

# 2022–2023 Community Mobility Planning and Implementation Set-Aside Project Application Form

## -APPLICATION OVERVIEW

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The **Community Mobility Planning and Implementation (CMPI) Set-Aside Call for Projects opened on April 22, 2021**. This is a two-step application process that includes/requires the submittal of a letter of intent followed by an application. If you did not submit a letter of intent for your project and have not had a discussion with DRCOG staff, it is not eligible at this time. **Applications are due no later than 5 PM on June 30, 2021**. Please submit your application to Derrick Webb at [dwebb@drcog.org](mailto:dwebb@drcog.org).

- Projects requiring CDOT and/or RTD concurrence must provide their official response with this application submittal. Please reach out to them by June 11.
- The application must be affirmed by the department director AND either the applicant’s City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments. An agency director or equivalent is sufficient for other applicants.
- Further details on project eligibility, evaluation criteria and selection process are defined on the **Community Mobility Planning and Implementation [webpage](#)**.
- If you are submitting more than one project for consideration, please submit a separate application for each.
- If you have any questions, please reach out to Derrick Webb ([dwebb@drcog.org](mailto:dwebb@drcog.org)) or Josh Schwenk ([jschwenk@drcog.org](mailto:jschwenk@drcog.org)).

## APPLICATION OUTLINE

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### Part 1 | Project Information

Applicants will enter basic information for their *project/plan* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

### Part 2 | Evaluation Criteria, Questions and Scoring

This part includes sections for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. To learn more about how projects will be scored, please see the eligibility rules and selection process document at [www.drcog.org/cmpi](http://www.drcog.org/cmpi).

## Part 1

## Project Information

1. Project Title	Permanent Outdoor Expansion Plan	
2. Project Type	Planning	
3. Project Start/End points or Geographic Area <i>Provide a map with submittal that includes the planning area or project location.</i>	Citywide	
4. Project Sponsor ( <i>entity that will construct/complete and be financially responsible for the project</i> )	City and County of Denver	
5. Project Contact Person, Title, Phone Number, and Email	Jay Decker, Transportation & Innovation Manager, 913.314.4144, james.decker@denvergov.org	
6. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal (please use prepared form)</i>	
7. <b>For planning projects</b> , non-local government applicants are required to submit a letter of support from the applicable local government(s) where the project is located. Have you have met/corresponded with the local jurisdiction(s) where your project is located and attached letter(s) of support?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <i>If yes, please attach Letter(s) of Support.</i>	
8. What planning document(s) identifies the need for this plan or project?	<input type="checkbox"/>	<i>Provide link to document/s and referenced page number/</i>
	<input checked="" type="checkbox"/>	This plan or project is not associated with a planning document.
9. <b>Project Overview</b> (concise abstract limited to 500 characters)		
<p>The Denver Department of Transportation and infrastructure (DOTI) created the Temporary Outdoor Expansion (TOE) permit initiative in summer 2020. The intent was to allow for greater physical distancing and outdoor dining to support food and beverage businesses during a time of state regulations and uncertainty by allowing for expansion into the right-of-way (ROW).</p> <p>The TOE initiative has led to over 200 expansions into the ROW and over 142 expansions onto private property, including six full street closures, 47 parklets, and 125 sidewalk patio permits. The program was instrumental at keeping businesses in operation during severe restrictions and is allowing the hard-hit industry to recover faster in 2021. This temporary initiative has created an urban laboratory over the past year+ and allowed businesses and DOTI to experiment new ways of using ROW to benefit commerce, as well as, create safety and multimodal improvements in the process. The program has been a tremendous success and Mayor Michael Hancock has extended the temporary permits until October 2022 to help the industry recover and provide time to understand how the temporary expansion works during more normal times.</p> <p>If awarded, the \$250,000 in federal funds will allow DOTI to study how to transition the successful temporary permit process into a Permanent Outdoor Expansion Program. Funding will be used to assess the temporary program and provide recommendations on design and material guidelines, roadway criteria, permitting options, location analysis, and a study of economic impact.</p>		

**10. Project Description.** Describe your project and what it is going to do. Do not include background information or justification language. Please only include details specific to the work that will occur as part of this project. (limited to 1,500 characters)

The Permanent Outdoor Expansion Study is an opportunity for Denver to develop a permanent program that builds from the Temporary Outdoor Expansion COVID-19 initiative to support business expansion into the right-of-way (ROW). The study will leverage city and private business experience testing, refining, and operating temporary food and beverage extensions the past year to inform a permanent program that will bookend the temporary initiative when it concludes in October 2022.

The study will start with robust community and business involvement to collect feedback on the temporary initiative, while simultaneously conducting a thorough quantitative and qualitative analysis for lessons learned and opportunities to inform the permanent program from the unique “living lab” that was established during the pandemic. Armed with this information, the study will embark on program development that will include vision, goals, and guidance on design, material, and roadway criteria based on the categories of outdoor expansion that will be permitted such as public parklets, moveable and/or seasonable commercial parklets, permanent commercial parklets, and seasonal roadway closures. Special consideration will be made for multi-discipline considerations that maximize safety, accessibility, and urban design in the public realm. Program development will also include guidance on permitting, governance structure, and fee and maintenance models to ensure the program is sustainable and setup for long-term success.

Following the details of the permanent program, the study will conclude with location analysis and performance evaluation. The location analysis component will evaluate the long-term feasibility of temporary locations, highlight opportunity areas that are conducive to outdoor expansion, prioritize areas to accelerate deployment, and equity locations that may need city assistance to fully participate in the program. The final performance evaluation section will conclude with the development of KPIs to assess program performance over time and synergistic opportunities to achieve multiple city goals such as traffic calming, green infrastructure, and improving multimodal connections by leveraging business investment through the program.

**11. Project Innovation.** Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region, project reaches new market, project has potentially transferrable products.*

The saying “never let a crisis go to waste” was fully embraced in Denver during COVID-19, with DOTI embarking on several experimental initiatives that redefined how we can use the ROW. One of the biggest successes was our first-of-its-kind Temporary Outdoor Expansion (TOE) initiative that allowed food and beverage establishments to expand into the ROW to increase their service capacity. The TOE permit included a large range of City departments that coordinated on the fly to ensure businesses had a lifeline during the pandemic, while maintaining a high level of safety and accessibility for all. The result was over 125 sidewalk patios, 6 full street closures, 47 parklets, and 142 expansions onto adjacent private property.

The initiative has been a resounding success and Denver, and if funding is awarded, the City intends to formalize the program into a unique permanent model that can inform and inspire both the region and nationally. The permanent program will be a pivotal moment in Denver history that starts the transformation of primarily vehicle space into people-first space that diversifies the curb, creates safer neighborhoods through traffic calming and activation, and improves the built environment by leveraging private investment.

**12.** Define the **scope** and **specific elements** of the project. For planning projects, please include any stakeholder events and deliverables under specific tasks. Each task should start with a title and follow with a description.

Task 1: Community Engagement: Several public and stakeholder meetings to collect feedback on the temporary program (locations/designs/general thoughts) and what the public envisions for a permanent program with follow up progress meetings throughout the planning process.

Task 2: Temporary Program Analysis: An analysis of performance based on quantitative and qualitative factors and lessons learned to apply to a permanent program.

Task 3: Program Development: Creation of visions/goals, design/material/roadway guidance, allowed expansion types, and permitting and governance structure

Task 4: Location Analysis: Evaluate feasibility of temporary locations, criteria for priority areas

Task 5: Performance Evaluation: Development of KPIs, ability to achieve multiple city goals (traffic calming/green infrastructure/multimodal improvements) through the program

13. Would a smaller amount than requested be acceptable, while maintaining the original intent of the project?

Yes  No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each, if the project is scalable.*

\$200,000 (remove location analysis)

14. Please confirm you have completed and attached the **CDOT Risk Assessment Form**.

Yes, I have completed and attached the CDOT Risk Assessment Form

15. Please confirm with your initials that you have read and understand the expectations outlined in **eligibility rules and selection process** document; that you will ensure a DRCOG staff member is included in **project management-level meetings**; and that **project deliverables will be transmitted to DRCOG** upon completion if the project is selected for funding. JD

## A. Project Financial Information and Funding Request

1. <b>Total Project Cost</b>		<b>\$250,000</b>
2. <b>Total amount of DRCOG Request</b> <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	<b>\$206,975</b>	<b>82.79%</b> of total project cost
3. <b>Outside Funding Partners</b> List each funding partner/source and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
local	\$43,025	17.21%
	\$	
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, regional or federal)</i>	<b>\$43,025</b>	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$206,975	\$	\$206,975
State Funds			\$	\$	\$0
Local Funds			\$43,025	\$	\$43,025
<b>Total Funding</b>			\$250,000	\$0	\$250,000

4. **By checking this box**, the applicant’s Chief Elected Official (Mayor or County Commission Chair) or City/County Manager or Executive Director **AND** Department Director, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.

## Part 2 Evaluation Criteria, Questions and Scoring

### A. Project type, collaboration and innovation

*Provide **qualitative and quantitative** responses to the following questions on the significance of the proposed project and multi-jurisdictional or multi-agency collaboration.*

1. Why is this project important?

Denver’s Temporary Outdoor Expansion initiative was created as a lifeline to a deeply impacted industry but has since become a symbol for how cities can rebuild after a devastating generational tragedy. The transition to a permanent program is a key step to continue supporting the badly impacted food and beverage industry, while also leveraging private investment to rethink our ROW to better serve people and neighborhoods.

The National Restaurant Association’s 2021 State of the Restaurant Industry report details a 240 billion dollar reduction in sales, the permanent closure of more than 110,000 eating and drinking establishments, and a loss of 2.5 million jobs in 2020. While data for Denver is not available, the City and County were not spared from the hardship and have a long recovery before the industry is back to pre-pandemic levels. The creation of a permanent program will allow establishments to increase their serving capacity, spur new innovations, and improve the built environment in the community they serve.

In addition to supporting a prolonged recovery, the creation of a permanent program allows the city to diversify curb use in ways that calm traffic, increase safety, and improve quality of life. The permanent program will provide the opportunity to repurpose parking and/or travel lanes in ways that dissuade single occupancy vehicle use and create additional ‘friction’ along a roadway to slow vehicles and make it more comfortable and visually appealing to walk and bike. The extra outdoor patrons will also act as [‘eyes on the street’](#) to create safer environments to deter crime and create a more vibrant environment with human-scaled sights and sounds. This will all be spurred through private investment that the city can direct and coordinate with other multimodal investment to transform key corridors in the city.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

No, the plan is only informing a permanent program in the City and County of Denver.

**3. Does the proposed project include **multi-agency collaboration**? If yes, which agencies will be involved and how will the outcome impact them?**

This study will include a diverse range of City agencies, including:

- Department of Transportation and Infrastructure
- Community Planning and Development
- Department of Economic Development and Opportunity
- Excise and Licensing
- Denver Fire Department
- Department of Health and Environment

**4. What aspects of this project are innovative?**

Denver’s Temporary Outdoor Expansion Initiative was a big, bold experiment that supported our food and beverage establishments by reimagining our public spaces in a time of crisis. Now that things have started to recover, the City and participating businesses are realizing the outdoor spaces are an innovative tool to bring back vibrancy to our neighborhoods through the creation of a new tradition. A recent [survey](#) by the National Restaurant Association found that 84% of all respondents want to continue on-street dining post-pandemic.

With support from the business community and the public, Denver is taking a bold step to formalize this emergency initiative into a permanent program that can transform the ROW forever. In addition to supporting business recovery, the City recognized that a permanent program will innovate our curbside diversity away from primarily vehicle uses, improve safety of our corridors through traffic calming “friction” from business expansion and the addition of more eyes on the street, and establish an entirely new opportunity for the city to leverage business investment to accelerate the construction of multimodal facilities, green infrastructure and landscaping, and ADA accessibility improvements.

**5. What **transportation-related problem** will this project address? How will the proposed project address the specific problem?**

In June 2021, Denver established a new Transportation Demand Management ordinance to require new development provide infrastructure and programmatic strategies that are supportive of sustainable and efficient forms of transportation, such as the inclusion of bike parking and transit passes in lieu of primarily catering to single occupancy vehicle use.

The Permanent Outdoor Expansion Program is a way to promote a similar strategy for existing businesses, through the use of repurposing vehicle space such as parking spaces or travel lanes for business needs. This deprioritizes vehicles while giving the City the chance to add supplemental multimodal improvements to promote other modes of travel to the business.

**6. For planning projects: what will the completion of this project lead to? Please describe specific outcomes (ordinance development, policy adoption, project list, etc.) of this planning project.**

The completion of this study will directly inform the creation of a Permanent Outdoor Expansion Program in the City and County of Denver. The permanent program will formalize the temporary initiative established during COVID-19 and leverage private investment to transform our ROW from a traditionally vehicle dominated space, to people first spaces that increase neighborhood quality of life by improving vibrancy, safety, and urban design.

7. **For small infrastructure projects:** where did the need for this project originate? Is this project identified in a previous plan or study?

N/A

## B. CMPI Set-Aside Goals

Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the set-aside goals.

1. Describe how the project will support **diverse, livable communities**.

Blueprint Denver (2019) has a goal to “Foster great urban design and the creation of authentic places that thoughtfully integrate streets, public spaces and private property.” The creation of a permanent program will allow the city to leverage private investment to activate and improve the urban design of commercial corridors to organically increase safety, quality of life, and encourage greater walking.

[Public Life studies in San Francisco](#) show that business parklets naturally develop into community assets over time, as they become part of daily routines such as grabbing a morning coffee or walking by pleasant landscaping to pick up kids from school. People are naturally drawn to comfortable, social places of rest and the outdoor space provides shared perks such as being more eye catching, providing overflow sitting space, allowing customers/residents to linger and enjoy the space, and increasing foot traffic. There’s also [evidence](#) to suggest that commercial districts that invest in parklets are more resilient during economic downturns.

2. Describe how the project will support **the development of connected urban centers and multimodal corridors**.

The creation of a permanent program will greatly impact the vibrancy of Denver’s commercial corridors, leading to increased activity and rates of walking in our neighborhoods. Studies have shown people are drawn to other people because you naturally feel safer with [more eyes on the street](#). Increasing public space or making businesses more aesthetically pleasing through design or landscaping, also increases activity as people are drawn to the space which can [create schooling effects](#) which encourages even more activity on the corridor.

The above factors, coupled with a higher sense of comfort and safety from outdoor expansion traffic calming, will lead to increased levels of walking across neighborhood corridors. The reduction in vehicle curb space will also encourage alternative forms of travel to the corridor.

3. Describe how the project will support **a transportation system that is well-connected and serves all modes of travel**.

The Temporary Outdoor Expansion program facilitated over 100 parking spaces being repurposed as parklets and six streets being fully closed to vehicles, with calls for many of these locations to become permanent in 2021. If funding is secured, the city can use this momentum to push for greater curb diversity by leveraging private investment to improve the built environment.

The temporary program has also changed how business owners and residents think about the ROW. DOTI has traditionally struggled to remove parking or repurpose a travel lane for multimodal improvements, but the temporary program ripped off the bandaid and proved that we can transform the ROW to work for people instead of vehicles. The continuance of this program will help cement this creative thinking and encourage a culture of transforming our ROW into parklets, bike lanes, green infrastructure, and traffic calming to serve all modes of travel.

4. Describe how the project will support **healthy and active choices**.

Despite being a temporary initiative, a large amount of business expansions used precious capital to add landscaping and plantings to create shade, improve the aesthetic, and entice customers. Businesses saw the benefit of incorporating greenery into their designs, and if the program becomes permanent, the city can mandate these spaces include street trees or plantings to permanently increase green space on our commercial corridors.

Leveraging private investment to create more green spaces would have a [variety of healthy impacts](#), including reductions in childhood asthma, increases to mental health, and greater resiliency to climate change.

5. Describe how the project will expand **access to opportunity for residents of all ages, incomes and abilities**.

The creation of a permanent program will benefit hard hit food and beverage establishments and allow the industry to stabilize and grow, directly leading to the recovery of more jobs and opportunities. The permanent program will also include the formation of a parklet program which will create public spaces that can be enjoyed by people of all ages and abilities.

6. Describe how the project will **support a transportation system that is safe, reliable and well maintained**.

Businesses permanently expanding into the ROW will have an indirect benefit of increasing safety along the corridor as outdoor spaces create visual and physical friction which will slow down vehicles. Similar to roadways with street trees, the business structures create visual friction and [signal to motorists](#) that they are approaching a populated area (with potential pedestrians and bicyclists), triggering motorists to check their speed and slow down.

Permitted expansion into the ROW will also come with a stipulation of maintenance, ensuring that the structure, aesthetic improvements, and plantings are maintained to ensure the ROW investment is sustainable for years.

## C. Priority Emphasis Areas

*Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the priority emphasis areas. NOTE: Projects that address one or more priority emphasis area are likely to be more competitive during this round.*

1. Describe how the project will **plan for or implement active transportation** as exemplified in DRCOG's Active Transportation Plan.

DRCOG's Active Transportation Plan supports the vision to "improve safety, reduce vehicle miles traveled, decrease the number of people driving alone and improve the region's air quality" and calls for the adoption of "policies, regulations or standards promoting Complete Streets principles and context-sensitive design for users of all ages, incomes and abilities."

The creation of a permanent outdoor expansion plan would help facilitate these goals by implementing a program that will fulfill complete streets principles and deprioritize vehicles on Denver's curbs through the transformation of ROW space into people-first spaces. These transformations will diversify curb use, require ADA improvements where needed, and act as traffic calming structures to improve the safety and accessibility of our commercial corridors. The program will also allow the City to leverage private investment to add multimodal improvements on the corridor where it aligns with DOT's OneBuild philosophy.



2. Describe how the project will **plan for or implement safety** as exemplified in DRCOG’s Taking Action on Regional Vision Zero, DRCOG/CDOT’s Safer Main Streets program, or CDOT’s Strategic Transportation Safety plan. Complete streets, activating curb creates friction that forces drivers to pay attention and slow down, top 2 traffic safety concerns in plan

DRCOG’s Taking Action on Regional Vision Zero calls for the adoption of “speed reduction strategies - traffic calming and lane reductions.” A Permanent Outdoor Expansion Program would add another tool in the toolbox for slowing vehicle speeds by taking a lane or parking spaces and creating physical friction that has proven to slow motorists. To reach our Vision Zero goals, DOTI needs to be innovative and approach safety from a variety of angles. The ability to leveraging private investment to increase traffic calming is a creative strategy that will net a positive safety outcome.

3. Describe how the project will **plan for or implement improvements and transit-supportive land use along regional Bus Rapid Transit corridors identified in the 2050 Metro Vision Regional Transportation Plan.**