

City Manager
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Arapahoe County Subregional Forum – Commissioner Jeff Baker, Councilor Sally Daigle June 23, 2022
C/O Bryan Weimer, PWLF, Director, Public Works & Development Department
Arapahoe County Transportation Forum
Arapahoe County Public Works and Development Department
6924 South Lima Street
Centennial, Colorado 80112

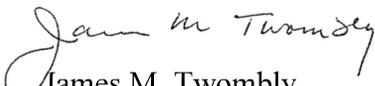
Dear Commissioner Baker and Councilor Daigle,

The city of Aurora is pleased to submit our DRCOG 2022-2025 Call 2 Transportation Improvement Program Call 2 Arapahoe County Subregional Forum Project Application for two (2) key subregionally significant multimodal improvement projects. These projects are critical to substantially improving mobility and travel for our collective customers throughout the City, the County, adjacent jurisdictions and beneficiaries throughout the eastern part of the metro area. Developing Aurora's first Citywide Multimodal Transportation Master Plan will improve connectivity both within Aurora, and across the region as adjacent jurisdictions and relevant agencies will have more clarity about the intent of Aurora's future multimodal transportation system. Delivering key arterial sidewalk improvements focusing on Havana Street, Yale Avenue, and Chambers Road will provide residents and travelers in Aurora safer and more comfortable options in accessing transit services and key employment opportunities, retail, medical and social service centers and education and recreation venues through walking or bicycling.

Completing these projects will provide a variety of calculated benefits including greenhouse gas emission reduction, improved access and mobility for vulnerable populations, and anticipated crash/injury reductions. These projects will improve travel operations and enhance and provide needed connectivity for travelers throughout the area.

Thank you for your favorable consideration of these high priority project funding requests. These projects represent key investments in our multimodal mobility system and will improve the quality and safety of our customer's mobility experience. If you have any questions about this application, please contact Victor Rachael, vrachael@auroragov.org, 303.739.7300, or Mac Callison, mcalliso@auroragov.org, 303.739.7256.

Sincerely,


James M. Twombly
City Manager

cc: Mayor Mike Coffman.
Aurora City Council Members
Laura Perry, Deputy City manager
Jason Batchelor, Deputy City Manager
Cindy Colip, Public Works Deputy Director
Jeannine Rustad, Planning & Development Services Director
Mac Callison, Transportation Planning Supervisor

Project Information

1. Project Title		Sidewalk Multimodal Access Improvement	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		<p>Start point: 1. Havana Street between 13th Avenue and approximately 100' north on the east side and 75' south on the west side; 2. Havana Street (east side) between 4th Way and 800' south; 3. Yale Avenue (south side) between Peoria Street and Xanadu Way; 4. Chambers Road between 400' south of Hampden Circle and 400' north of Nassau Avenue</p> <p>End point: Various</p> <p>OR Geographic Area: <input type="text"/></p>	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Aurora	
4. Project Contact Person:			
Name	Huiliang Liu	Title	Principal Transportation Planner
Phone	303-739-7265	Email	hliu@auroragov.org
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
<input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:			
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> Local/Regional plan: <p>Planning Document Title: Havana Street Corridor Study, 2022, Page 41, (https://drive.google.com/file/d/1O0GR1EUck70xNqvqPWHAfpwU42w5SGkP/view?usp=sharing); Aurora Places, 2018 (https://www.auroragov.org/UserFiles/Servers/Server_1881137/File/Business%20Services/Planning/Comprehensive%20Plan/Aurora%20Places%20Comp%20Plan%20Adopted%202018%20MQ.pdf, pages: 21, 28, 30-31, 40-41, 42-43, 44-45, 46-47, 65, 70, 71) Bicycle and Pedestrian Master Plan, 2012 https://www.auroragov.org/UserFiles/Servers/Server_1881137/File/Business%20Services/Economic/Transportation%20Planning/Bicycle%20and%20Pedestrian%20Planning/015491.pdf Adopting agency (local agency Council, CDOT, RTD, etc.): City of Aurora Provide date of adoption by council/board/commission, if applicable: July 2022</p>		
	Please describe public review/engagement to date: Three public meetings were conducted during the Havana Corridor Study on September 2020, February 2021 and July 2021. An online survey was also conducted in February 2021 with 192 participants. Most of the survey participants live or work along the corridor. 97% of the participants "support or strongly support" sidewalk		

		improvements in Original Aurora (north of 6 th Avenue) and 88% of the survey participants "support or strongly support" sidewalk improvements for the rest of the corridor. 12% of the participants are "neutral or no oppositions". Extensive public engagement efforts were also undertaken during the Aurora Places, Aurora Comprehensive Plan, and Aurora Bicycle and Pedestrian Master Plan processes.
	Other pertinent details:	

7. Identify the project’s key phases and the anticipated schedule of phase milestones.
(phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	03/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	06/2023
	Design scoping meeting held with CDOT (if no consultant):	[Greyed out]
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	06/2023
	Environmental scoping meeting held with CDOT (if no consultant):	[Greyed out]
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	12/2023
	ROW acquisition completed: Estimated number of parcels to acquire:	01/2025
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	12/2023
	FOR (Final Office Review):	06/2024
	Required clearances:	01/2025
	Project publicly advertised:	03/2025
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	[Greyed out]
<input type="checkbox"/> Bus Service	Service begins:	[Greyed out]
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	[Greyed out]
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	[Greyed out]

8. Problem Statement: What specific subregional problem/issue will the transportation project address?

The City of Aurora proposes to make sidewalk improvements, including filling sidewalk gaps, widening existing substandard narrow sidewalks and constructing new sidewalks, along several key transit corridors on major arterials to provide safe, convenient and critical pedestrian and bicycle access to transit. Sidewalk multimodal access improvements to key transit corridors is critical for the multimodal transportation system in the Arapahoe County Subregional Forum area. This project addresses several important Metro Vision and Arapahoe Subregional issues and needs, including promoting livability, improving multimodal transportation system, and increasing access to opportunities, especially for vulnerable and transit reliant populations, that promote healthy or active choices. The city of Aurora's sidewalk network has a variety of critical gaps and substandard segments along various arterial streets, which either directly connect with regional trip generators and urban centers or the regional transit network. These sidewalk gaps and substandard segments have become significant obstacles preventing residents, employees and visitors from safe, comfortable and reliable access to regional and subregional destinations via transit.

Filling in these gaps and improving the substandard sections of sidewalk will move the Arapahoe subregion and the metro area toward achieving the shared regional transportation outcomes and objectives established in Metro Vision related to livability, safety and connectivity of the multimodal transportation system. A complete sidewalk network will support "A connected multimodal region" and ensure "The regional transportation system is well-connected and serves all modes of travel". Addressing sidewalk gaps with access to transit will specifically improve the region's multimodal transportation system and connections including pedestrian and bicycle accessibility and supports the transit system through first and last mile connections. Creating a defined, designated space for pedestrians alongside roads creates a safer transportation system by reducing fatalities and serious injuries of pedestrians or bicyclists traveling along arterial streets with high vehicular speed and volumes and increases the multimodal level of service and reduces the level of stress for pedestrians and bicyclists and therefore helps to achieve the outcome of "operate, manage and maintain a safe and reliable transportation system". Improving the transportation network, particularly for those not driving and in areas with high numbers of vulnerable populations, increases access to amenities that support healthy, active choices, creates comfortable and safe travel and access for users of all ages and abilities, including access to food options and helps to achieve the outcome of "healthy, inclusive and livable communities". Ensuring a complete sidewalk network and providing safe and convenient access to transit also means that connections are improved to health care, especially for those residents without a car or the ability to drive and ensures "the region's residents have expanded connections to health services". Finally, by focusing sidewalk improvements to transit access will improve access for the traditionally underserved areas and their residents and to achieve the outcome of "increase safe and convenient active transportation options for all ages and abilities".

Specially, this project will focus on the following four problem locations:

1. Havana Street at 13th Avenue – This segment of Havana Street is a two-lane minor arterial with a two-way center turning lane without on-street parking. The average daily traffic volume is approximately 10,000 vehicles per day (vpd) (2013) and the posted speed is 30 miles per hour (MPH). Currently, the sidewalks on Havana Street at this location are approximately 2.5' wide. It is unsafe, uncomfortable and inconvenient for transit riders to access the nearby bus stops approximately 100' north of 13th Avenue and 75' south of 13th Avenue for Bus 105, a top performing bus route in the RTD system with approximately 5,300 daily boarding and alighting northbound and 5,400 daily boarding and alighting southbound. It is also extremely challenging and almost impossible for people using mobility devices to access the bus stops without going into the travel lane, especially when encountering opposing pedestrians.
2. Havana Street at 4th Way – This segment of Havana Street is a 4-lane major arterial with two opposing left turn lanes. The average daily traffic volume is approximately 34,400 vpd (2018) with a posted speed limit of 40 MPH. Currently, there is a missing sidewalk segment between 4th Way and approximately 800' south. This segment of shoulder includes rocks and unpaved surface with a portion of the segment blocked by utility boxes. It is difficult for pedestrians, especially people using mobility devices, or bicyclists from the nearby businesses and

residential areas, to access the transit stops north of 4th Way or north of 1st Avenue, and to travel through this segment without going into the adjacent travel lane and being exposed to high speed and high volume of vehicular traffic.

3. Yale Avenue between Peoria Street and Xanadu Way – This segment of Yale Avenue is a 4-lane minor arterial roadway with a two-way center turning lane. The average daily traffic volume is approximately 18,000 vpd (2017) with a posted speed limit of 40 MPH. This segment of Yale Avenue is served by Bus 130 with approximately 1,200 daily boarding and alighting both northbound and southbound. There is a continuous 10' wide attached sidewalk on the north side of Yale Avenue. However, there is not a continuous sidewalk on the south side of Yale Avenue. There are only short segments of 5' wide sidewalk at Peoria Street, Racine Street, Ursula Street, Wheeling Way and Xanadu Way that connect to the bus stops on Yale Avenue, except at Wheeling Way where there are no sidewalk connections to the bus stops at all. It is unsafe and inconvenient for pedestrians, especially those on mobility devices or bicyclists to access the five bus stops at Peoria Street, Racine Street, Ursula Street, Wheeling Way and Xanadu Way due to the missing sidewalks.

4. Chambers Road between Hampden Circle and Nassau Avenue – This segment of Chambers Road is a 6-lane major arterial roadway with a raised median. The average daily traffic volume is approximately 33,400 vpd (2016) with a posted speed limit of 45 MPH. This segment of Chambers Road is served by Bus 153, another high performing bus route among the RTD system, with approximately 2,700 daily boarding and alighting both northbound and southbound. There is a continuous sidewalk on the east side of Chambers Road, but there is no sidewalk on the west side of Chambers Road between approximately 400' south of Hampden Circle and 400' north of Nassau Avenue. It is very difficult and unsafe for pedestrians, especially those using mobility devices, and bicyclists to access the three bus stops at Hampden Circle, Nassau Avenue, and the 3800 Block of South Chambers Road.

People who rely on mobility devices may currently utilize paratransit service rather than the currently available fixed route bus service due to the existing sidewalk problems. This may result in a cost to RTD of \$43.47 for a paratransit trip (National Transit Database, 2017), compared to a cost of \$6 for a day pass. These sidewalk gaps may also force transit riders to take routes that are less direct and expose them to high volume and high speed vehicular traffic.

This kind of roadway infrastructure was constructed prior to the American's with Disabilities Act (ADA) when multimodal access was not prioritized. As development occurs, projects are required by City of Aurora Code to improve the infrastructure and sidewalk connections along their frontage. Where redevelopment is not expected to occur, sidewalk gaps can remain for long periods of time. The four locations identified in this project are very unlikely to be improved by private development. Additionally, present-day users have to navigate challenging and unsafe travel routes to access schools, employment areas, residences, and health care facilities due to these sidewalk problems.

9. Identify the project's **key elements**. A single project may have multiple project elements.

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

Multimodal Mobility (i.e., accommodating a broad range of users)

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

Safety Improvements

Complete Streets Improvements

Study

Other, briefly describe:

¹For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

10. Define the **scope and **specific elements** of the project (including any elements checked in #9 above).**

***DO NOT** include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

This project will design and construct sidewalks that would improve multimodal access in Aurora's sidewalk network focusing on providing safe and convenient access to transit with the following specific scope elements:

1. Havana Street at 13th Avenue - construct a sidewalk on the east side of Havana Street between 13th Avenue and approximately 100' north to the existing RTD bus stop and a sidewalk on the west side of Havana Street between 13th Avenue and approximately 75' south to the existing bus stop. The Havana Street and 13th Avenue intersection will also include new ADA ramps. Sidewalks are anticipated to be 6-8' in width pending further investigation. Sidewalks may need to be narrower in some segments depending on physical constraints.
2. Havana Street at 4th Way - construct a sidewalk on the east side of Havana Street between 4th Way and approximately 800' south of 4th Way. The eastern half of the intersection at Havana Street and 4th Way and various access points will also be improved for ADA ramps. Sidewalks are anticipated to be 8-10' in width pending further investigation. Sidewalks may need to be narrower in some segments depending on physical constraints.
3. Yale Avenue between Peoria Street and Xanadu Way - construct a sidewalk on the south side of Yale Avenue between Peoria Street and Xanadu Way for a total of approximately 3600'. The southern portion of the intersections with Yale Avenue at Racine Street, Ursula Street, Wheeling Way and Xanadu Way will also include new ADA ramps. Sidewalks are anticipated to be 6-8' in width pending further investigation. Sidewalks may need to be narrower in some segments depending on physical constraints.
4. Chambers Road between Hampden Circle and Nassau Avenue - construct a sidewalk on the west side of Chambers Road between approximately 400' south of Hampden Circle and approximately 400' north of Nassau Avenue for a total of 1,500' in length. The western portion of the intersections with Chambers Road at Fraser Street south and Fraiser Street north will also be improved for new ADA ramps. Sidewalks are anticipated to be 8-10' in width pending further investigation. Sidewalks may need to be narrower in some segments depending on physical constraints.

The City of Aurora's current street standard calls for 10' sidewalks and 10' landscaping buffers for six lane arterials, which includes Havana Street (south of 6th Avenue) and Chambers Road. City standards call for 8' sidewalks and 10' landscaping buffers for minor arterials which includes Havana Street north of 6th Avenue and Yale Avenue. The specific sidewalk widths and landscaping buffers, if any, will be determined upon field survey, detailed design, right of way and construction easement availability and impacts to the existing land uses. If this project is funded, the city will also coordinate with RTD to determine if other transit amenities, such as stop pads, benches or shelters, and pedestrian lighting will be installed.

Further, should any of the projects or segments of the projects, deemed, upon further evaluation, technically infeasible, a like-kind sidewalk improvement project that enhances multimodal access to transit may be selected. The final selected or revised project limits would also account for what sidewalk gaps have since been addressed, subsequent land development adjacent to any current gaps, and best planning and engineering judgement to assemble projects of meaningful length and independent utilities. It is anticipated that all of the locations listed will be completed with this funding, but the exact number may change based on the outcome of preliminary design, construction costs and total funds awarded.

The cost estimate includes design, procurement of temporary construction easements (as necessary) and construction of the actual sidewalk segments including necessary adjustments in landscaping/irrigation, on-site and off-site drainage, utility relocation, construction stormwater management, construction traffic control, and mobilization.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

The City of Aurora has maintained a detailed database of all missing sidewalks for over a decade to allow for prioritization as funding opportunities present themselves. Additionally, the need to address sidewalk multimodal access improvements to transit and the adverse impact of the missing sidewalks to those who walk, bike or use transit in Aurora has been highlighted by various local plans, including: Havana Street Corridor Study, 2022, Arapahoe County Bicycle and Pedestrian Master Plan, 2017, Fitzsimons Area Wide Multimodal Transportation Study, 2009, Aurora’s Bicycle and Pedestrian Master Plan, 2012, Aurora Places, 2018, the Northwest Aurora Mobility Study, 2018, DRCOG's Active Transportation Plan, 2019 and DRCOG's Reginal Complete Streets Toolkit, 2021. The locations submitted in this application represent the City's highest priorities.

Further, the City of Aurora has been undertaking various pedestrian and bicycle safety and mobility improvement projects in recently years, such as the ongoing city-wide sidewalk gap closure project funded by the previous TIP program, the pedestrian and traffic safety improvement project for Havana Street at Del Mar Parkway and 11th Avenue, and the curb extension improvement project on Havana Street north of Colfax Avenue funded by CDOT's safety program and a HAWK pedestrian crossing project for Havana Street funded by the City of Aurora's capital program, etc. This project, if funded, will be a continuation and integral part of the comprehensive efforts by the City of Aurora to improve pedestrian and bicycle safety and mobility throughout the city.

The locations submitted in this application have undergone a preliminary evaluation and analysis. That analysis included technical feasibility of construction and a City of Aurora Class 5 Cost Estimate developed for this project. The City of Aurora utilizes the Cost Estimating Classifications and methodology outlined by the Association for the Advancement of Cost Engineering (AACE). The Class 5 Estimate utilizes quantification of project specific Major Construction Items coupled with current cost data. Minor Construction Items and other project costs are then quantified based on relative cost ratios determined by project specifics, professional judgement, and previous experience. As part of this analysis, project specific factors known to drive cost have been evaluated. The resulting Class 5 Estimate is industry standard for Rough Order of Magnitude (RoM) or Programing level cost estimating. The city has programmed the required matching funds and is ready to begin the project implementation when the TIP grant is awarded for this project.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: TBD

Outline the differences between the scope outlined above and the reduced scope: This project includes four separate arterial street segments. Based on the funding availability, we may select different street segments for implementation.

Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

Total amount of Subregional Share Funding Request (in \$1,000's)
(No less than \$100,000 and not to exceed 90% of the total project cost)

\$4,600

80.00%
of total project cost

Check box if requesting **only state MMOF funds (requires minimum 50% local funds)¹**

Match Funds (in \$1,000's)			% Contribution to Overall Project Total
List each funding source and contribution amount.		Contribution Amount	
City of Aurora		\$1,150	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>		\$1,150	20.00%
Project Total		\$5,750	
Notes:	<p>1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.</p>		

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$840	\$160	\$3,600	\$4,600
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$210	\$40	\$900	\$1,150
Total Funding	\$1,050	\$200	\$4,500	\$5,750
Phase to be Initiated	Design	ROW	Construction	
Notes:	<ol style="list-style-type: none"> Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? Relevant quantitative data in your response is required.

Arterials streets in Aurora connect to various regional employment centers, urban centers, and the regional transit network that leads to more important regional destinations throughout the metro area. Currently, there are numerous gaps and inadequate width in Aurora’s sidewalk network along arterial streets. A two-foot-wide sidewalk gap between the house or employment location of a person using a wheelchair or other mobility device, and the nearest transit stop, can require that person to use paratransit service rather than a fixed route service. This can result in a cost to RTD of \$43.47 for a paratransit trip, compared to a cost of \$6 for a bus trip (National Transit Database, 2017).

Sidewalks with adequate width and continuity along arterials play important multimodal mobility and connectivity functions for residents, employees and visitors in Aurora and Arapahoe Subregion to walk, bike or take transit to access various regional destinations. This project directly benefits the regional and subregional population and employment using transit. A typical transit user will walk five to ten minutes, or a quarter mile, to use transit. An important aspect of their decision to use transit is based on the availability of safe, convenient and complete connectivity of the walking environment to reach that transit stop. The sidewalk multimodal access improvements for the transit routes by this project serve many important urban centers in the Arapahoe Subregion, including Colfax Avenue, Argenta - 1st Avenue, Gardens on Havana - Buckingham and Illif Avenue Centers, along Havana Street and Arapahoe Crossing and Arapahoe at Village Center Station and Southmoor Station in the south, and Aurora City Center, etc. Approximately 85,200 people live or work within half -mile of the project area currently and it is anticipated to grow to over 100,000 by 2050. Approximately there are 42,000 population and 27,000 employment in 2020 in the urban centers served by the transit routes improved by this project.

Specifically, this project will serve the following existing RTD customers based on 2019 pre-pandemic data and will certainly serve more transit customers when the improvements are completed:

1. Bus 105 on Havana Street at 13th Avenue: daily route boarding and alighting northbound and southbound: 10,698; daily stop boarding and alighting northbound and southbound: 271 (138+133);
2. Bus 105 on Havana Street at 4th Way: daily route boarding and alighting northbound: 5306; daily stop boarding and alighting northbound: 147;
3. Bus 130 on Yale Avenue: daily route boarding and alighting northbound: 1212; daily stop boarding and alighting:31;
4. Bus 153 on Chambers Road: daily route boarding and alighting southbound: 2700; daily stop boarding and alighting southbound: 57

Addressing the deficiencies of these sidewalks would directly benefit regional and subregional vulnerable populations, especially those on wheelchairs or other mobility devices. While the city of Aurora has over 220 miles of missing sidewalks, the approximately 1.15 miles of sidewalk gaps proposed to be addressed in this project have been specifically chosen because they’re providing critical access to transit stops. In fact, the city has received numerous requests over the years regarding missing sidewalks that prevent people in wheelchairs from accessing public transit. Within one half mile of these improvements, there are a total of 85,200 population with nearly 11,400 persons over 65 years of age, 50,900 minorities, 4,100 households in poverty, 8,700 individuals with limited English proficiency, 5,300 persons with disabilities, and nearly 3,200 households without a motor

vehicle. These are the populations that are more likely to rely entirely on a safe, comfortable, and functioning sidewalk network to complete their daily trips or use sidewalks to access transit services. Removing sidewalk gaps along the proposed arterials, also helps to reduce vehicle miles traveled, decrease congestion on our roadway system and therefore reducing the Green House Gas (GHG) emissions. Based on the specific calculations in the Active Transportation Section, this project will reduce the daily vehicle miles of travel (VMT) by 658 and GHG emissions by 624 pounds at the opening date in 2026 and the VMT by 856 and GHG emissions by 813 pounds in 2050, a great contribution to the regional and subregional efforts in meeting the State GHG reduction goals.

Finally, this investment will allow the region to support access needs and improvements identified in previous area transportation plans, including supporting sidewalks in the pedestrian activity centers in the 2017 Arapahoe County Bicycle and Pedestrian Master Plan, and specific gaps identified in the city of Aurora's 2012 Bicycle and Pedestrian.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

Making sidewalk access improvements by constructing 6' to 10' wide sidewalks that provide safe, comfortable and convenient access to bus stops along the selected arterial streets specified in this project will significantly enhance safety and mobility for transit riders, especially for the vulnerable and transit reliant populations and connect them to various major employment, shopping and health care opportunities and urban centers throughout the Arapahoe subregion and the metro area. The sidewalk improvements will also significantly benefit people reliant on mobility devices by providing continuous sidewalk with adequate width to travel safely and access bus stops/service without having to negotiate unpaved surface areas and obstructions.

Specifically, Bus 105 connects several regional trip generators and urban centers, such as the Iliff Avenue Center, Gardens on Havana - Buckingham Center, Argenta Redevelopment -1st Avenue Center, and Colfax Avenue Center. It also connects to two rail stations, the Southmoor Station on the south which is served by E and H Lines, and the Central Park Station on the north which is served by the A Line. In addition, 13th Avenue is a major active transportation corridor identified in the Bicycle and Pedestrian Master plan both by Aurora and Arapahoe County and the DRCOG's Active Transportation Plan. It connects the High Line Canal Trail on the east, Toll Gate Creek Trail near I-225 and 13th Avenue Station and Denver's 12th Avenue bicycle Blvd on the west. By providing sidewalk access with adequate width from 13th Avenue, including new ADA ramps at the Havana Street and 13th Avenue intersection, to the bus stops located at both south and north side of 13th Avenue on Havana Street, this project will significantly enhance the multimodal connectivity for the area residents, employees and visitors, especially vulnerable and transit reliant populations to Bus 105 and therefore to the rest of the regional via the RTD transit network. Similarly, the improvements at 4th Way will enable employees, visitors and residents in the area to have a safe and comfortable access to the bus stops at 4th Way and 1st Avenue and therefore connect to the regional destinations via the RTD transit network.

Bus 130 connects Nine Mile Station on the south, which is served by R and H Lines and 10 bus lines, including 83D, 83L, 121, 130, 133, 135, 139, 483, AT and ATA and Aurora Metro Center Station on the north, which is served by R Line and 7 bus lines, including 3, 3L, 6, 11, 15L, 133 and 153. By constructing a new 6-8' wide sidewalk, this project will enable the area residents to safely and comfortably access Bus 130 on the south side of Yale Avenue. Especially, the access to the bus stop at Wheeling Way will be significantly improved with a paved sidewalk.

Bus 153 connects Peoria Station, served by A and R Lines and Aurora Metro Center Station, served by R Line on the north, and Arapahoe Crossing and Arapahoe at Village Center Station, served by R and E Lines, on the south. By constructing a new 8-10' sidewalk, this project will enable area residents to safely and comfortably access the bus stops at Hampden Circle, a few hundred yards south of Hampden Circle, Nassau Drive and Oxford Avenue.

Filling in these gaps and improving the substandard sections of sidewalk will move the Arapahoe subregion and the metro area toward achieving the shared regional transportation outcomes and objectives established in Metro Vision related to livability, safety and connectivity of the multimodal transportation system. A complete sidewalk network will support "A connected multimodal region" and ensure "The regional transportation system is well-connected and serves all modes of travel". Addressing sidewalk gaps with access to transit will specifically improve the region's multimodal transportation system and connections including pedestrian and bicycle accessibility and supports the transit system through first and last mile connections. Creating a defined, designated space for pedestrians alongside roads creates a safer transportation system by reducing fatalities and serious injuries of pedestrians or bicyclists traveling along arterial streets with high vehicular speed and volumes and increases the multimodal level of service and reduces the level of stress for pedestrians and bicyclists and therefore helps to achieve the outcome of "operate, manage and maintain a safe and reliable transportation system". Improving the transportation network, particularly for those not driving and in areas with high numbers of vulnerable populations, increases access to amenities that support healthy, active choices, creates comfortable and safe travel and access for users of all ages and abilities, including access to food options and helps to achieve the outcome of "healthy, inclusive and livable communities". Ensuring a complete sidewalk network and providing safe and convenient access to transit also means that connections are improved to health care, especially for those residents without a car or the ability to drive and ensures "the region's residents have expanded connections to health services". Finally, by focusing sidewalk improvements to transit access will improve access for the traditionally underserved areas and their residents and to achieve the outcome of "increase safe and convenient active transportation options for all ages and abilities".

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

This project occurs within the city limits of Aurora. Focusing the improvements on transit stop access would allow enhanced access for the transit reliant population to the rest of the region and therefore, will benefit all municipalities served by the major regional transit routes improved by this project, including the City and County of Denver, the Cities of Greenwood Village, Centennial and Lone Tree as well as unincorporated Adams and Arapahoe Counties. With project funding, the city will coordinate with RTD to identify potential stop area improvements, such as benches, shelters, ADA compliant boarding and alighting pads, and pedestrian scale lighting, etc. Letters of support have been included in the application package.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	85,212	-	-
	b. Total households	35,587	-	-
	c. Individuals of color	50,846	60%	33%
	d. Low-Income households	4,116	12%	9%
	e. Individuals with limited English proficiency	8,718	10%	3%
	f. Adults age 65 and over	11,406	13%	13%
	g. Children age 5-17	15,470	18%	16%
	h. Individuals with a disability	5,257	6%	9%
	i. Households without a motor vehicle	3,202	9%	5%
	j. Households that are housing cost-burdened	12,460	35%	32%

For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(i): "cost-burdened" means a household that spends more than thirty percent of its income on housing."

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: The proposed sidewalk improvements are located in areas with transit service, providing a needed connection to access transit that is safe and comfortable for pedestrians and bicyclists. There is a higher than regional average concentration of vulnerable and environmental justice populations within one-half mile of the project elements. Specifically, there are over 50,900 minorities (60% for the project area vs. 33% for the region), 8,700 Individuals with limited English proficiency (10% for the project area vs. 3% for the region), 3,200 households without a motor vehicle (9% for the project area vs. 5% for the region), over 4,100 low-income households (12% for the project area vs. 9% for the region), and over 5,200 (6% for the project area vs a slightly high percentage of 9% for the region) individuals living with a disability. These are all populations that are more likely to rely entirely on a safe, comfortable, and functioning sidewalk network to complete their daily trips or use sidewalks to access transit services. The significant amount and higher concentration of vulnerable populations present opportunities for increased transit ridership when pedestrian and bicycle connections improve. As mentioned above, a two-foot wide sidewalk gap can require that a person, who uses a wheelchair or has general mobility issues, to use paratransit creating a higher cost to RTD.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. Safe, convenient and affordable multimodal access to transit is essential to livability and diversity of communities. The sidewalk improvement projects will enable vulnerable and transit reliant populations to access transit for their essential daily travel needs, such as commuting, shopping, school and medical trips, and therefore make the communities more livable and diversified. Focusing these improvements on arterial streets and transit access also prioritizes investment that will allow other users, such as the adult working population, to travel safely to jobs, social services, or access transit service. In addition, investments in multimodal improvements have been linked to overall health and economic benefits to users as well as increases in property values of adjacent neighborhoods. Economic and Health Benefits of Bicycling and Walking, 2016, estimated that there is a \$3.2 billion annual benefit from reduced mortality from bicycling and walking in Colorado and a \$1.6 billion annual economic contribution by individuals who bike and/or walk to access local industry.
- Contain urban development in locations designated for urban growth and services. Improving sidewalks in developed areas supports reinvestment in locations where urban-level infrastructure already exists. This project will increase multimodal network connectivity in an existing urban area, and will link to several urban centers. Approximately 85,200 people live or work within half -mile of the project area and it is anticipated to grow to over 100,000 by 2050.
- Increase housing and employment in urban centers. This project provides safe and convenient multimodal access to several key transit routes, which connects to numerous urban centers and rail stations and Transit Oriented Development (TOD) areas , including Aurora Metro Center, Central Park, Arapahoe at Village Center Station, Gardens on Havana, and Southmoor Station, in the Metro area and Arapahoe Subregion. Enhanced multimodal access to transit routes that serve the urban centers and TODs will enhance the attractiveness and competitiveness of the urban centers and TODs and therefore, increase housing and employment in those urban centers over time. In addition, by increasing the multi-modal connectivity, safety and convenience among various Urban Centers and TODs, this project will increase the capability of each of the Urban Centers to leverage their strengths with the other Centers, contributing to the clustering effect. This will allow the Urban Centers to become more livable and vibrant places and will be attractive to more business and residential developments and therefore accommodate a growing share of the region's housing and employment.
- Improve and expand the region's multimodal transportation system, services, and connections. This project will expand the region's multimodal transportation system, services and connections by eliminating critical sidewalk gaps and substandard sidewalks and therefore improve the connectivity of the regional sidewalk and bicycle system. More importantly, this project enhances multimodal transit

access to several key bus routes, which connects various employment centers, urban centers and rail stations and TODs that are served by A, E, H and R Lines. It will enhance multimodal transit services and connections for residents, employees and visitors, especially those on wheelchairs or other mobility devices who could not access transit services safely without this project. These sidewalk improvements will enhance safety, accessibility and connectivity for over 500 daily boardings and alightings currently and can increase the transit ridership more with the completion of the project. Within one half mile of these improvements, there are nearly 11,400 persons over 65 years of age, 50,800 minorities, 4,100 households in poverty, 8,700 individuals with limited English proficiency, 5,300 persons with disabilities, and nearly 3,200 households without a motor vehicle. These are the populations that are more likely to rely entirely on a safe, comfortable, and functioning sidewalk network to complete their daily trips or use sidewalks to access transit services. This project will provide mobility choices for the vulnerable populations to access key destinations, transit stops and regional transit network.

- **Operate, manage, and maintain a safe and reliable transportation system.** This project directly serves both transit stops, and first and last mile connections to transit stops by closing the critical sidewalk gaps and therefore providing a safe and interconnected walking or biking route to transit. It will improve multimodal transit access to 12 transit stops, serving over 500 daily boardings and alightings. The city of Aurora allows bicyclists to ride on sidewalks. Most of the new sidewalks improved by this project will be 8 - 10 foot wide, allowing the safer sharing of the facility by people walking and biking. Removing sidewalk gaps will make traveling along major arterial streets safer for pedestrians, bicyclists, motorists, and transit riders. The current sidewalk gaps and substandard sidewalks may force pedestrians or bicyclists, especially those on wheelchairs or other mobility devices to travel in the vehicle lane, with traffic volumes of 30,000 ADT or more and 35 or 45 MPH posted speed, a very dangerous situation. The arterial streets immediately adjacent to the sidewalk gaps have experienced 232 crashes between 2015 and 2019. Better separated users of different transportation modes along these arterial corridors will increase the comfort, safety and service levels for pedestrians and bicyclists.
- **Improve air quality and reduce greenhouse gas emissions.** This project will remove an estimated 765 daily single occupied vehicle (sov) trips from the network in the opening date and 993 sov trips in 2050. This will reduce estimated GHG emissions by 624 pounds each day in the opening day and 813 pounds each day in 2050.
- **Connect people to natural resource and recreational areas.** By making sidewalk improvements, this project increases accessibility to the High Line Canal Trail, Havana Park, and Expo Park. In addition, by providing safe and convenient access to transit stops and the regional transit network, this project helps to improve multimodal connections to various open space assets in the region.
- **Reduce the risk of hazards and their impact.** By providing safe and convenient and connected sidewalks for pedestrians and bicyclists, this project reduces the risk of crashes between trucks with hazardous materials and pedestrians and bicyclists and therefore reduces the risk of hazards and their impact.
- **Increase access to amenities that support healthy, active choices.** A well-connected, safe, reliable multi-modal transportation network will enable people of all ages and all level of physical capabilities to feel safe, and comfortable to make healthy and convenient active travel choices, such as walking, biking or taking public transit. This project will substantially complete the sidewalk network on Havana Street between Colfax Avenue and the High Line Canal Trail. It will enhance connections to many built and natural parks and open spaces, including Aurora City Park, Spencer Garrett Park, Havana Park, Futon Park, Expo Park, Ben Bezoff Park, Babi Yar Park, Hentzell Park as well as Highline Canal and Cherry Creek, along the Havana Street Corridor, that will support healthy active choices. Within one half mile of these improvements, there are nearly 11,400 persons over 65 years of age, 50,800 minorities, 4,100 households in poverties, 8,700 individuals with limited English proficiency, 5,300 persons with disabilities, and nearly 3,200 households without a motor vehicle. These are the population groups that are more likely to rely on a safe, comfortable, and functioning sidewalk network to complete their daily trips or use sidewalks to access transit services. By providing safe, convenient and complete sidewalks and enhanced access to transit stops, regional transit network and many regional parks and open

spaces, this project will expand opportunities for residents, especially vulnerable populations, to walk and bike more and therefore lead healthy and active lifestyles.

- **Improve transportation connections to health care facilities and service providers.** There are over 40 health services facilities within the Havana Street Corridor, including the Kaiser Permanente East Denver facilities, Aurora Mental Health Center, and the non-profit Metro Community Provider Network (MCPN) locations. There are also approximately 250 health care facilities within one mile of the project limites. Medical services are a major driver of transportation needs, particularly for vulnerable populations such as the elderly, persons with disabilities, and children. Improving access to transit will improve the ways people can access vital health care services, including doctors, pharmacists, and dentists within the corridor. The Havana Street Corridor also provides important transfer points via RTD bus routes 15 and 15L at Colfax Avenue stops or the R Line at the Colfax Avenue Station to the world class medical facilities at the Anschutz Medical Campus, which consists of University Hospital, The Childrens' Hospital, VA Hospital, and National Jewish Health facility on Colfax Avenue and the Aurora Regional Medical Center at the Florida Station.
- **Diversify the region's housing stock.** Providing safe, convenient and complete sidewalks and enhanced access to transit stops and regional transit network, especially for the vulnerable and transit reliant populations in the region, this project will improve transportation connections to significant numbers of urban centers and rail transit stations and TODs, where affordable housing is available, which is essential to the diversity of the region's housing stock.
- **Improve access to opportunity.** Within one half mile of these improvements, there are nearly 11,400 persons over 65 years of age, 50,800 minorities, 4,100 households in poverties, 8,700 individuals with limited English proficiency, 5,300 persons with disabilities, and nearly 3,200 households without a motor vehicle. These are the populations that are more likely to rely on a safe, comfortable, and functioning sidewalk network to complete their daily trips or use sidewalks to access transit services. This project provides the critical connections for vulnerable populations to schools, health care facilities, and jobs and therefore, reduce critical health, education, income and opportunity disparities.
- **Improve the region's competitive position.** Investment in bicycle and pedestrian infrastructure has been linked to economic health and vitality. A 2016 study found bicycling and walking contribute approximately \$1.6 billion annually to Colorado's economy (Economic and Health Benefits of Bicycling and Walking, BBC Research & Consulting, October 2016).

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [Colfax Ave, 1st Avenue Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Colfax Ave, Argenta - 1st Avenue Center, Gardens on Havana-Buckingham Center, I-225/Parker Road, Illiff Avenue](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? [102](#)
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes No

If yes, provide a link to the relevant planning document:
https://www.auroragov.org/UserFiles/Servers/Server_1881137/File/Business%20Services/Planning/Comprehensive%20Plan/Aurora%20Places%20Comp%20Plan%20Adopted%202018%20MQ.pdf
 If yes, provide how the area is defined in the relevant planning document: This project is in the locally-defined growth and development area, which is identified in the Urban Growth Area, Designated Urban Centers, Strategic Development Areas and Transit Oriented Development in Aurora Places, Aurora’s Comprehensive Plan. Please see Priority Growth and Development Area attachment.

- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): [The city of Aurora has identified various zoning districts that support compact and mixed-use development patterns. Please see Zoning for Compact and Mixed-use Development attachment](#)

Provide households and employment data*	2020	2050
Households within ½ mile	35,587	41,759
Jobs within ½ mile	21,923	32,306
Household density (per acre) within ½ mile	7.57	8.89
Job density (per acre) within ½ mile	4.66	6.87

Describe how this project will improve access to and/or connectivity between the above identified areas, including the required quantitative analysis:

The proposed project elements provide new and improved pedestrian connections within Six DRCOG-defined urban centers - Colfax Ave, 1st Avenue Center, Buckingham, Aurora Metro Center, I-225/Parker Road, and Illiff. There are approximately 100 bus stops within a half-mile of the project elements. Providing a more complete sidewalk network that is safe and comfortable to use and that are within a half-mile of well served bus routes will create better mobility for all residents in the area. The potential to increase transit ridership will not only help serve residents who rely entirely on transit as a means of transportation but can also provide better conditions for those who travel by car. As mentioned above, the effects of closing sidewalk gaps along these arterial roads provides a way to move local vehicle trips off of the regional roadway network which could then free up capacity for those users in cars making longer trips and users who use the network as a freight route.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

Making sidewalk access improvements by constructing 6' to 10' wide sidewalks that provide safe and convenient access to bus stops along the selected arterial streets specified in this project will significantly enhance safety and mobility for transit riders, especially for the vulnerable and transit reliant populations and connect them to various major employment centers, regional destinations, including health care services, commerce, educational, cultural and recreational opportunities.

Specifically, Bus 105 connects several regional employment centers and urban centers, such as the Iliff Avenue Center, Gardens on Havana - Buckingham Center, Argenta Redevelopment - 1st Avenue Center, and Colfax Avenue Center. It also connects to two rail stations, the Southmoor Station on the south which is served by E and H Lines, and the Central Park Station on the north which is served by the A Line. In addition, 13th Avenue is a major active transportation corridor identified in the Bicycle and Pedestrian Master plan both by Aurora and Arapahoe County and the DRCOG's Active Transportation Plan. It connects High Line Canal on the east, Toll Gate Creek Trail near I-225 and 13th Avenue Station and Denver's 12th Avenue Bicycle Blvd on the west. By providing sidewalk access with adequate width from 13th Avenue, including ADA compliant ramps at the Havana Street and 13th Avenue intersection, to the bus stops located at both south and north sides of 13th Avenue on Havana Street, this project will significantly enhance the multimodal accessibility for the area residents, employees and visitors, especially vulnerable and transit reliant populations to Bus 105 and therefore to the rest of the region via the RTD transit network. Similarly, the improvements at 4th Way will enable employees, visitors and residents in the area to have a safe and comfortable access to the bus stops at 4th Way and 1st Avenue and therefore connect to the regional destinations via the RTD transit network.

Bus 130 connects Nine Mile Station - I-225/Parker Urban Center on the south, which is served by R and H Lines and 10 bus lines, including 83D, 83L, 121, 130, 133, 135, 139, 483, AT and ATA and Aurora Metro Center Station on the north, which is served by R Line and 7 bus lines, including 3, 3L, 6, 11, 15L, 133 and 153. By constructing a new 6-8' wide sidewalk will enable the area residents to safely and comfortably access Bus 130 on the south side of Yale Avenue. Especially, the access to the bus stop at Wheeling Way would be significantly improved with paved sidewalk. The current bus stop is very difficult for people in wheelchairs to access.

Bus 153 connects Peoria Station, served by A and R Lines and Aurora Metro Center Station, served by R Line on the north, and Arapahoe Crossing and Arapahoe at Village Center Station, served by R and E Lines, on the south. By constructing a new 6-8' sidewalk, this project will enable area residents to safely and comfortably access the bus stops at Hampden Circle, a few hundred yards south of Hampden Circle, Nassau Drive and Oxford Avenue.

These rail transit services would further connect the transit riders to the key employment centers along the southeast corridor, including Denver Tech Center, Inverness, Meridian and Ridge Gate business districts as well as the employment, recreational, educational and service opportunities in downtown Denver. It will also connect to various health care services, such as Anschutz Medical Campus and National Jewish Health, etc.

B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [New sidewalks at: Havana St near 4th Way, Havana St at 13th Ave, Yale Ave between Peoria St and Xanadu Wy, and Chambers Rd south of Hampden Cir.](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

The sidewalks improve conditions for bicyclists, pedestrians, and transit riders. Many trips within the DRCOG region are short trips, which have more potential for mode shift from driving to biking, walking, and riding transit. A total of 43% of all trips across the DRCOG region are less than three miles, with 19% of those trips less than one mile. This creates a huge opportunity for more walking and biking trips, which are significantly impacted by trip length. As the DRCOG Active Transportation Plan reports, there are over 1 million drive alone trips of two miles or less each day in the Denver region. The average length of a bicycle trip is approximately 1.8 miles and over a third are less than two miles, there is a big potential in increasing biking trips. While walking trips are harder to convert from vehicle trips, there is still a potential given there are 100,000 driving alone trips of less than 0.4 miles in the Denver region, which is the average length for a walking trip.

Two of these sidewalk segments are located in pedestrian focus areas and/or short trip opportunity zones as identified by DRCOG. These two indicators have been determined on a regional scale and thus there is a lot of opportunity for increased bicycle and pedestrian activity within these areas. The Yale location is within a pedestrian focus area, and the Havana at 13th location is within a pedestrian focus area as well as a short trip opportunity zone.

While it can be difficult to attract drivers to walk or bike instead, improved sidewalk conditions can attract people to more easily ride transit. The proposed new sidewalks are all located in areas with multiple bus stops that serve major bus routes. The proposed sidewalk on Havana St at 13th Ave has bus stops in both directions (with 271 daily boardings and alightings), the sidewalk for Havana at 4th Way has bus stops in both directions (with 147 daily boardings and alightings for northbound), the sidewalk for Yale Ave serves a total of eight bus stops in both directions (with 31 daily boardings and alightings), and Chambers Rd at Hampden Cir has bus stops in both directions (with 57 daily boardings and alightings southbound).

The sidewalk improvement proposed for Havana St at 13th Ave is also located near Colfax Ave, which has been identified as a BRT route in the Regional Transportation Plan 2050 Rapid Transit System, closing the sidewalk gaps in this area can allow residents to access future BRT stops on Colfax Ave.

The area in which these sidewalks are proposed have a high number of people identified as "vulnerable populations" as stated in Section A. These populations will have better access to bus routes that can take them to employment centers and healthcare facilities. In addition to serving vulnerable populations, the proposed project elements will also connect commuters, residents, and visitors and will provide access to the regional transit network.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?
 Yes No
- Does this project reduce vehicle miles traveled (VMT)?
 Yes No
- Does this project reduce single-occupant vehicle (SOV) travel?
 Yes No

Emissions Reduced (kg/day)	CO	NO _x	VOCs	PM 10
	6.16	0.40	0.37	0.07

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The proposed new sidewalks provide important connections for bicyclists and pedestrians in the various locations. In addition to providing facilities for walking and biking trips, these connections provide important connections to transit routes, which can more easily substitute longer vehicle trips, opposed to walking and bicycling trips.

Based on the calculations completed as part of the active transportation section, there is a daily estimated reduction of 765 single occupancy vehicle trips. The vast majority of these trips are converted to pedestrian trips, estimated at 667 daily trips. The remaining 98 are estimated to be converted to daily bicycle trips.

**Regional
Transit**

Expand and improve the region’s transit network.

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? Havana Street is identified as an additional potential BRT corridor and directly connects with three transit planning corridors: Colfax Avenue, Alameda Avenue and Parker Road.
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center: Colfax Ave, 1st Avenue Center, Buckingham, Aurora Metro Center, I-225/Parker Road, and Iliff

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

The proposed new sidewalks are all located in areas with multiple bus stops that serve major bus routes in the City of Aurora. The proposed sidewalk on Havana St at 13th Ave has a bus stop for either direction of travel, the sidewalk for Havana at 4th Way has two bus stops per direction of travel, the sidewalk for Yale Ave has four bus stops per direction of travel, and Chambers Rd at Hampden Cir has three bus stop per direction of travel. The sidewalk improvement proposed for Havana St at 13th Ave is also located near Colfax Ave which has been identified as a BRT route in the Regional Transportation Plan 2050 Rapid Transit System, closing the sidewalk gaps in this area can allow residents to access potential BRT stops on Colfax Ave.

The area in which these sidewalks are proposed have a high number of people identified as "vulnerable populations" as stated in Section A. These populations will have better access to bus routes that can take them to employment centers and healthcare facilities. In addition to serving vulnerable populations, the proposed project elements will also connect commuters, residents, and visitors and will provide access to the regional transit network.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	4	
Other Injury crashes	85	
Property Damage Only crashes	141	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	CRF=59 for fatal and serious crashes (Alluri et.al 2017). The installed sidewalk will reduce fatal and serious crashes by 59%.
Serious Injury crashes reduced	2.36	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

The proposed project elements will create new sidewalks that are beyond the minimum 5 foot standard. All sidewalk segment locations have been identified as DRCOG defined important safety corridors: High Injury Networks (Yale Ave and Chambers Rd) and Critical Corridors (Havana St).

Creating defined and designated spaces for pedestrians and bicyclists along these roads creates a safer transportation system by reducing injuries associated with crashes for pedestrians along these roads, and increases the level of service capacity for pedestrian travel within these corridors. Sidewalks are identified by the DRCOG Taking Action on Regional Vision Zero's countermeasure glossary.

Freight

Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?*
 Yes No If yes, please provide the name: [RiNo Industrial District](#)
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
 Yes No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:
 Truck Crash Location Rail Crossing Safety ([eligible locations](#))
 Truck Delay Truck Reliability
Please provide the location(s) being addressed:
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
 Yes No If yes, please describe in your response.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

The proposed project elements will address the relevant Needs and Issues identified in the DRCOG's Regional Multimodal Freight Plan for the RiNo Industrial District by addressing the "truck and multimodal roadway safety" need. The sidewalks on Havana St at 13th Ave will create a designated space for pedestrians preventing conflict with truck movements. The proposed project elements are not likely to inhibit truck movements.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?*
 Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
 Yes No If yes, please describe in your response.

Bicycle Use

NOTE: if constructing a new facility, report bike usage along closest existing alternative route

1. Current Average Single Weekday Bicyclists:	430	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	280	363
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	140	182
4. = Initial number of new bicycle trips from project (#2 – #3)	140	181
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	42.00	55.00
5. = Number of SOV trips reduced per day (#4 - #5)	98.00	126.00
6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	215.00	280.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	204.25	266.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here: Instead of using the 0.4 value, the formula integrates SOV trips that are converted to transit in addition to the bicycle trips. Based on the DRCOG mode split information that 4% of trips are transit, we integrated that into the calculation of VMT reduction. The following calculation was utilized to calculate the VMT reduction: Transit trips VMT reduction: Number of new trips from project * 0.04 = Number of transit trips * Average distance of transit trip (7 miles) Bicycle trips VMT reduction: Number of new trips from project * 0.96 = Number of bicycle trips * Average distance of bike trip (2 miles)		

Pedestrian Use

NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	2,930	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	1,905	2,477
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	952	1,238
5. = Number of new trips from project (#2 – #3)	953	1,239

6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	286.00	372.00
7. = Number of SOV trips reduced per day (#4 - #5)	667.00	867.00
8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	443.00	576.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	420.85	547.20
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here: Instead of using the 0.4 value, the formula integrates SOV trips that are converted to transit in addition to the pedestrian trips. Based on the DRCOG mode split information that 4% of trips are transit, we integrated that into the calculation of VMT reduction. The following calculation was utilized to calculate the VMT reduction: Transit trips VMT reduction: Number of new trips from project * 0.04 = Number of transit trips * Average distance of transit trip (7 miles) Pedestrian trips VMT reduction: Number of new trips from project * 0.96 = Number of pedestrian trips * Average distance of walk trip (0.04)		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, include quantitative information, including any items referenced above, in your response:

The sidewalks improve conditions for bicyclists and pedestrians. Many trips within the DRCOG region are short trips, which have more potential for mode shift from driving to biking and walking. A total of 43% of all trips across the DRCOG region are less than three miles, with 19% of those trips less than one mile. This creates a huge opportunity for more walking and biking trips, which are significantly impacted by trip length. As the DRCOG Active Transportation Plan reports, there are over 1 million drive alone trips of two miles or less each day in the Denver region. The average length of a bicycle trip is approximately 1.8 miles and over a third are less than two miles, there is a big potential in increasing biking trips. While walking trips are harder to convert from vehicle trips, there is still a potential given there 100,000 driving alone trips of less than 0.4 miles in the Denver region, which is the average length for a walking trip.

Two of these sidewalk segments are located in pedestrian focus areas and/or short trip opportunity zones as identified by DRCOG. These two indicators have been determined on a regional scale and thus there is a lot of opportunity for increased bicycle and pedestrian activity within these areas. The Yale location is within a pedestrian focus area, and the Havana at 13th location is within a pedestrian focus area as well as a short trip opportunity zone.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	20.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px 5px;">60%+ outside funding sources</td><td style="text-align: right; padding: 2px 5px;">5 pts</td></tr> <tr><td style="padding: 2px 5px;">50-59.9%</td><td style="text-align: right; padding: 2px 5px;">4 pts</td></tr> <tr><td style="padding: 2px 5px;">40-49.9%</td><td style="text-align: right; padding: 2px 5px;">3 pts</td></tr> <tr><td style="padding: 2px 5px;">20-39.9%</td><td style="text-align: right; padding: 2px 5px;">2 pts</td></tr> <tr><td style="padding: 2px 5px;">10.1-19.9%</td><td style="text-align: right; padding: 2px 5px;">1 pt</td></tr> <tr><td style="padding: 2px 5px;">10%.....</td><td style="text-align: right; padding: 2px 5px;">0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%.....	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%.....	0 pts													

D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

Matthew Kozakowski

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- **Utilities:** The majority of the proposed locations will not modify the existing ground level significantly enough to affect subsurface utilities. Curb ramps will need to be designed to avoid existing traffic signal equipment, and fire hydrants have been identified for relocation as appropriate. It is assumed that telecommunications utilities will need to be relocated for locations that are modifying grading to establish walks. The schedule has incorporated 12 months between 60% design and solicitation of construction to accomodate these relocations.
- **Railroad:** No impacts anticipated.
- **Right-of-Way:** All of the locations will construct walks within existing ROW. However, some locations will require Temporary Construction Easements from adjacent property owners. Cost for these easements are included in the project estimate, and 12 months has been incorporated into the project schedule between 60% design and solicitation of construction to procure these property rights. There is risk associated with the construction of locations requiring easements as adjacent property owners may not wish to grant those rights to the city. This risk is mitigated with language included in the proposed project scope allowing for flexibility to construct connections at alternate locations should such difficulties present themselves.
- **Environmental/Historic:** The coordiors proposed in this application are Major/Minor Arterial Roadways and have existed long enough to meet the definition of a Historic Cooridor. Based on previous project experience, it is not antcipated issue will arise in obtaining a Categorical Exclusion determination with the addition of sidewalks in these missing locations as sidewalks already exist in the cooridor.
- **Other:**

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No

If yes, are the other prerequisite phases complete? Yes No N/A

If this project is for construction, please note the NEPA status: [Not Started](#)

- c. Has all required ROW been identified? Yes No N/A
Has all required ROW already been acquired and cleared by CDOT? Yes No N/A

- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No
- Does your agency have the appropriate staff available to work on this project? Yes No
- If yes, are they knowledgeable with the federal-aid process? Yes No

- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
- If yes, who are the stakeholders? [CDOT and RTD](#)

Please provide any additional details on any of the items in Section 1, if applicable.

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?
 Yes No

Please describe:

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No

Please describe:

[City Council at their June 4, 2022 Workshop](#) unanimously supports developing this Sidewalk Multimodal Access Improvement project. City staff is taking steps to have the full local match funding integrated into the City's Capital Improvement Plan and associated budgeting and Departmental funded work programs.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No
- b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No

Please describe:

[Three public meetings](#) were conducted during the Havana Corridor Study on September 2020, February 2021 and July 2021. An online survey was also conducted in February 2021 with 192 participants. Most of the survey participants live or work along the corridor. 97% of the participants "support or strongly support" sidewalk improvements in Original Aurora and 88% of the survey participants "support or strongly support" sidewalk improvements for the rest of the corridor. 12% of the participants are "neutral or no oppositions". Extensive public engagement efforts were also undertaken during the Aurora Places, Aurora Comprehensive Plan, and Aurora Bicycle and Pedestrian Master Plan processes.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?
 Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Three public meetings were conducted during the Havana Corridor Study on September 2020, February 2021 and July 2021. An online survey was also conducted in February 2021 with 192 participants. Most of the survey participants live or work along the corridor. 97% of the participants "support or strongly support" sidewalk improvements in Original Aurora and 88% of the survey participants "support or strongly support" sidewalk improvements for the rest of the corridor. 12% of the participants are "neutral or no oppositions". Extensive public engagement efforts were also undertaken during the Aurora Places, Aurora Comprehensive Plan, and Aurora Bicycle and Pedestrian Master Plan processes.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

Appendix Contents

Project Map

Cost Estimate

Emission Reduction Sheet

Crash Reduction Calculations

Priority Growth Area

Compact Zoning

Concurrence Letters

 CDOT Letter of Concurrence

 RTD Letter of Concurrence

Letters of Support

 Arapahoe County Forum Support

 RTD Letter of Support

 Adams County

 Aurora Chamber of Commerce

 Bicycle Aurora



Planning & Development Services

15151 E. Alameda Parkway
 Aurora CO 80012 USA
 AuroraGov.org
 303.739.7250
 GIS@auroragov.org



City of Aurora, Colorado

TIP Application
 Sidewalk Multimodal Improvements

June 8, 2022





Yale Ave btwn Peoria and Xanadu Street

Chambers Rd btwn Hampden Cir and Nassau Dr

Legend

Transit Stations

- * Existing

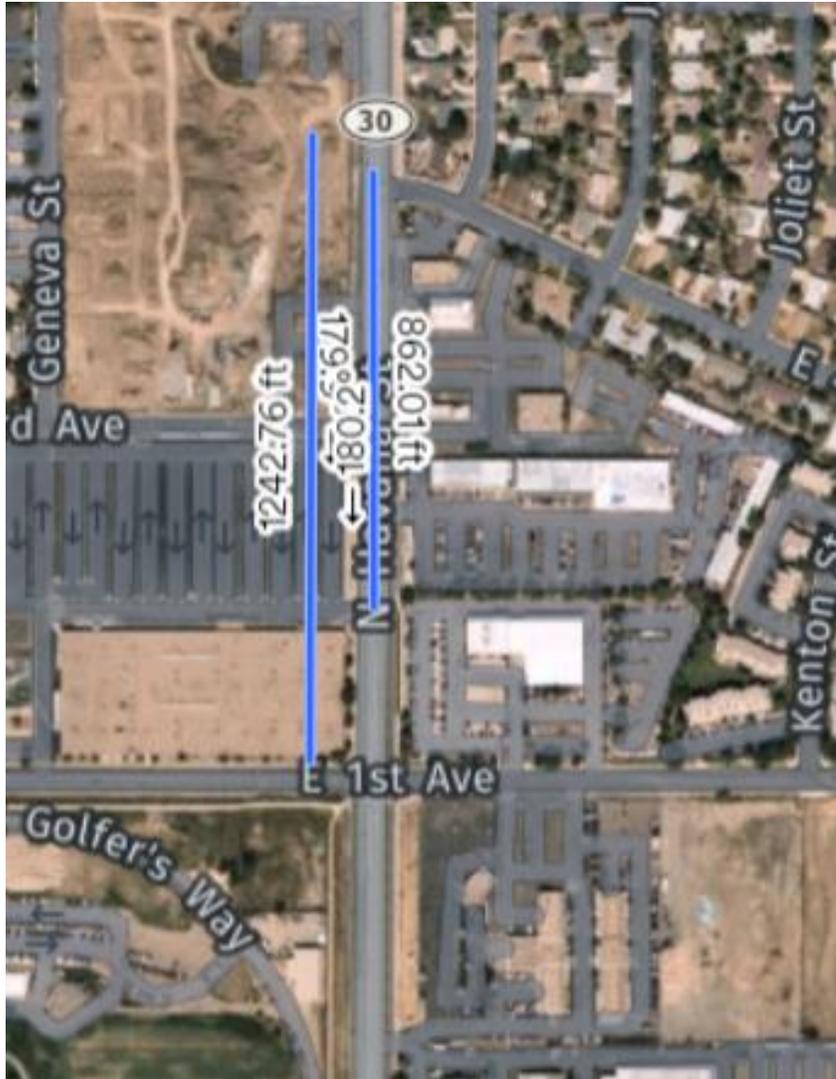
Yale Ave

- Project and Influence Area

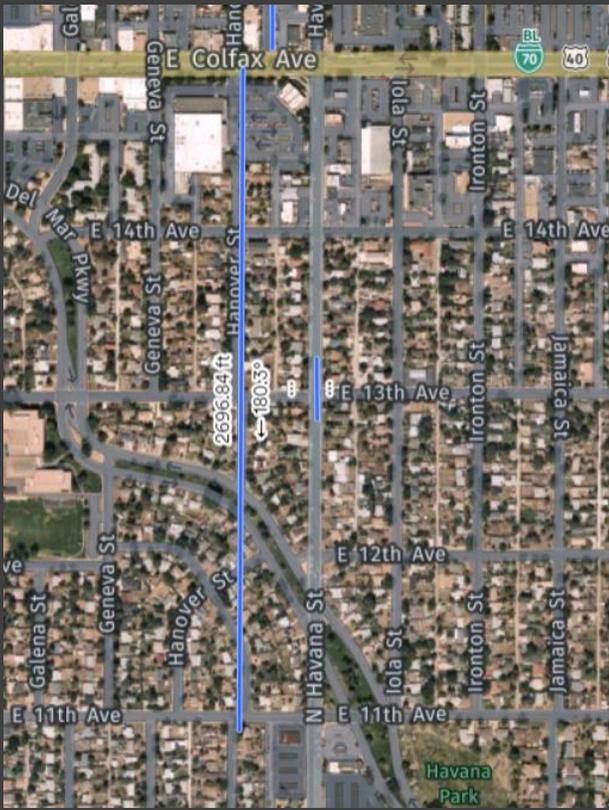
Chambers Rd at Hampden Cir

- Project Area
- Influence Area

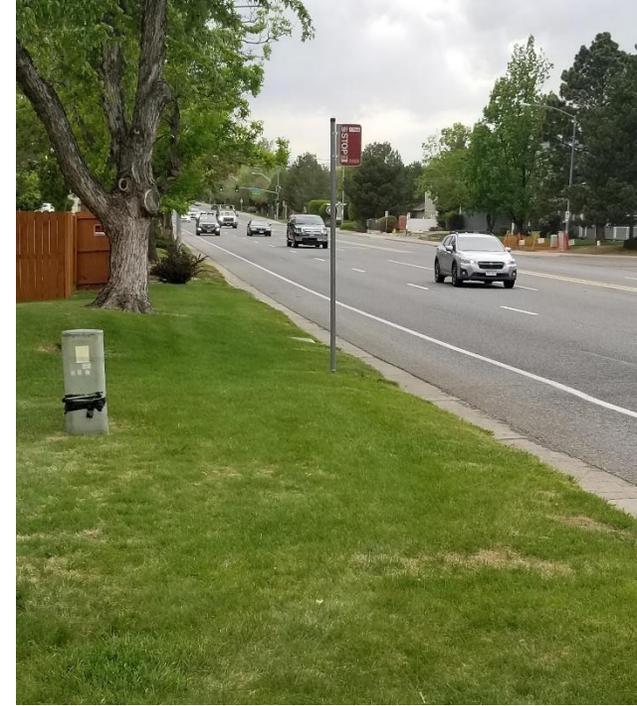
- Bus Routes
- Rail Transit Lines
- Aurora City Limits
- Other Jurisdictions



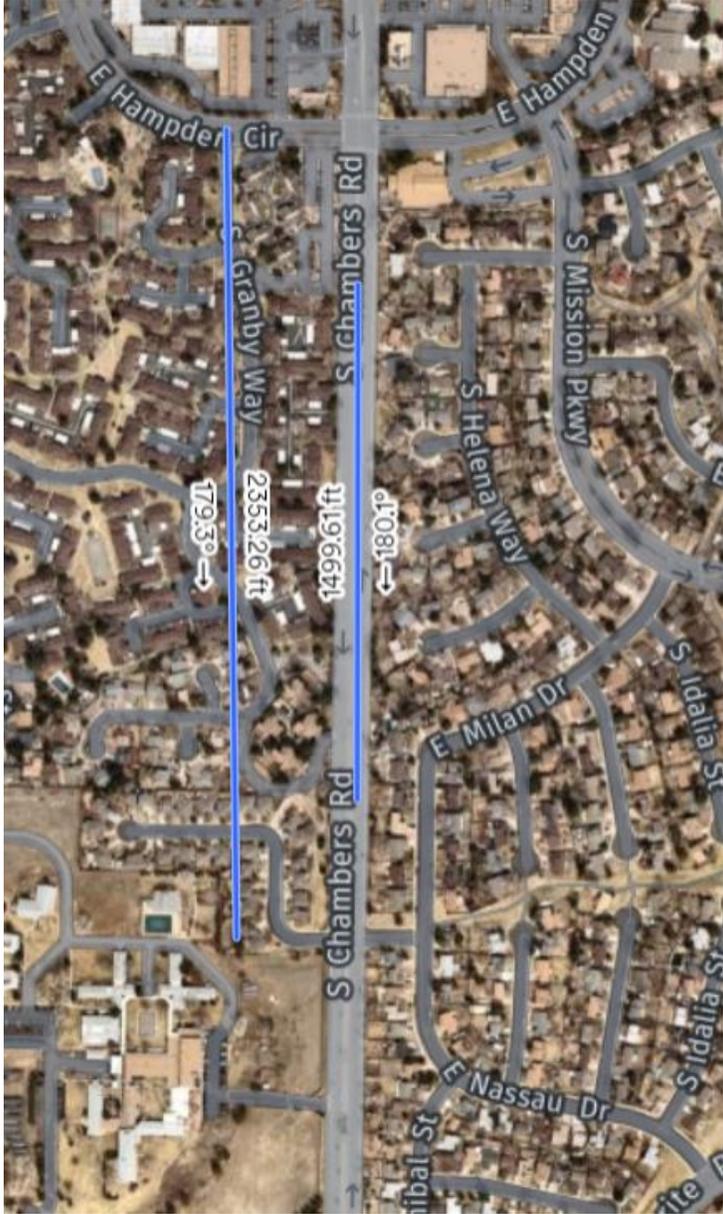
Havana Street (east side)
near 4th Way 10' sidewalk
and 10' buffer if feasible



Havana Street (east side north of 13th and west side south of 13th) at 13th Avenue
6' to 8' sidewalk depending on ROW availability and impacts to the existing land use



Yale Avenue (south side)
Between Peoria Street
and Xanadu Street
8' sidewalk and 10's buffer if
feasible



Chambers Road (West Side) south of Hampden Circle

10' sidewalk with 10' buffer if feasible

CLASS 5 ESTIMATE

Public Works Department - City of Aurora

Prepared By: Matt Kozakowski

For: Victor Racheal
6/14/2022

**Missing Sidewalks Grant Application
Transit Connections**



Location Key	Street	Location	Side	Length	Width	Notes
1	Havana	South of 4th	East Side	800 ft	10 ft	
2	Havana	North of 13th	East Side	100 ft	8 ft	Location not feasible without easements. Will require a cooperative homeowner.
3	Havana	South of 13th	West Side	75 ft	8 ft	Location not feasible without easements. Will require a cooperative homeowner.
4	Havana	North of 17th	East Side	80 ft	8 ft	
5	Havana	South of 17th	West Side	150 ft	8 ft	
6	Havana	South of Montview	West Side	100 ft	8 ft	Location not feasible without easements. Will require a cooperative homeowner.
7	Yale	Peoria to Xanadu	South Side	3600 ft	8 ft	Assumes wall will be necessary on 60% of project length & guardrail to meet roadside safety requirements.
8	Chambers	South of Hampden Circle	West Side	1500 ft	8 ft	Assumes wall will be necessary on 50% of project length & guardrail to meet roadside safety requirements.
9	Coffey	West of Laredo	North Side	600 ft	10 ft	

ITEM	UNIT	UNIT COST	Location 1		Location 2		Location 3		Location 4		Location 5		Location 6		Location 7		Location 8		Location 9		Grand Totals
			QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	
Major Construction Items:																					
Demo Asphalt	SY	\$ 30.00	89	\$ 2,666.67	22	\$ 666.67	17	\$ 500.00	13	\$ 400.00	33	\$ 1,000.00	22	\$ 666.67		\$ -		\$ -		\$ -	\$ 5,900.00
Demo Curb & Gutter	LF	\$ 10.00	400	\$ 4,000.00	100	\$ 1,000.00	75	\$ 750.00	60	\$ 600.00	150	\$ 1,500.00	100	\$ 1,000.00		\$ -		\$ -		\$ -	\$ 8,850.00
Excavation / Subgrade Prep	SY	\$ 8.00	1600	\$ 12,800.00	133	\$ 1,066.67	100	\$ 800.00	80	\$ 640.00	167	\$ 1,333.33	111	\$ 888.89	4000	\$ 32,000.00	1833	\$ 14,666.67	2000	\$ 16,000.00	\$ 80,195.56
Curb & Gutter	LF	\$ 30.00	400	\$ 12,000.00	100	\$ 3,000.00	75	\$ 2,250.00	60	\$ 1,800.00	150	\$ 4,500.00	100	\$ 3,000.00		\$ -		\$ -		\$ -	\$ 26,550.00
Curb Ramps	EA	\$ 3,750.00	14	\$ 52,500.00	2	\$ 7,500.00	2	\$ 7,500.00	2	\$ 7,500.00	2	\$ 7,500.00	4	\$ 15,000.00	7	\$ 26,250.00	2	\$ 7,500.00	5	\$ 18,750.00	\$ 150,000.00
Concrete Median Cover (Detached walk locations)	SF	\$ 12.00	6,400	\$ 76,800.00		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	6,000	\$ 72,000.00	\$ 148,800.00
Block Retaining Wall (Grade-challenged locations)	SF	\$ 80.00		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	5,400	\$ 432,000.00	1,875	\$ 150,000.00		\$ -	\$ 582,000.00
Asphalt Patch-Back	TON	\$ 200.00	44	\$ 8,800.00	11	\$ 2,200.00	8.25	\$ 1,650.00	6.6	\$ 1,320.00	16.5	\$ 3,300.00	11	\$ 2,200.00		\$ -		\$ -		\$ -	\$ 19,470.00
Guardrail	LF	\$ 70.00		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	2,160	\$ 151,200.00	750	\$ 52,500.00		\$ -	\$ 203,700.00
Concrete Sidewalk	SY	\$ 120.00	889	\$ 106,666.67	89	\$ 10,666.67	67	\$ 8,000.00	53	\$ 6,400.00	133	\$ 16,000.00	89	\$ 10,666.67	3200	\$ 384,000.00	1333	\$ 160,000.00	667	\$ 80,000.00	\$ 782,400.00
			Subtotal A	\$ 276,233.33	\$ 26,100.00	\$ 21,450.00	\$ 18,660.00	\$ 35,133.33	\$ 33,422.22	\$ 1,025,450.00	\$ 384,666.67	\$ 186,750.00	\$ 2,007,865.56								
Minor Construction Items	% of Subtotal A		30%	\$ 82,870.00	30%	\$ 7,830.00	30%	\$ 6,435.00	30%	\$ 5,598.00	30%	\$ 10,540.00	30%	\$ 10,026.67	30%	\$ 307,635.00	30%	\$ 115,400.00	30%	\$ 56,025.00	\$ 602,359.67
Landscaping/Irrigation (Restoration of Private Improvements)	% of Subtotal A		10%	\$ 27,623.33	50%	\$ 13,050.00	50%	\$ 10,725.00	5%	\$ 933.00	5%	\$ 1,756.67	50%	\$ 16,711.11	12%	\$ 123,054.00	20%	\$ 76,933.33	15%	\$ 28,012.50	\$ 298,798.94
Lighting	% of Subtotal A			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
On-site Drainage (See Note #)	% of Subtotal A			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
Off-site Drainage	% of Subtotal A		5%	\$ 13,811.67		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	5%	\$ 19,233.33		\$ -	\$ 33,045.00
Signing and Striping	% of Subtotal A			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
Utility Relocation/Protection	% of Subtotal A		15%	\$ 41,435.00	15%	\$ 3,915.00		\$ -	15%	\$ 2,799.00		\$ -		\$ -	8%	\$ 82,036.00	10%	\$ 38,466.67	8%	\$ 14,940.00	\$ 183,591.67
Construction Stormwater Management (erosion control BMP's)	% of Subtotal A		5%	\$ 13,811.67	5%	\$ 1,305.00	5%	\$ 1,072.50	5%	\$ 933.00	5%	\$ 1,756.67	5%	\$ 1,671.11	5%	\$ 51,272.50	5%	\$ 19,233.33	5%	\$ 9,337.50	\$ 100,393.28
Construction Traffic Control (Short Durations)	% of Subtotal A		8%	\$ 22,098.67	10%	\$ 2,610.00	10%	\$ 2,145.00	10%	\$ 1,866.00	10%	\$ 3,513.33	10%	\$ 3,342.22	8%	\$ 82,036.00	8%	\$ 30,773.33	8%	\$ 14,940.00	\$ 163,324.56
Construction Phasing w/ MOT (Significant phasing under traffic)	% of Subtotal A			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
			Subtotal B	\$ 201,650.33	\$ 28,710.00	\$ 20,377.50	\$ 12,129.00	\$ 17,566.67	\$ 31,751.11	\$ 646,033.50	\$ 300,040.00	\$ 123,255.00	\$ 1,381,513.11								
Mobilization	% of Subtotal A+B		10%	\$ 20,165.03	10%	\$ 2,871.00	10%	\$ 2,037.75	10%	\$ 1,212.90	10%	\$ 1,756.67	10%	\$ 3,175.11	10%	\$ 64,603.35	10%	\$ 30,004.00	10%	\$ 12,325.50	\$ 138,151.31
Contingency	% of Subtotal A+B+Mob.		10%	\$ 22,181.54	10%	\$ 3,158.10	10%	\$ 2,241.53	10%	\$ 1,334.19	10%	\$ 1,932.33	10%	\$ 3,492.62	10%	\$ 71,063.69	10%	\$ 33,004.40	10%	\$ 13,558.05	\$ 151,966.44
			Total Construction	\$ 520,230.24	\$ 60,839.10	\$ 46,106.78	\$ 33,336.09	\$ 56,389.00	\$ 71,841.07	\$ 1,807,150.54	\$ 747,715.07	\$ 335,888.55	\$ 3,679,496.42								
Engineering Design (Consultant)	% of Subtotal		20%	\$ 104,046.05	20%	\$ 12,167.82	25%	\$ 11,526.69	25%	\$ 8,334.02	25%	\$ 14,097.25	25%	\$ 17,960.27	20%	\$ 361,430.11	20%	\$ 149,543.01	20%	\$ 67,177.71	\$ 746,282.93
Construction Management (CM, CI, MT)	% of Subtotal		12%	\$ 62,427.63	12%	\$ 7,300.69	12%	\$ 5,532.81	12%	\$ 4,000.33	12%	\$ 6,766.68	12%	\$ 8,620.93	12%	\$ 216,858.06	12%	\$ 89,725.81	12%	\$ 40,306.63	\$ 441,539.57
Art and Public Spaces	% of Subtotal		1%	\$ 5,202.30	1%	\$ 608.39	1%	\$ 461.07	1%	\$ 333.36	1%	\$ 563.89	1%	\$ 718.41	1%	\$ 18,071.51	1%	\$ 7,477.15	1%	\$ 3,358.89	\$ 36,794.96
Plans Review Fees (Per sheet fee estimate)	Sheet	\$ 537.00	12	\$ 6,444.00	6	\$ 3,222.00	6	\$ 3,222.00	6	\$ 3,222.00	6	\$ 3,222.00	6	\$ 3,222.00	30	\$ 16,110.00	20	\$ 10,740.00	12	\$ 6,444.00	\$ 55,848.00
Tree Mitigation Fee	EA	\$ 10,000.00	0	\$ -	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	0	\$ -	20	\$ 200,000.00	4	\$ 40,000.00	0	\$ -	\$ 280,000.00
Permit fees	LS	\$ -	0	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
Environmental Clearances/Permits (Consultant Fees)	LS	\$ 10,000.00	1	\$ 10,000.00		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	1	\$ 10,000.00	\$ 20,000.00
Temporary Construction Easement	SF	\$ 10.00	8000	\$ 80,000.00	1200	\$ 12,000.00	750	\$ 7,500.00	0	\$ -	0	\$ -	1000	\$ 10,000.00	0	\$ -	7500	\$ 75,000.00	0	\$ -	\$ 184,500.00
			Location Total (2022 Dollars)	\$ 788,350.21	\$ 106,138.00	\$ 84,349.35	\$ 59,225.80	\$ 91,038.82	\$ 112,362.67	\$ 2,619,620.21	\$ 1,120,201.04	\$ 463,175.77	\$ 5,444,461.89								
Cost by Project Phase w/ Future Escalation																					
Phase: Initiate Design: FY23	2022 Dollars		\$ 125,692.35	\$ 25,998.21	\$ 25,209.76	\$ 21,889.38	\$ 27,883.14	\$ 21,900.68	\$ 595,611.61	\$ 207,760.16	\$ 86,980.60	\$ 1,138,925.89									
	#Years @ 8%	1	\$ 10,055.39	\$ 2,079.86	\$ 2,016.78	\$ 1,751.15	\$ 2,230.65	\$ 1,752.05	\$ 47,648.93	\$ 16,620.81	\$ 6,958.45	\$ 91,114.07									
	2023 Dollars		\$ 135,747.74	\$ 28,078.07	\$ 27,226.54	\$ 23,640.53	\$ 30,113.79	\$ 23,652.73	\$ 643,260.54	\$ 224,380.98	\$ 93,939.04	\$ 1,230,039.97									
Phase: Initiate ROW: FY24	2022 Dollars		\$ 80,000.00	\$ 12,000.00	\$ 7,500.00	\$ -	\$ -	\$ 10,000.00	\$ -	\$ 75,000.00	\$ -	\$ 184,500.00									
	#Years @ 8%	2	\$ 13,312.00	\$ 1,996.80	\$ 1,248.00	\$ -	\$ -	\$ 1,664.00	\$ -	\$ 12,480.00	\$ -	\$ 30,700.80									
	2024 Dollars		\$ 93,312.00	\$ 13,996.80	\$ 8,748.00	\$ -	\$ -	\$ 11,664.00	\$ -	\$ 87,480.00	\$ -	\$ 215,200.80									
Phase: Initiate Construction: FY25	2022 Dollars		\$ 582,657.87	\$ 68,139.79	\$ 51,639.59	\$ 37,336.42	\$ 63,155.68	\$ 80,461.99	\$ 2,024,008.60	\$ 837,440.87	\$ 376,195.18	\$ 4,121,035.99									
	#Years @ 8%	3	\$ 151,323.24	\$ 17,696.72	\$ 13,411.42	\$ 9,696.72	\$ 16,402.29	\$ 20,896.95	\$ 525,659.32	\$ 217,493.44	\$ 97,702.40	\$ 1,070,282.50									
	2025 Dollars		\$ 733,981.10	\$ 85,836.51	\$ 65,051.01	\$ 47,033.14	\$ 79,557.97	\$ 101,358.94	\$ 2,549,667.92	\$ 1,054,934.32	\$ 473,897.58	\$ 5,191,318.49									
			LOCATION GRAND TOTAL	\$ 963,040.84	\$ 127,911.38	\$ 101,025.55	\$ 70,673.67	\$ 109,671.76	\$ 136,675.67	\$ 3,192,928.46	\$ 1,366,795.30	\$ 567,836.62	\$ 6,636,559.26								
													ROUNDED PROJECT TOTAL								\$ 6,637,000.00

LOCATION BREAKDOWN BY COUNTY			
	Adams County	Arapahoe County	
	Locations 4, 5, 6 & 9	Locations 1, 2, 3, 7 & 8	
Design Phase FY23	Subregional Request	\$ 137,076.88	\$ 846,955.09
	Local Share (20%)	\$ 34,269.22	\$ 211,738.77
	Total	\$ 171,346.10	\$ 1,058,693.87
ROW Phase FY24	Subregional Request	\$ 9,331.20	\$ 162,829.44
	Local Share (20%)	\$ 2,332.80	\$ 40,707.36
	Total	\$ 11,664.00	\$ 203,536.80
Construction Phase FY25	Subregional Request	\$ 561,478.10	\$ 3,591,576.69
	Local Share (20%)	\$ 140,369.52	\$ 897,894.17
	Total	\$ 701,847.62	\$ 4,489,470.87
TOTAL	\$ 884,857.72	\$ 5,751,701.53	

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
95659	94894	765

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
2.494	19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	6.163
Particulate Matter <2.5 μm (PM _{2.5})	0.019
Particulate Matter <10 μm (PM ₁₀)	0.072
Nitrogen Oxide (NO _x)	0.404
Volatile Organic Compounds (VOC)	0.366
Carbon Dioxide Equivalent (CO ₂ e)	601.505
Total Energy Consumption (MMBTU/day)	7.827

*Units in kg/day unless otherwise noted

Per 5-yr

	Element	Crash Reduction Notes	Crash Type
Arapahoe County	Install Sidewalk	<i>FHWA Clearinghouse: Alluri et.al 2017</i>	Fatal and Serious

CMF	CRF	Total Crash History				Reduced Annual Crashes			
		Fatal	Serious	Other	Prop Damage	Fatal	Serious	Other	Prop Damage
0.41	59.00%	0	4	85	141	0.00	2.36	0.00	0.00

*Annual crash reduction = (1-CMF) * (Total 5-yr crash history)*

CRF=59 for fatal and serious crashes (Alluri et.al 2017). The installed sidewalk will reduce fatal and serious crashes by 59%.

Priority Growth and Development Area Attachment

Urban Growth Area

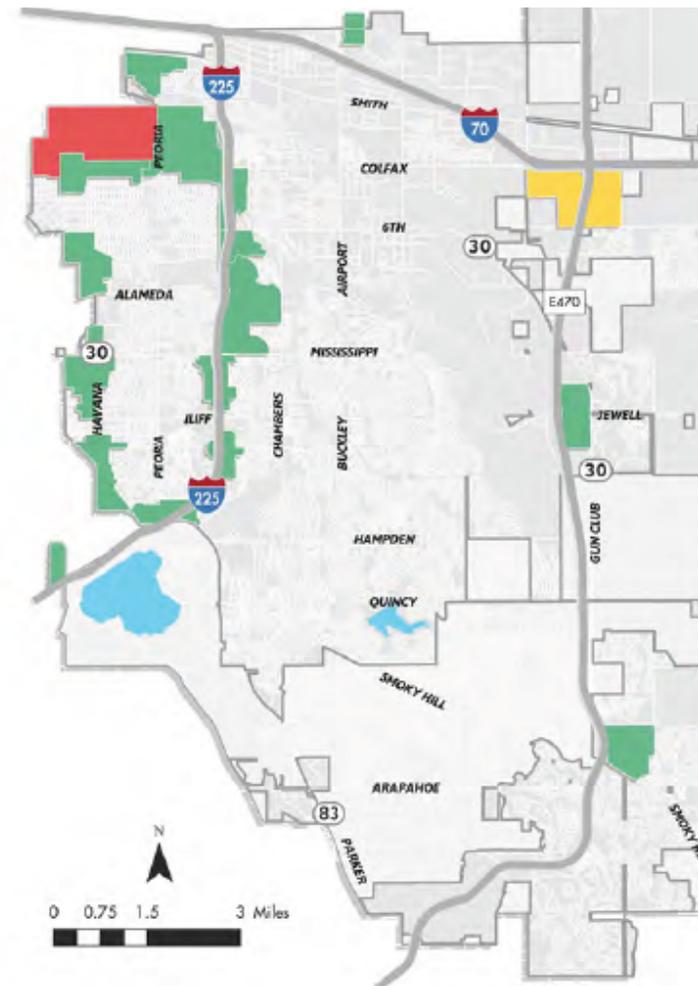
To implement this regional growth policy, DRCOG developed the Urban Growth Boundary/Area (UGB/A) program which periodically allocates growth area to all municipalities and counties in the region. Local jurisdictions designate and manage the specific location of their allocations.

Aurora's undeveloped area is vast, including thousands of acres stretching from Denver International Airport and the Colorado Air and Space Port (formerly Front Range Airport) to Douglas County. The sequence and timing of development of this area is unpredictable, so Aurora has chosen to identify areas of future growth and designate portions of the city's allocation of development under the UGB/A program. In Aurora, this allocation is distributed among nine subareas and is used by property owners on a first-come, first-served basis. The urban growth allocation in the UGA is only considered to have been used when land is subdivided or new construction has occurred.

Designated Urban Centers

DRCOG's Metro Vision plan also describes the "urban centers" concept as a model for healthy, livable communities. These designated centers are intended to feature a multimodal travel network within a mixed-use, urban district with diverse housing, employment and service opportunities accessible without sole reliance on automobiles. Metro Vision establishes a goal of having 25 percent of new housing and 50 percent of new employment in urban centers by 2040. By focusing growth into strategic areas, the city can capitalize on valuable development opportunities and build upon existing transportation networks and infrastructure.

Urban centers are identified by local decision-makers and submitted to DRCOG for formal review and approval. There are currently 18 designated centers in Aurora. The adjacent map shows the city's designated urban centers.

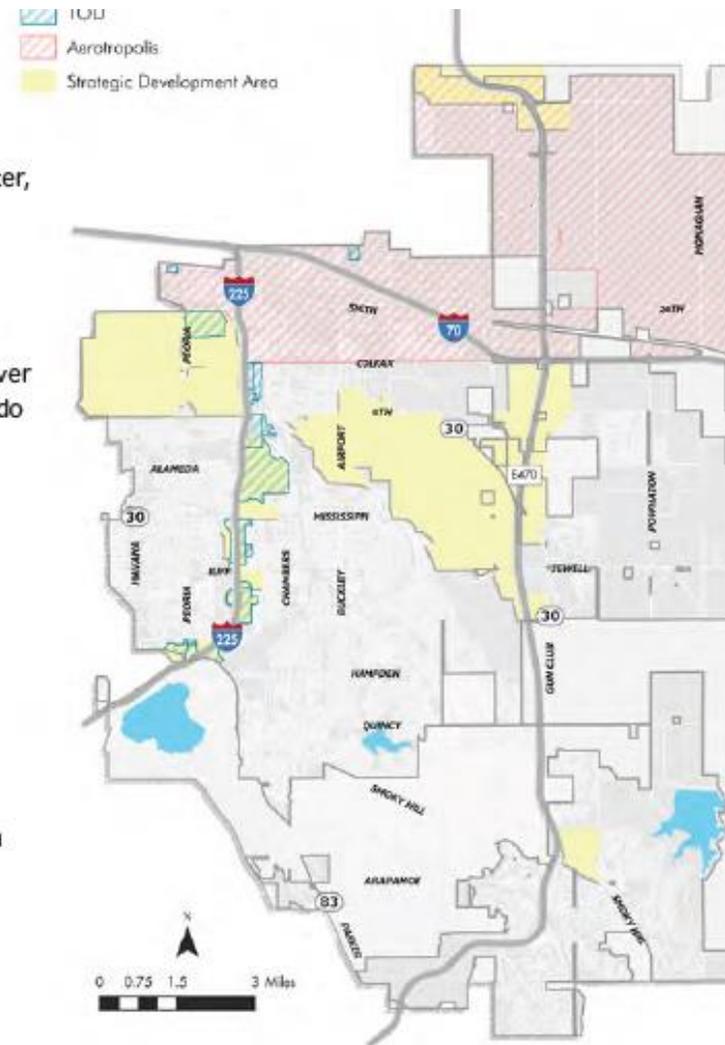


STRATEGIC DEVELOPMENT AREAS

While the city provides services and encourages investment and job creation across the community, Aurora Places identifies locations within Aurora that have been identified as particularly suitable for significant investment or needing ongoing focus and intervention. Each has its own unique conditions, opportunities and challenges to be addressed through a set of strategies specific to the area. Strategic areas include:

- ◆ Urban Districts placetypes (City Center, Anschutz/Fitzsimons, I-225/Parker/Havana, Southlands, I-70/E-470, and Gaylord/Far North E-470)
- ◆ Innovation Districts placetypes
- ◆ Aerotropolis area supported by Denver International Airport and the Colorado Air and Space Port (formerly Front Range Airport)
- ◆ Station area transit-oriented development
- ◆ Original Aurora, including the Arts District and Colfax Avenue corridor
- ◆ Buckley Air Force Base and nearby employment areas

These strategic areas often have additional plans, including station area, neighborhood, transportation or urban renewal plans that outline strategies specific to that area.



TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Aurora Line, RTD's R Line, opened service in early 2017, connecting nine stations from Nine Mile Station in the southwest to Peoria Station in the north-west. Two stations on the University of Colorado A Line are located in Aurora, connecting to Downtown Denver and Denver International Airport. These station areas represent a unique and valuable opportunity for significant investment surrounding transit.

Beginning in 2006, the city initiated planning for the light rail stations in anticipation of transit service and interest from the private sector. These plans are intended to promote TOD by identifying opportunities for compact, mixed-use development that is transit-supportive and to develop public-private strategies to implement a shared vision.

While the plans offer a vision and land use framework that is powerful yet flexible, these plans may be updated as conditions change or opportunities materialize. Adopted station area plans include:

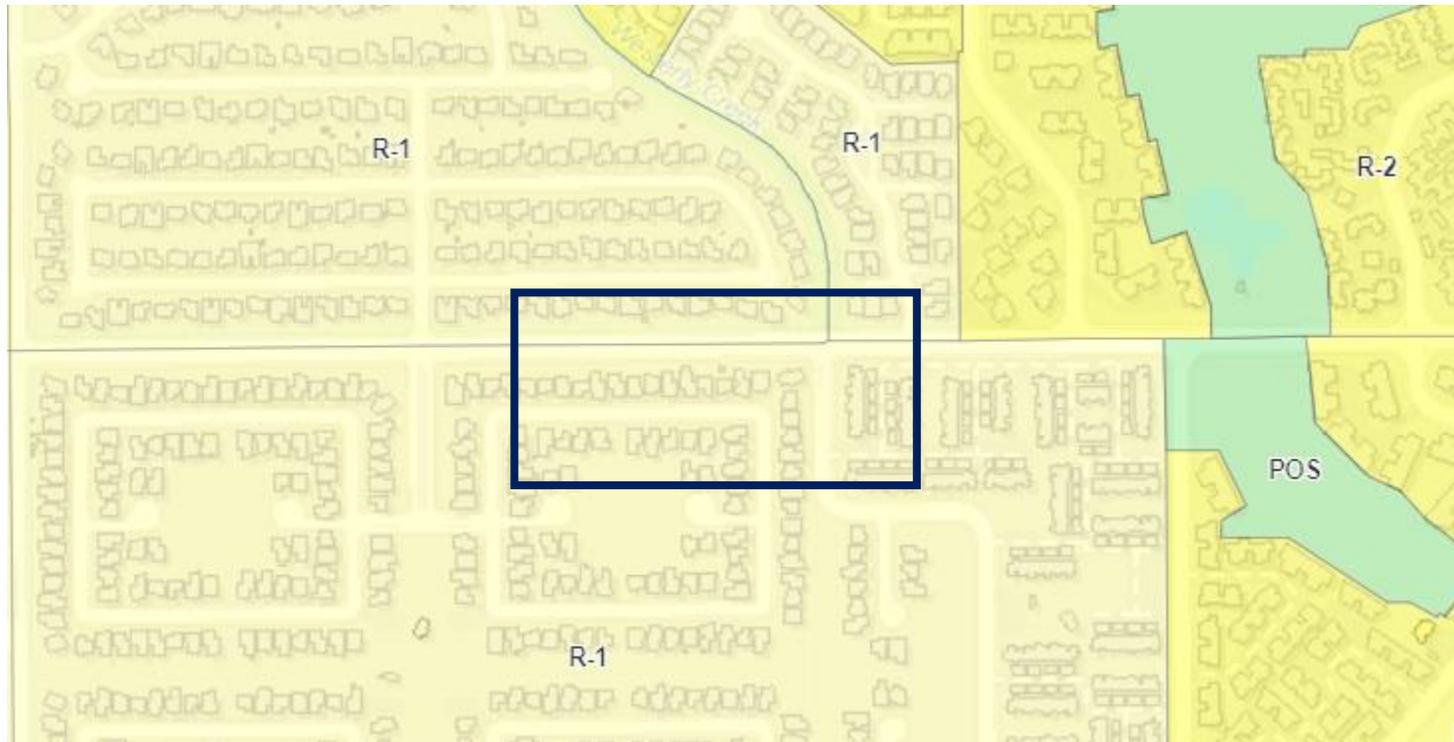
- ◆ Nine Mile Station Area Plan
- ◆ Iliff Station Area Plan
- ◆ Florida Station Area Plan
- ◆ Fitzsimons Station Area Plan
- ◆ City Center Station Area Plan
- ◆ Abilene Station Area Plan
- ◆ 40th Avenue and Airport Boulevard Gateway Station Area Plan
- ◆ 13th Avenue and Fitzsimons-Colfax Station Area Plan
- ◆ Peoria Station Area Plan

TOD DISTRICTS

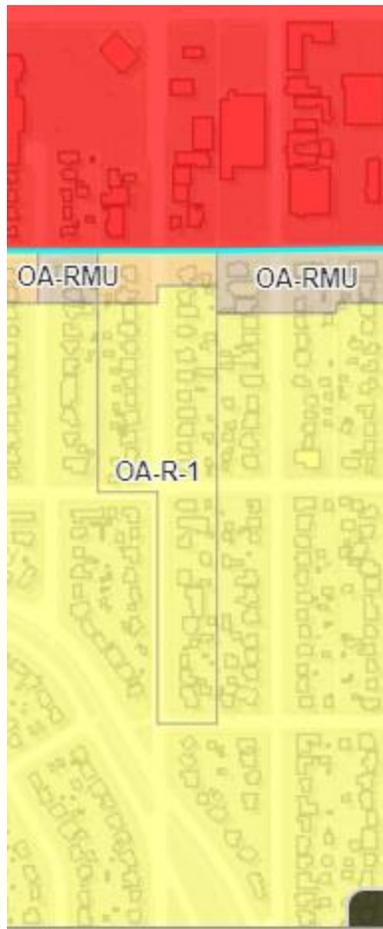
- Light Rail Station
- Auroraline (R Line)
- University of Colorado (A Line)
- 13th Avenue
- 40th Avenue
- Abilene
- City Center
- Fitzsimons
- Florida
- Iliff
- Nine Mile
- Peoria Station



Zoning for Compact and Mixed-use Development attachment



Yale Avenue: This sidewalk area located along Yale Avenue would provide missing sidewalk connections from well-established single-family residential communities zoned Low Density Residential R-1 which would benefit from direct ADA accessible pedestrian routes to adjacent bus lines and park and open space trail systems.



Havana Street: This sidewalk area is located along the city’s residential portion of the Havana Corridor which would provide for the upgrades of significantly undersized non-compliant, non-accessible sidewalks serving well-established historic residential areas. These new connections will provide direct, ADA accessible, pedestrian routes to numerous schools, the RTD 15 and 15L bus lines as well as the 13th Avenue bicycle route. The adjacent properties which abut this stretch of sidewalk is zoned Original Aurora Residential OA-R-1 which reflect well established historical residential home community and connects directly to the heavily utilized Colfax transit corridor and the city’s historic cultural arts and entertainment district which is zoned Original Aurora General which supports a mix of high density commercial and residential uses and this corridor is designated as a DRCOG Urban Center.

Concurrence Letters

CDOT Letter of Concurrence

RTD Letter of Concurrence

From: [Christopher Quinn](#)
To: [Worker-Braddock, Tom](#)
Cc: tipapplications@drcog.org; [Callison, Mac](#); [Campuzano, Carlie](#); [Liu, Huiliang](#); [Todd Cottrell](#)
Subject: RE: City of Aurora RTD Concurrence letter requests
Date: Thursday, May 26, 2022 3:27:29 PM
Attachments: [image002.jpg](#)
[image003.png](#)

Hi Tom,

This email is to provide RTD's concurrence with the City of Auroras TIP applications for:

- Aurora Citywide Multimodal Transportation Master Plan
- Citywide Sidewalk Multimodal Access Improvement
- Smith Road Bicycle Pedestrian Multiuse Path between Peoria Station and Powhaton Road

Please continue to coordinate with RTD on any project components that might impact an existing RTD facility.

Let me know if I can provide any additional information.

Thanks

Chris

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

From: Worker-Braddock, Tom <tworker@auroragov.org>
Sent: Friday, May 13, 2022 12:14 PM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: tipapplications@drcog.org; Callison, Mac <Mcalliso@auroragov.org>; Campuzano, Carlie <ccampuza@auroragov.org>; Liu, Huiliang <hliu@auroragov.org>
Subject: City of Aurora RTD Concurrence letter requests

Hi Chris,

Please see the 3 attached requests for RTD concurrence from the City of Aurora. Please let me know if you have any questions.

Thanks,

Tom



June 10, 2022

Huiliang Liu
Principal Transportation Planner, City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Mr. Liu,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City of Aurora application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Citywide Sidewalk Multimodal Access Improvement project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Jessica Myklebust
CDOT Region 1 Transportation Director



Letters of Support

Arapahoe County Forum Support

RTD Letter of Support

Adams County

Aurora Chamber of Commerce

Bicycle Aurora



June 23, 2022

Subject: City of Aurora Application

Dear Selection Committee:

I would like to express RTD's support for the City of Aurora's TIP application to design and construct multimodal improvements along key transit corridors. This project will enhance pedestrian and bicycle access to transit stops along several high-ridership RTD bus corridors, including:

- Colfax Avenue, Route No. 15 (RTD's highest ridership bus route)
- Havana Street, Route No 105
- Chambers Road, Route No. 153
- Yale Avenue, Route No. 130

These corridors currently have segments of missing or substandard sidewalks. Improving sidewalk conditions will greatly enhance the bicycle/pedestrian environment and allow for stronger first and final mile connections to RTD's transit stops, which in turn will permit more customers to access transit. For these reasons, RTD supports this application.

Please contact me if I can provide any additional information.

Sincerely,

A handwritten signature in black ink that reads "Bill Sirois".

Bill Sirois on behalf of William C. Van Meter
Assistant General Manager, Planning

cc: Chris Quinn, Planning Project Manager

Memorandum



TO: Debra A. Johnson, General Manager and CEO

FROM: William C. Van Meter, Assistant General Manager, Planning

DATE: June 22, 2022

SUBJECT: Delegation of Authority

William C.
Van Meter

Digitally signed by
William C. Van Meter
Date: 2022.06.22
13:54:49 -06'00'

I will be out of the office beginning Thursday, June 23 through Monday, June 27, 2022. Bill Sirois, Transit Oriented Communities Senior Manager, will act in my stead until my return on Tuesday, June 28.

Bill's authority shall extend only to those decisions that cannot practicably be deferred until my return.

cc: Leadership Team
Bill Sirois, Senior Manager, Transit Oriented Communities
Brian Welch, Senior Manager, Planning Technical Services
Planning Department



June 21, 2022

Adams County Subregional Forum
4430 S. Adams County Pkwy.
Brighton, CO 80601-8204

**Re: Project Support of Denver Regional Council of Governments (DRCOG) Grant
Application for Sidewalk Improvements**

Dear Members of the TIP Evaluation Committee,

The Adams County Board of Commissioners of Colorado fully supports the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for Sidewalk Multimodal Access Improvements. The proposed project will focus on addressing critical sub-standard sidewalk conditions and gaps on arterial roadways. The sidewalk improvements will enhance livability for the City of Aurora by investing in existing infrastructure and improving the area's multimodal transportation system connections by enhancing bicycle and pedestrian accessibility to transit.

Adams County actively promotes improving facilities to include all modes of transportation. These sidewalk enhancements will support the local community, as well as improve the experience for people reliant upon transit for reliable transportation. This TIP grant application will provide connections to urban centers, rail stations, and critical locations such as medical offices, grocery stores, and schools. Improving the quality of the sidewalks on the arterial roadways will help people safely and conveniently access multiple modes of transportation in the City of Aurora.

Sincerely,

A handwritten signature in black ink that reads 'Lynn E. Baca'. The signature is written in a cursive, flowing style.

Lynn Baca
Chair, Adams County Board of Commissioners

CC: Adams County Board of Commissioners
Alisha Reis, Interim County Manager
Byron Fanning, Interim Deputy County Manager
Brian Staley, Director, Public Works
Janet Lundquist, Deputy Director, Public Works

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve J. O'Dorisio
DISTRICT 4

Lynn E. Baca
DISTRICT 5



June 14th, 2022

Adams County Subregional Transportation Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan;

And

Arapahoe County Subregional Forum – Commissioner Jeff Baker
C/O Bryan Weimer, PWLF, Director

Dear Adams County and Arapahoe Subregional Forum TIP Evaluation Committees:

We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) applications for the “Sidewalk Multimodal Access Improvements” projects. The city proposes to address critical sub-standard sidewalk conditions or gaps in the city’s arterial sidewalk network focusing on transit access improvements. The project will enhance the livability of communities by investing in existing infrastructure and improve the region’s multimodal transportation system and connections by improving bicycle and pedestrian accessibility to transit. Addressing critical, substandard sidewalk conditions will improve vulnerable and transit reliant population’s access to opportunity.

Our organization supports any project that makes it safer and more comfortable for people living or working in Aurora to walk to transit or key destinations within the community and throughout the region. These sidewalks are along arterial streets serving transit routes, and providing connections to urban centers, rail stations, key services and land uses such as grocery stores or medical offices. While not a substitute for dedicated bike-only facilities, installing the 8 to 10-foot sidewalks along arterial streets will certainly create more options for how people choose to travel along a corridor. Making it easier for people to walk or bike to bus stops will allow people to more conveniently and safely access transit to travel throughout the region

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Kevin Hougen".

Kevin Hougen

President/CEO

Aurora Chamber of Commerce

14305 EAST ALAMEDA AVENUE, SUITE 500

AURORA, CO 80012

303-344-1500

Fax 303-344-1564

www.aurorachamber.org



23 June 2022

Adams County Subregional Transportation Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan;

And

Arapahoe County Subregional Forum – Commissioner Jeff Baker
C/O Bryan Weimer, PWLF, Director

**Re: City of Aurora’s DRCOG Transportation Improvement Program (TIP) applications for the
“Sidewalk Multimodal Access Improvements” projects**

Dear Adams County and Arapahoe Subregional Forum TIP Evaluation Committees:

We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) applications for the “Sidewalk Multimodal Access Improvements” projects. The city proposes to address critical sub-standard sidewalk conditions or gaps in the city’s arterial sidewalk network focusing on transit access improvements. The project will enhance the livability of communities by investing in existing infrastructure and improve the region’s multimodal transportation system and connections by improving bicycle and pedestrian accessibility to transit. Addressing critical, substandard sidewalk conditions will improve vulnerable and transit reliant population’s access to opportunity.

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Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Tom Tobiassen". The signature is fluid and cursive.

Tom Tobiassen, President
Bicycle Aurora
tjtobiassen@gmail.com
303-915-2351