Ted Heyd

Policy Director for Bicycle Colorado

Statewide 9,100 members, 250 business members among 53 Colorado cities.

We work on behalf of the over 4 million bicycle owners in the state and the millions of tourists who ride bikes in Colorado each year, including 1.7 million in 2016 alone.

I’m here today in support of HB – 1242.

The flexible transportation funding it would provide to local governments & the multi-modal options fund will both improve safety and create jobs throughout our state.

First, safety.

There is a known desire for enhanced safety among bicyclists of varied abilities and ages throughout Colorado.

I regularly hear from members and stakeholders across the state. "I'd like to bike more (for everyday transportation or recreation) but I don't feel safe."

"I'd like to bike more but I don't feel safe."

We support HB 1242 because it would enable communities throughout Colorado to provide safer facilities for people who have to or want to get around by bicycle.

An important point there. Thousands of our fellow Coloradans have to bike for everyday mobility. They don't have a choice. Because of age or income, two wheels is their only option.

Their safety is just as important as our safety and that of other users of the transportation system. Our investments should reflect that!

Second, job creation.

Data shows that bicycling and walking infrastructure projects are good for job creation.

The American Association of State Highway and Transportation Officials data shows this.
Per $million spent, the average #s of direct jobs created is:

- 17 - Greenways, Sidewalks, and Bicycle Facilities
- 12.5 - Pavement Widening
- 11.6 - New Bridge Construction or Replacement
- 9 - Pavement Improvement.

So, the take away – investments in bicycling and walking infrastructure creates jobs in Colorado and that is good for our local economies as well as our statewide bottom line.

Thank you very much for your time!
Thank you Madam Chair. I’m Becky English testifying today with concerns about HB 1242 in its current form. Transportation in our state clearly needs improvement; however, this bill does not put best practices in place that achieve the kinds of long-range improvements in vision and process that Colorado needs.

As a Colorado taxpayer, I’m beyond disappointed in how CDOT has been allowed to run amok with the bridge fund. The agency has appropriated half of our state’s bridge fund for the next 30 years in service to its controversial and immoral Central 70 project in north Denver. A project that the American Planning Association has panned, that USPIRG has labeled a Top 10 boondoggle, that perpetrates gross environmental and social injustice on historic Latino communities whose residents have endured horrific fallout for their health and quality of life due to the racist decision five decades ago to route I-70 right through their neighborhoods, causing monstrous health consequences including asthma, heart & lung disease, missed school / impaired educational development, and high rates of early death.

Colorado has improperly and inexplicably supported the Central 70 atrocity at every turn: DRCOG, Denver City Council, the Transportation Commission, HPTE, Mayor Hancock, and Governor Hickenlooper. The stated goals of the Central 70 project can be achieved at much lower
CapEx and OpEx by creating a beltway / bypass strategy for I-70: rerouting traffic just to the north on I-270 and I-76, an alternative dismissed early in the Environmental Impact Statement process. An alternative that doesn’t require tortured intergovernmental agreements and disturbing Superfund sites.

I’m asking you to entertain amendments to this bill to take final decisionmaking about priority infrastructure projects out of the hands of CDOT, which clearly is not competent for the task, and restore the bridge fund to communities throughout Colorado. We simply cannot afford colossal wastes of money like Central 70, and believe me, the CapEx is just the beginning. The risks are unacceptable and unassessed.

I can only support this bill if changes in visioning, project selection, and execution are achieved this year. We citizens can only support the resulting ballot measure if we can have confidence in our leadership.

This bill must NOT be amended to allow ANY reduction for Transit, Pedestrian & Biking. It is time for Colorado to join the rest of the developed world in funding mobility, not just asphalt. Thank you.

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Testimony regarding HB17-1242
Wednesday, March 22, 2017
Kristin Smith

Madame Chair and members of the committee,

I am here today to support HB 1242, especially the 30% that will go to multimodal and non-motorized transportation options.

My name is Kristin Smith and I am here as Coloradan and Unitarian Universalist. My deep belief in the importance and possibility of walkable communities comes from spending time in dense, pedestrian and bike focused communities around the world. I am thrilled to see that Denver and Colorado have embraced rail as a viable alternative for commuters and visitors to our beautiful state. AND I know that a just and equitable funding of pedestrian and bike infrastructure will extend the value of this investment tremendously.

I am a beneficiary of the new H line extension in Aurora. When I walk home from the Florida station on Abilene Street, I pass empty storefronts and mostly vacant parking lots. Despite proximity to the station, the disconnected street grid and lack of lighting make this an uncomfortable place to walk or spend time. We know that walkable communities can generate up to 80% more in retail sales compared to this auto-centric model. A walkable, bike-friendly commute can also help residents. The average household income in my neighborhood is about $42,000. Imagine if a two-car configuration was a choice instead of a requirement for daily life. Think of the extra money families could then spend on healthcare, on education, and in their communities.

I want to close with one final thought. Pedestrian deaths are a reality in Colorado. This weekend in Durango, two pedestrians were killed by an SUV that crashed onto a sidewalk. One of those killed was a young man who had just celebrated his 23rd birthday. His family’s grief is felt widely. He was in the exact wrong place on the sidewalk at the wrong time, but his death is not random. It is part of an upward trend in Colorado, and it is at least partially the result of our collective failure to prioritize and fund human-centered transportation options for over 60 years. We have a chance to begin to change that now.

I encourage you to vote yes on HB 1242 as the text stands.