



City Manager
15151 E. Alameda Parkway, 5th Floor
Aurora, Colorado 80012
phone 303.739.7010
fax 303.739.7123

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Adams County Subregional Transportation Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan, Senior Transportation and Mobility Planner
Adams County Transportation Forum
4430 South Adams County Parkway
Brighton, CO 80601-8204

June 23, 2022

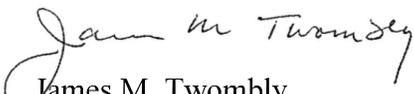
Dear Commissioner O’Dorisio,

The city of Aurora is pleased to submit our DRCOG 2022-2025 Transportation Improvement Program Call 2 Adams 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. Designing a multiuse path along Smith Road between Peoria Station and Powhaton Road will improve multimodal connectivity and employee accessibility to one of the region’s fastest growing major centers for logistics, manufacturing and distribution warehousing. Delivering key arterial sidewalk improvements focusing on Colfax Avenue and Havana Street 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 (west side) between Montview Blvd. and 100's south; 2. Havana Street between 17th Avenue and 60' north on the east side and between 17th Avenue 150's south on the west side; 3. Colfax Avenue (north side) between Laredo Street and 600' west.</p> <p>End point: Various</p> <p>OR Geographic Area:</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>
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"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<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);</p> <p>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)</p> <p>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</p> <p>Adopting agency (local agency Council, CDOT, RTD, etc.): City of Aurora</p> <p>Provide date of adoption by council/board/commission, if applicable: Various</p>		
	Please describe public review/engagement to date: <p>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</p>		

		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.
	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):	
<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):	
<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: 12	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):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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 two key transit corridors on major arterials, Havana Street and Colfax Avenue, 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 Adams County Subregional Forum area. This project addresses several important Metro Vision and Adams Subregional issues and needs, including promoting livability, improving the 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 Adams subregion and the metro area toward achieving the shared regional transportation objectives and outcomes 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".

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

1. Havana Street at 17th Avenue – This segment of Havana Street is a two-lane minor arterial with on-street parking on both sides of the street. The average daily traffic volume is approximately 10,000 vehicles per day (vpd) (2013) and the posted speed is 30 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 60' north of 17th Avenue and 150' south of 17th Avenue for Bus 105, a top performing bus route in the RTD system with approximately 5,300 daily boardings and alightings northbound and 5,400 daily boardings and alightings southbound. It is also extremely challenging and almost impossible for people using wheelchairs or other mobility devices to access the bus stops without having to go into the vehicular travel lane, especially when encountering fellow pedestrians walking in the opposing direction.
2. Havana Street at Montview Blvd. – This segment of Havana Street is a two-lane minor arterial with on-street parking on both sides of the street. The average daily traffic volume is approximately 10,000 vehicles per day (vpd) (2013) and the posted speed is 30 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' south of Montview Blvd. for Bus 105, a top performing bus route in the RTD system

with approximately 5,300 daily boardings and alightings northbound and 5,400 daily boardings and alightings southbound. It is also extremely challenging and almost impossible for people using wheelchairs or other mobility devices to access the bus stops without having to go into the vehicular travel lane, especially when encountering opposing pedestrians.

3. Colfax Avenue at Laredo Street – This segment of Colfax Avenue is a four-lane major arterial with a raised median. The average daily traffic volume is approximately 27,800 vehicles per day (vpd) (2019) and the posted speed is 40 MPH. Currently, there are no paved sidewalks on the north side of Colfax Avenue at this location. It is unsafe and uncomfortable and very difficult for pedestrians, bicyclist and transit riders, especially for people using mobility devices and during rain or snow, to access the nearby bus stops approximately 600' west of Laredo Street for Bus 15, another top performing bus route in the RTD system with approximately 11,122 daily boardings and alightings westbound.

People who rely on mobility devices may currently utilize paratransit service rather than the available fixed route bus service due to this gap in the sidewalk. 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 transit 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 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, as in this case, 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 gaps.

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

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

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 will 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 17th Avenue - construct a sidewalk on the east side of Havana Street between 17th Avenue and approximate 60' north to the existing RTD bus stop and a sidewalk on the west side of Havana Street between 17th Avenue and approximately 150' south to the existing bus stop. The Havana Street and 17th 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 Montview Blvd. - construct a sidewalk on the west side of Havana Street between Montview Blvd. and approximate 100' south to the existing RTD bus stop. The Havana Street and Montview Blvd. 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.
3. Colfax Avenue at Laredo Street - construct a sidewalk on the north side of Colfax Avenue between Laredo Street and approximate 600' west to the existing RTD bus stop. The Colfax Avenue and Laredo Street intersection will also include new ADA ramps. Sidewalks are anticipated to be 8' to 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 Colfax Avenue (four lanes currently and may change to six lanes in the future). The city standards also call for an 8' sidewalk and 10' landscaping buffer for minor arterials, which includes Havana Street north of 6th Avenue. The specific sidewalk widths and landscaping buffers, if any, will be determined upon field survey, detailed design, right of way, construction easement availability and impacts to the existing land uses. When 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 scale lighting will be installed.

Further, should any of the projects or segments of the projects be 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, 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 of its locations with 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 NW Aurora Mobility Study, 2018, DRCOG’s Active Transportation Plan, 2019 and DRCOG’s Regional 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 the 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 for northwest Aurora, both 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 Programming 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 three separate arterial streets. Based on the funding availability, we may select different street segments for implementations.

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)

\$712

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		\$178	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>		\$178	20.00%
Project Total		\$890	
Notes:	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.		

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	\$140	\$12	\$560	\$712
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$35	\$3	\$140	\$178
Total Funding	\$175	\$15	\$700	\$890
Phase to be Initiated	Design	ROW	Construction	
Notes:	<ol style="list-style-type: none"> 1. 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. 2. 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.

Arterial streets in Aurora connect to various regional employment centers, urban centers, and the regional transit network that lead 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 a residence 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 transit 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 accessibility functions for residents, employees and visitors in Aurora and Adams Subregion to walk, bike or take transit to access various regional destinations. This project directly benefits the regional and subregional population and employees using transit. A typical transit user will walk five to ten minutes, or a quarter mile, to use transit. An important aspect in their decision to use transit is based on the availability of safe, convenient and complete connectivity of the walking environment to reach transit stops. The sidewalk multimodal access improvements for the transit routes by this project serve many important urban centers in the Adams Subregion, including Colfax Avenue, Anschutz Medical Center and Fitzsimons Innovation District, etc.

Approximately 46,700 people live or work within half -mile of the project area currently and it is anticipated to grow to over 67,200 by 2050. There is a total of 89,500 population in 2020 and 98,300 population in 2040 within one-half mile of Havana Street and 54,000 population and 43,000 employment for the urban centers served by transit routes.

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

1. Bus 15 on Colfax Avenue at Laredo Street: daily route boardings and alightings westbound: 11,122; daily stop boardings and alightings westbound: 47;
2. Bus 105 on Havana Street at 17th Avenue: daily route boardings and alightings northbound and southbound - 10,698; daily stop boardings and alightings northbound and southbound: 53;
3. Bus 105 on Havana Street at Montview Blvd.: daily route boardings and alightings southbound: 5,392; daily stop boardings and alightings southbound: 47

Addressing the deficiencies of these sidewalks would directly benefit regional vulnerable populations, especially those using wheelchairs. While the city of Aurora has over 220 miles of missing sidewalks, the approximately 910' 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 using wheelchairs from accessing public transit. Within one half mile of these improvements, there are nearly 3,481 persons over 65 years of age, 36,296 minorities, 2,775 households in poverty, 7,441 individuals with limited English proficiency, 2,712 persons with disabilities, and nearly 2,368 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 arterials, also helps to decrease congestion on our roadway system. Based on the specific calculations in the Active Transportation Section, this project will reduce the daily vehicle miles of travel (VMT) by 232 at the opening date and the VMT by 340 in 2050 and will reduce the GHG emissions by 248 at the opening date and 324 in 2050, a great contribution to the regional and subregional efforts in meeting the State GHG reduction goals will be realized.

Finally, this investment will allow the region to support access needs and improvements identified in previous transportation plans, including supporting sidewalks and closing specific gaps and addressing sidewalk deficiencies identified in the city of Aurora's 2012 Bicycle and Pedestrian and 2022 Havana Street Corridor Study.

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 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 metro area. The sidewalk improvements will also significantly benefit people in wheelchairs by providing adequate sidewalk width and thereby, allowing them to travel safely away from vehicular traffic and access buses more easily and comfortably.

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, F and H Lines, and the Central Park Station on the north which is served by A Line. In addition, 17th Avenue is identified as a major active transportation corridor in Aurora's Bicycle and Pedestrian Master plan. It connects Westerley Creek trail on the west and the Anschutz Medical Campus & Fitzsimons Innovation District on the east.

Providing sidewalk access with adequate width from 17th Avenue, including new ADA ramps at the Havana Street and 17th Avenue intersection, to the bus stops located on both the south and north sides of 17th Avenue, will significantly enhance the multimodal accessibility and connectivity for the area residents, employees and visitors, especially the vulnerable and transit reliant populations to Bus 105 and therefore to the rest of the regional via the RTD transit network.

Bus 15 connects Civic Center in Downtown Denver on the west and Picadilly Road in the I-70/E470 Urban Center area in the east, serving many low-income and transit reliant employees working at several Amazon Fulfillment centers and other logistics, distribution, and manufacturing centers in the east. It also serves the Anschutz Medical Campus & Fitzsimons Innovation District, the highest density employment square mile area in the metro area with approximately 30,000 employment currently and over 50,000 employment forecast at build out. Bus 15 also connects with R Line at Colfax Station in Aurora and Union Station in Denver which is served by E, W, A, B, G, and N Line and numerous bus routes. By constructing a new 8-10' sidewalk, this project will enable area residents, employees and visitors to safely and comfortably access the bus stop at Laredo Street for bus 15 and therefore to the rest of the important destinations in the region via the RTD's transit network.

Constructing new sidewalks and filling in these gaps and improving the substandard sections of sidewalk will move the Adams subregion and the metro area toward achieving the shared regional transportation objectives and outcomes 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 connectivity and supports the transit system through first and last mile connections. Creating a defined, designated space for pedestrians alongside streets creates a safer transportation

system by reducing fatalities and serious injuries of pedestrians or bicyclists traveling along arterial streets with high vehicular speeds and volumes and increases the multimodal level of service and reduces the level of stress for pedestrians and bicyclists. This therefore helps to achieve the outcome of "Operate, manage and maintain a safe and reliable transportation system".

Improving the transportation network - access to transit, particularly for those not driving and in areas with high numbers of vulnerable populations, increases access to amenities that support healthy, active choices to create comfortable and safe travel and access for users of all ages and abilities, including access to food options and help 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 services, especially for those residents without a car or the ability to drive and ensure "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 (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	46,741	-	-
	b. Total households	16,785	-	-
	c. Individuals of color	36,296	78%	33%
	d. Low-Income households	2,775	17%	9%
	e. Individuals with limited English proficiency	7,441	16%	3%
	f. Adults age 65 and over	3,481	7%	13%
	g. Children age 5-17	10,070	22%	16%
	h. Individuals with a disability	2,712	6%	9%
	i. Households without a motor vehicle	2,368	14%	5%
	j. Households that are housing cost-burdened	7,074	42%	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, within one-half mile of the project elements, there are over 2,300 households without a motor vehicle (14% for the project area and 5% for the region), over 2,700 households (17% for the project area and 9% for the region) low-income households, and over 2,700 (6% and slightly higher percentage of 9% for the region) individuals living with a disability, which present opportunities for increased

transit ridership when pedestrian connections improve. As mentioned above, a two-foot wide sidewalk gap can require that a person, who uses a wheelchair or has general mobility challenges, to use paratransit creating a higher cost to RTD.

The proposed new sidewalks are located in areas with transit service, providing a dedicated space that is safe and comfortable for pedestrians can increase use at bus routes near the proposed project. Additionally, within one-half mile of the improvements there are over 3,400 (7% for the project area and slightly higher percentage of 13% for the region) persons over the age of 65, over 36,000 (78% for the project area and only 33% for the region) minorities, and over 7,400 (16% for the project area and only 3% for the region) individuals with limited English language proficiency. 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.

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 the developed area 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 46,700 people live or work within half -mile of the project area and it is anticipated to grow to over 67,200 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, including Anschutz Medical Campus & Fitzsimons Innovation District, I-70/E470, Central Park, Arapahoe at Village Center Station, Gardens on Havana (buckingham), and Southmoor Station, in the Metro area and Adams Subregion. Enhanced multimodal access to transit routes that serve the urban centers and Transit Oriented Development (TOD) areas 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 that are served by E, W, A, B, G, N and R Lines. It will enhance multimodal transit services and connections for residents, employees and visitors, especially those in wheelchairs who can not access transit services safely without this project. These sidewalk improvements will enhance safety and accessibility for over 150 daily boarding and alighting currently and will likely increase the transit ridership more with the completion of the project.

Within one-half mile of the project elements, there are over 2,300 households without a motor vehicle (14%), over 2,700 households (17%) low-income households, and over 2,700 (6%) individuals living with a disability, which present opportunities for increased transit ridership when pedestrian connections improve. As mentioned above, a two-foot wide sidewalk gap can require that a resident, who uses a wheelchair or has general mobility challenges, to use paratransit creating a higher cost to RTD.

The proposed new sidewalks are located in areas with transit service, providing a dedicated space that is safe and comfortable for pedestrians can increase use at bus routes near the proposed project. Additionally, within one-half mile of the improvements there are over 3,400 (7%) persons over the age of 65, over 36,000 (78%) minorities, and over 7,400 (16%) individuals with limited English language proficiency. 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.

- **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 route to transit. It will improve multimodal transit access to 12 transit stops, serving over 150 daily boardings and alightings. The city of Aurora allows bicyclists to ride on sidewalks. Most of the sidewalk gaps addressed will be 8 - 10 feet 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 in wheelchairs 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 472 crashes between 2015 and 2019. Better separation of users of different transportation modes along these arterial corridors will increase the comfort, safety and service levels for pedestrians.
- **Improve air quality and reduce greenhouse gas emissions.** This project will remove an estimated 289 daily single occupied vehicle (sov) trips from the network in the opening date and 375 sov trips in 2050. This will reduce estimated GHG emissions by 248 pounds each day in the opening day and 324 pounds each day in 2050.
- **Connect people to natural resource and recreational areas.** By making sidewalk improvements, this project will increase accessibility to the High Line Canal Trail, Havana Park, Expo Park Toll Gate Creek Trail, Sand Creek Trail, Toll Gate Creek Trail and the Aurora Sports 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 throughout 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 would substantially complete the sidewalk network on Havana Street between Colfax Avenue and the High Line Canal Trail and on Colfax Avenue between Westerley Creek Trail and the Aurora Sports Park. It will enhance connections to many built and natural parks and open spaces, including City Park, Spencer Garrett Park, Havana Park, Futon Park, Expo Park, Ben Bezoff Park, Babi Yar Park, Hentzell Park, Aurora Sports Park as well as Highline Canal, Toll Gate Creek Trail, Sand

Creek Trail, and Cherry Creek, along the Havana Street corridor and Colfax Avenue Corridor, that will support healthy active choices. Within one-half mile of the project elements, there are over 2,300 households without a motor vehicle (14%), over 2,700 households (17%) low-income households, and over 2,700 (6%) individuals living with a disability, which present opportunities for increased transit ridership when pedestrian connections improve. As mentioned above, a two-foot wide sidewalk gap can require that a resident, who uses a wheelchair or has general mobility challenges, to use paratransit creating a higher cost to RTD.

The proposed new sidewalks are located in areas with transit service, providing a dedicated space that is safe and comfortable for pedestrians can increase use at bus routes near the proposed project. Additionally, within one-half mile of the improvements there are over 3,400 (7%) persons over the age of 65, over 36,000 (78%) minorities, and over 7,400 (16%) individuals with limited English proficiency. 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. 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. 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 services, including doctors, pharmacists, and dentists within the corridor. Colfax Avenue also provides access via Bus 15 to world class medical facilities at the Anschutz Medical Campus, which consists of University Hospital, The Children's Hospital, VA Hospital, and the Fitzsimons Innovation District, National Jewish Health facility on Colfax Avenue and at 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 the project elements, there are over 2,300 households without a motor vehicle (14%), over 2,700 households (17%) low-income households, and over 2,700 (6%) individuals living with a disability, which present opportunities for increased transit ridership when pedestrian connections improve. As mentioned above, a two-foot wide sidewalk gap can require that a resident, who uses a wheelchair or has general mobility challenges, to use paratransit creating a higher cost to RTD. The proposed new sidewalks are located in areas with transit service, providing a dedicated space that is safe and comfortable for pedestrians can increase use at bus routes near the proposed project. Additionally, within one-half mile of the improvements there are over 3,400 (7%) persons over the age of 65, over 36,000 (78%) minorities, and over 7,400 (16%) individuals with limited English language proficiency. 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. 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?*
- Does the project connect two or more urban centers?*

Yes No If yes, please provide the name: [Colfax Avenue](#)
 Yes No If yes, please provide the names: [Colfax Ave](#), [Fitzsimons](#), [I70/E-470](#), [1st Avenue Center](#), [Gardens on Havana-Buckingham Center](#), [Illiff](#)

- Is there a transit stop or station within ½ mile of the project limits?*
- Is the project in a locally-defined priority growth and development area?

Bus stop: Yes No If yes, how many? 50
 Rail station: Yes No If yes, how many?

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): [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	16,785	24,113
Jobs within ½ mile	11,866	19,524
Household density (per acre) within ½ mile	6.03	8.67
Job density (per acre) within ½ mile	4.27	7.01

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 the DRCOG-defined urban centers - Colfax Avenue. There are approximately 50 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 will not only help serve residents who rely entirely on transit as a means of transportation but can also better conditions for those who travel by car. The effects of closing sidewalk gaps along these arterial streets provides a way to move local vehicle trips off of the regional street network which could then free up capacity for those users in vehicles 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 would 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 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, F and H lines, and the Central Park Station on the north which is served by A line. In addition, 17th Avenue is identified as a major active transportation corridor in Aurora's Bicycle and Pedestrian Master plan. It connects Westerley Creek trail on the west and Fitzsimons/Anschutz Medical Campus on the east. By providing sidewalk access with adequate width from 17th Avenue, including ADA compliant ramps at the Havana Street and 17th Avenue intersection, to the bus stops located at both south and north side of 17th Avenue on Havana Street, this project would 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 regional via the RTD transit network.

Bus 15 connects Civic Center in Downtown Denver on the west and Picadilly Road in the I-70/E470 Urban Center area serving many low-income and transit reliant employees working at several Amazon Fulfillment centers and other logistics and distribution centers on the east. It also serves the Fitzsimons/Anschutz Medical Campus, the densest square mile in the metro area with approximately 30,000 employment currently and over 50,000 employment at build out. Bus 15 also connects with R line at Colfax Station in Aurora and Union Station in Denver which is served by E, W, A, B, G, and N Line and numerous bus routes. By constructing a new 8-10' sidewalk, this project would enable area residents, employees and visitors to safely and comfortably access the bus stop at Laredo Street for bus 15 and therefore to the rest of the important destinations in the region via the RTD's transit network.

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, Lone Tree and Ridge Gate business districts as well as the recreational, educational opportunities in downtown Denver. It will also connect to various health services, such as Anschutz Medical Campus & Fitzsimons Innovation District 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 at 17th Ave, Havana St at Montview Blvd, and Colfax Ave near Laredo St.](#)
- 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 100,000 driving alone trips of less than 0.4 miles in the Denver region, which is the average length for a walking trip. The project will complete missing pedestrian connections on Havana St and Colfax Ave, connecting residents to transit routes along these roads. The proposed new sidewalks in these locations were specifically picked to help the vulnerable populations that often rely on safe and comfortable pedestrian facilities to access transit services.

Two of these sidewalk segments are located in pedestrian focus areas 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 Havana at 17th and Colfax locations are within the DRCOG pedestrian focus area.

The sidewalk improvement proposed for Havana St at 17th Ave is also located near Colfax Avenue which has been identified as a BRT route in the Regional Transportation Plan 2050 Rapid Transit System, closing the sidewalk gaps in this area will allow residents to access potential BRT stops on Colfax Avenue. The sidewalk improvement proposed on Colfax Avenue will directly serve users on Colfax Avenue to access potential BRT stops on Colfax Avenue.

The sidewalks along Havana St will implement the Regional Complete Streets Toolkit with strategies consistent with the Neighborhood Connect Street. The sidewalk on Colfax Ave will implement strategies consistent with the Regional Connect Street. The improved pedestrian connections will enhance overall mobility within Aurora, increasing travel mode opportunities for residents to access and use transit with improved comfort and safety.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTD 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
	2.33	0.15	0.14	0.03

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 for the residents 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 289 single occupancy vehicle trips. The vast majority of these trips are converted to pedestrian trips, estimated at 244 daily trips. The remaining 45 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? [Colfax Ave](#)
- 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](#), [Fitzsimons](#), [1st Avenue Center](#), [Gardens on Havana-Buckingham](#), and [Illiff](#)

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 Street at Montview Blvd. has bus stops in close proximity to the intersection (with 42 daily boardings), the sidewalk for Havana at 17th Ave has bus stops in both directions (with 27 daily boardings), the sidewalk for Colfax Ave has bus stops in both directions (with 47 daily boardings).

The sidewalk improvement proposed for Havana Street at 17th 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 will allow residents to access future BRT stops on Colfax Ave. The sidewalk improvement proposed on Colfax Ave. will directly serve users on Colfax Ave. 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 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	3	
Serious Injury crashes	19	
Other Injury crashes	141	
Property Damage Only crashes	299	
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	1.77	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	11.21	
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 with a possible buffer between the sidewalk and street if feasible, and are along DRCOG defined High Injury Network (Colfax Ave) and Critical Corridors (Havana St).

Creating defined and designated spaces for pedestrians 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: [I-70 East Distribution Corridor](#)
- 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 I-70 East Distribution Corridor by addressing the "truck and multimodal roadway safety" need. The sidewalks on Colfax Avenue and on Havana St at 17th and Montview Blvd will create a designated space for pedestrians preventing conflict with truck movements. The proposed project elements are not expected 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:	230	
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.	130	169
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>	65	85
4. = Initial number of new bicycle trips from project (#2 – #3)	65	84
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>	20.00	25.00
5. = Number of SOV trips reduced per day (#4 - #5)	45.00	59.00
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>	100.00	130.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	95.00	123.50
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):	1,070	
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	696	904
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>	348	452
5. = Number of new trips from project (#2 – #3)	348	452

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)	104.00	136.00
7. = Number of SOV trips reduced per day (#4 - #5)	244.00	316.00
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)	162.00	210.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	153.90	199.50
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 pedestrians 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.

The proposed sidewalk project will increase mobility choices for people with new and improved pedestrian facilities connecting to several bus stops along Colfax Ave, Montview Blvd, 17th Ave, and Havana St. This project will encourage people to access employment centers and urban centers by walking, biking, and ride transit instead of driving.

Two of these sidewalk segments are located in pedestrian focus areas 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 Havana at 17th and Colfax locations are within a pedestrian focus area.

The proposed improvements are located in areas with high transit activity that link to major activity centers throughout the City of Aurora and further to the metropolitan area. The new and improved pedestrian connections will create additional alternative transportation opportunities for users to travel on sidewalks to get to work or other nearby commercial and service areas.

C. Project Leveraging	WEIGHT	10%
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<p>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></p>	20.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>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%
-----------------------------	---------------	------------

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 accommodate 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 corridors proposed in this application are Major/Minor Arterial Roadways and have existed long enough to meet the definition of a Historic Corridor. Based on previous project experience, it is not anticipated issue will arise in obtaining a Categorical Exclusion determination with the addition of sidewalks in these missing locations as sidewalks already exist in the corridor.
- **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 these sidewalk improvements. 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

Legend

Transit Stations

- Existing (Red asterisk)
- Bus Routes (Green line)
- Rail Transit Lines (Red line)

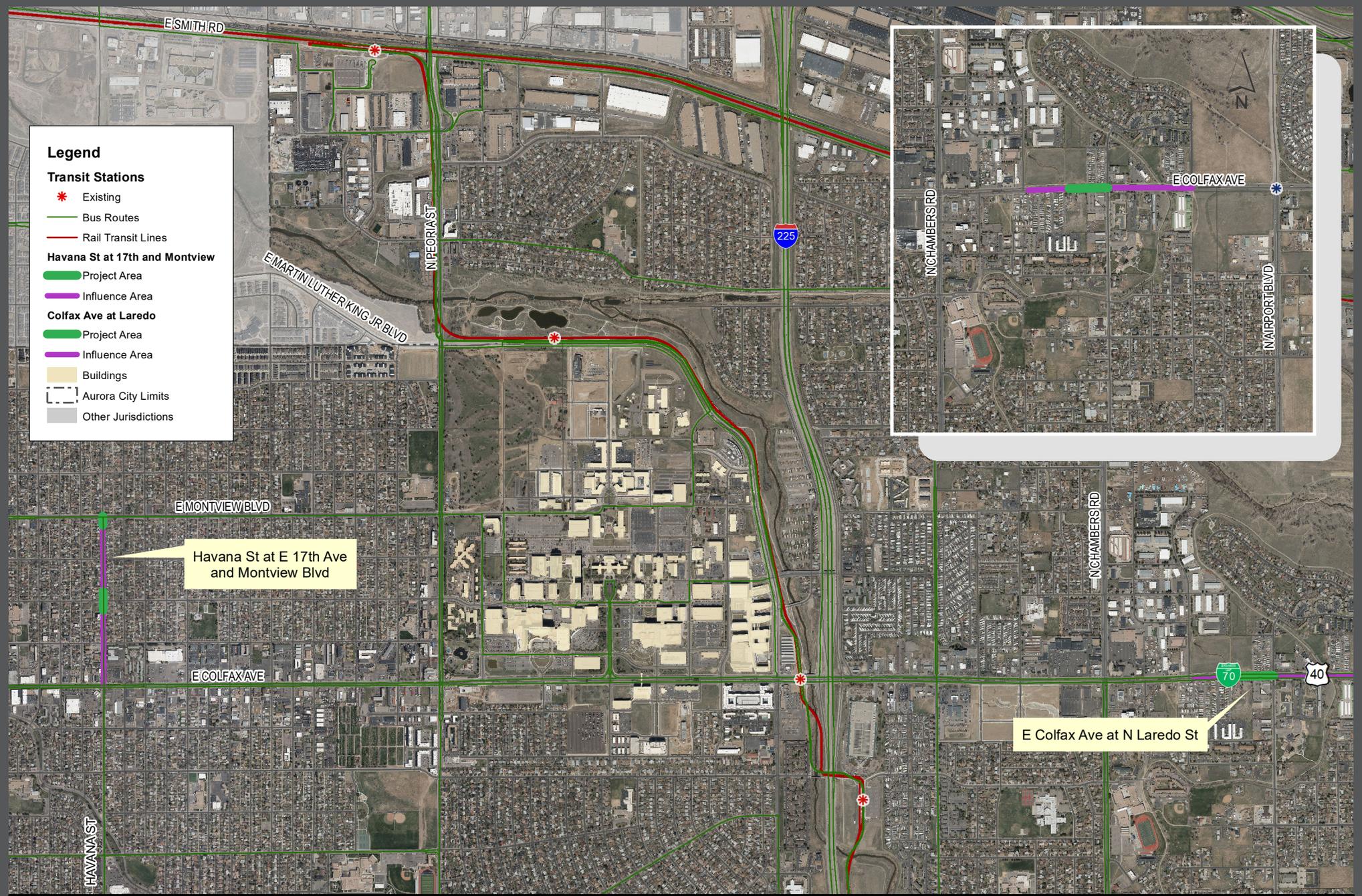
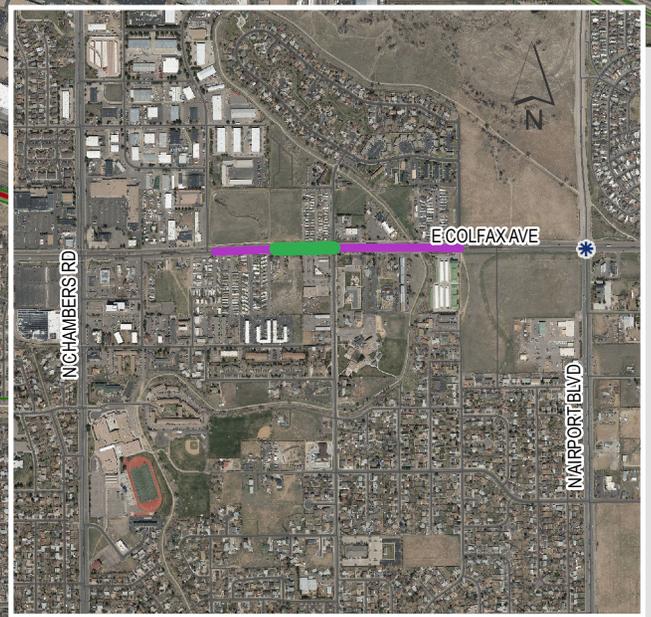
Havana St at 17th and Montview

- Project Area (Green bar)
- Influence Area (Purple bar)

Colfax Ave at Laredo

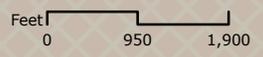
- Project Area (Green bar)
- Influence Area (Purple bar)

- Buildings (Yellow fill)
- Aurora City Limits (Dashed line)
- Other Jurisdictions (Grey fill)



Planning & Development Services

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



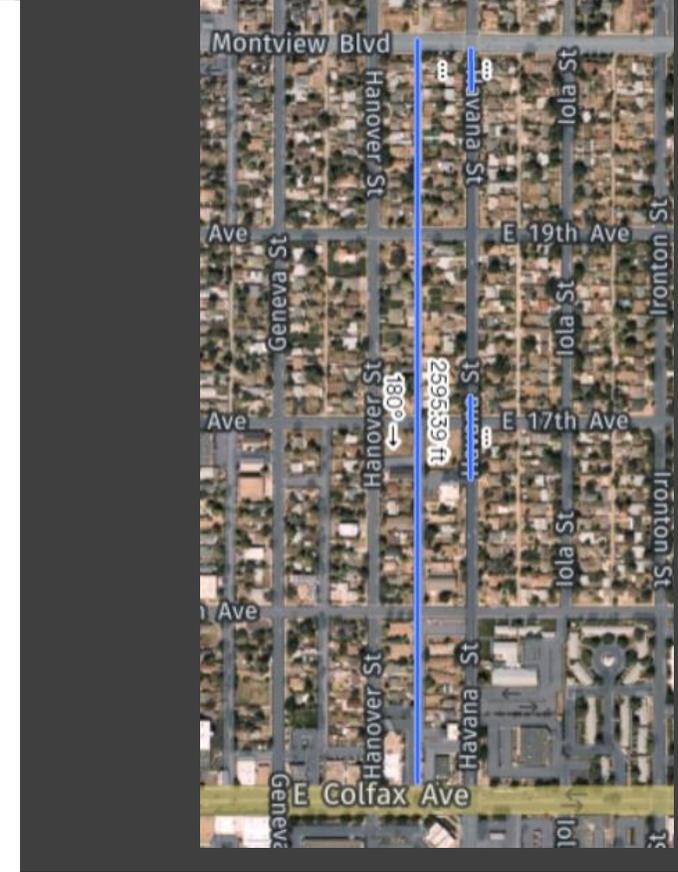
City of Aurora, Colorado

TIP Application
 Sidewalk Multimodal Access Improvements

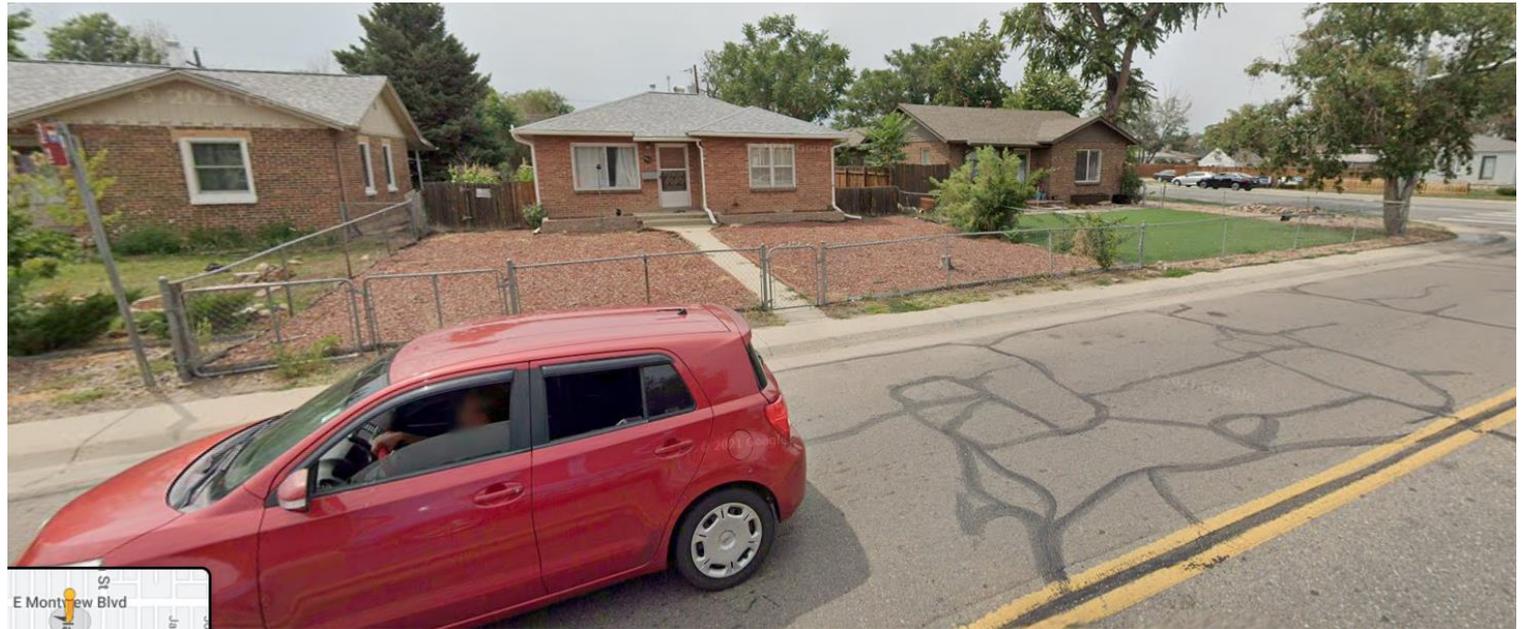
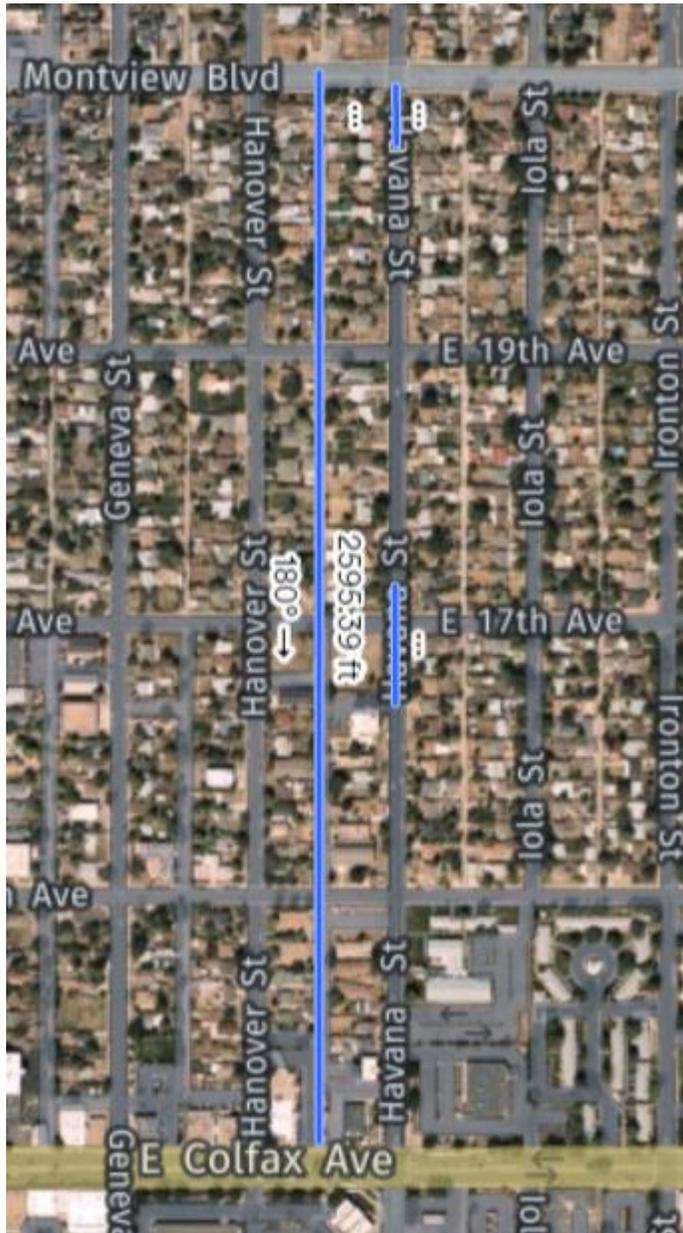


June 21, 2022





Havana Street at 17th Avenue (east side north of 17th and west side south of 17th; 6' to 8' sidewalk depending on the ROW availability and impacts to the existing land use)



Havana Steet (west side) at Montview Blvd

6' to 8' sidewalk depending on the ROW availability
and impacts to the existing land use



Colfax Ave (North Side) West of Laredo St

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	1	\$ 2,079.86	1	\$ 2,016.78	1	\$ 1,751.15	1	\$ 2,230.65	1	\$ 1,752.05	1	\$ 47,648.93	1	\$ 16,620.81	1	\$ 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	2	\$ 1,996.80	2	\$ 1,248.00	2	\$ -	2	\$ -	2	\$ 1,664.00	2	\$ -	2	\$ 12,480.00	2	\$ -	\$ 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	3	\$ 17,696.72	3	\$ 13,411.42	3	\$ 9,696.72	3	\$ 16,402.29	3	\$ 20,896.95	3	\$ 525,659.32	3	\$ 217,493.44	3	\$ 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 Locations 4, 5, 6 & 9	Arapahoe County 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		

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
24923	24634	289

(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 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	
<input type="text" value="2.494"/>	19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	2.328
Particulate Matter <2.5 μm (PM _{2.5})	0.007
Particulate Matter <10 μm (PM ₁₀)	0.027
Nitrogen Oxide (NOx)	0.152
Volatile Organic Compounds (VOC)	0.138
Carbon Dioxide Equivalent (CO ₂ e)	227.235
Total Energy Consumption (MMBTU/day)	2.957

*Units in kg/day unless otherwise noted

Per 5-yr
Period

	Element	Crash Reduction Notes	Crash Type
Adams 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%	3	19	141	299	1.77	11.21	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

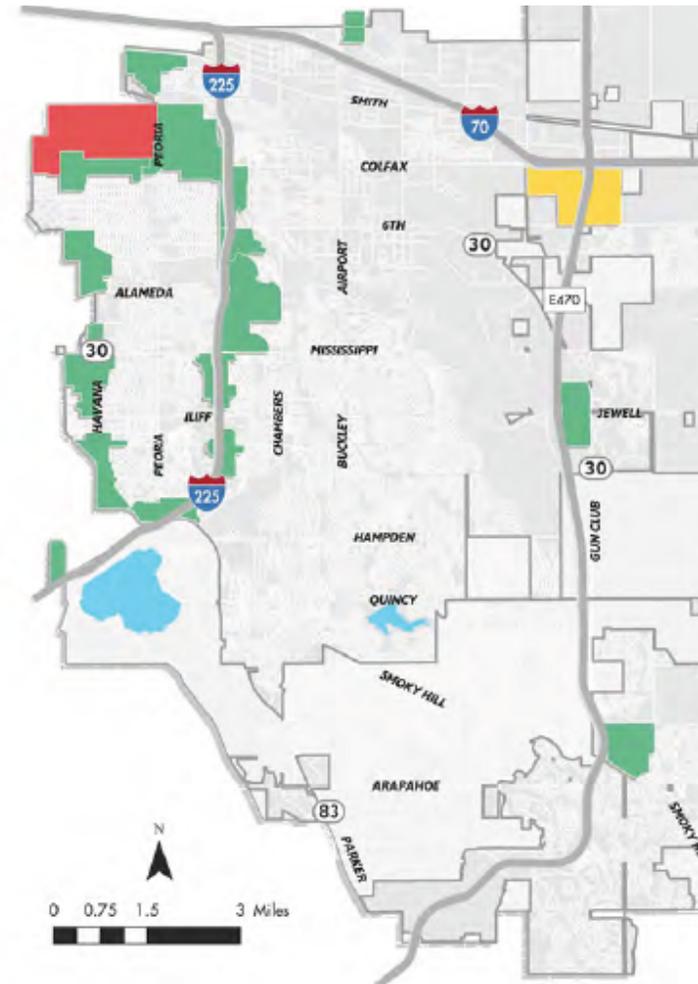
To implement this regional growth policy, DRCOG developed the Urban Growth Boundary/Area (UGB/A) program which periodically allocates growth area to all municipalities and counties in the region. Local jurisdictions designate and manage the specific location of their allocations.

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.

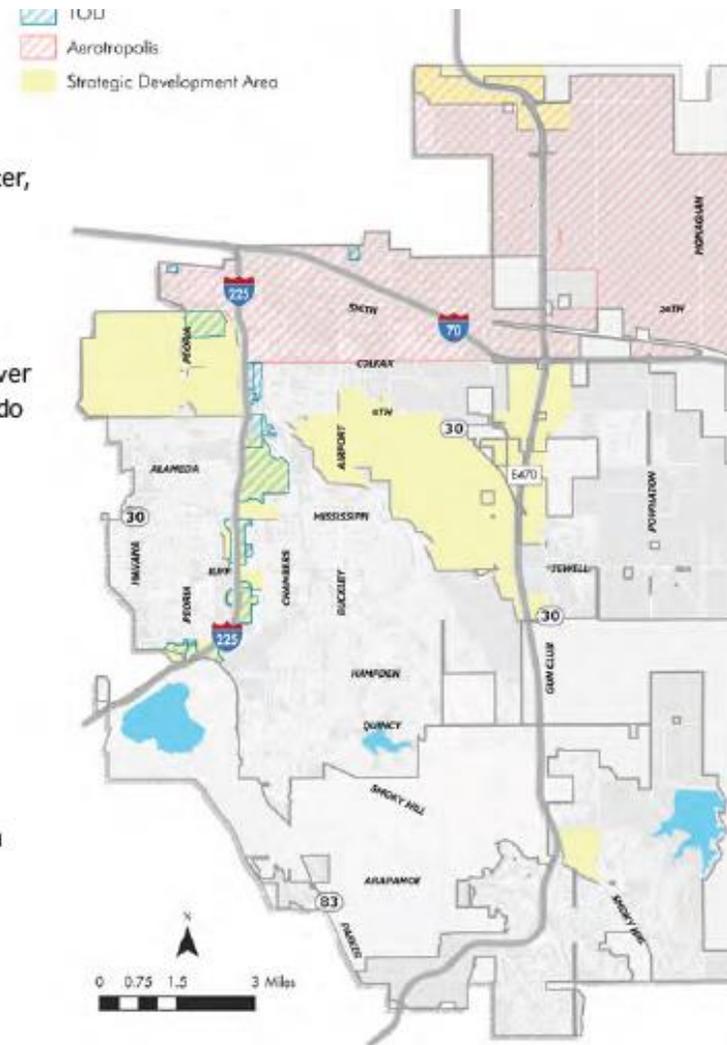


STRATEGIC DEVELOPMENT AREAS

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:

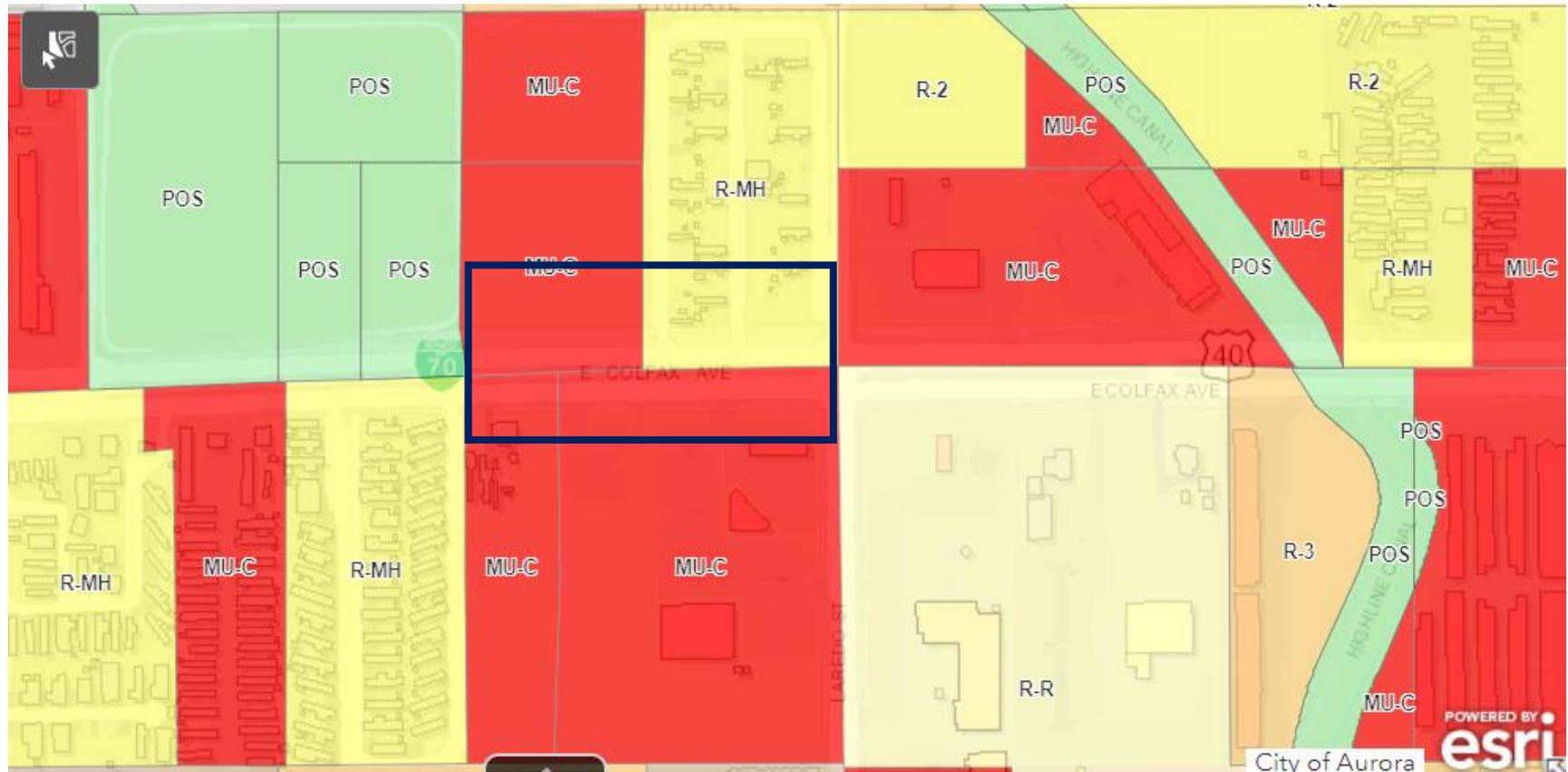
- ◆ Nine Mile Station Area Plan
- ◆ Iliff Station Area Plan
- ◆ Florida Station Area Plan
- ◆ Fitzsimons Station Area Plan
- ◆ City Center Station Area Plan
- ◆ Abilene Station Area Plan
- ◆ 40th Avenue and Airport Boulevard Gateway Station Area Plan
- ◆ 13th Avenue and Fitzsimons-Colfax Station Area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

TOD DISTRICTS

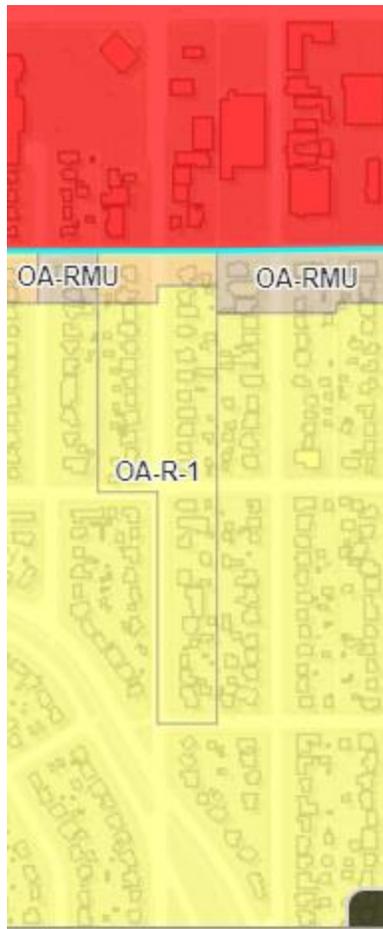
- Light Rail Station
- Auroraline (R Line)
- University of Colorado (A Line)
- 13th Avenue
- 40th Avenue
- Abilene
- City Center
- Fitzsimons
- Florida
- Iliff
- Nine Mile
- Peoria Station



Zoning for Compact and Mixed-use Development attachment



Colfax Avenue: This sidewalk area located along Aurora's Colfax Corridor and would provide missing sidewalk connections for four (4) mobile home communities which would benefit from direct ADA accessible pedestrian routes to RTD 15 bus stops. The adjacent properties which directly abut these R-MH Residential Mobile Home zone district developments is zoned MU-C Mixed Use-Commercial which allows for commercial and high-density residential uses.



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



June 10, 2022

Huilian 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



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

Letters of Support

Arapahoe County Forum Support

RTD Letter of Support

Adams County

Aurora Chamber of Commerce

Bicycle Aurora

If yes, provide amount: \$ Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Bryan Weimer

Date: 6-16-22



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

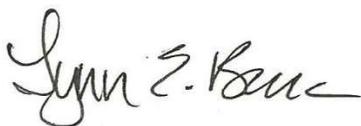
**Re: Project Support of Denver Regional Council of Governments (DRCOG) Grant
Application for Sidewalk Improvements**

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,



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.

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 "Tom Tobiassen". The signature is fluid and cursive.

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