



BICYCLE FRIENDLY STATE REPORT CARD

COLORADO

RANKED

7

OF 50

STATE ADVOCACY GROUP:
BICYCLE COLORADO

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Colorado, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Colorado.

The Colorado DOT owns a lower portion of all roads than many other states. This means that working with local communities is crucial to improving bicycle travel. Advocates can leverage support from the DOT by engaging local communities, Metropolitan Planning Organizations, and Transportation Planning Regions to coordinate improvements, including integrating bike lanes in resurfacing projects.

In resurfacing projects, Colorado law currently limits the ability to coordinate and pay for sidewalk improvements or other curb improvements. Changing this law would allow more bicycle and pedestrian improvements and address curb related issues due to bike and scooter share systems.

Colorado has made several investments in policy change not seen in other states that will keep them in a leadership position among states advancing bicycling and walking. By investing in data systems, such as STRAVA data, non-motorized traffic counts, and a statewide inventory of bicycle facilities, the Colorado DOT can prioritize high demand corridors and make a stronger case for funding projects.

Former Governor Hickenlooper committed \$100 million over four years to improving bicycling in Colorado. Governor Polis and the state legislature should work to provide consistent funding for bicycle projects that builds upon that commitment.

Colorado should build transparent performance measures for its compliance with the state's 2010 Complete Streets law and 2009 DOT policy.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Create a system of state bike routes that are safe with consistent and safe facility types that connect to destinations throughout the state and are suitable for all types of bicyclists.

Although the Colorado DOT does not have an official Bicycle and/or Pedestrian Advisory Committee and scores poorly in our Formal User Group Engagement for that reason, the Colorado DOT has taken many steps to engage people who bike. These steps include over 100 public meetings on the 2045 Statewide Transportation Plan, proposing and accepting feedback on High Demand Bicycle Corridors, collecting thousands of comments about biking and walking through electronic maps and surveys. The state is also currently developing an updated Statewide Transportation Safety Plan with significant bicyclist and pedestrian input and encourages people who bike and walk to be involved.

In 2017, the FHWA began accepting bicycle and pedestrian counts into the Travel Monitoring Analysis System (TMAS). Colorado should conduct and support counts in a uniform or standard format that is suitable for TMAS in order to better understand, plan for, and react to bicycle and pedestrian travel needs.

	Infrastructure & Funding	B
	Education & Encouragement	B
	Legislation & Enforcement	A-
	Policies & Programs	B
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	1.2% of commuters biking to work	3/50
Safety	4.1 fatalities per 10K bike commuters ⁱⁱ	6/50
Spending	\$2.86 per capita FHWA spending on biking and walking ⁱⁱⁱ	24/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: COLORADO

 Infrastructure & Funding Ranked 8 of 50 States B	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	A
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 6 of 50 States B	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	A
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B+

 Education & Encouragement Ranked 11 of 50 States B	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B-

 Evaluation & Planning Ranked 10 of 50 States B+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B+
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B-
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	D

 Legislation & Enforcement Ranked 2 of 50 States A-	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	A
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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