



TRANSPORTATION & MOBILITY  
**ADVISORY** BOARD

CITY OF LITTLETON  
AGENDA

---

LOCATION: **Community Room,  
Littleton Center 2255 W. Berry Ave.**

**Thursday, April 28th, 2022**

**6:30 PM - 8:30 PM**

- 1. Call to order - City Clerk**
- 2. Roll Call - Staff**
- 3. Council Liaison Address - Jerry Valdes**
- 4. Staff Training to Board**
- 5. Board Leadership – City Clerk**
  - 5a. Nominations for and election of Board Chair**
  - 5b. Nominations for and election of Board vice Chair**
- 6. Adopt March meeting minutes**
- 7. Public Comment**
- 8. BID/DDA Update – Kathleen Osher**
- 9. Legislative Update: Statewide Regulation of  
Controlled Intersections**
- 10. ADA Transition Plan Update**

# TRANSPORTATION & MOBILITY ADVISORY BOARDCITY OF LITTLETON AGENDA

**LOCATION: Zoom Webinar**  
**ID 935 0985 0212 Passcode: 983712**  
**Thursday March 24th, 2022, 6:30 PM – 8:30 PM**

---

## Board Member Attendees

- Dan Radulovich (Vice Chair)
- Geoff Selzer
- Jon Buck
- Kelly Honecker
- Kent Bagley (Chair)
- Stephanie Kelly
- Tom Grant

## Board Members Not Present

- Dan Flynn, David Pulsipher

## Staff Attendees

- Keith Reester, Brent Thompson, Aaron Heumann, Shane Roberts, Tim Weaver, Heather Ferrari

## Legend

- S – Staff member
- B – Board member
- C – City Council member
- O—Other Attendees
- Bullet - Indicates an important note or point of discussion
- *Italicized Bullet – Indicates a note for clarity to the reader*
- **Bold Bullets – Indicates info related to a motion/action that was made**
- **Highlighted Bullet - Indicates an action item for the Board or Staff**

**Call to Order: Kent Bagley 6:32 PM**

## Agenda Item#2) Roll Call

- (See Above)

## Agenda Item#3) Approval of February 2022 Meeting Minutes

- **Dan Radulovich (B) moves to approve and seconded by Tom Grant (B)**
- **3 move to approve**
- **Geoff Selzer (B) and Kelly Honecker (B) abstain because were not in attendance**

#### Agenda Item #4) Public Comment

- Pam Chadbourne – District 1. I'm invested in downtown but was raised in Broadway – has 29 houses. Good agenda, it reflects becoming informed of regular reports and informed decision making. You're doing this on our behalf and opening it up to public value. Status on keeping up with info – thank you! Land Use, the city approved bad use for the Broadway Corridor. They approved mixed-used which is mediocrity and we're better than that. Littleton monetized it. We have a huge historic opportunity that no one else in Colorado has.
- Robin Bernstein, Geneva Village – Fell on Windermere and Littleton Blvd because I don't own a car. With all the millions of dollars you guys have, you should fix the sidewalks. Especially Littleton Blvd. By the Buck Center is another icy, dangerous spot.

#### Agenda Item #5) Discussion of Broadway Corridor Study

- Aaron Heumann (S) *Reviews Power Point provided in packet.* We wanted to give the group an update on the Study. We haven't kicked off yet just wanted to make you aware so you can give input and get involved once it starts. This is funded through TIP and was on the waitlist but more money became available and we ended up being selected. 80% is coming from the state and 20% coming from us of 1 million. We thought best to turn into a regional project because of the bus transit. Where bus lanes stop in Denver to Town Center. The Corridor is very inconsistent and want to know what the vision should be and then drill down into segments or character zones.
  - Dan Radulovich (B) Are the other areas on the hook for the 20% ?
  - Aaron Heumann (S) No because we already had it budgeted but if the consultant says it will cost more, then the other municipalities will have to kick in as well. We want to preserve as much up front for Early Action Projects.
  - Kent Bagley (B) BRT (Bus Rapid Transit) is not that close because of challenges with RTD. If there ever will be BRT, RTD needs to know what's going on. This is a major corridor for it. Changing land uses on Broadway will make it more desired.
  - Aaron Heumann (S) They're not considered a partner but more of a stakeholder. We're not going to solve the BRT problem for them. We'll get with the consultant on, are there steps we can take to encourage BRT in the future?
  - Tom Grant (B) Does land use get into the economics of how it will look like? Landscape, buildings, parking lots?
  - Aaron Heumann (S) Yes. They will all impact each other and vice-versa. It will also depend what area it falls in, dependent on needs, north Littleton is very different than south Littleton.
  - Geoff Selzer (B) Continuity and Consistency. I'm having a hard time picturing what you mean by that. All 6 districts have and will want a different flavor. I like that. What do you mean by consistency?
  - Aaron Heumann (S) A consistent vision. Do we want areas that calm traffic or coax people to the University or more highway?
  - Geoff Selzer (B) So they can have their own plans.
  - Aaron Heumann (S) Yes if there's areas you don't want commuter traffic, you divert them off. You don't want one district to say they want bike lanes and then they just end at the border. Do we all want to focus on wider sidewalks or push them towards the backside. It's about alignment of plans. We want a corridor that encourages certain types of activity and if they don't, how do we make it work? We don't all borders to have blinders. In some areas, the border is down the middle of Broadway. Brent (S) is working up agreements for all districts on who owns what and where its covered. That way there's no confusion if a bridge falls and we're still dealing in handshakes from 50 years ago.
  - Kent Bagley (B) That's been our big issue in the past. Looking inward instead of cooperation.
  - Stephanie Kelly (B) You can still go after grants too, right?

- Aaron Heumann(S) Yes. It could be towards the specific portions of project. Adding sidewalks or multi-modal stations. Art can be another one but it's another way to give character or distinguish to Geoff's point.
- Stephanie Kelly (B) Are there grants for art?
- Keith Reester (S) Not really but it depends on the community.
- Dan Radulovich (B) From a taxpayer standpoint, the regionality money makes me nervous.
- Aaron Heumann (S) Windermere is what we're aiming for. Not as easy as how you just described it. They encourage us to spend the majority of it in our own borders.
- Stephanie Kelly (B) Landscaping and trees? That's included?
- Aaron Heumann (S) Yes. You have to take into considerations sidewalks and right of way or cross-sections because it changes the dimensions.

### **Agenda Item #6) Quarterly Memo to Council**

- Kent Bagley (B) The memo you see was drafted by me and Dan R. Also, the workplan for the next 18 months, for your acquiesce. This is the first meeting of the last three years of this board. Any comments?
- Dan Radulovich (B) And that's all constantly getting changed and moved around based on who's available and what's happening.
- Tom Grant (B) This is great to know what's coming up and have council aware or more that they want from us. Well done.
- Geoff Selzer (B) Is the vision that every quarter this pulls the last three meetings together?
- Dan Radulovich (B) Yes, but it will be shorter unless something major gets completed. A paragraph or two moving forward. Work plan will move forward.
- Geoff Selzer (B) For the workplan, while it's fresh in our mind, at the end of the meeting ask for everyone's take a-ways to add to quarterly meeting?
- Kent Bagley (B) Should it be quarterly or semi-annual?
- Tom Grant (B) Or we can jot down a few things and send them in.
- Kent Bagley (B) Individual responsibility to provide comments. A couple of bullet points.
- Dan Radulovich (B) I'd be happy to do that to take it off staff's hands. If you want to provide, great. If not, fine. Every meeting.
- **Geoff Selzer (B) moves to do semi-annual. Tom Grant (B) seconds. Kent Bagley (B) so moved.**

### **Agenda Item #7) Raised Pedestrian Crossings**

- *Moved to #8 as incorporated in same slide show.*

### **Agenda Item #8) Preview of Maintenance and Capital Projects**

- Brent Thompson (S) In lieu of just talking Raised Pedestrian Crossings, I'm going combine it into the Capital Projects item and slide because it's included. We're doing 4 times the amount this work this year than we have in any years past. *Reviews Power Point provided in packet. \$14M in 2022.*
  - Kent Bagley (B) Mostly up northwest, off Bellevue?
  - Brent Thompson (S) Yes.
  - Geoff Selzer (B) For clarification: Chip and Seal is when you go and spray the cracks and quick asphalt layer over the top. Resurfacing is when you grind off the top asphalt and lay new over the top. And final one is Reconstruction is all the way back down to the top. Duration before you do again?
  - Brent Thompson (S) Ideally, we do preventative but 7 years would be crack seal and slurry seal. If we do nothing, it will require a mill and overlay at 10 years. If we maintain properly with maintenance, 20-30 years.
  - Brent Thompson (S) This summer is unique on County Line Road from Santa to almost Broadway is Hot In Place Recycling (HIPR). It's a big "paving train" essentially. It grinds it up, reclaims the materials, new oil and you pave it down in one fell swoop. It's recycling. Good

applications on wide stretches of road like this. Not so much for shorter neighborhoods with tight turns. And significant cost savings.

- Dan Radulovich (B) Cost savings and better for the environment too.
- Keith Reester (S) You can drive on this the same day its done. From traffic control standpoint it's great. You can open it shortly after it's done.
- Dan Radulovich (B) How long for one mile?
- Brent Thompson (S) One week or less.
- Kent Bagley (B) (*Speaking on the bases of signal pole wear and tear*) What's the bulk of this due to magnesium chloride?
- Brent Thompson (S) Most of it.
- Keith Reester (S) We'll be putting in much better material this time around. Galvanized.
- Aaron Heumann (S) We order the poles in bulk to get a better price upfront and lock one in the future too. A lot of the cost comes from the amount of trucks they ship them on. Up to 15% and that's a lot of \$2.2M for our current 21 needing replaced.
- Tom Grant (B) This will give fiberoptic from where to where on Broadway?
- Brent Thompson (S) Arapahoe Road to Powers.
- Brent Thompson (S) (*Clarifying a lot of questions on the next slide about speed tables to calm traffic for pedestrians*) It's 10' wide on top. They call it a "speed table" and they'll include Rapid Rectangular Flashing Beacons (RRFB's). We'll have to shut down for a while to also include new inlets for water management. One at Prince and Littles Creek, one at Alamo and Bega Park and one at Main and Bega Park.
- Dan Radulovich (B) Is water management factored into the cost of these?
- Brent Thompson (B) \$600k for all three and was 50% grant funded in 2018. Bulk of the cost is the storm-sewer work.
- Dan Radulovich (B) (*Referring to slides on conversations about trails and connectivity*) West of Crestline put an underpass under Santa Fe on Crestline?
- Aaron Heumann (S) There's environmental issues and other connections with some of our other projects that will address that.
- We are doing our best to keep parking where we can when widening the sidewalks with the CDBG grants.
- Kent Bagley (B) Any feedback from council?
- Keith Reester (S) We convey through memo. We talk when based on schedule or individual council members.
- Dan Radulovich (B) What about the sinkhole in Littleton Village.
- Keith Reester (S) Developers should build streets to our standards or we don't accept them into our portfolio. On E Hinsdale, we didn't accept the stretch of road and a sinkhole developed within months. There's a lack of money to fix it. The dog park next door had similar settling. We are under contract with a firm to excavate and a matting process to build up, then fix the road by end of year at the cities expense. Then we'll accept the road. \$300k to fix.

## **Agenda Item #9) Review 2021 Annual Accident Report**

- Tim Weaver (S) *Review of sheets sent out in packet.* COVID has impacted totals and peaks of rush hour. In 2021 in still didn't go up that much compared to 2019. 99% of our fatalities aren't anything that engineering could fix. Like falling asleep.
  - Kent Bagley (B) Injury accidents are back to normal
  - Tim Weaver (S) In our bi-weekly Traffic Safety Committee meetings with our PD, they simply say more people are out there today that are not paying attention and just plain doing it wrong.
  - Tom Grant (B) Is severity worse?
  - Tim Weaver (S) It's based off of being transported by paramedics to a hospital.
  - Geoff Selzer (B) Any thoughts on drop on pedestrian and bike accidents?
  - Aaron Heumann (S) Historically, it's always varied here.

- Keith Reester (S) Across country as a whole, bike and pedestrian accidents rise every year. The amount of that mode is rising plus the rising population of the country. Also more, bigger vehicles. That's why our mobility study will help. The difference between 5 and 10 mph speeds dramatically changes fatality probability.
  - Dan Radulovich (B) Any push to change the 30-mph residential speed in Littleton?
  - Tom Grant (B) It's mostly happening on thoroughfares, not residential.
  - Aaron Heumann (S) Tim and I don't look at numbers, we look at where most have happened historically and if something new or higher number change somewhere new. We come up with design solutions to cut down on these numbers. You have to look over multiple years.
  - Dan Radulovich (B) Ridge Road, I've seen bicycles blow through red lights. It's happening more often with the bicycle population.
  - Geoff Selzer (B) They just passed the Idaho Stop.
  - Keith Reester (S) From a Municipal standpoint, we always talk about the question of consistency for law enforcement vs. local control of making decisions. Traffic consistency is something that does have importance to us.
- Keith Reester (S) Updates on City Manager timelines. Open through April 11<sup>th</sup>. April 19<sup>th</sup> council will have Executive Session. May 9<sup>th</sup> interviews. May 18<sup>th</sup> Finalist interviews with leadership staff. 1-5:00 PM with Community Panel. 5:30-7:30 Open Forum (with the community) with finalists. Final decision by May 19<sup>th</sup>.
  - Geoff Selzer (B) Ridge Road, sidewalks are dangerously narrow or don't exist. I've walked there after snowstorms, this stretch between Prince and Windermere, the HOA's shovel then the plows push it back up.
    - Keith Reester (S) I've done this for 30 years and there is no city where that doesn't happen. It's basically an old county road that got developed. In order to move snow, there has to be a certain amount of speed. We had long stretches of cold at night that gave a lot of ice issues. Most other years have been fluffier and blew off the sidewalks. We had more moisture this winter.
    - Geoff Selzer (B) My focus is on sidewalks and safety and kids waiting for buses. Some communities plow to the middle.
    - Keith Reester (S) We understand and every school and every city has that issue. We have all these parks that have terrible sidewalks around them. Same with schools. Plowing the to the middle won't happen.
      - 1. A road like Ridge isn't wide enough to accommodate a swath to the middle
      - 2. Then, all your melting would occur to the middle and you end up with Black Ice
    - Geoff Selzer (B) One of our goals is to make our city more multi-modal and these instances force people to have to get in their car to get somewhere.
    - Keith Reester (S) If you want to do that, it will be a cost to the citizens because, right now, none of that equipment is in our shops and we don't have enough operators to do what we do now. I totally get what you're saying.
  - Kent Bagley (B) In April, RTD Imagine and SOP, joint session with the council?
    - Keith Reester (S) We're still working on scheduling.
  - Jon Buck (B) Remember, we do have the Safe Routes to School for kids.

Adjourned 8:32 PM

**NOTE: This bill has been prepared for the signatures of the appropriate legislative officers and the Governor. To determine whether the Governor has signed the bill or taken other action on it, please consult the legislative status sheet, the legislative history, or the Session Laws.**

# An Act

HOUSE BILL 22-1028

BY REPRESENTATIVE(S) Gray and Hooton, Boesenecker, Exum, Froelich, Sullivan, Amabile, Bennett, Cutter, Jodeh, Kennedy, Kipp, Lindsay, Lontine, McCluskie, Titone, Valdez A., Van Winkle, Ricks, Sirota, Snyder, Soper;  
also SENATOR(S) Winter and Priola, Buckner, Gonzales, Lee, Moreno, Story, Fenberg.

CONCERNING STATEWIDE REGULATION OF PERSONS APPROACHING CONTROLLED INTERSECTIONS WHO ARE NOT OPERATING MOTOR VEHICLES.

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** In Colorado Revised Statutes, 42-4-1412, **amend** (1) as follows:

**42-4-1412. Operation of bicycles, electric scooters, and other human-powered vehicles.** (1) A person riding a bicycle, electrical assisted bicycle, or electric scooter has all of the rights and duties applicable to the driver of any other vehicle under this article 4, except as to special regulations in this article 4, except as provided in section 42-4-1412.5, and except as to those provisions that by their nature can have no application.

*Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.*

Bicycle, electrical assisted bicycle, or electric scooter riders shall comply with the rules set forth in this section and section 42-4-221, and, when using streets and highways within incorporated cities and towns, are subject to local ordinances regulating the operation of bicycles, electrical assisted bicycles, and electric scooters as provided in section 42-4-111. Notwithstanding any contrary provision in this article 4, when a county or municipality has adopted an ordinance or resolution pursuant to THAT REGULATES THE OPERATION OF BICYCLES, ELECTRICAL ASSISTED BICYCLES, AND ELECTRIC SCOOTERS AT CONTROLLED INTERSECTIONS, AS DEFINED IN SECTION 42-4-1412.5 (4)(a), AND THAT DOES NOT CONFLICT WITH section 42-4-1412.5, riders are subject to the local ordinance or resolution.

**SECTION 2.** In Colorado Revised Statutes, **amend** 42-4-1412.5 as follows:

**42-4-1412.5. Statewide regulation of certain persons approaching intersections who are not operating motor vehicles - status of existing local ordinance or resolution - legislative declaration - definitions.** (1) ~~A county or municipality may adopt an ordinance or resolution implementing this section. If a county or municipality adopts an ordinance or resolution pursuant to this section, the ordinance or resolution must specify the following:~~ THE GENERAL ASSEMBLY HEREBY FINDS AND DECLARES THAT:

(a) THE REGULATION OF PERSONS APPROACHING CONTROLLED INTERSECTIONS IS A MATTER OF MIXED STATE AND LOCAL CONCERN; AND

(b) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF THE STATE TO REDUCE INJURIES, FATALITIES, AND PROPERTY DAMAGE RESULTING FROM COLLISIONS AT CONTROLLED INTERSECTIONS BETWEEN MOTOR VEHICLES AND PERSONS WHO ARE NOT OPERATING MOTOR VEHICLES BY ALLOWING MOST PERSONS APPROACHING CONTROLLED INTERSECTIONS WHO ARE FIFTEEN YEARS OF AGE OR OLDER OR WHO ARE UNDER FIFTEEN YEARS OF AGE AND ACCOMPANIED BY AN ADULT AND WHO ARE NOT OPERATING MOTOR VEHICLES TO APPROACH CONTROLLED INTERSECTIONS IN THE MANNER SET FORTH IN THIS SECTION.

(2) (a) (I) A PEDESTRIAN OR A person ~~riding a bicycle, electrical assisted bicycle, or electric scooter~~ WHO IS FIFTEEN YEARS OF AGE OR OLDER OR WHO IS UNDER FIFTEEN YEARS OF AGE AND ACCOMPANIED BY AN ADULT

AND WHO IS OPERATING A LOW-SPEED CONVEYANCE and approaching an ~~intersection of a roadway~~ A CONTROLLED INTERSECTION with a stop sign shall slow down and, if required for safety, stop before entering the intersection. If a stop is not required for safety, the PEDESTRIAN OR person OPERATING A LOW-SPEED CONVEYANCE shall slow to a reasonable speed and yield the right-of-way to any traffic or pedestrian in or approaching the intersection. After the PEDESTRIAN OR person OPERATING A LOW-SPEED CONVEYANCE has slowed to a reasonable speed and yielded the right-of-way if required, the PEDESTRIAN OR person OPERATING A LOW-SPEED CONVEYANCE may cautiously make a turn or proceed through the intersection without stopping.

~~(b)~~ (II) For purposes of this ~~subsection (1)~~ SUBSECTION (2)(a), a reasonable speed is ~~fifteen~~ TEN miles per hour or less. A municipality, by ordinance, or a county, by resolution, may ~~reduce the maximum reasonable speed at any individual intersection to ten miles per hour~~ or raise the maximum reasonable speed to twenty miles per hour if the municipality or county also posts signs at the intersection stating that ~~lower or higher~~ speed limitation.

~~(c)~~ (b) A person ~~riding a bicycle, electrical assisted bicycle, or electric scooter~~ WHO IS FIFTEEN YEARS OF AGE OR OLDER OR WHO IS UNDER FIFTEEN YEARS OF AGE AND IS ACCOMPANIED BY AN ADULT AND WHO IS OPERATING A LOW-SPEED CONVEYANCE and approaching an ~~intersection of a roadway~~ A CONTROLLED INTERSECTION with an illuminated red traffic control signal shall stop before entering the intersection and shall yield to all other traffic and pedestrians. Once the person OPERATING A LOW-SPEED CONVEYANCE has yielded, the person OPERATING A LOW-SPEED CONVEYANCE may cautiously proceed in the same direction through the intersection or make a right-hand turn. When a red traffic control signal is illuminated, a person OPERATING A LOW-SPEED CONVEYANCE shall not proceed through the intersection or turn right if an oncoming vehicle is turning or preparing to turn left in front of the person OPERATING A LOW-SPEED CONVEYANCE.

~~(d)~~ (c) A person ~~riding a bicycle, electrical assisted bicycle, or electric scooter~~ WHO IS FIFTEEN YEARS OF AGE OR OLDER OR WHO IS UNDER FIFTEEN YEARS OF AGE AND IS ACCOMPANIED BY AN ADULT AND WHO IS OPERATING A LOW-SPEED CONVEYANCE approaching an intersection of a roadway with an illuminated red traffic control signal may make a left-hand

turn only if turning onto a one-way street and only after stopping and yielding to other traffic and pedestrians. However, a person OPERATING A LOW-SPEED CONVEYANCE shall not turn left if a AN ONCOMING vehicle is traveling in the same direction as the person and the vehicle is turning or preparing to turn left. ~~If the person is not turning left onto a one-way street, the person shall not make a left-hand turn at an intersection while a red traffic control signal is illuminated.~~ RIGHT.

(d) NOTWITHSTANDING ANY OTHER PROVISION OF THIS SUBSECTION (2), IF A COUNTY OR MUNICIPALITY HAS PLACED A TRAFFIC SIGN OR A TRAFFIC CONTROL SIGNAL AT A CONTROLLED INTERSECTION AND THE TRAFFIC SIGN OR TRAFFIC CONTROL SIGNAL PROVIDES INSTRUCTIONS ONLY TO ONE OR MORE SPECIFIED TYPES OF LOW-SPEED CONVEYANCES, THE OPERATOR OF A LOW-SPEED CONVEYANCE TO WHICH THE TRAFFIC SIGN OR TRAFFIC CONTROL SIGNAL IS DIRECTED SHALL OBEY THE INSTRUCTIONS PROVIDED BY THE SIGN OR TRAFFIC CONTROL SIGNAL.

~~(2)~~ (e) If a county or municipality adopted a valid ordinance or resolution that regulates bicycles or electrical assisted bicycles substantially as described in ~~subsection (1)~~ SUBSECTIONS (2)(a.5), (2)(b.5), AND (2)(c.5) of this section prior to May 3, 2018, that ordinance or resolution remains valid TO THE EXTENT THAT IT APPLIES TO THE OPERATION OF BICYCLES OR ELECTRICAL ASSISTED BICYCLES BY PERSONS WHO ARE UNDER FIFTEEN YEARS OF AGE AND WHO ARE NOT ACCOMPANIED BY AN ADULT.

(2.5) THIS SECTION SUPERSEDES ANY CONFLICTING ORDINANCE THAT A MUNICIPALITY, COUNTY, OR CITY AND COUNTY ADOPTS, BUT nothing in this section affects the validity of ~~an~~ ANY ordinance or resolution ~~that~~ ADOPTED BY a municipality, county, or city and county ~~adopted pursuant to this section if the ordinance or resolution:~~ THAT REGULATES THE CONDUCT OF PERSONS APPROACHING CONTROLLED INTERSECTIONS AND DOES NOT CONFLICT WITH THIS SECTION.

~~(a) Was adopted before May 23, 2019; and~~

~~(b) Applies to electric scooters.~~

(3) ~~The adoption of an ordinance or resolution in accordance with~~ This section does not diminish or alter the authority of the department of transportation or the state transportation commission, as those entities are

defined in section 43-1-102, regarding the department's or commission's authority to regulate motor vehicle traffic on any portion of the state highway system as defined in section 43-2-101 (1).

(3.5) THIS SECTION DOES NOT CREATE ANY RIGHT FOR A PEDESTRIAN OR THE OPERATOR OF A LOW-SPEED CONVEYANCE TO TRAVEL ON ANY PORTION OF A ROADWAY WHERE TRAVEL IS OTHERWISE PROHIBITED BY STATE LAW OR BY AN ORDINANCE OR RESOLUTION ADOPTED BY A MUNICIPALITY, COUNTY, OR CITY AND COUNTY.

(4) As used in this section:

(a) ~~"Electrical assisted bicycle" means the term as it is defined in section 42-1-102 (28.5).~~ "CONTROLLED INTERSECTION" MEANS AN INTERSECTION OF A ROADWAY THAT IS CONTROLLED BY EITHER A STOP SIGN OR A TRAFFIC CONTROL SIGNAL.

(b) ~~"Municipality" means a home rule or statutory city, town, or city and county.~~ "LOW-SPEED CONVEYANCE" MEANS:

(I) A VEHICLE, AS DEFINED IN SECTION 42-1-102 (112), THAT IS NOT A MOTOR VEHICLE, AS DEFINED IN SECTION 42-1-102 (58), A LOW-POWER SCOOTER AS DEFINED IN SECTION 42-1-102 (48.5), OR A LOW-SPEED ELECTRIC VEHICLE, AS DEFINED IN SECTION 42-1-102 (48.6);

(II) A TOY VEHICLE, AS DEFINED IN SECTION 42-1-102 (103.5), THAT IS EXCLUSIVELY HUMAN-POWERED; OR

(III) AN ELECTRIC PERSONAL ASSISTANCE MOBILITY DEVICE OR EPAMD, AS DEFINED IN SECTION 42-1-102 (28.7), OR A DEVICE THAT WOULD BE AN ELECTRIC PERSONAL ASSISTANCE MOBILITY DEVICE OR EPAMD BUT FOR THE FACT THAT IT HAS FEWER OR MORE THAN TWO WHEELS OR HAS TANDEM WHEELS.

**SECTION 3.** In Colorado Revised Statutes, 42-4-2301, **amend** (1)(g) and (1)(h); and **add** (1)(i) as follows:

**42-4-2301. Comprehensive education.** (1) The department of transportation, in collaboration with the departments of education and public safety and appropriate nonprofit organizations and advocacy groups,

shall notify schools of the availability of and make available to schools existing educational curriculum for individuals under eighteen years of age regarding the safe use of public streets and premises open to the public by users of nonmotorized wheeled transportation and pedestrians. The curriculum shall focus on, at a minimum, instruction regarding:

(g) The use of hiking and bicycling trails; ~~and~~

(h) Safe pedestrian practices; AND

(i) LEGAL REQUIREMENTS AND SAFE PRACTICES FOR APPROACHING CONTROLLED INTERSECTIONS AS A PEDESTRIAN OR WHILE OPERATING A LOW-SPEED CONVEYANCE, AS DEFINED IN SECTION 42-4-1412.5 (4)(b).

**SECTION 4.** In Colorado Revised Statutes, **add** part 25 to article 4 of title 42 as follows:

PART 25  
EDUCATION REGARDING APPROACHING  
CONTROLLED INTERSECTIONS WHILE  
NOT DRIVING A MOTOR VEHICLE

**42-4-2501. Educational materials - updating of driving manual.**

(1) THE DEPARTMENT OF TRANSPORTATION, IN COLLABORATION WITH THE DEPARTMENTS OF EDUCATION AND PUBLIC SAFETY AND APPROPRIATE NONPROFIT ORGANIZATIONS AND ADVOCACY GROUPS, SHALL PRODUCE FOR THE GENERAL PUBLIC EDUCATIONAL MATERIALS CONCERNING LEGAL REQUIREMENTS AND SAFE PRACTICES FOR APPROACHING CONTROLLED INTERSECTIONS AS A PEDESTRIAN OR WHILE OPERATING A LOW-SPEED CONVEYANCE, AS DEFINED IN SECTION 42-4-1412.5 (4)(b).

(2) THE DIVISION OF MOTOR VEHICLES IN THE DEPARTMENT SHALL INCLUDE IN UPDATES TO THE "COLORADO DRIVER HANDBOOK" UPDATED INFORMATION REGARDING LEGAL REQUIREMENTS AND SAFE PRACTICES FOR APPROACHING CONTROLLED INTERSECTIONS THAT REFLECTS CHANGES TO PRIOR LAW MADE BY HOUSE BILL 22-1028, ENACTED IN 2022.

**SECTION 5. Safety clause.** The general assembly hereby finds,

determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety.

\_\_\_\_\_  
Alec Garnett  
SPEAKER OF THE HOUSE  
OF REPRESENTATIVES

\_\_\_\_\_  
Steve Fenberg  
PRESIDENT OF  
THE SENATE

\_\_\_\_\_  
Robin Jones  
CHIEF CLERK OF THE HOUSE  
OF REPRESENTATIVES

\_\_\_\_\_  
Cindi L. Markwell  
SECRETARY OF  
THE SENATE

APPROVED \_\_\_\_\_  
(Date and Time)

\_\_\_\_\_  
Jared S. Polis  
GOVERNOR OF THE STATE OF COLORADO