

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

November 10, 2022

Attendees: Annelies van Vonno, Gary Strome, York, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham, Jerome Rouser

CDOT Bike and Pedestrian Planning

Annelies van Vonno, CDOT Bicycle and Pedestrian Program Manager, explained how bicycle and pedestrian planning fits into the CDOT planning process. Policy Directive 1602.0 and the Procedural Directive 1602.1 guide CDOT's bicycle and pedestrian work, with the Policy Directive being updated in 2023. York asked about the exemption criteria in the update to the Policy Directive. Van Vonno explained bicycle and pedestrian improvements can be dropped if they amount to more than 20 percent of project cost. York stated he believes that should change with the update. CDOT will be updating their Bicycle and Pedestrian Plan soon. Van Vonno explained the Revitalizing Main Streets, Multimodal Transportation and Mitigation Options Fund (MMOF), Transportation Alternative (TA) Program, and Safe Routes to School programs. CDOT is updating their Roadway Design Guidelines and Colorado Downtown Streets guidance. CDOT is expanding its Bicycle and Pedestrian Counting Program, including working with Streetlight to get big data, designating US Bicycle Routes, and implementing Safe Routes to Parks programming.

Complete Streets

Gordon explained what complete streets are, some local examples, and what the NFRMPO's role is in complete streets planning. York stated the new Lemay Avenue overpass at Vine Street is a good example of complete streets in the region, improving safety and adding bicycle and pedestrian infrastructure.

NFRMPO Active Transportation Planning

Rouser explained bicycle and pedestrian planning in the region, including micromobility on trails, Safe Routes to School, regional bicycle counter program, walk and bicycle audits, and the Shift Your Ride Challenge. Van Vonno stated CDOT is working on updating its bicycle counting program and is looking to reach out to MPOs and local communities to get better and calibrated data. York asked if connectivity was considered in the walk audits. Rouser agreed it is important to integrate trails and other multimodal connections together.

The meeting adjourned at 7:18 p.m.



COLORADO

Department of Transportation

Bicycle & Pedestrian Planning at CDOT

*Annelies van Vonno, Bicycle & Pedestrian Program Manager,
Multimodal Planning Branch, Colorado Department of Transportation*



Foundations for Bike/Ped Planning

POLICY DIRECTIVE 1602.0 - ELEVATING BICYCLE AND PEDESTRIAN OPPORTUNITIES IN COLORADO

“The Transportation Commission supports CDOT in elevating the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities as a necessary component of all projects. 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 all aspects of accommodating pedestrians and bicyclists, from planning, programming, design, construction, to operation, maintenance and education.”

[Link to Policy Directive](#) - Update Coming in 2023!



Foundations for Bike/Ped Planning

PROCEDURAL DIRECTIVE 1602.1 - ELEVATING BICYCLE AND PEDESTRIAN OPPORTUNITIES IN COLORADO

- Establishes general requirements and procedures for implementing PD 1602.0
- Establishes roles and responsibilities of various CDOT branches, divisions, regions, and offices
- Specifies process for a bike/ped accommodation exemption requests and established specific criteria for exemptions
- Requires the MPB Bike/Ped Section to convene a group of stakeholders to determine and make recommendations of High Priority Bicycle and Pedestrian Corridors
- Requires RTDs to designate a Region Bike/Ped Rep
- Requires MPB Bike/Ped Section to oversee and update the Colorado Statewide Bicycle and Pedestrian Plan
- And so much more!

[Link to Procedural Directive](#) - Update Coming in 2023!



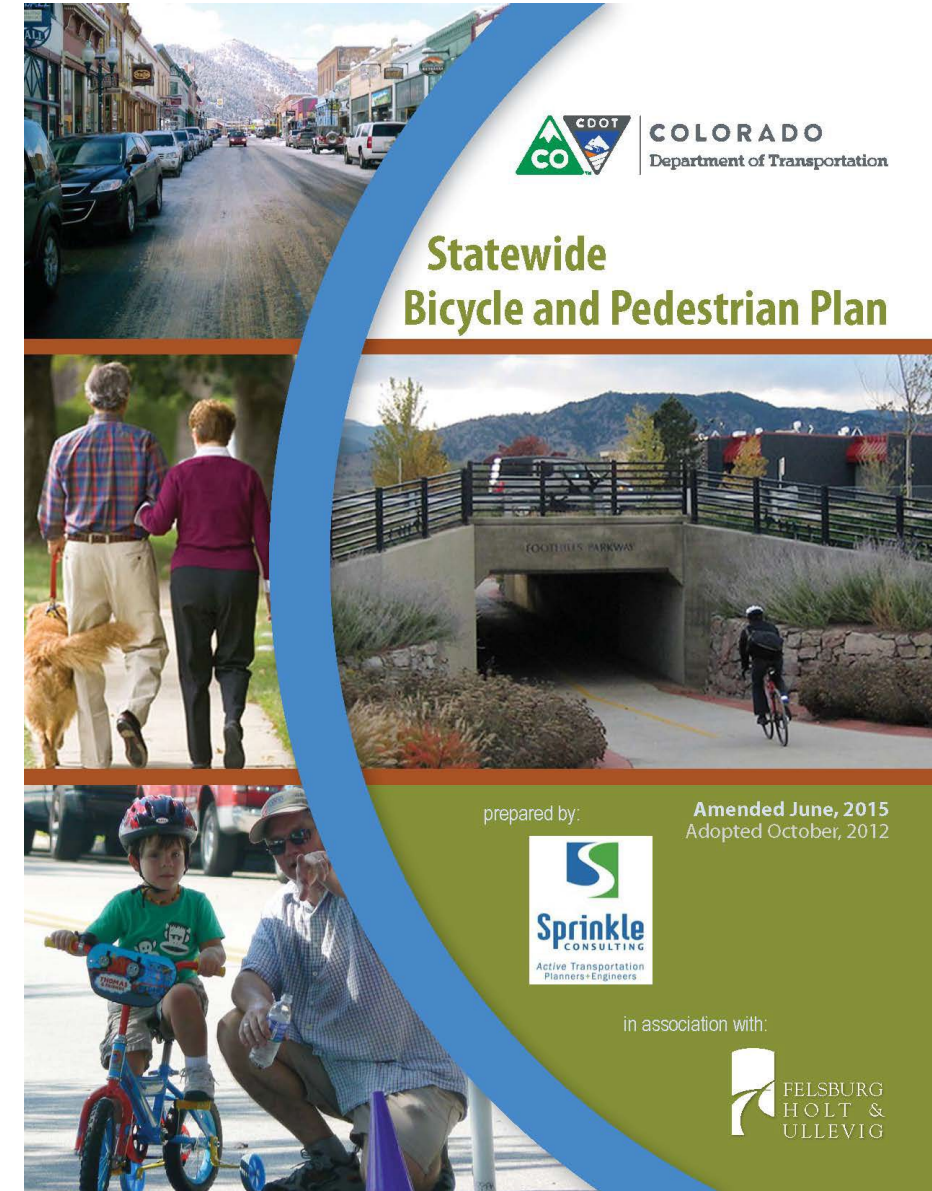
Statewide Bicycle and Pedestrian Plan

VISION

“The Colorado Department of Transportation intends to increase bicycling and walking activity levels, for both transportation and recreational purposes, through both infrastructure projects and promotional programs, to help achieve the broadly established and supported economic, public health, environmental, and quality of life benefits.”

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Bicycle and Pedestrian Planning at CDOT





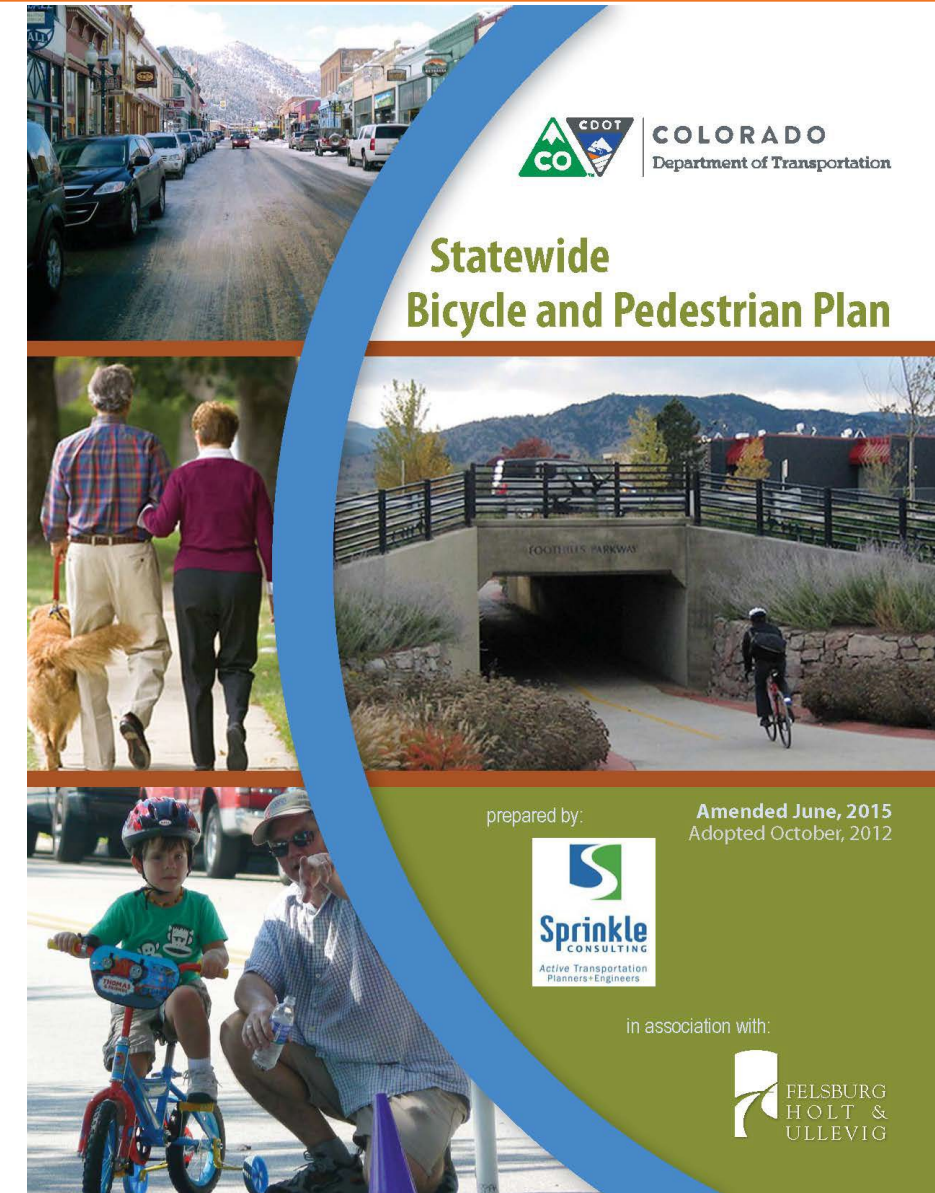
Statewide Bicycle and Pedestrian Plan

GOALS

- Enhance Safety
- Increase Bicycling and Walking Activity
- Expand Recreational Opportunities and Enhance Quality of Life
- Improve Public Health
- Improve Environment, Air Quality, and Fossil Fuel Independence
- Provide Transportation Equity
- Maximize Transportation Investments
- Improve State/Regional Economy

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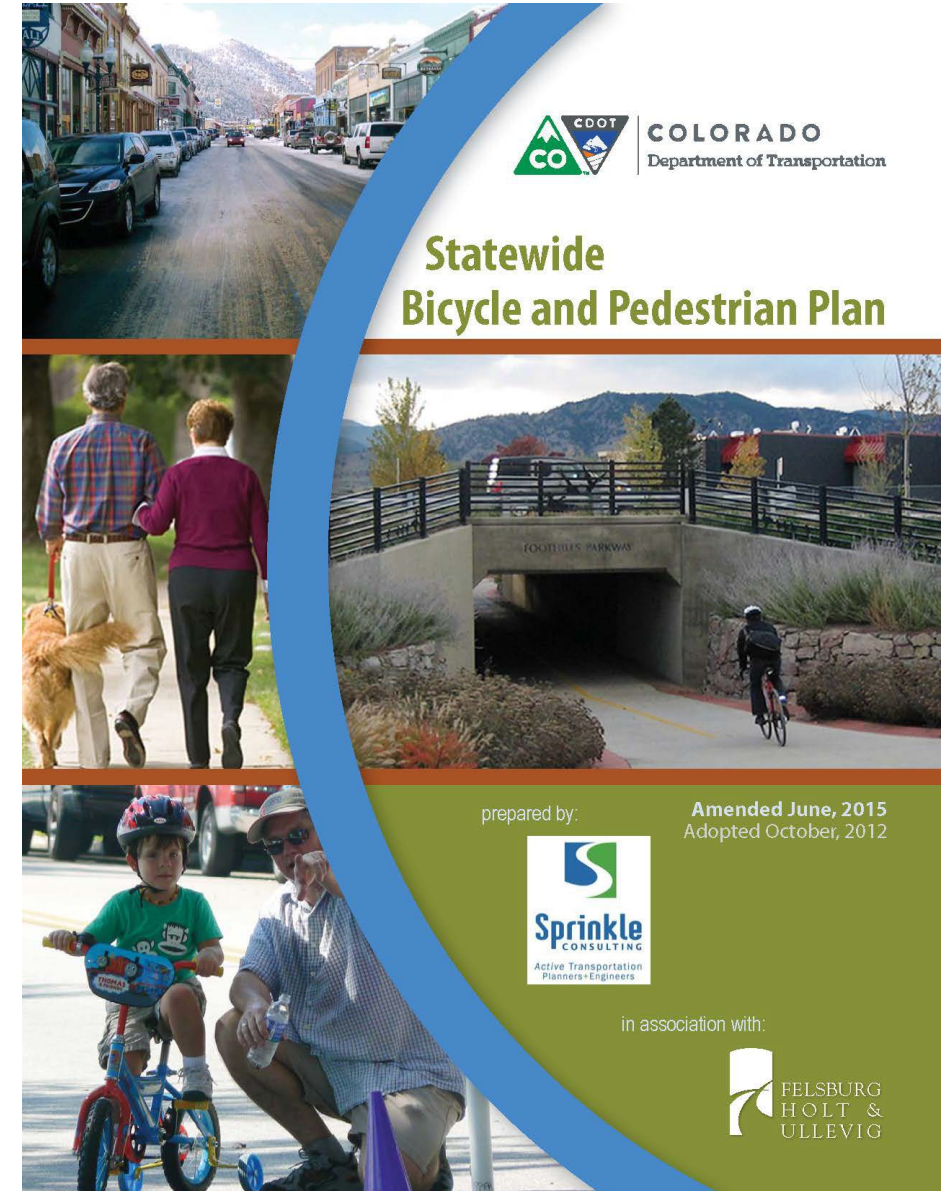
Sample Presentation Template Title





Statewide Bicycle and Pedestrian Plan - Update

- Plan Completed in 2012 as standalone plan - now very out of date!
- Statewide planning has shifted to be more multimodal
- 2045 Statewide Plan adopted in 2020, updated 10 Year Plan adopted in Sept. 2022
- Update to Bike/Ped Plan to start in 2023!
- New Bike/Ped Plan will be incorporated into the Statewide Plan as an appendix (similar to how the Transit and Strategic Highway Safety Plans are appendices to Statewide Plan)





Other Bike/Ped Programs & Projects

NEW & EXPANDED FUNDING PROGRAMS!

- Revitalizing Main Streets
 - Grants of up to \$150K (going up to \$250K next year) for projects that encourage active transportation and healthy lifestyles through improvements to the vitality of downtowns, mixed-use centers, and community gathering spaces
- Multimodal Transportation and Mitigation Options Fund (MMOF)
 - Expanded under SB260, new match reduction formula
- Transportation Alternatives Program
- Safe Routes to School





Other Bike/Ped Programs & Projects

NEW GUIDANCE FOR CDOT & LOCAL AGENCIES

■ Roadway Design Guidelines

- CDOT is in final stages of updating their Roadway Design Guide. New guidance available next year. Update includes significantly more info on multimodal transportation

■ Colorado Downtown Streets

- Toolkit for communities, planners, and engineers to improve multimodal connections and placemaking on downtown streets. Beginning update next year!





Other Bike/Ped Programs & Projects

- Bicycle and Pedestrian Counting Program
 - Very underdeveloped - only 12 counters statewide
 - Working with Streetlight on using big data to improve our ability to measure bikes & peds statewide
- US Bicycle Route Designations
 - [USBRS's National Corridor Plan](#) has several corridors in Colorado that are part of proposed national bike network - we are working to get them officially designated
- Safe Routes to Parks Accelerator Program
 - CO one of 3 states selected for technical assistance program by Safe Routes Partnership. Goal is to develop interagency (CDPHE, DNR) collaboration, policy, and guidance around SRTP



Thank You!

**FOR QUESTIONS ON STATEWIDE BICYCLE AND PEDESTRIAN PLANNING,
PLEASE CONTACT:**

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Complete Streets

- Safe access for all people who need to use streets regardless of ability or age:
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transit riders
- Each complete street is unique and responds to its community context

Complete Streets



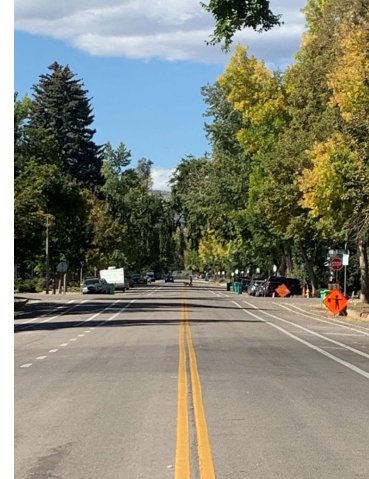
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Complete Streets Considerations

Complete Streets

- Safety concerns
- Traffic volumes
- Multimodal system and connections
- Land use and the built environment
- Community concerns



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Examples – Colorado

Complete Streets

- CDOT shall provide transportation infrastructure that accommodates bicycle and pedestrian use of public streets in a manner that is safe and reliable for all users of public streets.
- The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities as a matter of routine.
- Any decision of the department to not accommodate the needs of bicyclists and pedestrians shall be documented based on exemption criteria that were established by the commission before the decision was made.



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Examples - Local

Complete Streets

Fort Collins:

- The City's Complete Streets policy ensures that bicycle lanes and sidewalks are part of newly constructed streets

Greeley:

- Greeley will be a community where all roadways will safely and effectively accommodate users of all ages, abilities and mode choices, including motorists, pedestrians, bicyclists, transit, commercial vehicles and trucks, and emergency responders.
- The Greeley Complete Streets Policy will ensure that all roadways within Greeley are designed, built, maintained, and operated following complete streets principles, because doing so will improve livability for the whole Greeley community.

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Examples - Prospect Road Bridge

Complete Streets



Protected/separated bicycle path to connect both sides of I-25 and Prospect Road

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Examples – West Elizabeth Street, Fort Collins

Complete Streets



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Examples – 7th & Walnut, Windsor

Complete Streets



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The NFRMPO's Role

Complete Streets

- NFRMPO must spend 2.5% of planning funds on Complete Streets (federal requirement)
- [Active Transportation Plan](#)
- Corridor Studies
- 2050 Regional Transportation Plan
- Greenhouse Gas planning
- Safety

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Questions?

Complete Streets

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