

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Bike and Pedestrian		Number 1602.0
Effective Date approved	Supersedes 7/1/77	Originating Office Division of Transportation Development

PURPOSE

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

AUTHORITY

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

APPLICABILITY

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

POLICY

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

POLICY BACKGROUND

Multimodal transportation is a key element of CDOT’s mission in providing improvements to the statewide transportation system. Federal surface transportation law places a strong emphasis on creating a seamless transportation system that persons of all ages and abilities can utilize for safe and convenient access to jobs, services, schools and recreation.

Today the bicycle is more than a recreational conveyance. It has become an acceptable mode of transportation. With the increasing public interest in the environment, personal health, and energy conservation, the bicycle offers a viable alternative to the auto, particularly for local trips or those that are combined with another mode such as transit. Because of the increased interest and use in bicycle

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transportation by Coloradans, full consideration for their safety and mobility on the roadway system needs to be an integral part of CDOT's project development process.

The challenge for transportation planners and highway engineers is to balance the needs of all roadway users and to develop a transportation infrastructure that provides connectivity and access for all, opportunity for modal choice, and safety for each mode of travel. More choice equates to more capacity.

FISCAL IMPACT

Implementation will have a fiscal impact as part of project and maintenance costs and may lead to reprioritizing work.

IMPLEMENTATION

This policy is effective immediately upon approval and shall be implemented by all Divisions, Branches, Regions, and Offices of CDOT.

REVIEW DATE

This Policy shall be reviewed in October 2015.

Executive Director

Date of Approval

Transportation Commission Secretary

Date of Approval