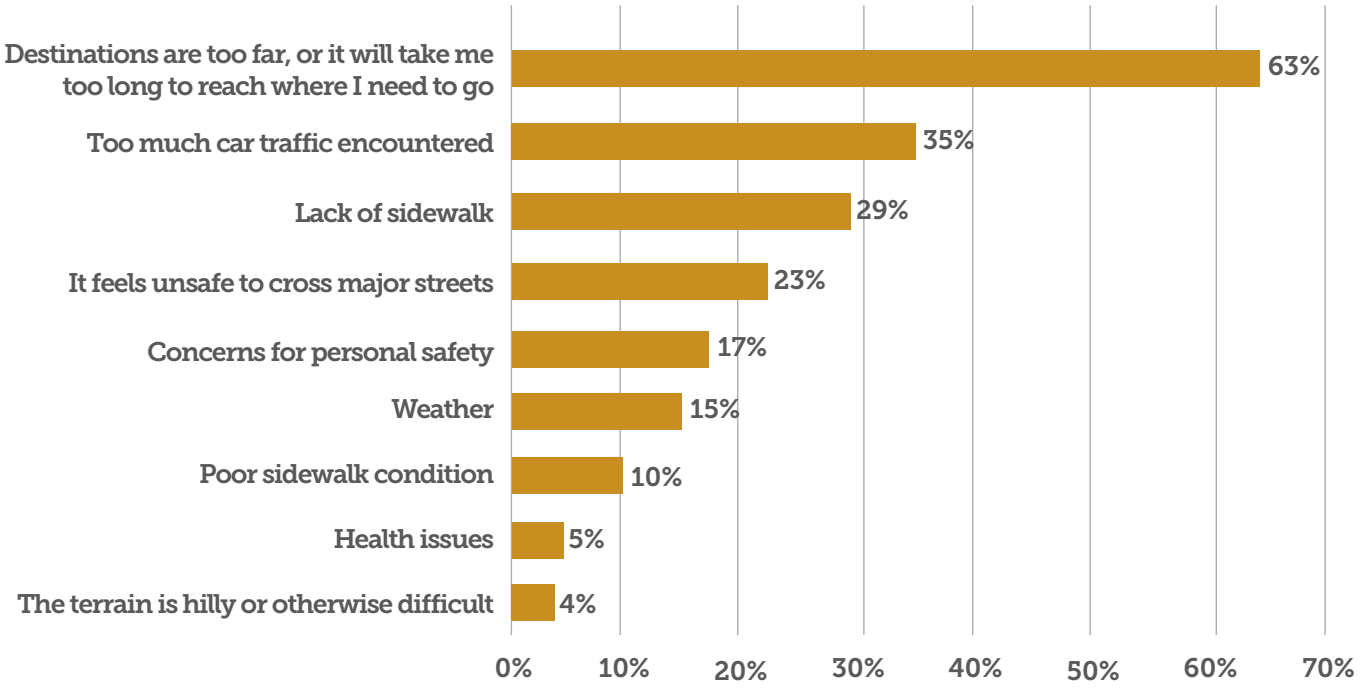
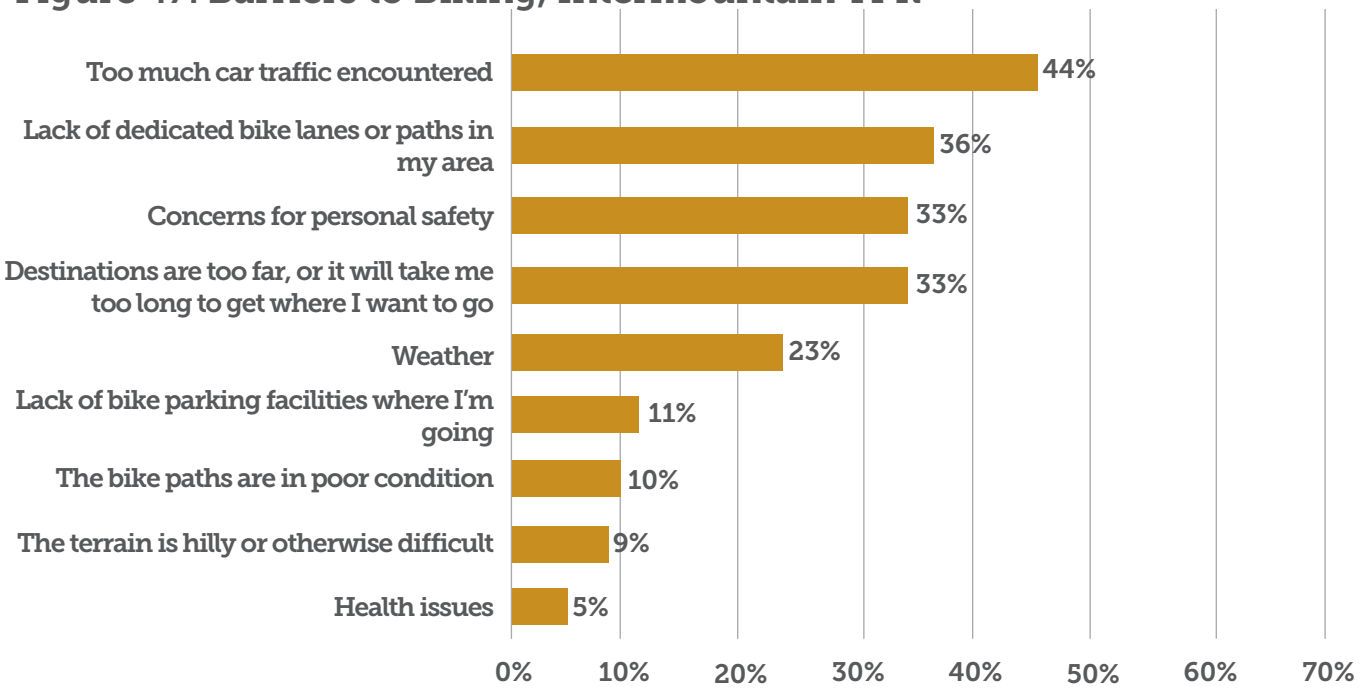


Figure 47. Barriers to Biking, Intermountain TPR



Northwest TPR

Long distances between destinations were again the top barrier to walking in the Northwest TPR, selected by 58% of respondents (Figure 48). A lack of sidewalks and safety concerns crossing major streets were the next most frequently cited barriers to walking at 43% and 35%, respectively. For biking and rolling, the most commonly reported barrier was a lack of dedicated bike lanes at 48%, closely followed by personal safety concerns at 43% and car traffic at 40% (Figure 49).

Figure 48. Barriers to Walking, Northwest TPR

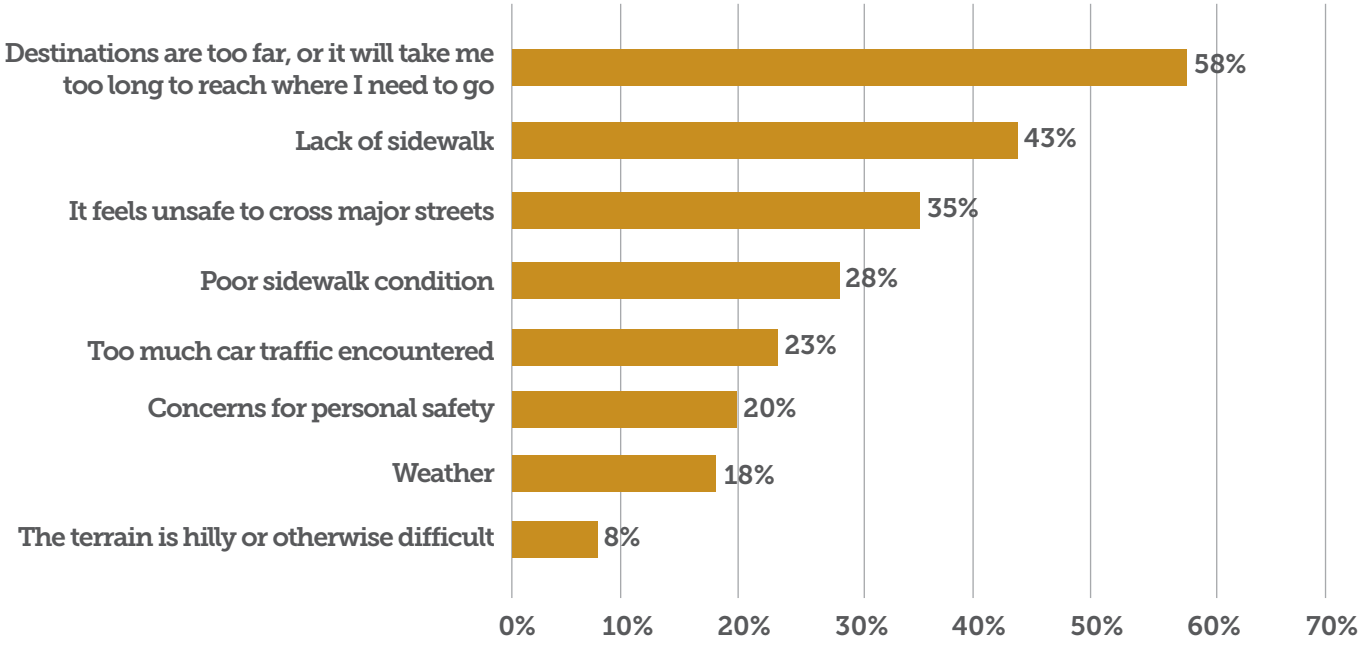
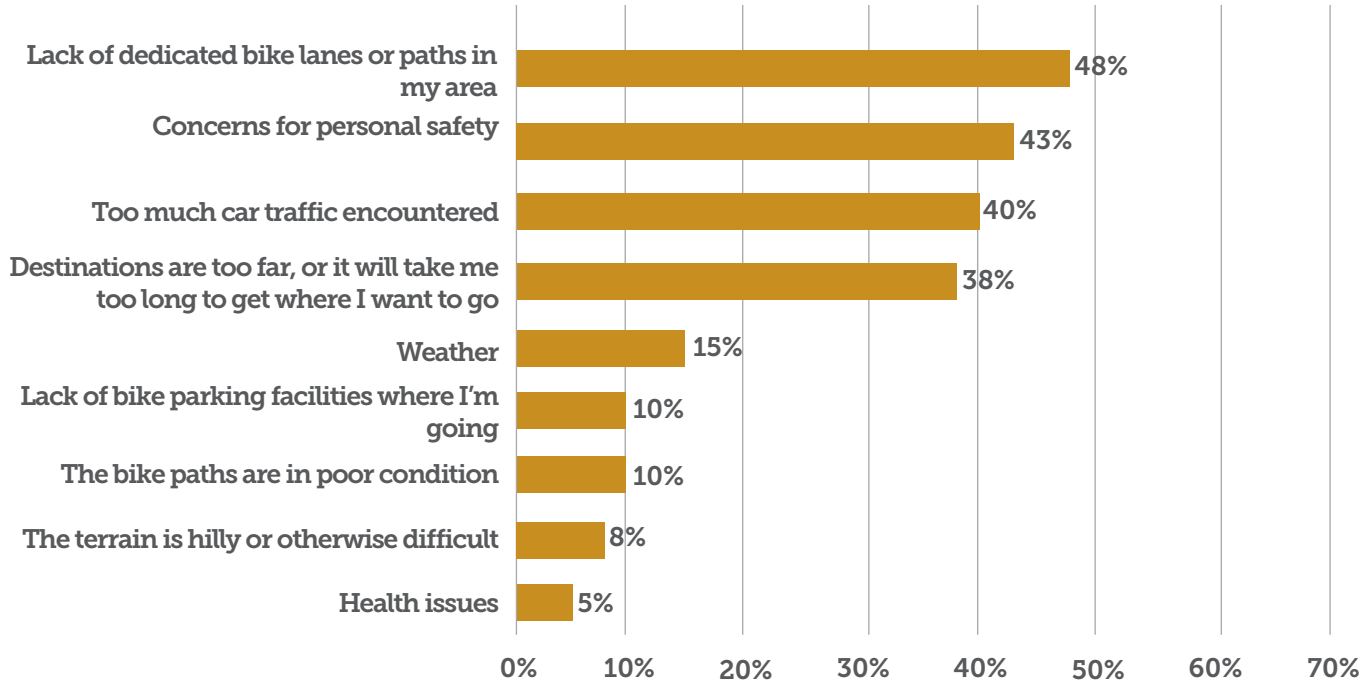


Figure 49. Barriers to Biking, Northwest TPR



North Front Range TPR

Walking in the North Front Range TPR was most limited by long distances between destinations, reported by 71% of respondents (Figure 50). Heavy car traffic was the next most selected barrier to walking at 41%. For biking and rolling, too much car traffic was again a top barrier at 55%, followed by a lack of dedicated bike lanes or paths and concerns for personal safety, at 39% and 38%, respectively (Figure 51).

Figure 50. Barriers to Walking, North Front Range TPR

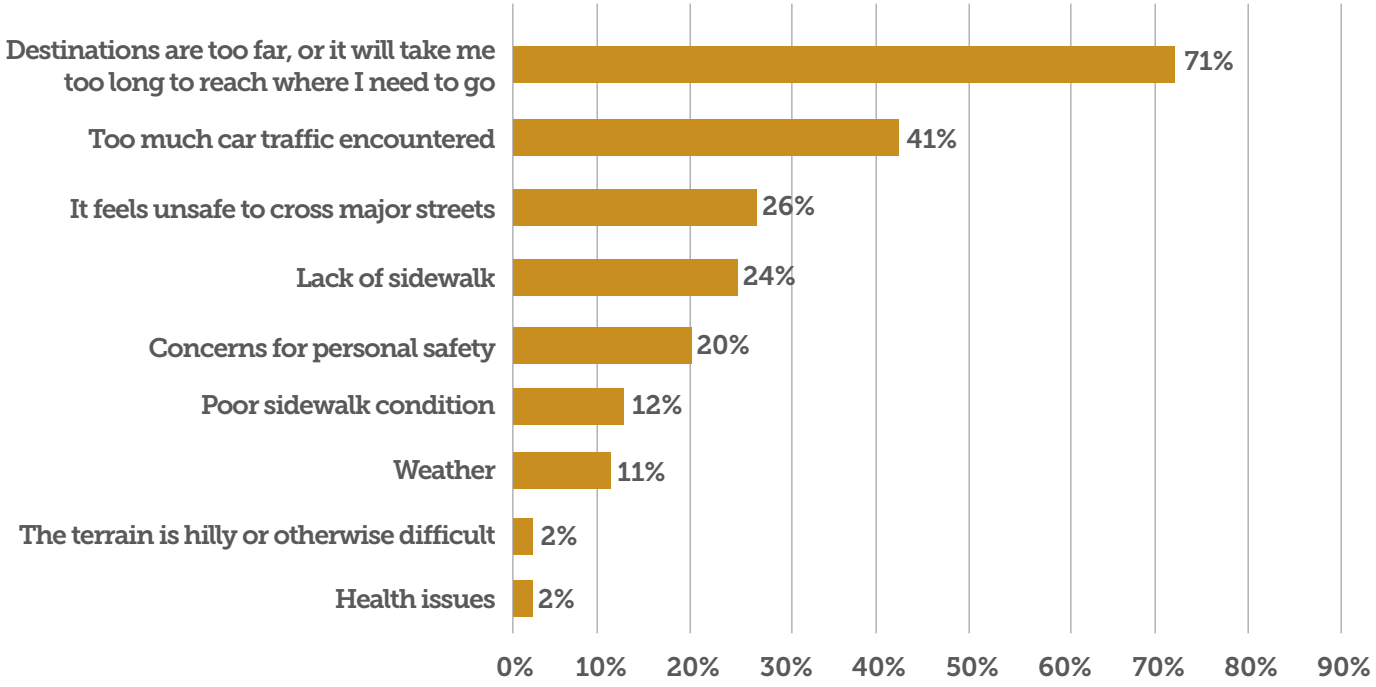
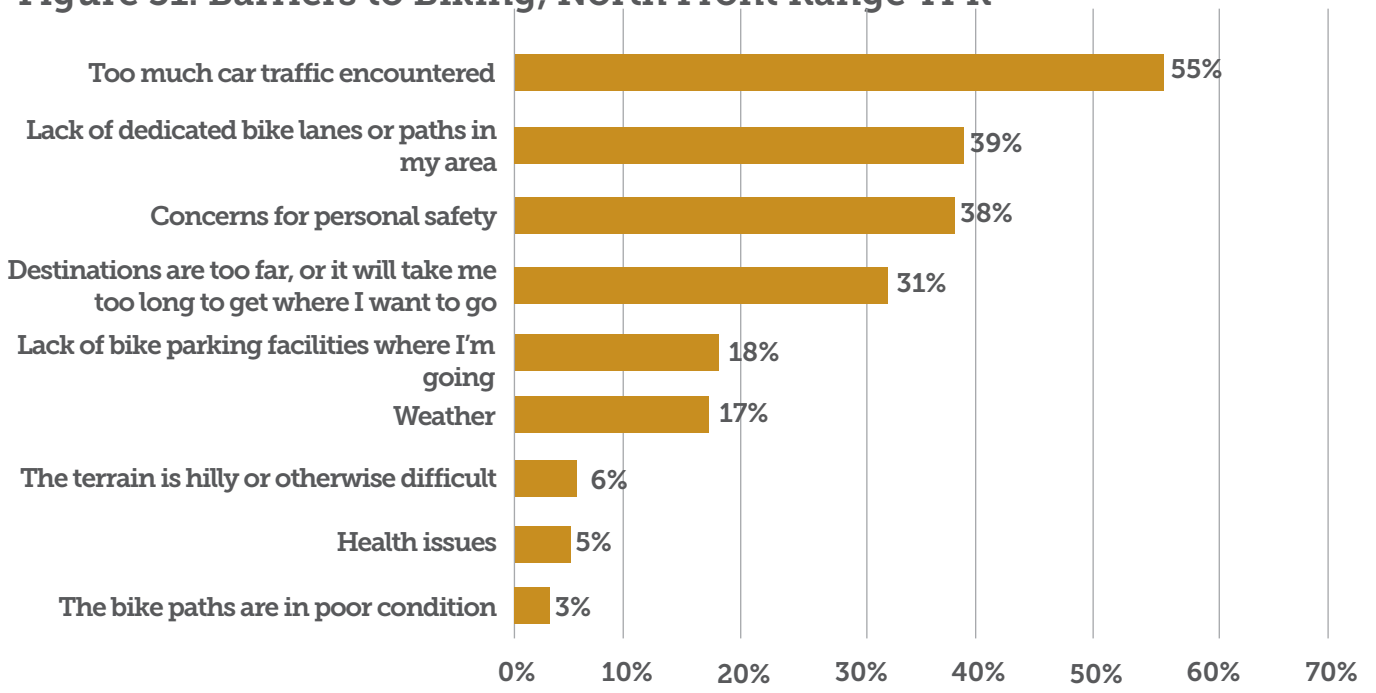


Figure 51. Barriers to Biking, North Front Range TPR



Pueblo Area TPR

As shown in Figure 52, the leading barrier to walking in the Pueblo Area TPR was long distances between destinations, selected by 75% of respondents. Heavy car traffic was the next most frequently cited obstacle at 43%, while concerns for personal safety was cited by 35% of respondents. The most frequently reported barrier to biking and rolling was concerns for personal safety at 53%, followed by long distances between destinations at 45% and too much car traffic cited by 38% of respondents (Figure 53).

Figure 52. Barriers to Walking, Pueblo Area TPR

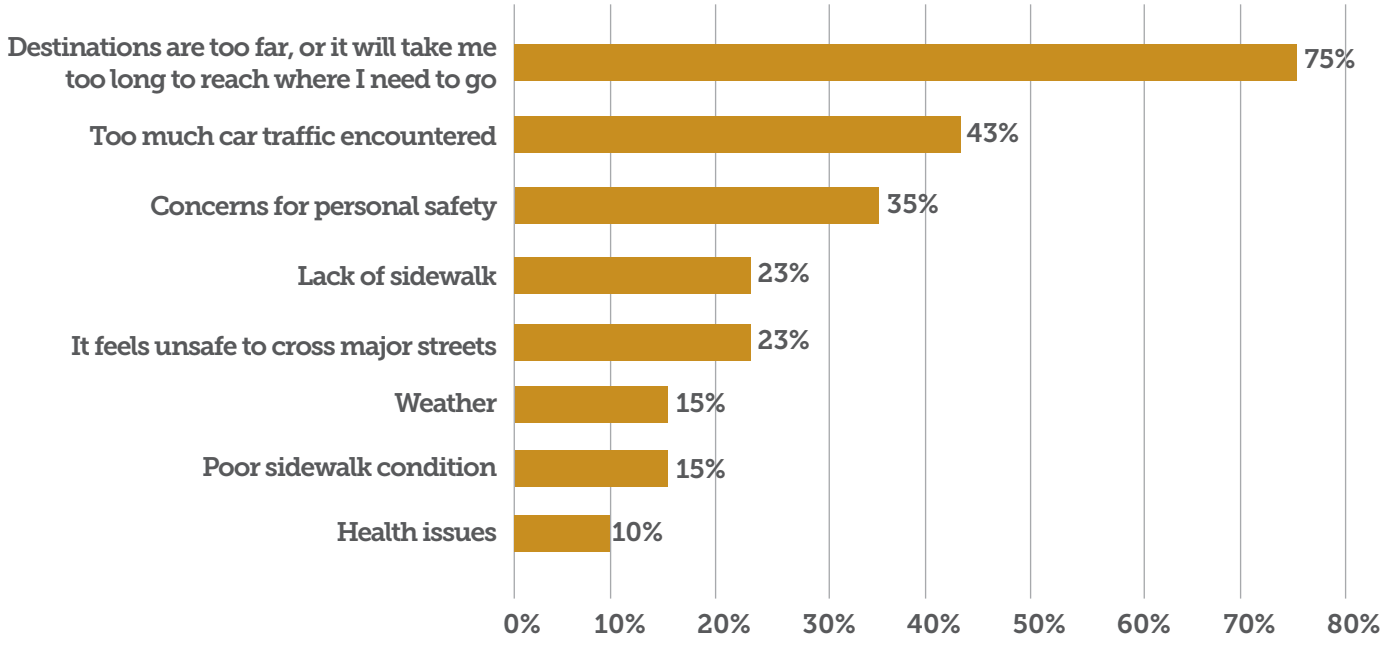
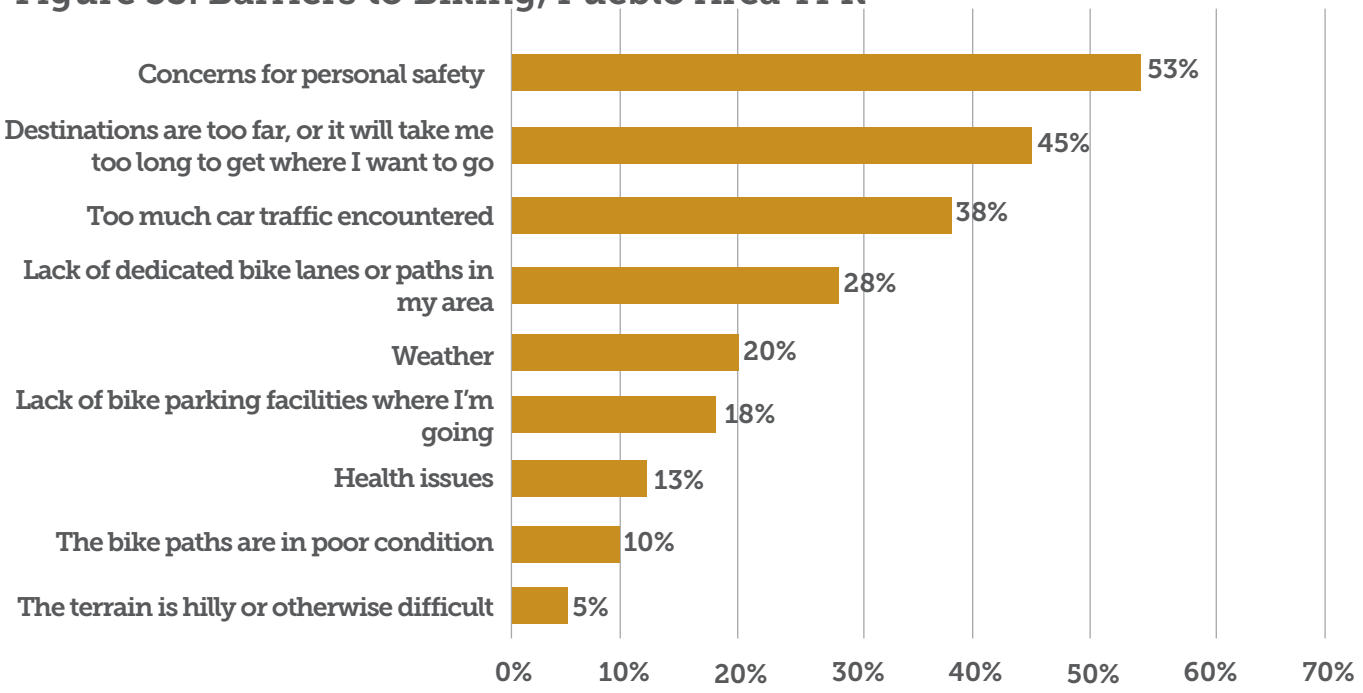


Figure 53. Barriers to Biking, Pueblo Area TPR



Eastern TPR

In the Eastern TPR, the largest barriers to walking were long distances between destinations and a lack of sidewalks, both reported by 56% of respondents (see Figure 54). For biking and rolling, the leading barrier was a lack of dedicated bike lanes or paths at 67%, followed by distances between destinations at 44% (Figure 55).

Figure 54. Barriers to Walking, Eastern TPR

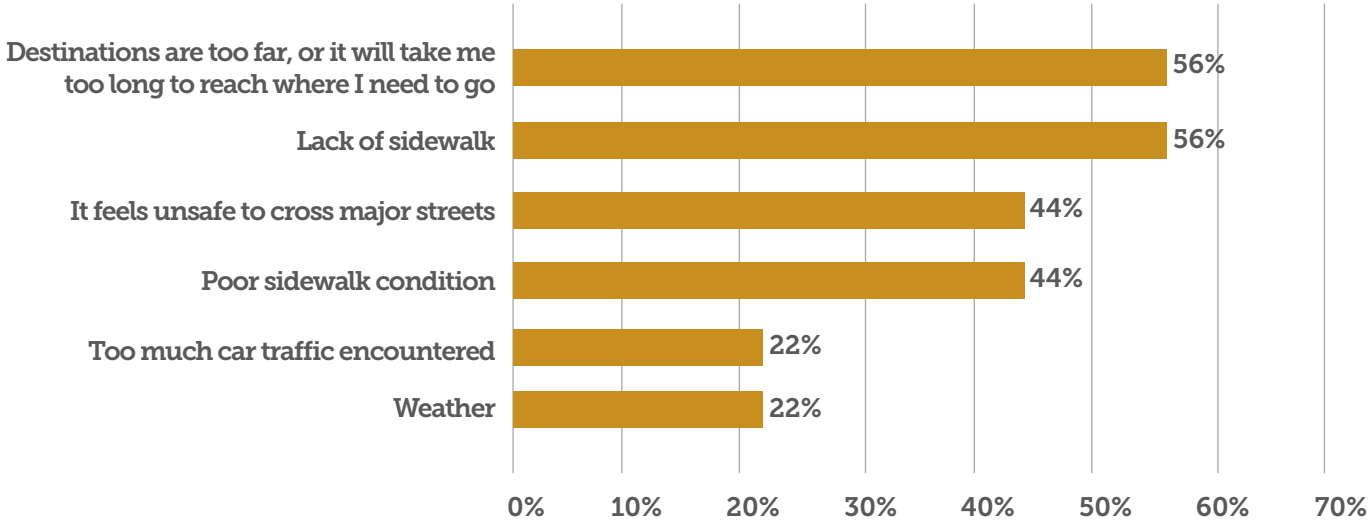
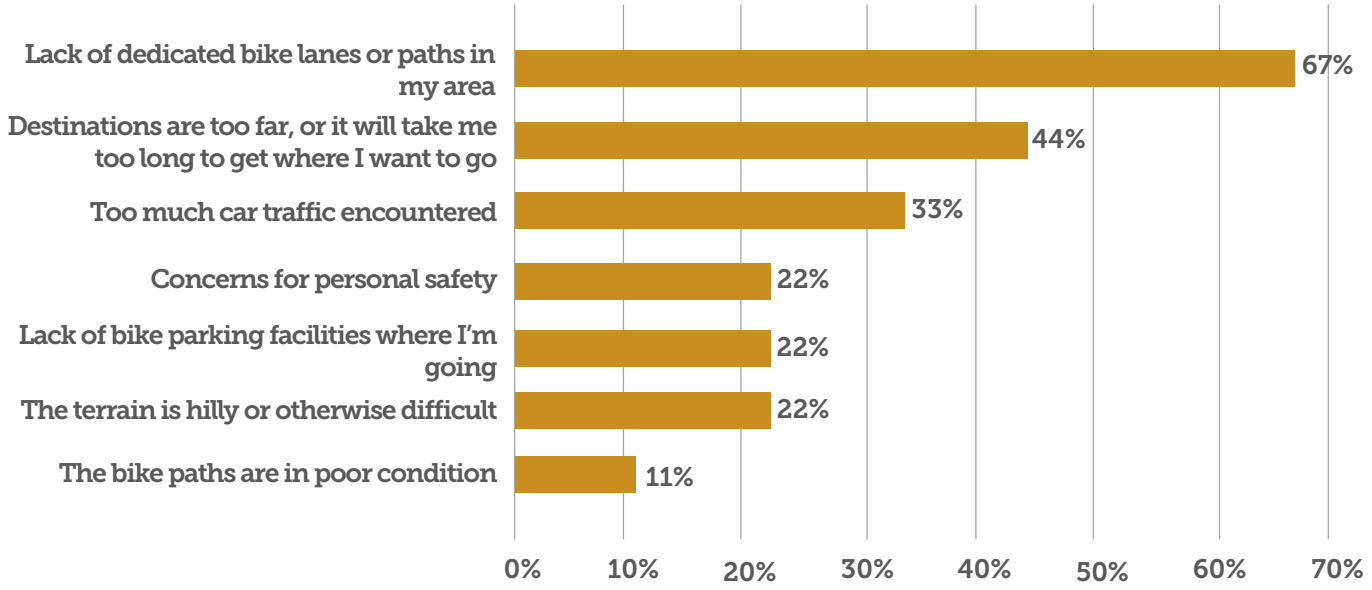


Figure 55. Barriers to Biking, Eastern TPR



South Central TPR

Like many other TPRs, long distances between destinations were the most frequently cited barrier to walking in the South Central TPR, selected by 60% of respondents (see Figure 56). Similarly, the biggest barrier to biking and rolling was the distances between destinations at 67%, with personal safety concerns the next most common barrier to biking, reported by 50% of respondents (Figure 57).

Figure 56. Barriers to Walking, South Central TPR

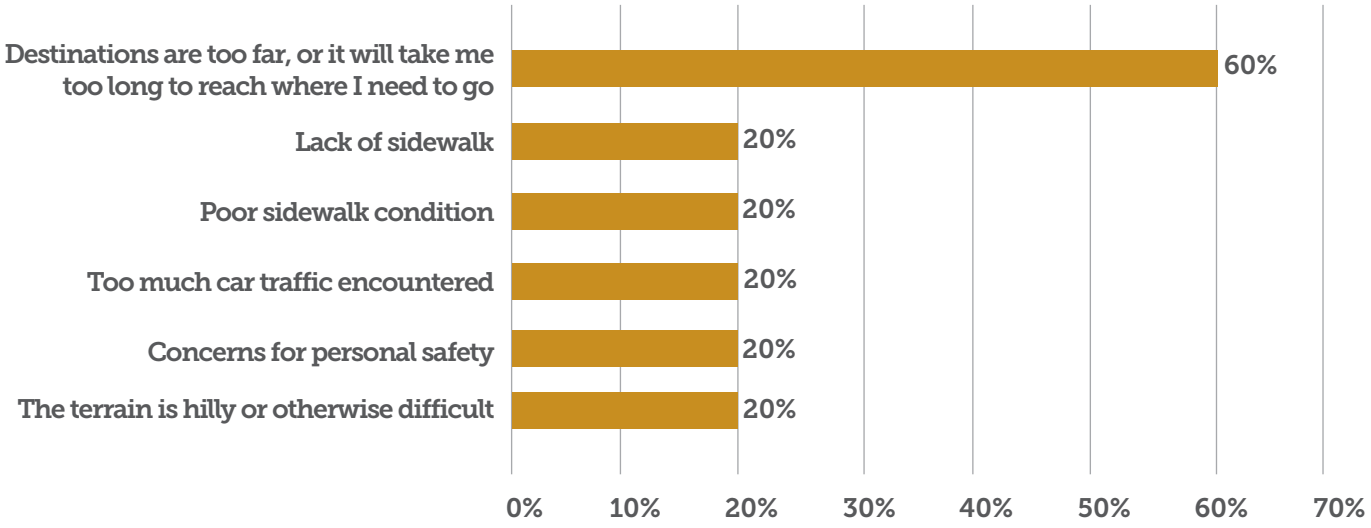
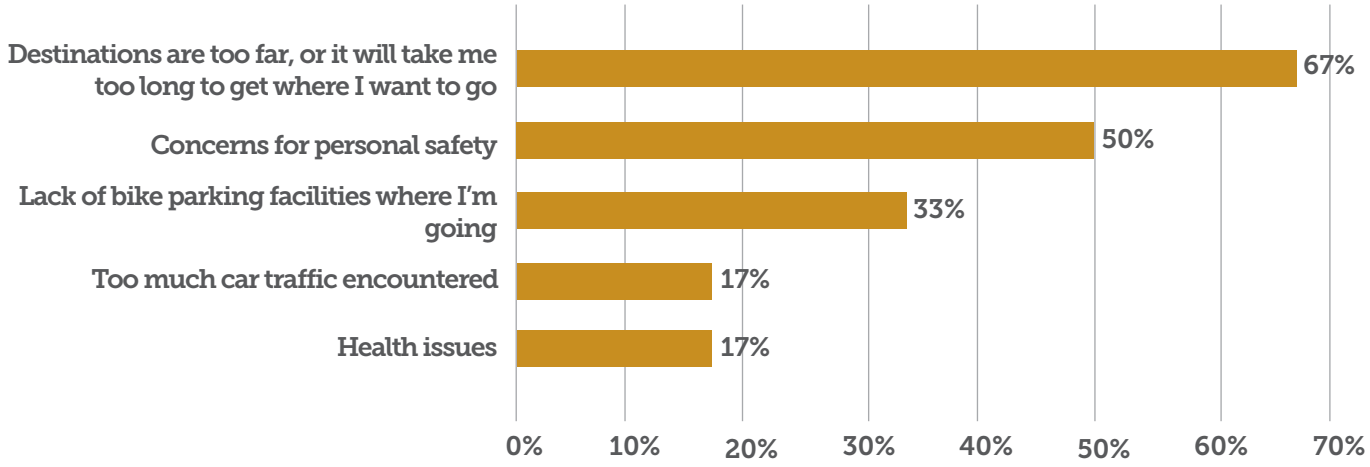


Figure 57. Barriers to Biking, South Central TPR



Grand Valley TPR

In Grand Valley TPR, walking was again most limited by long distances between destinations, identified by 73% of respondents (see Figure 58). The next largest barrier to walking in the Grand Valley TPR is too much car traffic at 47%. For biking and rolling, the primary challenge was the lack of dedicated bike lanes or paths at 59%, as shown in Figure 59. Too much car traffic encountered was the next most selected barrier to biking, cited by 51% of respondents.

Figure 58. Barriers to Walking, Grand Valley TPR

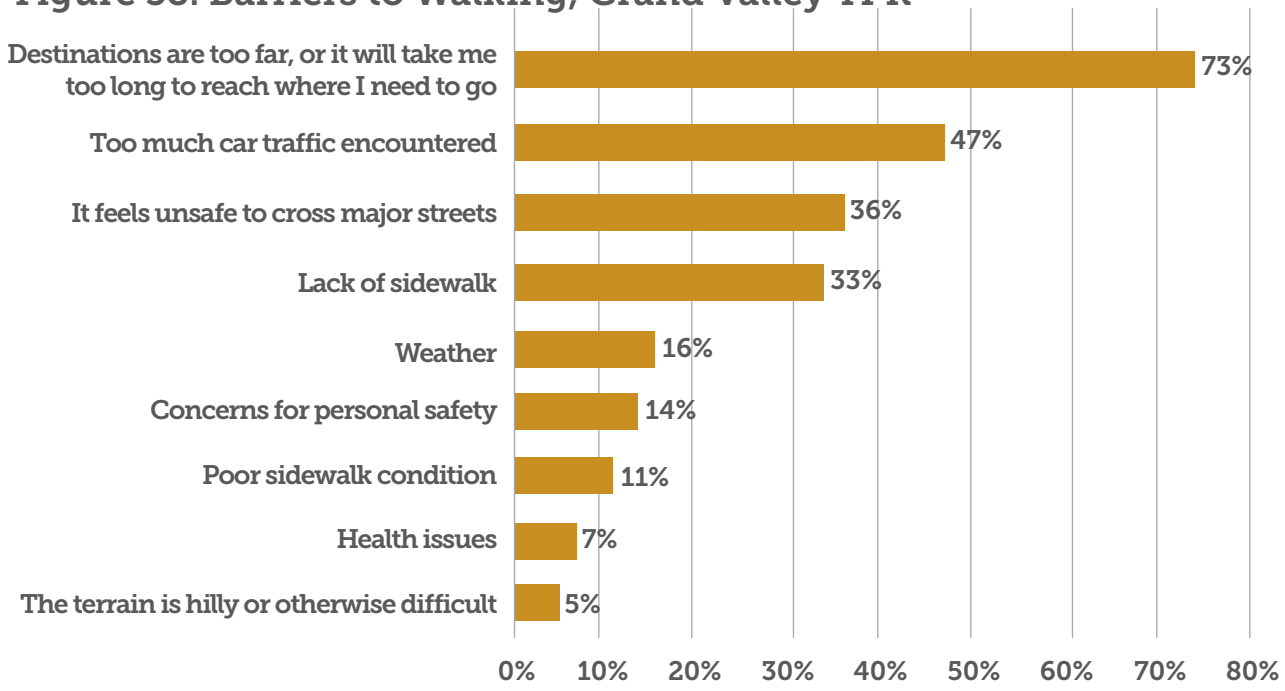
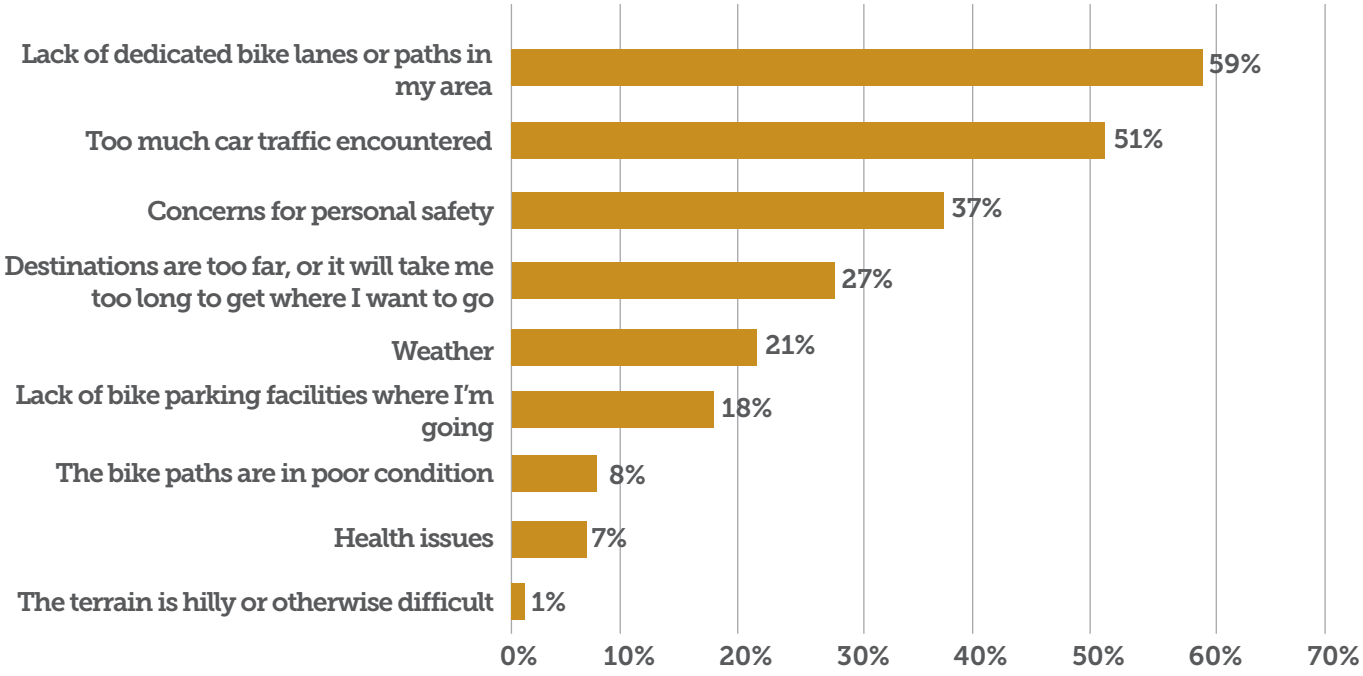


Figure 59. Barriers to Biking, Grand Valley TPR



Southwest TPR

Respondents in the Southwest TPR most often cited long distances between destinations as the largest barrier to walking at 64%, as seen in Figure 60. For biking and rolling, concerns about personal safety was the most frequently mentioned barrier at 58%, followed by a lack of dedicated bike lanes or paths and heavy car traffic, reported by 50% and 47% of respondents, respectively (Figure 61).

Figure 60. Barriers to Walking, Southwest TPR

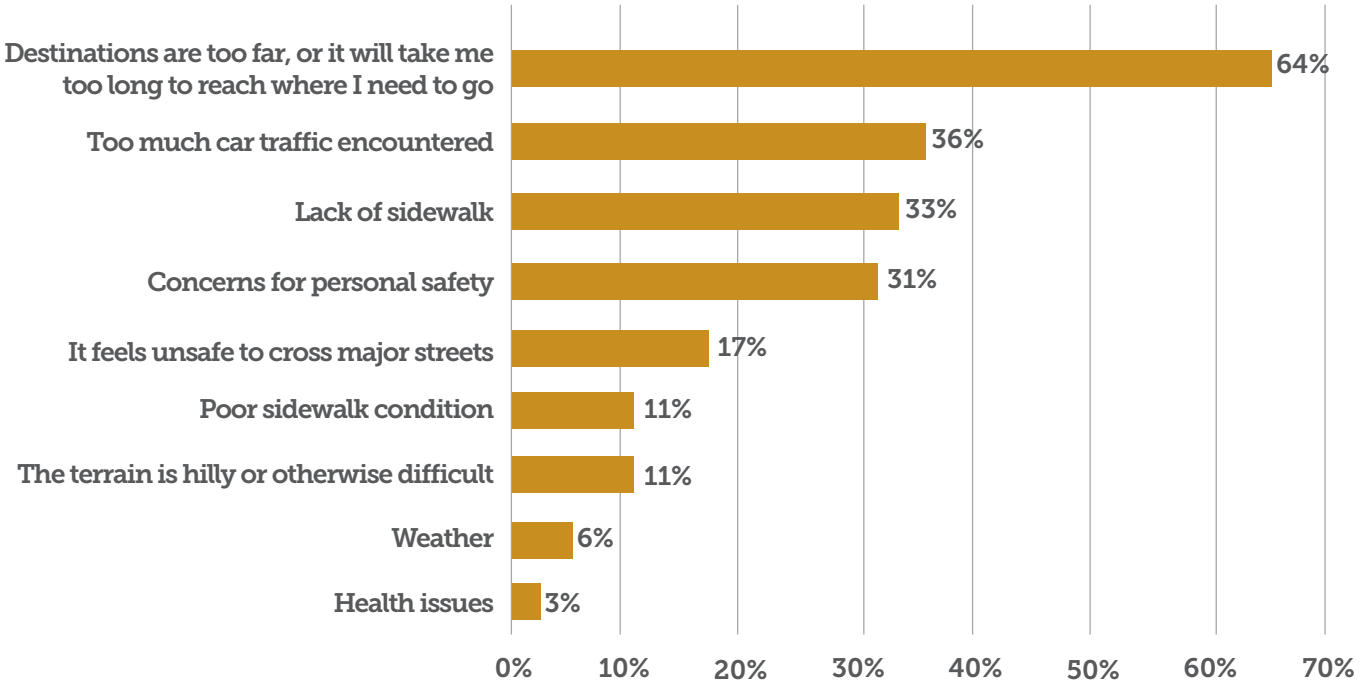
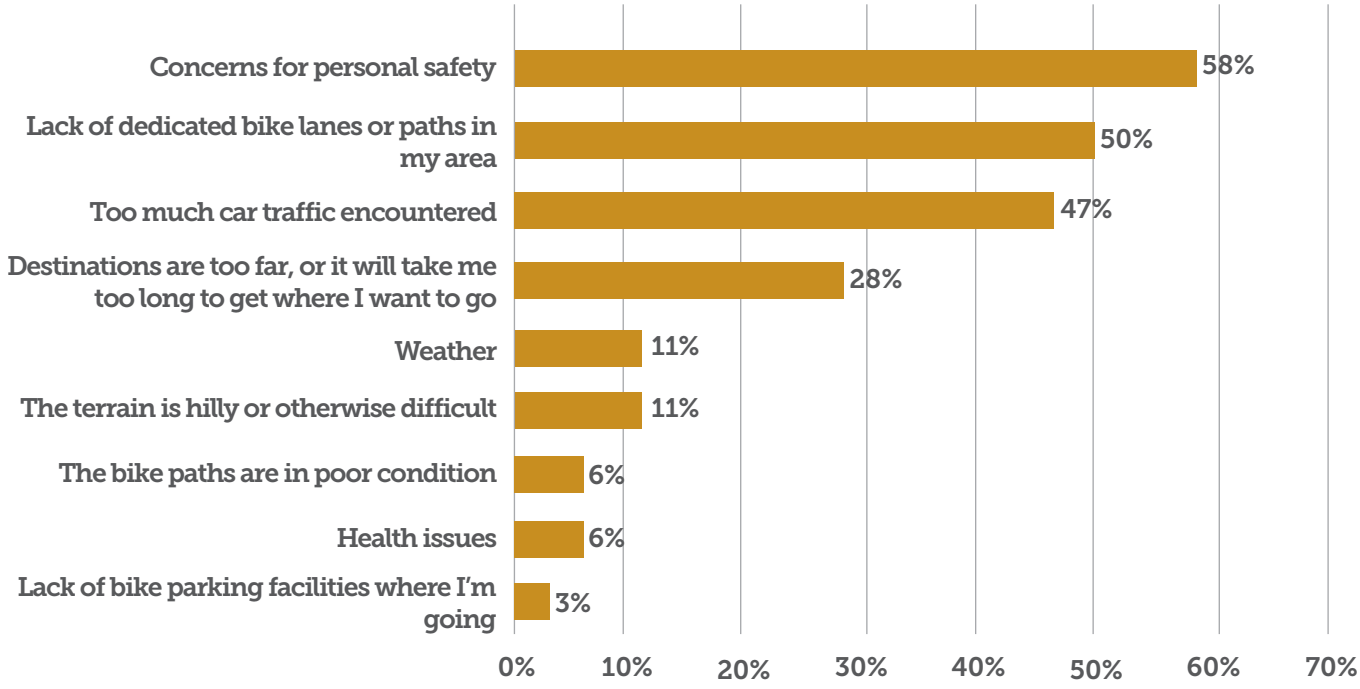


Figure 61. Barriers to Biking, Southwest TPR



Southeast TPR

As shown in Figure 62, long distances between destinations and concerns for personal safety were identified as the largest barriers to walking in the Southeast TPR, both being selected by 71% of respondents. Similarly, long distances between destinations was the leading barrier to biking and rolling at 57%, with car traffic cited next by 43% of respondents, as shown in Figure 63.

Figure 62. Barriers to Walking, Southeast TPR

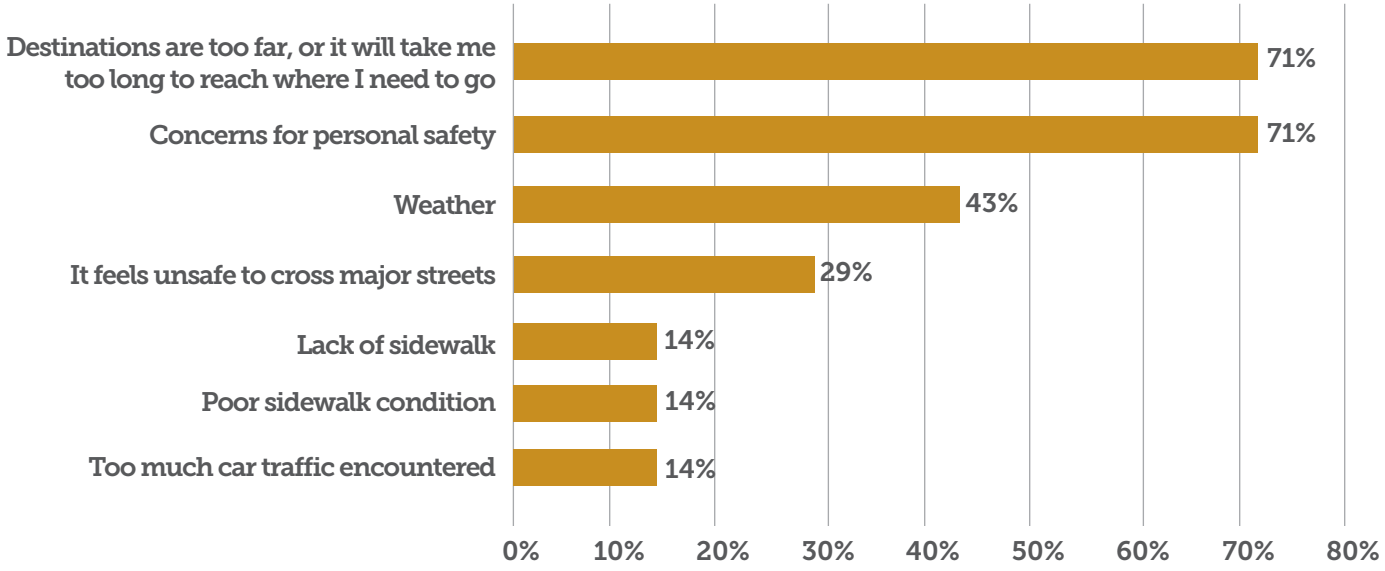
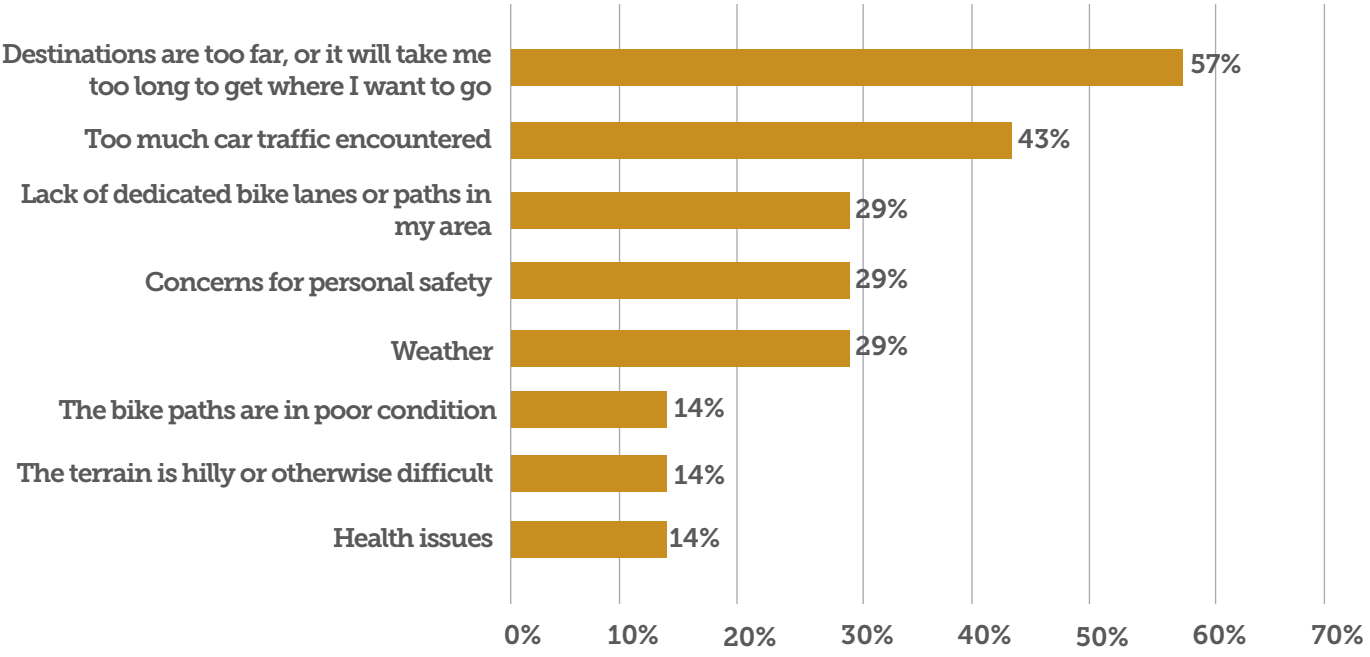


Figure 63. Barriers to Biking, Southeast TPR



Gunnison Valley TPR

Walking in the Gunnison Valley TPR was most limited by long distances between destinations, reported by 61% of respondents, as shown in Figure 64. Too much car traffic and personal safety concerns were also substantial barriers, cited by 35% and 30% of respondents, respectively. For biking and rolling, the leading barriers were the lack of dedicated bike lanes and the distances between destinations were selected as the largest barriers to biking and rolling, each selected by 43% of respondents. Too much car traffic was also a frequently cited barrier at 30% of respondents (Figure 65).

Figure 64. Barriers to Walking, Gunnison Valley TPR

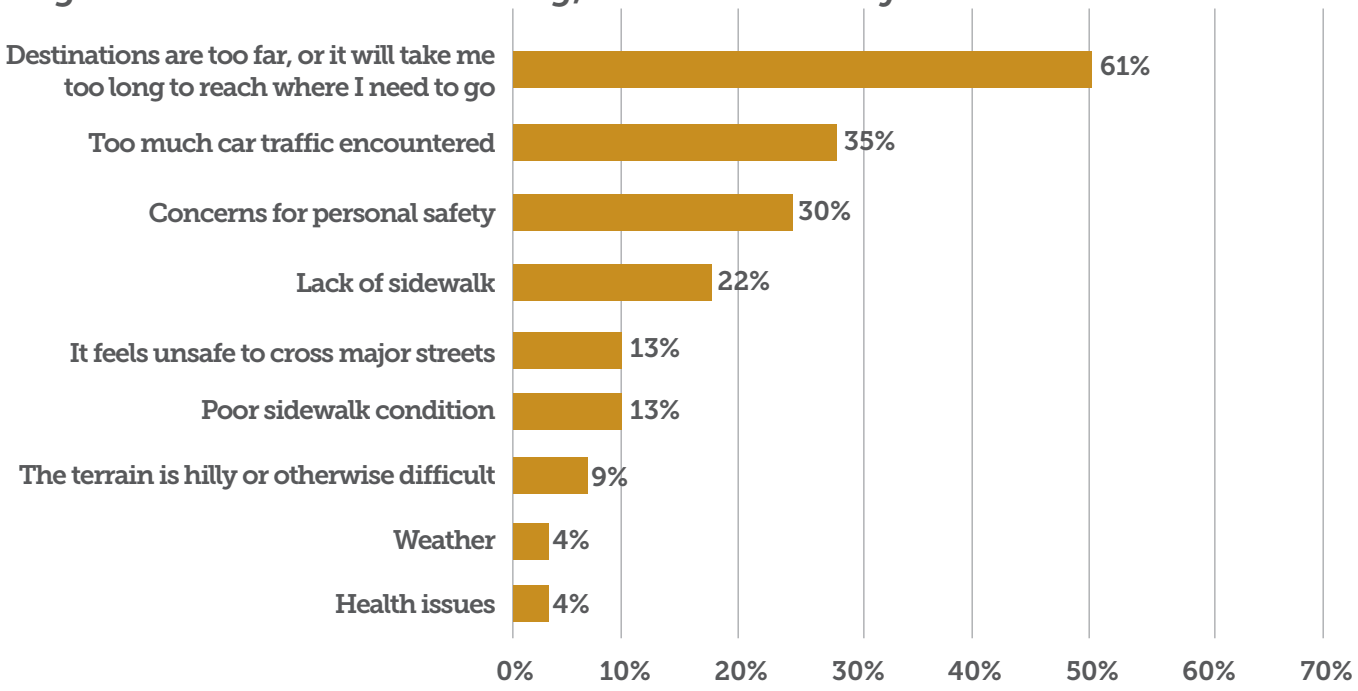
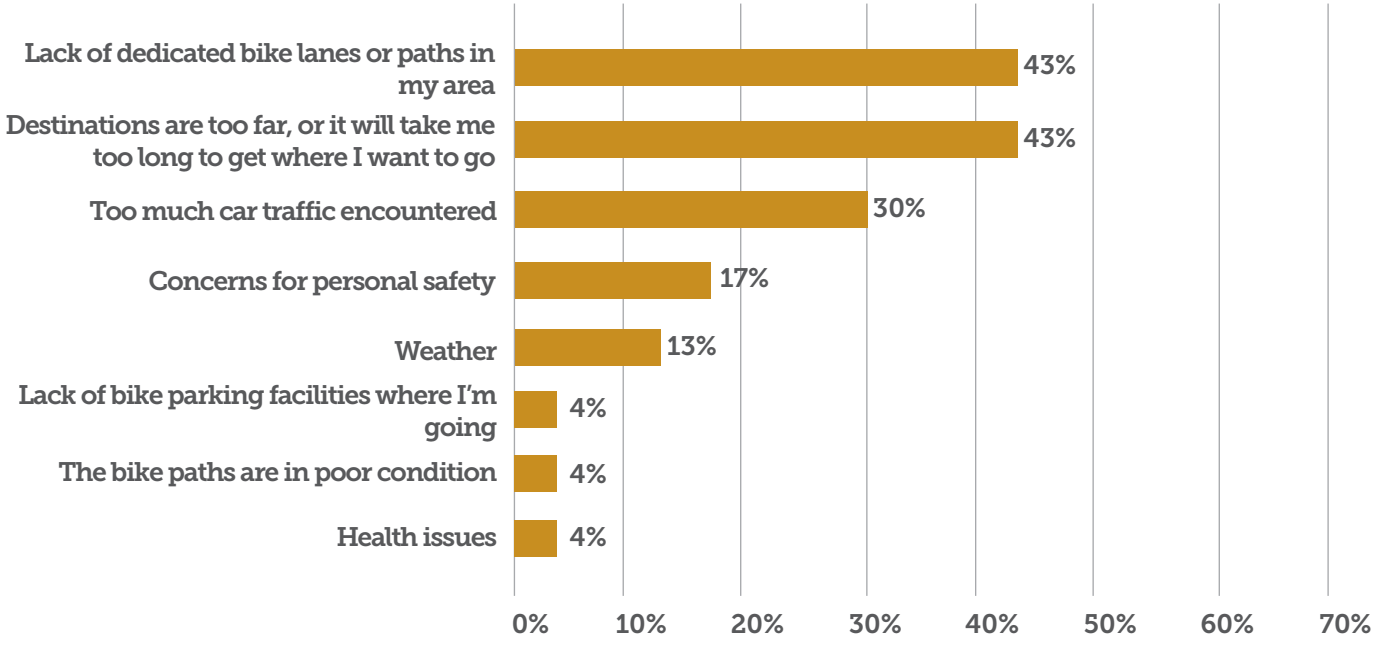


Figure 65. Barriers to Biking, Gunnison Valley TPR



Central Front Range TPR

In the Central Front Range TPR, long distances between destinations were again identified as the largest barrier to walking, cited by 62% of respondents, as shown in Figure 66. Too much car traffic was also cited as a substantial barrier, selected by 40% of respondents. For biking and rolling, car traffic was the most frequently cited barrier to biking and rolling at 49%, with the lack of dedicated bike lanes or paths and long travel distances between destinations both selected by 36% of respondents (Figure 67).

Figure 66. Barriers to Walking, Central Front Range TPR

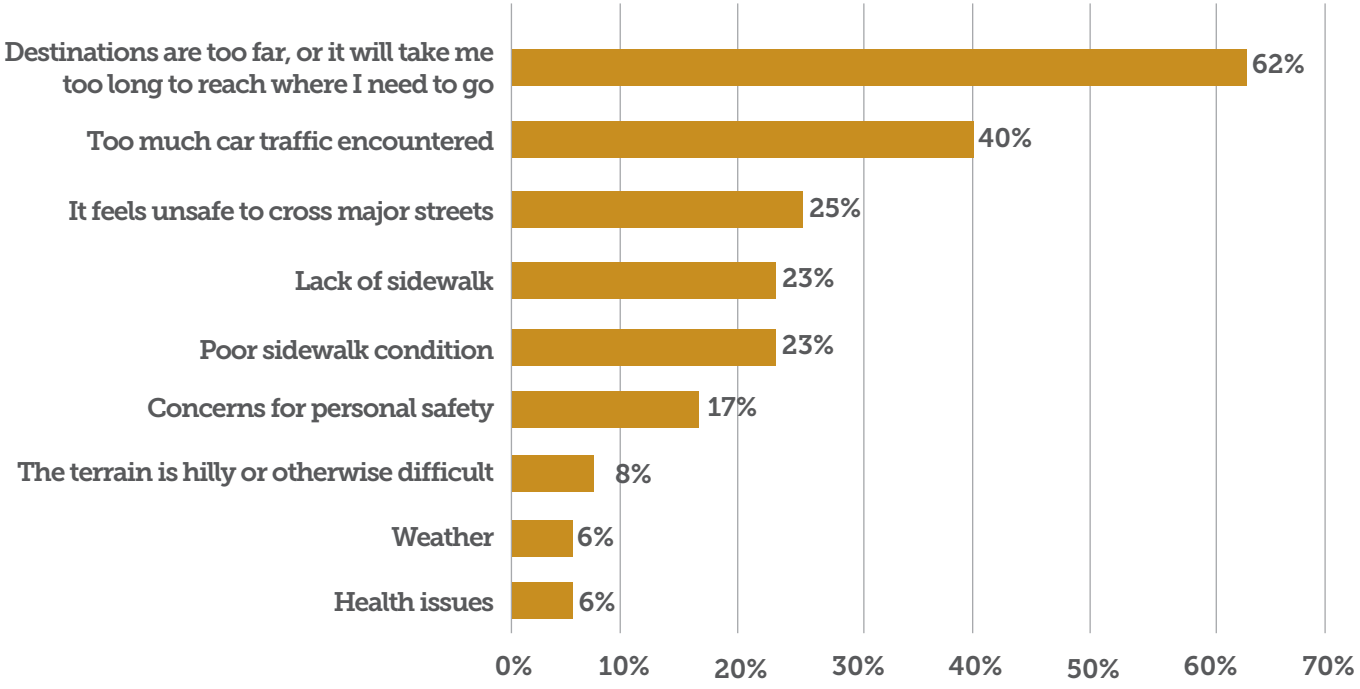
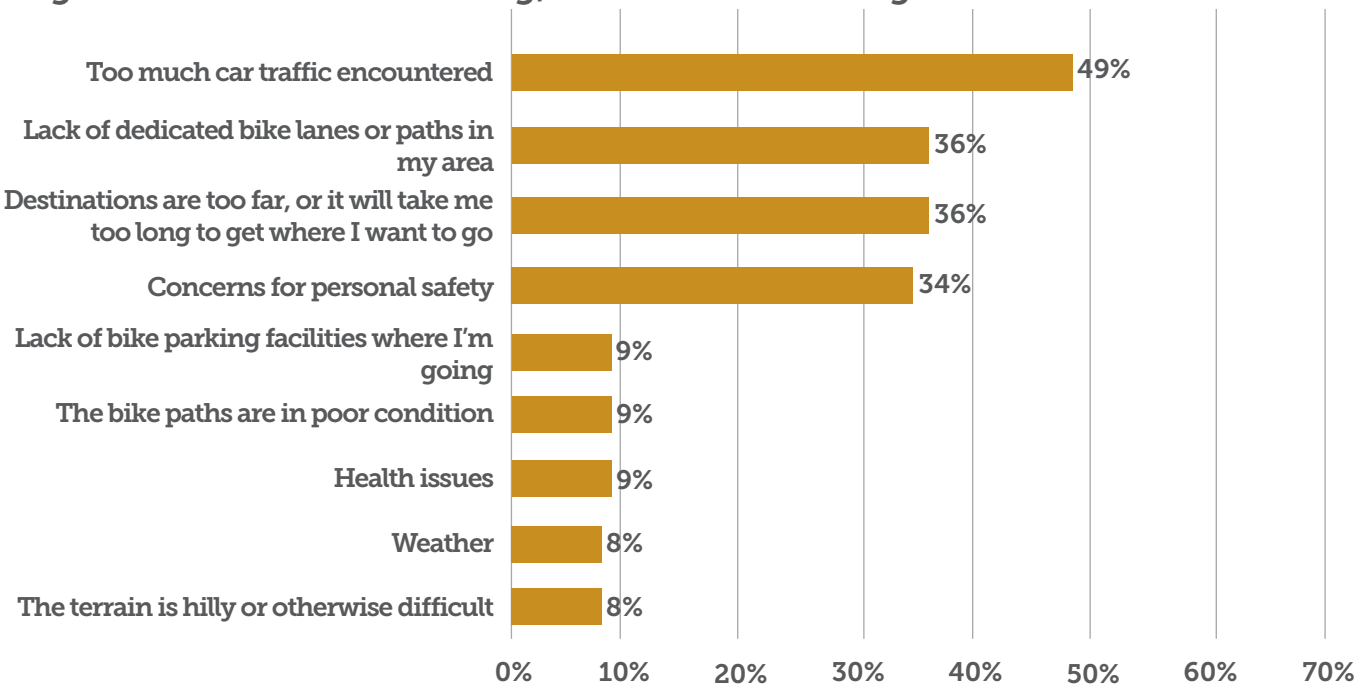


Figure 67. Barriers to Biking, Central Front Range TPR



Summary of Results by Region and TPR

Across all five regions and all fifteen Transportation Planning Regions (TPRs), the most frequently identified barrier to walking was "Destinations are too far, or it will take me too long to get where I want to go." The second most common barrier varied slightly by region. In three of the five regions and ten of the fifteen TPRs, the next most selected barrier to walking was "Too much car traffic encountered". In the other two regions and in four of the remaining TPRs, "Lack of sidewalks" ranked second. One TPR—the Southeast TPR— stood out for identifying "concerns for personal safety" as the second most common barrier to walking.

Barriers to biking and rolling were somewhat more varied, though a few themes emerged consistently across regions. "Lack of dedicated bike lanes or paths in my area" was the top barrier for six TPRs and two regions, while "Too much car traffic encountered", was the leading concern in five TPRs and three regions. Among the four remaining TPRs, two (Southeast and South Central) cited distance between destinations as the top barrier to biking, while the two remaining TPRs (Southwest and Pueblo Area) pointed to concerns for personal safety.

For secondary barriers to biking and rolling,"Lack of dedicated bike lanes or paths" was again a common theme—ranking second in six TPRs and two regions (Regions 1 and 3)."Concerns for personal safety" was the second most identified barrier in four TPRs and two regions (Regions 4 and 5). In another region (Region 2) and three TPRs, "Destinations are too far, or it will take me too long to get where I want to go" was the second most commonly cited barrier. In the final two TPRs—Grand Valley and Southeast—respondents most often identified "Too much car traffic" as the second most common barrier to biking and rolling.

Public Comments

In June of 2025, CDOT released the draft Active Transportation Plan for public review, along with an online survey to collect feedback on how well the draft plan reflects the needs and priorities of communities across Colorado, and to identify any areas of the plan that needed improvement. Public comments were accepted from June 12, 2025 through July 18, 2025. During this period, CDOT received over 200 public comments from individuals across Colorado.

Overall Sentiment

Overall, the draft plan received strong public support. When asked whether the plan reflects the needs and priorities of their community, more than two-thirds of respondents (69.8%) said that it at least somewhat does, with 42.6% saying the plan "somewhat" reflected their community's needs, and 27.2% saying the plan "strongly" reflected their community's needs (Figure 68). Slightly less than one-third of respondents (30.3%) did not feel the plan reflected their community's needs or priorities.

When asked how well the plan's vision aligned with their own vision for walking, biking, and rolling in Colorado, nearly two-thirds (63%) reported that the plan's vision was either "strongly" or "somewhat" aligned with what they would like to see, while roughly 27% of respondents expressed some level of opposition (Figure 69).

Figure 68. Public Sentiment on ATP - Do you feel the plan reflects the needs and priorities of your community?

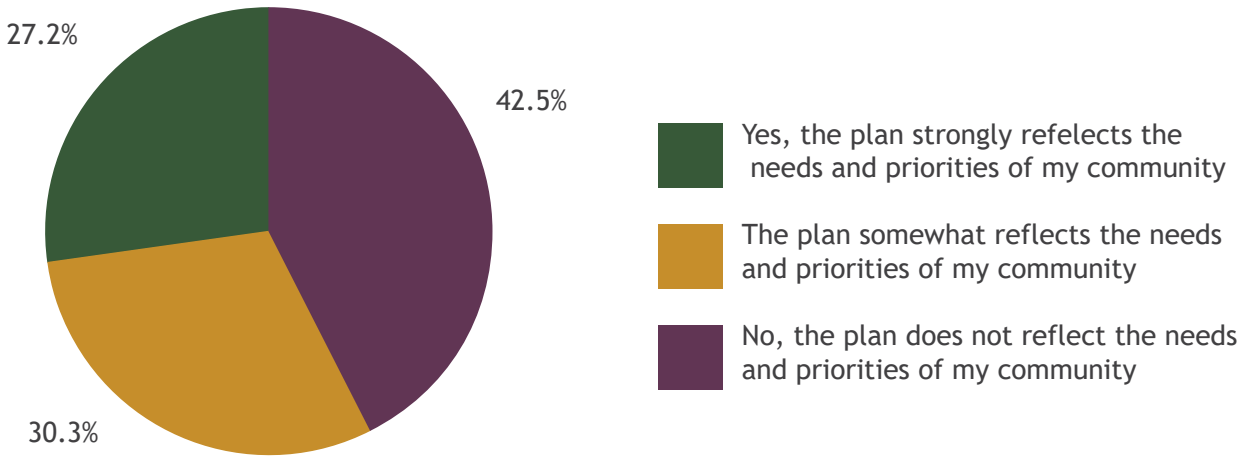
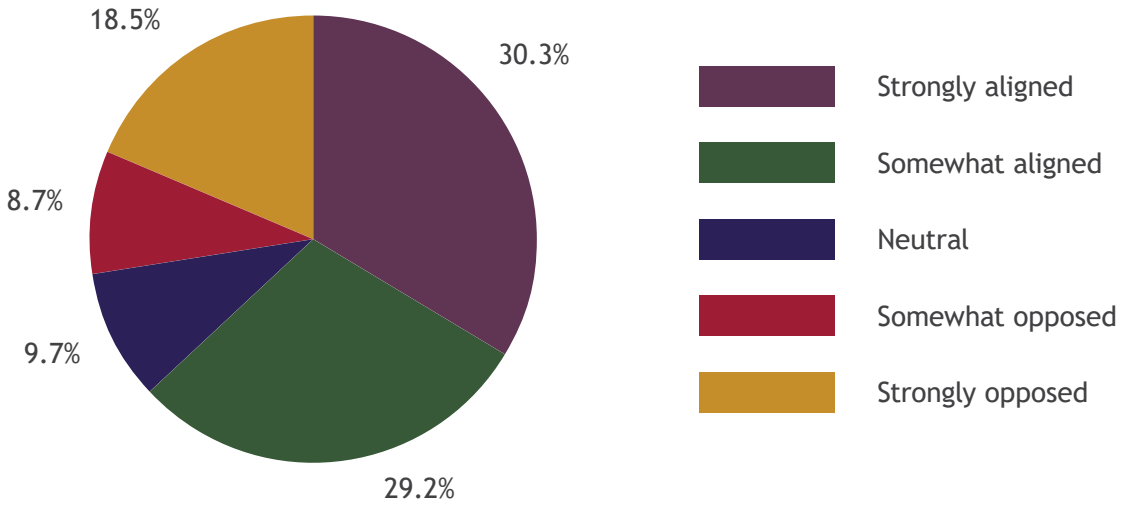


Figure 69. Public Support for the ATP Vision - How well does the plan's vision align with what you'd like to see for walking, biking, and rolling in Colorado?



Key Themes in Public Comments

When asked to elaborate on how the plan does or does not reflect the needs and priorities of their community, several overarching themes emerge.

Safety Remains the Top Priority

Across the board, respondents agreed that safety for all road users is a critical priority. However, "safety" is interpreted differently by different groups. For those who felt the plan did not reflect their community's needs, safety improvements often mean fixing and improving roads for cars, while for those who said that the plan "somewhat" or "strongly" reflected the needs of their community, safety is strongly tied to separated and protected active transportation facilities.

Active Modes vs. Car Dominance

Comments revealed tension between supporting a shift toward more multimodal travel versus maintaining a predominantly car-oriented system. Respondents not in support of the plan expressed a belief that cars will remain dominant and resources should primarily or exclusively serve vehicle traffic. They see active transportation as a niche concern that should not be addressed or funded by CDOT, while respondents in support of the plan actively desire a significant mode shift away from car dependency, embracing active transportation and robust public transit as essential. Supportive respondents want aggressive targets for non-vehicle trips and more ambitious goals for reducing VRU crashes and fatalities. Respondents with more neutral perspectives on the plan often bridge this gap, recognizing the benefits of active transportation but emphasizing practical barriers and the need for safe integration with existing car use.

Driver Behavior and Enforcement

Regardless of support for the plan, a pervasive theme is the critical need for stricter enforcement of existing traffic laws for both drivers and active transportation users. Many comments state that without consequences for speeding, distracted driving, reckless behavior, running red lights/stop signs, and illegal parking in bike lanes, the plan's infrastructure improvements would have limited effect. Suggestions included increased police presence, automated speed cameras, higher penalties for violations, and consistent enforcement for rules for all users, including motorists, pedestrians, cyclists, and scooter riders.

Infrastructure Gaps and Connectivity

Many respondents felt that while the plan's vision was strong, it did not sufficiently address local connectivity issues or provide specific project commitments. Missing sidewalks—especially in lower-income or unincorporated areas—were frequently mentioned, as were gaps in regional trail systems. Participants called for CDOT to focus on filling these gaps, improving connections between existing active transportation routes, and providing more localized examples or implementation pathways.

Need for Action and Accountability

A recurring concern was that the plan is too aspirational and lacks concrete commitments, timelines, and funding mechanisms. Several respondents described it as "vision without teeth" or "PR fluff." Others urged CDOT to accelerate implementation, move beyond planning, and "start doing." Even among supporters, many requested clearer performance measures and accountability for outcomes.

Public Transit Integration

Several respondents noted that the success of active transportation depends on stronger integration with public transit. Recommendations included expanding Bustang and Pegasus service, developing intercity rail, improving bus frequency and stop quality, and supporting affordable micromobility options for first- and last-mile connections.

Alignment with ATP Goals

Feedback from the public comments provided CDOT with valuable insights into Coloradans' priorities and the diversity of perspectives surrounding active transportation. Many comments reinforced the importance of the plan's goals of safety, mobility choice, and connected communities, while also emphasizing the need for enhanced traffic enforcement, integrating with public transit, and balancing active transportation investments with the needs of vehicular travelers.

Community Advisory Committee Meeting Summaries

ATP Community Advisory Committee Meeting September 25, 2024 | 2:00 – 3:30 PM

Meeting Summary

1. Introductions & Kickoff
    - Medora welcomed CAC members and provided an overview of the intent and make-up of the group
        - CAC members introduced themselves by answering a Mentimeter question about their name, organization, and importance of active transportation to their organization
2. Overview of ATP and CDOT Accomplishments since 2012
    - Medora provided an introduction to and overview of the ATP, and shared a series of accomplishments CDOT has made related to active transportation since the previous ATP was completed in 2012
3. Phase 1 Public Engagement Highlights
    - Annelies gave an overview of the final Phase 1 survey results
        - 3,099 total respondents
        - The project team is working on analyzing the results in more detail
    - CAC members generally agreed that the survey results were consistent with what they've heard in their communities
    - Cammie Edson: Did the ATP team get the desired representative mix of survey respondents?
        - We got more responses than we were anticipating, with a good mix of urban and rural respondents
        - There were some comments not supportive of AT investment, indicating that we did not only hear from advocacy groups
    - Rachel Hultin: Did the survey address roadway crossing concerns?
        - Crossing concerns were noted in numerous open-ended survey comments, and were provided as an option in the questions about bike/ped barriers though were not one of the most commonly selected barriers

            ** note: the option "it feels unsafe to cross major streets" was the third most selected barrier for walking in the survey*

- Gayle Langley: In rural communities bisected by highways, were crossings a more commonly cited barrier?
  - The project team is taking a closer look at results by region and will be looking into differences in responses
- Robert Searns: Were first/last mile connections and the need to transport people/goods addressed in the survey?
- CAC members generally agreed that the survey results were consistent with what they've heard in their communities

4. Your Vision for Active Transportation in Colorado
   - CAC members were asked to describe their vision for walking, biking, and rolling in Colorado through a Mentimeter exercise (see attached presentation and Menti results)
   - Henry Brown: We hear a lot about transportation demand mostly being vehicular, but there is a lot of focus on supporting mode shift through land use integration and GHG emissions reduction; funding needs to align with the potential for changing transportation demand, rather than the status quo
   - Katie McClure: In rural parts of the state, sometimes the only active transportation option is walking/biking along rural highways with no bike/ped facilities, and the vision for a more walkable, bikeable state needs to consider these areas too.
   - Alexandra Phillips: Important focus on addressing the needs of under-served areas, but there is a lot of pressure from over-served populations and their elected representatives for more and more infrastructure.
5. Draft Goals and Strategy Ideas
   - Annelies shared the four draft ATP goals (Safety, Equity, Mobility Choice, Connected Communities) with CAC members, who were then asked to answer the following about each one as well as identify other benefits of investing in and encouraging active transportation that are important to their communities (see attached presentation and Menti results):
     1. How important is the goal to you and your organization,
     2. What strategies has your organization implemented that support the goal, and
     3. What ideas do you have for CDOT to lead or partner with your organization to achieve the goal
6. Future Engagement Opportunities
   - Future CAC meetings are scheduled for December 18, 2024 (focused on Strategies) and March 12, 2025 (focused on Implementation)
   - Active Transportation/Transit Sessions for each TPR are occurring October through December
   - Virtual town halls are planned for early 2025

Community Advisory Committee Meeting December 18, 2024 | 2:00 – 3:30 PM

Meeting Summary

1. Draft Vision

   Annelies shared a draft vision statement with the group, and CAC members were asked to indicate their level of support for the vision statement through a Mentimeter question. Suggestions for revisions/additions included:

   - Specific language about people of all abilities, accessibility
   - Mentioning the cost of SOV ownership
   - Moving the mention of safety to earlier in the statement
   - Consider not including the words "over driving"
   - Mentioning efficiency/directness of routing
   - Overall simplification of the statement to focus on adopting, scaling, and delivering multi-modalism

2. Draft Objectives & Performance Measures

   Annelies shared draft performance measures and targets to support each of the four ATP goals, and asked for feedback from CAC members. In general, CAC members were interested in more information about how the targets were identified, and what the baseline values for each measure are. Goal-specific feedback included:

   - Safety
     - Common comment theme: should be more ambitious – strive for 100% reduction instead of 50%
     - Correlating crash reduction with an increase in AT mode share could be considered
     - Consistency with other CDOT plans is important, and the ATP should be more ambitious than general CDOT targets
   - Connected Communities
     - Common comment themes: 15-20 minutes may be a more appropriate trip time to analyze than 30 minutes; consider using actual distance (e.g., 3 miles) instead of travel time as the measurement; separate measures and targets for urban vs. rural communities could also be considered, similar to the Jefferson County Bike Plan structure

- Consider providing different targets for biking, walking, and rolling
- Calculating the percent of residents and jobs within ¼ mile of a low-stress facility could be considered instead
- Consider not including transit stops/stations in the list of key community destinations
- CDOT has very little control over land use decisions, so a performance measure that is heavily influenced by land use seems odd

- Mobility Choice
  - Common comment themes: The target percentages should be more ambitious; the target year should align with the year in the Governor's plan (2036); consider specifying a specific standard of quality for the bike and ped facilities
  - Maintenance should be a consideration for this goal
  - The recent experience from some local agencies is that CDOT only builds bike/ped facilities along state-owned roads as part of roadway capacity projects, and that needs to change to make progress on these performance measures
  - Consider removing the wording "alternatives to driving" from the goal language
- Equity
  - The new version of the EnviroScreen tool does not include UMT and Southern Ute
  - The target percentages under this goal should be as high as possible
  - In addition to DIC, consider also looking at demographic factors such as zero-vehicle households, people under 18 and over 65, and people with disabilities
  - Consider including language in this goal about correct historical inequities and proactively working to prevent displacement from AT investment
  - The inclusion of DIC considerations into grant scoring frameworks, while worthwhile, has made it challenging to acquire funding for projects that are still beneficial but not within DICs
  - Consider including proximity to senior communities, schools, hospitals, civic centers, etc.

3. Prioritization of Strategies

   Annelies provided an overview of how the draft strategies were developed. A Mentimeter exercise to rank the strategies under each goal by priority was started during the meeting, and remains open for CAC members to participate in on their own time. Results of the prioritization questions will be shared later. Feedback on the Safety and Connected Communities strategies included:

   - Consider including automated distracted driving enforcement under Safety
   - Consider including expansion of school-based on-bike education as a strategy
   - It would be good see a SRTS-like approach applied to other VRU groups like older adults

4. Preview of Priority Active Connections Explorer (PACE)

   Medora provided an overview of the PACE tool and criteria, and shared preliminary analysis results. Supporting methodology will be shared with the CAC prior to the next meeting. Initial feedback included:

   - The high-risk network is as important as the high injury network to assess
   - Active transportation propensity could be considered as a factor
   - Some way to quantify stress at the network level is of interest, since crashes don't fully capture the picture of bike/ped safety

5. Upcoming Public Engagement Opportunities
   - The Statewide Transportation Plan survey and town halls will be occurring in February 2025
   - Next CAC meeting scheduled for March 12, 2025
   - Draft ATP in April 2025

Community Advisory Committee Meeting March 12, 2025 | 2:00 – 3:30 PM

Meeting Summary

1. PACE Overview

Medora provided an overview of the PACE tool, including its input data, preliminary scoring results, and planned revisions, and CAC members were asked to provide feedback. The draft tool has been shared with CAC members for further review. Comments and discussion points included:

- The number of active transportation trips is estimated using Streetlight data, which requires a subscription to work with
- Gaps in the active transportation network are identified using a 2017 inventory of bike/ped facilities along the state highway system
- CDOT intends to keep using permanent bike/ped counters – Streetlight is seen as a supplement to that on-the-ground data
- VRU crash data comes from a coded, mapped dataset that CDOT works with the Colorado Department of Revenue to develop and maintain – it only included reported crashes that involved a motor vehicle
- There is not a good statewide data set of near-misses available, but we can note that as something that would be of interest to integrate into the tool in the future
- Proposed US bike routes are those that have been proposed by Adventure Cycles
- The facility inventory metric does include interstates because adjacent shared-use paths are being considered as AT facilities
- Roadway speeds, volumes, etc. are not a consideration in identifying where facilities exist, but bicycle LTS is a separate metric that is also included in the PACE tool
- Shoulders that are 4’ wide or greater (CDOT/FHWA minimum for streets without curb) are counted as existing bikeable facilities
- 3 miles is the threshold for the short-trips metric
    - It was suggested that increasing the threshold to 10 miles should be considered since e-bikes are expanding the distances people are willing to bike

- The score thresholds for high/medium/low were determined to ensure a good distribution of results
- The transit access metric is based on existing local transit routes, Amtrak stations, and Bustang stations
- ¼ mile buffers were used for the access metrics to help ensure variation in scoring between segments, but the buffer distances could be revised
    - ½ mile or greater was suggested especially for school access since some communities have much larger buffers for determining bussing, and Safe Routes to School also looks at a larger buffer
- The Main Street metric flags highway segments that function as main streets in communities that are part of the DOLA program, as well as highway segments within municipalities that have speed limits of 30mph or lower
- Urban "main streets" in cities that aren't part of the DOLA program (e.g., Colfax and Federal in Denver) may still get flagged based on speed limit, but also generally score very high with other PACE metrics
- Most of the DIC and Mobility Barrier component data are census block-based, which are geographically small in populated areas so the granularity is relatively high
- None of the component equity factors were weighted higher than others
- It was suggested that different thresholds for identifying equity areas in urban vs suburban vs rural communities should maybe be considered since urban areas are generally going to score the best overall when it comes to equity
    - The mobility barrier factors are based on percentages of population rather than total population to address this
- Score results for longer highway segments (e.g., 3+ miles) could be of interest since one-mile segments aren't always going to be as practical for implementation
- On the maps, the blue (low) colors stand out more than the teal (medium) colors – consider adjusting that

2. PACE Scenarios

Medora stepped through three test scenarios of how the three main PACE functions – Heat Map, Filter, and Compare – could be practically applied. Additional discussion points included:

- A public review of the PACE tool is not planned
- Sharing a list of the top 100 scoring segments could be helpful to CAC members in their review
- The tool is not intended to judge/assess actual potential projects, but rather the potential locations for projects – it is focused on existing roadway conditions

        - A feature that allows users to overlay a potential project and see how it would change a segment's score could be considered in the future
    - Gaps in the active transportation network are identified using a 2017 inventory of bike/ped facilities along the state highway system

3. Performance Measures

    Annelies shared the ATP performance measures, baselines, and targets, as well as associated maps of the baseline data. Feedback included:

    - A 50% reduction in VRU crashes is a much less aggressive safety target than many municipalities have identified
    - Scaling the mode share target to total trips or miles traveled could be considered so that just an overall reduction in trips doesn't represent success
    - The performance measures and the overall ATP will be integrated as an appendix into the Statewide Transportation Plan
    - A separate target for added bike/ped facilities that are standalone and not built in tandem with highway widening projects could be considered
    - Specific targets for facility mileage on main streets could be considered given their importance
    - VMT is not explicitly integrated into the mode share performance measure, but mode shift is related to VMT reduction
    - Maintenance will be addressed in the ATP strategies
    - The Close data considers one-way travel time between an origin and destination
    - A census block must have access to 3 or more different destination types to get counted
    - Consider eliminating convenience stores from the list of essential destinations
        - Convenience stores do provide important food access in areas that don't have grocery stores

4. Look Ahead
    - CAC comments on the PACE tool due March 26, 2025
    - Draft ATP Review Period: May 27 – June 17, 2025
    - Next CAC Meeting: June 4, 2025

Community Advisory Committee Meeting June 18, 2025 | 2:00 – 3:30 PM

Meeting Summary

1. Welcome

   Annelies began the meeting with overview of the CAC timeline over the course of the ATP process, including an overview of the topics covered and outcomes of all four CAC meetings.

2. Draft Plan Overview

   Annelies provided an overview of the ATP report contents and the Introduction section, including Vision & Goals, Process, Public Outreach, Active Transportation Benefits, and CDOT Accomplishments. Questions and discussion points included:

   - Specific review comments on the report can be shared via email with Annelies and Medora
     - Jenny Gritton noted that Lakewood has a formal active transportation plan
   - A report appendix presenting the 10 highest scoring PACE segments within each TPR, along with a PACE Users Guide, will be shared with CAC members in July
     - Henry Brown commented that a good next step would be for each TPR to evaluate their top scoring segments for feasibility/specifics of improvement
       - Annelies noted that developing a project list by July 2026 is a requirement of the new senate bill, and the PACE results will help inform that
     - Impact fees are fees charged to developers to cover the increased infrastructure needs that their projects will create; Intended to maintain existing quality of network caused by increased use from development
       - Henry noted that Grand Junction recently incorporated some active transportation elements into their impact fee structure
     - Detailed crash data like the percentage of bike fatalities that were hit from behind and the age breakdown of VRU fatalities are not included in the ATP, but are available through other CDOT sources
     - MMOF lost some funding in the most recent budget, but still has future funding allocated and will continue as a program
     - MPO active transportation plans aren't included in the municipality active transportation plan map but are noted in the report

Medora provided an overview of the Statewide Planning Alignment, Strategies, Performance Measures, and Taking Action sections. Questions and discussion points included:

- The two cited sources of mode share data are NHTS NextGen origin-destination data (13.7%) and the statewide travel demand model (9.7%)
  - Likely some discrepancies on what types of trips/modes are being counted
  - Travel demand models historically don't reflect active mobility as accurately as vehicular mobility; CDOT is conducting a large travel survey to inform refinements to the model
- The ATP does not include a formal enforcement mechanism for the strategies, but the Office of Multimodal Planning will be doing a lot of communication and coordination to support the CDOT regions with their responsibilities
  - CDOT Policy Directives provide more specific requirements, and ATP is a guiding resource to inform how to meet requirements
- Local input will be south on the active transportation project lists due by July 1, 2026
- The target of doubling the active transportation mode share in Colorado informed development of the overall GHG reduction goal
- Jan Stevenson asked how this plan addresses the challenges of promoting local participation in identifying regional issues
  - This plan recognizes all of the local/regional active planning work conducted by agency partners and is intended to complement, not supplement those efforts which can get much more specific input from their constituents
  - ATP team did a lot of outreach with stakeholders throughout the state
- Henry expressed some concern about what is flagged as a "bikeable" facility by CDOT's standards and within PACE, and the resolution of the facility data
  - Updating the overall bike/ped inventory data is a priority for CDOT, which will help with the accuracy of the data
  - PACE is intended as a high-level informing resource, not a detailed analysis tool; it doesn't make specific recommendations on what improvements are needed
  - Intent is that PACE can be intermittently updated and refined between formal ATP updates
  - The tool should function so that the "worst" condition (e.g. a shoulder dropped to make space for a turn lane) of each PACE segments dictates the scores for the entire segment
- Kate Brady noted that mountain passes which are often state highways and lack parallel options for active transportation should be CDOT priorities for improvement

- Transit connections are integrated into the PACE tool and several of the performance measures and strategies, but the project team can consider how include some more narrative context related to transit elsewhere in the plan
- Jack Persin suggested including some content about the value of and need for intercity/regional active transportation connections
  - ATP has a strategy related to designation of national bike routes in Colorado
  - Regional connectivity will be an important consideration for the project list

3. PACE Update

   Annelies provided a general update and overview of the PACE tool, including its data inputs and the scoring results. It has been updated since last shared with CAC members in response to review comments. A User Guide is still being finalized and will be shared with CAC members.

4. Look Ahead
   - Draft ATP Public Review Period: June 12 – July 18, 2025
     - Feedback can be shared through an Online Comment Form
     - Draft ATP will be shared with the STAC on July 10
   - PACE Tool and User Guide will be shared with CAC in July 2025
   - ATP Adoption in August/September 2025