



peopleforbikes

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February 2, 2024

Esteemed Members of the Senate Transportation & Energy Committee

RE: PeopleForBikes Letter in Support of Senate Bill 24-036

Members of the Senate Transportation & Energy Committee,

On behalf of the PeopleForBikes Coalition, we write to you in support of Senate Bill 24-036. If signed into law, this bill would establish the Vulnerable Road User Enterprise Fund in the Colorado Department of Transportation.

We ask that you please vote yes on Senate Bill 36. This law would dedicate funding to build infrastructure that improves the state's transportation network in a way that seeks to reduce the number of fatal collisions between motor vehicles and people who walk, bike, or utilize alternate modes of transportation.

The PeopleForBikes Coalition, headquartered in Boulder, is the national advocacy group that works for better policies and infrastructure for bike riding. We are the sole national trade association, representing over 320 manufacturers, suppliers, and distributors of bicycle products and representing over 1.4 million riders in the U.S. – 18,000 of which live in Colorado. We work to make bike riding a safer and more inclusive activity for everyone.

The Colorado Department of Transportation recently reported that 133 pedestrians were killed in 2023, which was a 16 percent increase from 2022. Additionally, 20 bicyclists were killed in 2023, which was a 33 percent increase from 2022.¹ Colorado is experiencing an increase in cyclist fatalities while at the same time is incentivizing thousands of residents to get out and ride through our state's nationally recognized e-bike incentive program. Now, more than ever, we need consistent and dedicated funding to construct safe and accessible infrastructure to protect our most vulnerable road users.

Senate Bill 24-036 is a unique opportunity that you can take to fund the creation of a transportation system that provides safe transportation options for all of our community members. Allocating funding to create a menu of transportation options is a choice that will increase safety for *all* road users. Cities with protected bicycle lanes experience significantly fewer fatalities and serious injuries for all road users

¹ [News Release, Colorado Department of Transportation, 2024.](#)

compared to areas without these protected bike lanes.^{2,3} Analysis of Vision Zero successes also show that cities who focus on people who bike and walk in their action plans experience significantly better safety outcomes and lower fatality rates.⁴ In addition to improved bicycle and pedestrian infrastructure improving the safety for all road users, studies have also shown that the construction of such facilities will encourage more people to ride or walk and continue to do so into the future.⁵

The passing of Senate Bill 24-036 will contribute to the creation of a safer and more connected network of infrastructure for people who bike and walk throughout Colorado. **We urge you to please champion this critical, live-saving legislation into law and it is a timely and effective solution to our state's current transportation needs.**

Sincerely,

Ashley Seaward
Director of State + Local Policy
PeopleForBikes Coalition

² [Marshall and Ferenchak. Why cities with high bicycling rates are safer for all road users. 2019.](#)

³ [U.S. Department of Transportation Federal Highway Administration. Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges. 2022.](#)

⁴ [Ferenchak. U.S. Vision Zero Cities: modal fatality trends and strategy effectiveness. 2022.](#)

⁵ [PeopleForBikes. 2022 U.S. Bicycling Participation Study. 2022.](#)



COLORADO CROSS-DISABILITY COALITION

February 4, 2024

To Members of the Senate Transportation Committee

I am representing the Colorado Cross-Disability Coalition. We are the largest statewide disability-led disability rights organization in Colorado. Our mission is to advocate for social justice on behalf of people with all types of disabilities.

The Colorado Cross-Disability Coalition supports SB 24-036 to protect “vulnerable road users”. We appreciate the sponsors’ willingness to make some small amendments. Many people with disabilities cannot drive either due to ability or affordability or both. Therefore, we are more likely to be pedestrians. When sidewalks are broken, covered with snow, or otherwise inaccessible we are required to travel via the streets. We are more likely to use public transportation which requires waiting at bus stops. We have seen too many disabled people hit by cars. Roads have been too unsafe and there is a need to rectify this as we move to a walkable community model in many areas of the state.

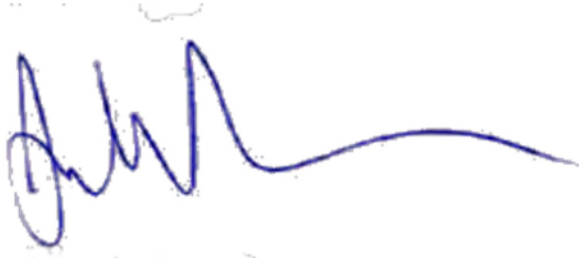
Many disabled people use bike lanes to get around as they are more accessible and preferable to sidewalks, especially sidewalks that are full of holes or otherwise uneven surfaces. Making sure the bike lanes are safe for all users is important.

There are also people with disabilities that drive and as we make these improvements it is important not to reduce existing accessibility. If bike lanes are not done properly, they can impede the ability of people who use wheelchair accessible vans to safely exit and enter their vehicles. Proper planning and design can ensure that accessibility standards are not reduced. The Americans with Disabilities Act requires maintenance of accessible features at both 28 CFR § 35.133 and 28 CFR § 36.211. So it is important to be sure the enterprise is monitoring this situation and does not allow a violation of the ADA.

We also want to make sure that people that must use wheelchair accessible vehicles are not penalized because of our inability to use smaller cars. We are working with

sponsors on finding the exact language without making an exception too broad. We are confident that will be resolved and ask that you support this important bill today.

Sincerely

A handwritten signature in blue ink, appearing to read 'Julie Reiskin', with a long, sweeping horizontal stroke extending to the right.

Julie Reiskin, Co-Executive Director