



Comments and Questions

November and December 2011

CDOT hosted two webinars on November 30 and December 1, 2011 pertaining to the draft goals for the Statewide Bicycle and Pedestrian Plan. Subsequent to the webinars, a link to a recording of the webinar was distributed. The following is a summary of the comments and questions received during the two webinars and as follow up to the webinars grouped into three categories:

1. Comments related specifically to the draft goals
2. Other comments regarding the overall Bicycle/Pedestrian Plan
3. Questions and responses

Over 150 comments were received; the Comment # is for tracking purposes only.

Comments Related Specifically to the Draft Goals

Comment #	Comment
11	Under the safety goal, shouldn't there be a sub-bullet that emphasizes minimizing conflicts between vehicles and bicyclists and pedestrians, e.g. grade separations, separate bike-ped structures parallel to roadway bridges, etc.
17	With regard to #8 Maximize other Transportation investments, how will the new FTA Policy be incorporated for access to public transportation facilities: Capture areas defined as 1/2 mile for pedestrians and 3 miles for bicycles.
20	The sub-bullets under # 7 Bicycle & Ped seem to only deal with measurement not actual ways to increase activity.
22	I think that connectivity between state and local facilities needs to be considered as well
23	think about a goal category where a single project addresses multiple goals
25	New Goal - Involve employers, private sector, and other organizations in promotion, usage, and funding of bike-ped facilities.
27	(This may already be part of an existing major goal, but) finding ways to <incentivize> bike/ped activity, and growing the state's bike/ped "culture"
28	i liked David Keyser's connectivity comment
40	I think Number #2 is a more realistic main goal, #1 will happen as you improve #2 and tends to work better in dense urban environments.
41	Is safety being enhanced by reducing #/cars on road or by designing /building safer bike/walk focused improvements?
42	Safety wants to include our physical health as it is affected by automotive exhaust. emphazema and heart disease



Comment #	Comment
43	Also on #6, what about enforcement?
44	Other than the educational programs - on #6 is more being developed for design on the bike / car accidents?
45	Reorder #8 - 3, 2, 1
49	Wow about encourage new development in such a way that biking and walking are easy to do. Might help planners working/dealing with developers if there is a state plan outlining that compact, easy to bike-walk communities are important and a statewide trans and health goal.
50	I think they are sound. Re: economic benefit first - I suspect most naysayers will focus on economic issues first - cost-benefit, etc.
53	When fleshing out the safety goal, I hope you take into account what to do when CDOT vehicular design standards conflict w/ bike/ped design standards.
54	Some of these overlap. for instance health and environment and quality of life of course are closely inter related.
56	It seems that increased bicycle and pedestrian activity could be combined with decreasing obesity and/or increasing recreation
58	I agree John H, but if it's away from the road, it'll likely be outside of CDOT's purview.
59	Saving energy
60	Energy Conservation
61	Goal: Increasing connectivity throughout state via bike/ped paths
62	transportation energy security
64	Ditto to the energy conservation
66	Setting percentage goals for a shift away from fossil fuel vehicles
68	Reducing congestion
69	Under improved economy should include a healthier population is a more productive workforce.
70	Perhaps a goal to address "resilience in the face of a fossil-fuel-constrained future"
72	energy conservation and energy security
73	I believe that getting people more active is the most important, but pushing for the economic impact and vitality is probably the most politically feasible currently.
74	Increasing walking and biking with the goal of safety seem to go hand in hand, some of the other goals such as healthy living may be a result of increased walking and biking. Last comment, increased social and recreational opportunities could also be considered a result of increased walking/bike and maximizing transportation
75	alternative transportation
77	Energy conservation and GHGs
78	Raise the sense of community and personal happiness



Comment #	Comment
79	Universal access to transportation
80	Increasing local and federal funding sources!
81	linking bike/ped facilities to existing bus/train improvements
82	Multimodal transportation connectivity
83	Adoption of local, regional and state policies or plans that support bike/ped facilities, e.g. Complete Streets
84	Prioritizing funding to bring up rural area roads as they are the dominant roadways in rural areas with fewer alternatives available
85	Appropriate pedestrian signal timing and other access issues related to seniors and our rapidly aging population
86	Connectivity between communities for multi-modal transport
87	Complete streets on all CDOT roadways in urban/suburban areas
88	ditto on 'Prioritizing funding to bring up rural area roads as they are the dominant roadways in rural areas with fewer alternatives available
90	echo comment regarding the need to address aging population & active seniors
91	safer routes for school children and community members to walk and bike in neighborhoods without sidewalks
92	ditto Prioritizing funding to bring up rural area roads as they are the dominant roadways in rural areas with fewer alternatives available
96	On social/educ goal: CDOT provides "transportation equity" for low income, seniors, youth etc who may not have/afford cars
97	Only place where that doesn't work is on the interchanges Jerry - because our small local population can't possibly pay for improvements over a large right of way
98	good strategies on retrofitting edge cities/suburbs besides Road Diets
102	review of cdot hwys in rural main streets with ways to slow traffic on these main roads and provide additional lanes for bikes
105	increased traffic calming measures...for example on US 36 between Boulder and Lyons
106	Good question about the LOS rating and how these goals interact with traffic management priorities
107	CDOT can play a key role in providing connection between some of the great networks that are developing in cities around the State.
108	ditto on review of cdot hwys in rural main streets with ways to slow traffic on these main roads and provide additional lanes for bikes
112	Either under Improve State/Reg Economy or Maximize other Options: reducing the # cars on road also decreases wear and tear and thus decreases road maintenance costs over time.



Comment #	Comment
113	Better Public Health or Better Environmental Quality: Taking fossil fuel burning vehicles off the road also improves water quality by removing toxins from ground water runoff and requires less (costly!) ground water quality mitigation infrastructure.
114	Under Better Public Health: make clear the connection between reducing environmental toxins (air and water quality) and human health: decrease asthma and other pulmonary disease, cancer, etc.) I think Public Health and Environmental health SHOULD be separate goals—in order to highlight the importance of each, but I think the linkage should be clear.
115	Also articulate the connection between obesity/lack of activity and chronic disease which ultimately costs taxpayers millions/billions of dollars each year.
116	I think the idea of "Transportation Equity" is an important social justice issue. In the future, CDOT could be liable for not providing it, although all taxpayers pay into the road system, those without ability or desire to own/drive a car (seniors, youth, low-income, disabled, choice) cannot access those roads. But if paths, sidewalks, transit facilities are all part of the plan, then everyone has an alternative.
117	It's vital to improve connectivity to non-state roadways and paths: local and county
118	It's important to increase prioritization to rural areas to add shoulders and bike/ped facilities since the state roadways are more dominant in those communities since there are fewer alternatives (city or county roads) compared to metropolitan areas or larger communities. Emphasized by the fact that those state roads are often the "main" street in those rural communities and lag reconstruction compared to the metro areas. This is a huge "transportation equity" issue for low income rural residents!
119	Setting percentage goals for mode shift away from fossil fuel vehicles: let's actually PLAN for the future instead of reacting once fossil fuels become too expensive or road maintenance budgets are completely depleted.
122	Better Rec opportunities: bullet 3. I recommend changing " multi-use pathways near populations" to "multi-use pathways near and between populations" (there are many populations centers that are relatively close that are not linked but should be)
123	Enhance Safety: add bullet 2 " Increase Road and multi-use path user knowledge of rules"
124	I really like the draft goals but think we need something in the way of a goal to actually fund some of these excellent objectives. Something like at least ??% of CDOT funding will be allocated to bike/pedestrian projects or CDOT will fund bike/pedestrian enhancements on a par (% wise) with the states doing the best job in these areas. Goals that cost money without including some means to fund them sound at best like wishes rather than commitments.



Comment #	Comment
125	My comments are that we need more focus on the connection among bicycle & pedestrian transportation choices, land-use, public health, and financing of bike/ped infrastructure improvements and safety education programs, particularly for the state and local agencies since the federal focus seems to be shifting away from funding bike/ped improvements. Thanks for collecting all of our comments.
130	The economic benefit of gaining household income through mode shift to active transportation is a very compelling argument for consumers to consider a bike/ped option. Awesome to hear this argument coming from CDOT! But it does mean a greater focus on bike/ped infrastructure in disadvantaged areas, where the impact on household income can be the greatest.
132	I do have one additional sub-goal statement for the "Better Recreational Opportunities & Enhanced Quality of Life" goal:- Multi-modal access to and through public lands. This is particularly important because Colorado has such an extensive acreage of publicly accessible federal, state, county, and city/town lands. The inter-connectivity of these public lands to each other and to population centers should be a critical component of the statewide bicycle & pedestrian plan. It will also contribute to the benefit many of the other stated goals.
133	I watched the webinar last week and appreciate the opportunity to submit comments. I noticed that Enhancing safety was a major goal for most respondents. In the draft goals, Enhancing safety seems to address only reducing crash rate & potential threat of crashes. I was wondering if that goal could be possibly expanded a bit to include something that would limit the intimidation that cyclists sometimes are subjected to from intentionally aggressive/intimidating drivers. I admit that I don't really have a specific idea of how this could work, but thought it was at least worth asking. I know many cyclists who have experienced this and have experienced it myself. It seems to fit under the umbrella of safety, but perhaps it is beyond the scope of this project? In any case, I thought it was worth asking. Thanks for the opportunity to offer feedback
134	The only recommendations I have are to add a goal to "Improve connectivity of regional trails and other bike/ped infrastructure". This could live under the improve quality of life goal or goal 8, but connectivity is so important that I think it deserves it's own place.
135	Also I think 8 doesn't quite fit with the rest, could it be reworded to something like "Diversify and improve transportation options". The emphasis would be that a person would have high quality transportation options and would not be limited to just one safe and enjoyable way to get somewhere.
136	Regarding Economic Development: The growth of the knowledge and creativity of the workforce is key to providing sustainable and green jobs in the region and state. Several authors like Richard Florida have commented on the importance of bicycle facilities to the well-educated and creative among us. Recently Fort Collins has commissioned a study to quantify the economic value of bicycle programs. The state plan should incorporate the Fort Collins study and also include workforce development as one of the benefits.



Comment #	Comment
137	Regarding Safety: Here in Fort Collins we have been pushing for increased enforcement for both bikes and cars. As the city becomes increasingly more bike friendly, there are more conflicts between bikes and cars, with the bikes often the offending party. And, of course, some motorists are still recklessly indifferent at best and even outright dangerously hostile to bikes as well. The state plan should have a criteria to measure enforcement efforts to reduce collisions.
139	Regarding Performance: Usually plans for bikes and pedestrians focus on system design – e.g. how many miles of trails, curb cuts, etc. However, actual volume of use – e.g. daily counts, should be just as important a criteria. We do need good system design and connectivity, but we also need to be sure we are putting the facilities where people will actually use them. The state plan should call for base-line measurements and proof of success in use of the facilities.
140	Regarding Transit: Already several of the transit lines in this region are maxing out on the number of bikes that can be carried on the racks on the front of the buses. The state plan should address the need to provide more transportation capacity for bikes, or more secure storage, or both.
141	Regarding other goals: There is a lot of discussion underway on the use of e-bikes and other low-powered alternatives on streets and trails. We want people out of automobiles for all kinds of good reasons ... but we don't allow electric golf-cart type vehicles on state roads and we restrict all low powered alternatives from the trails. Yet an aging population is more likely to switch to a low-powered option than a regular bicycle. The state plan should address growth in alternative mode transportation and the necessary code changes and facility design.
142	Thanks for your work in hosting tonight's bike and ped webinar. I found the information useful and well presented. As a closing thought I agree fully with having the plan help drive economic development as the #1 goal. Given the reality of many projects competing for limited funding, I would suggest that proposed projects be ranked on their potential to drive economic development. For example, here in Summit County we act as a state-wide magnet for tourism and recreational dollars flowing into the state. In my mind there is a clear link between bike and ped infrastructure investments and favorable impressions enjoyed by visitors to our county, and hence the flow of tourism dollars into the state. Accordingly, one might argue that a tangible 'return on investment' could potentially be calculated. By allocating scarce dollars where the state can maximize the economic development 'return' we strengthen arguments for funding. Maybe some time can be spent by CDOT staff to approximate this financial return in hopes of persuading elected officials, and ultimately tax payers, on the merits of bike and ped investments.
143	I believe people need economic incentives to walk and change their behavior. I live in a decent walkable neighborhood, but people still drive 2 blocks to school or to the school bus stop, which then takes kids on a 1.5 mile drive. That is a ridiculous waste of many things. Safety improvements for walking biking are sorely needed, but maybe we need \$6/gas like in Japan and Europe, or incentives for kids to encourage their lazy parents to walk.



Comment #	Comment
144	I checked most important for access to better social and educational opportunities because achieving that concurrently achieves my highest priorities: education and infrastructure that sustainably serves citizens.
145	This isn't a very good survey. By the nature of the questions, most of the answers are inherently "most or very". Its like asking, "how important is it to you to not have puppies abused?". Well, very. But anything less than "most" seems cruel. It needs to be phrased differently such as, "rate these in the order of importance". Or "allocate percentages of the budget to where you think the dollars should go, taking into consideration real life pros and cons". Something that gets you real quality answers more than just "healthy air and not getting run-over are important to Coloradoans". :) That's just my opinion. Thanks for offering the survey and I'm glad I got to give my opinion!
146	Saving energy
147	I'm confused why a statewide bicycle and pedestrian plan has a goal of improving the economy. While that's a nice goal, it certainly shouldn't be a goal of this plan.
148	Providing bicycle infrastrurcture that separates the bicycle commuter form both the auto commuter and the pedestrian with their dogs and baby carriages. Enforce the pedestrian laws on the automobile commuters who choose not to see the ped standing at the crosswalk. Better way finding, CDOT signage for way finding is horrible! It's confusing, it is often posted too late in the game for making decisions safely. Construction signage and detours also are poor. It's all about access to destinations. I would always rather bike than drive to somewhere - the movies, the bookstore, the grocery store the post office, dry cleaners and friends homes.
149	Reduce land and buildings dedicated to parking.
150	Improved equity- e.g better access/connectivity to bicycle and pedestrian facilities in low income communities
152	Increased safety for bicyclists on CDOT roads
153	Maintenance - there are a lot of road features that are not specifically "bicycle" facilities (e.g., pave shoulders) that are often not maintained to the standard of the travel lanes, creating poor riding/walking conditions especially in more rural or exurban areas. Also some roadside trails paralleling CDOT state highways (mostly in rural/small town areas) are in terrible condition.
154	Health Equity in all of these goals - For example the increased economy, improved safety, air quality etc. should all include a focus to emphasize more impact on disparate populations of low SES, minorities, and underserved.



Comment #	Comment
155	I think this basically covers it but i would say that connectivity in the form of looking across county lines at projects and how they work together and focusing on making certain trails/paths/roads very good, vs having more things that are just adequate. Also, CDOT should put emphasis on quality of life when major roads cut thru towns (ie: Carbondale). One thing that continues to be a thorn in the side of me (and many others) is the lack of timing when it comes to stoplights and lack of functioning in general. Lights in our general area change constantly from feeder streets causing traffic on major arteries to stop when NO ONE is even on the intersecting street. We need to look at all these very easy and practical areas as well as fancy plans. thank you.
156	Efficient routes with regular upkeep to encourage more commuting and utilitarian cycling. More tools for employers to understand the need for safe and protected bike parking, both long and short term
157	Connectivity! Making sure bike lanes, bike paths, sidewalks, all connect. You don't have to have only one thing (like only bike lanes), you can have a variety of multi modal options but make sure they make sense for commuting and create an alternative transportation network.
158	Giving the major bikeways a higher priority in funding ie. the Front Range Trail. Regional trail systems that spur off of the Front Range Trail, Developing the Foothills Mountain Bike Trail and helping School Districts make better/safer connections between their schools and neighborhoods.



Other Comments Regarding the Overall Bicycle/Pedestrian Plan

Comment #	Comment
9	The City of Fort Collins (DK Kemp) tracks this [bike crash data], but only what comes through their own reporting system. It does not have to be reported to police.
10	Bicycle and Pedestrian crashes are tracked by official matters when involved with a car.
12	Bicycle and pedestrian crashes alone (no motor vehicle involved) are not tracked
16	We need to have a bicycle safety committee within CDOT - an ongoing committee which local bicyclist have access to the committee for improvement of safety - if such a committee now exist - what is it and how can I contact it.
21	Goal - long term stable source of funding
24	I believe we should have a designated percentage goal for mode shift, it could be included elsewhere but should be identified
26	Provide opportunities for local towns that have highways running through them to have a prominent voice at the table when considering local highway projects.
29	I agree with Daryl in the sense that our 'state' roadways are a much larger percentage of the available roadways in rural areas due to limited available buildable area and lower populations
30	Very informative. Thank you for hosting the webinar.
31	Thanks--this was a great way to facilitate this meeting.
32	great way to poll - hope others will be able to contribute that were unable to attend.
33	I agree - very easy to access and to use. The real-time feedback and polling, and the ability to read other's comments, was great
34	Thank you, Great job!
39	In rise of the creative class by Richard Florida he outlines how bike facilities attract a better educated and creative workforce
46	Seems like a relatively inexpensive way to reduce crash incidents would be for CDOT to sweep shoulders more frequently. Is there a way to link funding to require monthly sweeping of highway shoulders?
55	BiPeT's rule of thumb is put the people where the cars can't go. physical separation from roads reduces vehicular and exhaust exposure.
57	BTW this is a great way to get feedback from stakeholders on a state plan.
63	Resolution of e-bikes on trails
65	advocating for a better built environment going forward in new design. Why retrofit everything if we allow new development to be non bike and ped friendly?
67	Larger percentage of funding towards alternative transportation facilities
71	Good one on e-bikes. Something we all will need to deal with re: new ADA regs



Comment #	Comment
93	when considering aging population, can we address allowing electric bikes for the elderly?
94	95% of the Bike/Ped complexities should be dealt with at a local level of planning AND funding. If the locals won't fund it, then put it on the back burner until they will. Provide guidance for paths in CDOT ROW.
95	Not sure where education tools for the public or us as a resource fits into the plan.
99	Disagree with putting on the back burner when the locals won't fund it.
103	I think the problem with depending on local planning and funding of bike/ped infrastructure is that it rarely results in connectivity between municipalities
104	I know that in the statewide plan we tried to show the lack of funding. I noticed that there was a suggestion to require CDOT to sweep the shoulders once a month.
109	Connectivity between communities is likely in urban areas, but in stand-alone communities, outside (i.e. state) funding is always needed.
110	Actually, living in Downtown Denver, Connectivity between even cities in the Metro area is poor. Bike lanes often end at the city line. This is a challenge I hope CDOT can help address
111	Please consider the whole range of bicycle infrastructure in this plan, from loose surface/crusher fines trails to Cycle Tracks and everything in-between, including bike lane networks in cities and towns.
120	I participated as a citizen on the statewide bike/ped plan last night. Very cool. What software were you using?
121	A number of our routes pass through Colorado and we are interested in the development of your bicycle and pedestrian plan.
126	I loved the CDOT webinar. They're on the right track with pretty much everything related to bike/ped development.
127	I think it would be extremely helpful for Colorado Bike Month to align with National Bike Month, that is, make it June rather than May. That way, we can more seamlessly tie into what's happening at the national level with all the media attention, etc. that revolves around National Bike Month.
128	The discussion about connection between active transportation and public health is terrific. I will be making use of the performance measures CDOT develops in our local SRTS program.
131	In most of the cities and suburbs, the sidewalks are underused, while bikers are in constant jeopardy from the skimpy little "lanes" they are allotted. Bikers should be allowed to use the sidewalks as long as they yield the right of way to pedestrians. Downtown would be an exception because peds are using the sidewalks there. I think biking would be more popular if it weren't so dangerous.



Comment #	Comment
138	Regarding Safety: I hear from older residents that they will not walk on the various trails around town because of rude bikers who dash up at high speed yelling for them to get out of the way. The trails are signed indicating that bikes must yield to pedestrians but without enforcement that is pretty much ignored. Redirecting high speed riders to other routes and / or better education and enforcement are needed. The state plan should have standards for off-road multi-use trails that provide facilities that are friendly to both bike and pedestrian needs.
151	Pedestrian / Bicycling bridges over Wadsworth Blvd in Wheat Ridge.



Questions and Responses

Comment #	Question	Response
1	Are any of the goals in the B/P plans to increase B/P and decrease 1 car/1 person (mode shift)?	Yes, the Improve State/Regional Economy goal includes a potential investment decision criterion about mode shift and the Increase Bicycling/Walking Activity goal would include mode shift.
3	Will cdot related programs (scenic byways) have any special consideration for assistance?	Yes, the Better Recreational Opportunities and Enhanced Quality of Life goal includes a potential investment decision criterion about enhancing scenic byways.
4	Will the Plan mostly emphasize bicycle commuting, or will it also include recreational biking.	The draft goals consider both commuting and recreational biking.
6	What will happen to existing regional plans that omit or give little emphasis to cyclists/pedestrian needs and the stated CDOT goals for these customers?	The Statewide Bicycle and Pedestrian Plan applies to all regions of the state. It is hoped that future regional plans may look to this statewide plan for guidance in goal-setting.
8	In our area, I don't hear a lot about serious bike accidents compared to high usage. Is there a source which tracks localized incidents?	The level of bike crash reporting varies between agencies, but generally lacks completeness.
13	Will the plan address the addition of 4' minimum shoulders on rural highways as recommended by federal DOT. Will Scenic Byways have a priority in this regard?	The Plan's purpose is not to make sweeping mandates such as adding shoulders to all rural and Scenic Byway roads; but rather to identify criteria that will help determine the best use of funds.
15	What is the current and future funding sources to make these and other bike/ped plans happen? Or how have other states funded creating greater infrastructure for bike/ped plans	Funding sources that have been used historically for bicycle and pedestrian projects include Federal programs such as Transportation Enhancement, Congestion Mitigation and Air Quality, and Safe Routes to Schools. Many privately funded grant programs directly or tangentially related to bicycling and walking can also be used for infrastructure projects.
36	Will there be an initiative to create S standards to show typical Bike/Ped layouts in the field?	The new Chapter 14 in CDOT's Roadway Design Guide provides information to engineers regarding bike and ped facilities.
38	Do you already partner with State Parks on the Colorado Front Range Trail Plan?	Yes, CDOT is a part of the front range trail planning group.



Comment #	Question	Response
47	Were these 8 goals ranked or prioritized based on input received from statewide stakeholders?	The goals are not ranked at this time.
48	Are the goals in order of importance - because that seems to deviate from CDOT's previous idea of safety first	The goals are not ranked at this time.
51	How will progress on these goals be measured?	As we develop the plan, we'll also be developing an evaluation or performance measurement for the plan.
52	Is safety being viewed as a metric or a plan?	Both.
89	Is the plan going to explore funding methods?	We haven't discussed including funding methods within the plan.
100	Are the 'performance criteria' envisioned as similar to vehicular LOS rankings?	The performance measures will differ for each goal; bicycle and pedestrian LOS could be one performance measure used.
129	Will there be an effort to create statewide bicycle routes? If so, it would be a great opportunity to also tie into the National Bicycle Route Network that is in development.	The current scope of work for the Statewide Bicycle and Pedestrian Plan does not include identification of statewide bicycle routes.