



CDOT Pedestrian Projects & Accomplishments

Main Streets Initiative

Revitalizing Main Streets

To help bring our communities back from the economic challenges of COVID-19, CDOT expanded its Revitalizing Main Streets program to expand active transportation and improve the quality of place in downtowns large and small across the state. In 2021, the department awarded [81 small grants](#) worth about \$8.1 million and [16 larger grants](#) worth about \$22 million across Colorado for projects such as sidewalk improvements, street enhancements to allow for outdoor dining, outdoor lighting, safer accessibility for all modes of transportation and micro-mobility support programs like e-bikes. CDOT is looking forward to the next cycle of grant projects in 2022! [Learn more](#)

See the full list of [small grants](#), and [larger grants](#).

Safer Main Streets

CDOT, in collaboration with our planning partners at the Denver Regional Council of Governments (DRCOG), developed the Safer Main Streets Initiative in 2020. This program was developed to support infrastructure projects that improve safety and accessibility along urban arterials, especially for vulnerable users who depend on a reliable urban street network, such as pedestrians, bikers, motorcyclists, transit users, the elderly, and those with disabilities. The projects submitted for review must be within Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and SW Weld counties- consistent with both CDOT and DRCOG's Vision Zero efforts. Following an exhaustive review process [34 transportation projects](#) were selected worth \$75.664 million in the Denver and Boulder regions.

See the [full list of selected projects](#).

Urban Arterial Study

As a continuation of CDOT's Safer Main Streets program, the Urban Arterials Study will engage stakeholders in identifying how CDOT can improve the Denver-area state highways that serve as "main streets" for the neighborhoods and communities around them. The Safer Main Streets program awarded 34 grants to local projects in the Denver metro area. The projects successfully improved safety and accessibility for vulnerable users who depend on a reliable urban street network, such as pedestrians, bicyclists, motorcyclists, transit users, older adults, and those with disabilities. This study advances this work and is intended to identify multimodal improvements that equitably serve the needs of adjacent neighborhoods and communities based on their unique histories and contexts. Following completion of this study, CDOT intends to fund several pilot projects to test ideas that come from this study.

Pedestrian Accomplishments in 2021

CDOT closed out 2021 with significant progress on the department's 10-Year Plan. These are just some of the highlights included in a [report](#) CDOT released spotlighting its 2021 accomplishments and looking ahead to what is expected to be a blockbuster 2022 year.

Read the full report [here](#)

Completed

- CO 9 Frisco to Breckenridge
- US 6 Avon to Dowd
- US 34 ADA Ramp Safety Improvements: Akron to Wray
- Boulder ADA Curb Ramps Phase 1
- Fort Collins ADA Ramp Safety Improvements*
- Limon Residency ADA Curb Ramps
- US 50 & CO 291 Salida Pedestrian Improvements
- CO 142 Manassa ADA Ramps & Sidewalks
- Durango Safe Routes to School
- Pagosa Springs Safe Routes to School

Underway

- US 50 and Purcell Boulevard Interchange
- I-25 Raton Pass Safety and Interchange Improvements
- CO 21 and Research Parkway Interchange
- I-70B East of 1st to 15th Street - Grand Junction
- US 287 (Savage South) Lamar Downtown
- I-25 North Express Lanes: Segment 6
- Centerra-Loveland Mobility Hub

Upcoming in 2022

- US 285 / CO 9 Intersection Improvement with Bridge Widening
- US 160 Monte Vista Resurfacing and ADA Ramps
- I-25 Firestone-Longmont Mobility Hub

Senate Bill 260

Senate Bill 260 is the largest and most significant transportation package in Colorado in more than a decade and its benefits will be felt by Coloradans for decades to come. It will allow CDOT to address important asset management and state of good repair needs while tackling congestion through transportation demand management strategies and increased funding for transit and micro-mobility. It will allow CDOT to balance regional transportation needs and make key investments in rural and disproportionately impacted communities while generating billions of dollars in economic activity going forward. And last but certainly not least, Senate Bill 260 – in tandem with CDOT's recently adopted pollution reduction planning standards – will help move Colorado toward a cleaner, more sustainable path that will accommodate growth while giving our children and their children a future that will see dramatically lower emissions from transportation.

Pedestrian & transit projects resulting from the \$170 million in upfront funding in SB-260:

Denver Metro Region

- I-70 Bustang Pegasus/Floyd Hill - \$2 million
- I-25 and CO 7 interchange mobility hub - \$12.5 million
- I-25 Valley Highway (Burnham Yard) - \$1.6 million
- Safer Main Streets (urban arterials study and implementation of pilot projects) - \$2.5 million

Northeastern Colorado

- I-25 Firestone-Longmont mobility hub - \$13 million
- CO 7 corridor improvements (95th and CO 7 and multimodal preconstruction) - \$13.4 million
- Bustang fleet purchases - \$625,000
- Northern Colorado Bustang maintenance facility - \$300,000

- Bustang fleet purchases - \$625,000

Southwestern Colorado

- US 160 Pagosa reconstruction and multimodal improvements - \$13.5 million
- US 24 Buena Vista Park-n-Ride and intermodal facility - \$440,000

Northwestern Colorado

- I-70B multimodal improvements - \$8.6 million

Southeast Colorado

- Colorado Springs downtown transit center design - \$1 million
- Pueblo downtown transit center - \$1 million
- Bustang fleet purchases - \$1.25 million

Transit and Rail

Burnham Yard

In May of 2021, CDOT acquired the Burnham Yard property — a historic rail yard in central Denver dating back to 1871. The purchase of Burnham Yard allows CDOT room for the construction of Front Range Passenger Rail tracks, the expansion of RTD light rail tracks, and a multimodal, sustainable transportation future along the Front Range. Once CDOT has identified parcels needed for transportation projects through the National Environmental Policy Act process, the remnant property can be sold and will provide many benefits to Coloradans, including the creation of new jobs, lowered housing costs, shortened commutes, and a decrease in greenhouse gas emissions. [Learn more](#)

Bustang

CDOT launched Bustang in 2015, marking the Department's first steps toward increasing statewide mobility options utilizing a state-run interregional bus service. Today, the Bustang family serves nearly every corner of Colorado, including Snowstang routes along the I-70 mountain corridor and Outrider buses connecting the state's rural communities. CDOT hopes to expand this service in the upcoming years. [Learn more](#)

Pegasus Microtransit Service

The new Pegasus shuttle service will be a speedy and affordable transportation option for those who are traveling to the I-70 Mountain Corridor and will include mobility hub facilities that will anchor transit operations and spur economic development in communities like Idaho Springs. Because the Pegasus shuttles are small enough to operate in the Mountain Express Lanes, they can bypass traffic on I-70 and zip travelers straight to mountain towns. The shuttle service is set to launch in spring 2022 and will initially provide service from Denver Union Station to Avon or Eagle with more routes planned in the future, reducing reliance on private automobiles on I-70 and decreasing emissions. Plans for this service entail transitioning to electric vehicles for the shuttle service, further decreasing emissions.

Transportation Demand Management (TDM)

CDOT's TDM Core Strategies

- Transit
- Carpool and Vanpool
- Active Transportation (i.e. walking and biking)
- Telecommuting
- Park-and-rides

TDM Grants

CDOT awarded \$492,000 in grants to communities and organizations around the state to help relieve traffic congestion and lower greenhouse gas emissions from driving through “transportation demand management.” Transportation demand management, increasingly being adopted by cities and states, is the use of strategies to provide travelers with more variety of transportation options. Providing these choices doesn’t just reduce congestion and emissions; it increases trip reliability. Common transportation demand management strategies focus on transit, micro-mobility such as bikes and scooters, improvements to pedestrian infrastructure, smart growth policies, intelligent transportation systems, managed lanes, and the encouragement of e-work options. These approaches are used most often in large urban areas, but many smaller communities can benefit from them, and CDOT’s grant program will help them do it. See awardees [here](#)

Safe Routes to School

The Safe Routes to School (SRTS) concept began in the 1970s in Odense, Denmark, springing from concern for the safety of children walking and biking to school. It was not long before momentum caught on, spreading internationally.

The goals of SRTS are

1. To enable and encourage children in grades Kindergarten through 8, including those with disabilities, to walk and bicycle to school.
2. To make walking and bicycling to school safe and more appealing and
3. To facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic and congestion, fuel consumption, and air pollution in the vicinity of schools

The program has evolved over the past twelve years, both at the national level and in Colorado. While federal legislation mandated the establishment of the Safe Routes to School program in all 50 states in 2005, Colorado legislation codified Colorado Safe Routes to School (CSRTS) in 2004. The legislation required the CDOT to establish and administer a program and distribute federal funds to improve safety for pedestrians and bicyclists in school areas. In 2015, CDOT’s Transportation Commission resolved to commit \$2.5 million annually for the program.

Internal

CDOT encourages employees to use a variety of transportation options. There are numerous programs in place to promote transit, walking, and biking to work. As benefits, CDOT provides bicycle commuter reimbursement, has a fleet of e-bikes for employees to use, and provides free RTD EcoPasses and transit reimbursement to employees.