



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

APPLICATION OVERVIEW

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.

- 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) or Josh Schwenk (jschwenk@drcog.org).

APPLICATION OUTLINE

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.

Part 1

Project Information

1. Project Title	Westwood-Athmar Park Neighborhood Transportation Management Program (NTMP)	
2. Project Type	Small Infrastructure	
3. Project Start/End points or Geographic Area <i>Provide a map with submittal that includes the planning area or project location.</i>	Sheridan Blvd on west boundary, South Platte on east boundary. Alameda Ave on north boundary; Kentucky/Mississippi Aves on south boundary. (See attachment I)	
4. Project Sponsor <i>(entity that will construct/complete and be financially responsible for the project)</i>	Denver Department of Transportation & Infrastructure	
5. Project Contact Person, Title, Phone Number, and Email	Gabriella Serrado Transportation Project Manager II 720-819-6167 Gabriella.Serrado@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>Note: no anticipated impacts at this time, but concurrence letters were sent to and accepted by CDOT & RTD</i> <i>If yes, provide applicable concurrence documentation with submittal (please use prepared form)</i>	
7. For planning projects , 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?	<p>Traffic calming safety measures identified through various plans, including:</p> <p>Westwood Via Verde (2018) Athmar Park Active Living Plan (2017) The Westwood Neighborhood Plan (2016) Knox Court Bike Boulevard Study (2013, pg. 18) West Side Transit Enhancement Study (2012, pg. 37) Athmar Park Neighborhood Perimeter Plan (2000)</p> <p>Infrastructure & safety improvements for this area identified through various plans, including:</p> <p>Denver Moves Pedestrians & Trails (2019, page 15) Denver Vision Zero Action Plan (2017)</p> <p><i>Provide link to document/s and referenced page number</i></p>	

9. Project Overview (concise abstract limited to 500 characters)

DOTI's Neighborhood Transportation Management Program (NTMP) works with residents to identify local transportation and safety projects that reduce vehicle speeds, improve comfort and accessibility for people walking and biking, improve connection to transit, and improve safety and connectivity within and between neighborhoods. Funds will allow DOTI to double the investment of the next NTMP program to be implemented in Westwood and Athmar Park, supporting two historically underserved and underinvested communities identified in DOTI's Equity Index.

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 innovative NTMP prioritizes all of Denver's neighborhoods according to four primary criteria – safety, transportation equity, growth pressure, and multimodal demand – with a focus on areas with the highest safety & transportation equity need. Westwood & Athmar Park are the 5th & 6th neighborhoods to go through the NTMP process, which will begin its community engagement phase for Westwood & Athmar Park this summer, with small infrastructure construction beginning in 2022. NTMP uses a holistic, community-driven process to develop an Action plan which identifies projects and locations for pedestrian facilities, bicycle and micro-mobility supportive infrastructure, Safe Routes to School infrastructure, crosswalks, median islands, and other traffic calming and safety enhancements. The NTMP uses an innovative One-Build approach to comprehensively and proactively improve multimodal mobility, safety, and connectivity at a neighborhood scale. CMPI grant funds will be strictly allocated to the construction of the projects identified through this program, matched by the funds already budgeted by DOTI for implementation.

While exact locations are still being finalized, potential areas already identified through existing community engagement include:

- Traffic calming and crossing improvements between Perry and Meade on Kentucky
- Implementation of the Westwood Via Verde trail between Cuatro Vientos (Four Winds) Park and Knapp Elementary
- Enhancements to the Knox neighborhood bikeway such as traffic circles or median refuges
- Westwood trail crossing improvements through Tennessee Ave.
- Crossing improvements at Ohio from Clay to Vallejo
- Traffic calming along South Lipan Street

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.*

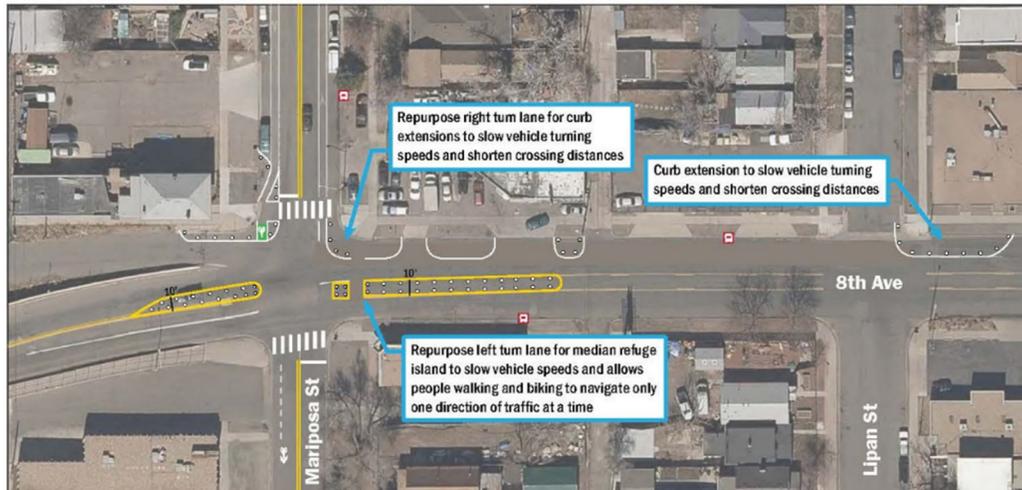
NTMP is overall an innovative program within DOTI as it is a grassroots effort to address the safety needs of a neighborhood in record-breaking time. The intent of the program is to have small-scale infrastructure projects planned, designed, and built in less than two years at the neighborhood-level. The planning level phase of the program, when residents get to tell the City where they are experiencing issues, takes about seven months. Top priority projects based on public feedback are evaluated for feasibility and then programmed appropriately into three categories: Operations & Safety (O&S), NTMP mid-range projects, and Future Projects.

With this approach, a DOTI staff engineer is ready and equipped to tackle the O&S projects through internal work orders. These projects are usually installed within six months and involve installing four-way signs, daylighting at intersections, installing Lead Pedestrian Intervals, or other operational improvements. NTMP mid-range projects require engineering design and are semi-permanent in nature as they involve curb extensions, travel lane

repurposing, roundabouts, intersection geometric improvements, etc. These are the most impactful safety improvements that will most commonly be used by these grant funds, allowing us to more than double investment in impactful safety and mobility projects. Future Projects are those that require additional coordination with other City departments or large scale planning studies that need to CIP funding.

Figure 1 - Proposed NTMP project at 8th Ave. And Mariposa St. from the La Alma-Lincoln Park NTMP

9 8th Ave & Mariposa St: Intersection Modifications, Curb Extensions, and Pedestrian Refuge Island



Westwood and Athmar Park will be the fifth and sixth neighborhoods for NTMP. With strong existing community and business partnerships in community-driven safety and mobility efforts, this NTMP presents a unique and innovative opportunity to build on those partnerships in ways that identify, develop, deliver, and fully activate projects that support community goals and priorities around transportation, mobility, and safety. Existing partnerships in the community include Westwood Unidos, the Trust for Public Land, Athmar Park Active Living Coalition, Denver Streets Partnership, BuCu West, Far East Center, Denver Public Health, Denver Police District 4, Southwest Denver Coalition, and Denver Parks and Recreation.

Additionally, the program is not only innovative due to its fast planning to construction timeline but because is easy for other municipalities to adopt based in their own needs. NTMP streamlines City’s internal processes according to our One Build strategy, efficiently and effectively seeking community input while addressing local street safety needs in a neighborhood scale, instead of one-off siloed projects with long timelines.

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.

Scoping tasks specifically for construction of NTMP:

Task 1: Project Notice to Proceed (NTP) and Initiation – Project is initiated, and pre-construction meeting is held

Task 2: Permit Application – Apply for road closure permits

Task 3: Construction Survey – For project involving concrete work, contractor conducts construction survey

Task 4: Construction Notification – In addition to public outreach conducted leading up to construction, contractor will provide advanced notice of construction to nearby residents and businesses. This is commonly done through flyers and VMS boards.

Task 5: Materials procurement and delivery – Construction materials are procured and delivered to the construction site

Task 6: Construction – Temporary traffic control is placed and construction is completed, per design plans.

Task 7: Inspection – Throughout the construction process, City project inspector ensures plans are built to spec. After construction, Inspector, Construction PM, and contract conducts project walk-through and punch list.

Task 8: Project Closeout – Once Inspector and PM confirm project has been built to design and spec, via the punch list walk-through, final invoices are paid, and project is officially closed out.

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.

\$300,000 allows to support 2 NTMP neighborhoods of Westwood & Athmar Park with mid-range projects that require engineering design and are semi-permanent in nature as they involve curb extensions, travel lane repurposing, roundabouts, intersection geometric improvements, etc.

Scaling up to larger amount would allow do a larger amount of mid-range projects (vs. operations & signage improvements).

The project could meaningfully be scaled down to \$200,000 to include a reasonable amount of more effective mid-range projects. If scaled down further, less funding would be allocated for the mid-range projects, and/or the DRCOG funding would only expand funding for 1 instead of 2 neighborhoods.

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. GS

A. Project Financial Information and Funding Request

1. Total Project Cost		\$362,362
2. Total amount of DRCOG Request <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	\$300,000	of total project cost
3. Outside Funding Partners List each funding partner/source and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City & County of Denver	\$62,362	17.21%
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, regional or federal)</i>	\$62,362	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$	\$	\$0
State Funds			\$	\$	\$0
Local Funds			\$	\$62,362	\$62362
Total Funding			\$0	\$62,362	\$62362

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?

DOTI prioritizes equity in our investments and will begin the NTMP plan process for Westwood & Athmar Park in 2021, with intent to build community-identified safety projects in 2022-2023. The Athmar Park and Westwood neighborhoods are located in the Southwest area the City & County of Denver, bordered by several streets identified in the regional high injury network including Federal, Alameda, and Sheridan. Compared to the City of Denver as a whole, both neighborhoods have higher populations of people who are under 17, non-white, and/or living in poverty; meanwhile, residents in both neighborhoods also have less access to important mobility and health tools like personal vehicles, bike facilities, jobs, and/or grocery stores (see Attachments B & C for neighborhood demographics data).

These two neighborhoods have long been impacted by the effects of redlining; while the majority neighborhoods weren't annexed into Denver until after the practices of redlining formally ended, these areas were directly adjacent to redlined communities and/or impacted by historically racist and unjust practices. In fact, in 1949, the Southwest Denver subdivision of Burns Brentwood established a racially restrictive housing covenant stating that "Only persons of the Caucasian race shall own, use, or occupy any dwelling or residence erected upon said lot or tracts" ([source link](#)). The practices of redlining and racial discrimination in housing/lending did not formally end until after the Colorado State Fair Housing Act of 1957, and the federal Fair Housing Act of 1968. Historical injustices such as these right here in Denver have contributed to wealth disparities, as homeownership is one of the top sources to grow generational wealth; the home ownership rate among white people is 1.7 times that of Black people and 1.5 times that of Latinos" ([Denver Metro Chamber](#)). As such, both neighborhoods still suffer from inequities in wealth, education, income, and health conditions as shown by Denver Neighborhood Health Equity Index (see Attachment D).

While much of Denver has seen growth, development, and investment; Westwood and Athmar Park have continued to be underserved. An investment of this magnitude for local streets has not been completed in these two neighborhoods in over a decade. The majority of sidewalks in both of these neighborhoods are currently identified as insufficient width, according to Denver Moves Pedestrians & Trails (see Attachment E). Through ongoing partnership with community residents and neighborhood organizations, Westwood and Athmar Park have identified safety as a priority in their communities: Westwood's first priority in their 2016 neighborhood plan is to "ensure safe multimodal access" ([Westwood Plan](#) pg. 21), while Athmar Park has an established Active Living Coalition with the sole purpose creating a neighborhood "more walkable, bikeable, and accessible to public transit for everyone" (Athmar [ALC](#)). A 2021 survey of neighborhood residents showed that 57% of respondents were extremely concerned about speeding or unsafe driving on neighborhood streets, while 61% indicated that they were very uncomfortable allowing their children to walk or bike independently on neighborhood streets.

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

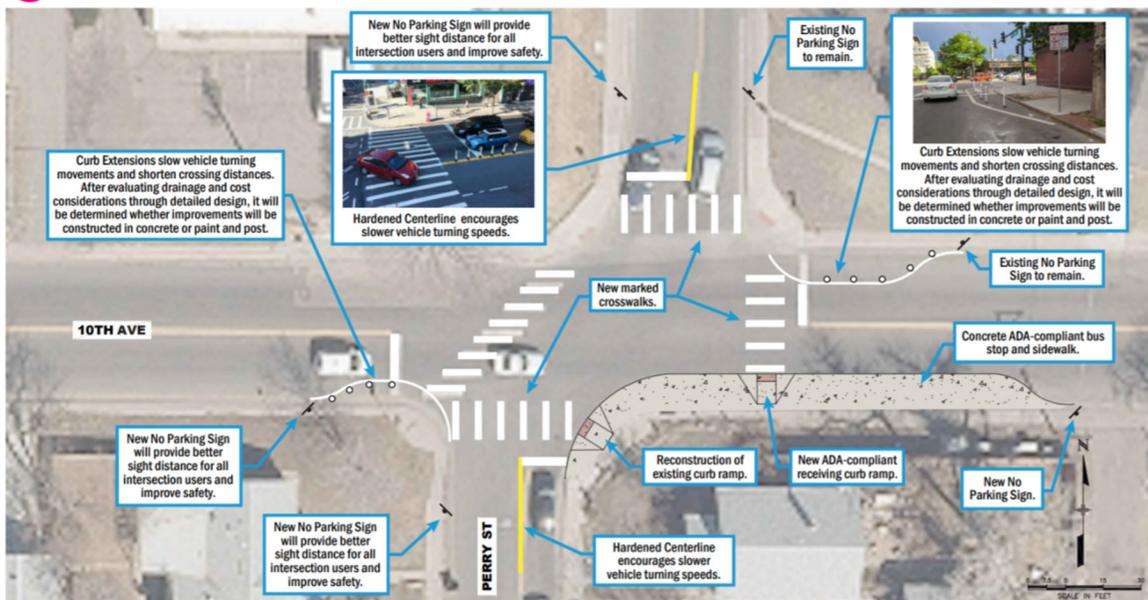
The proposed project focuses only within the City and County of Denver neighborhoods of Westwood and Athmar Park. That said, Westwood shares a border of Sheridan Boulevard with Jefferson County (City of Lakewood) and transportation improvements for these neighborhoods may improve safety and comfort of cross-jurisdictional local trips between Denver and Jefferson County (Lakewood), particularly as projects connect to regional networks such as West Kentucky bikeway and Platte River Trail.

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

While we don't anticipate impacts on CDOT or RTD jurisdictions at this time, projects identified through the Westwood–Athmar Park NTMP may require coordination and collaboration with RTD and CDOT. As such, we have submitted concurrence letters to both which have been approved. In previous NTMP neighborhood projects, residents have identified improvements to bus stop facilities or pedestrian safety improvements on state highway as their top projects. In these cases, we work with RTD and CDOT on the community's request and analyze a One Build opportunity with any other nearby project. As an example, NTMP will be constructing curb extensions and widening the sidewalk to transit stop #10070 at the intersection of the 10th Avenue and Perry Street. Design for this improvement is currently being closely coordinated with RTD.

Figure 2 – Example concept design of proposed improvements at 14th Ave. And Perry St. From the West Colfax-Villa Park NTMP

2 10th Ave & Perry St: Curb Extensions and Centerline Hardening



Note: Street lighting improvements will also be evaluated for implementation during the design phase. The designs presented are conceptual layouts of improvement projects. Final designs and implementation may differ.

In addition, the NTMP staff works with partner city agencies such as Department of Parks & Recreation (DPR), Community Planning & Development (CPD), and Department of Public Health & Environment (DDPHE), and City Council to collaborate on identified projects. As an example, for the Westwood Via Verde pedestrian improvements, we will be working closely with DPR as part of the pedestrian loop overlaps with the Westwood Trail.

4. What aspects of this project are innovative?

As previously mentioned, the NTMP is overall an innovative program within DOTI as it is a grassroot effort to address the safety needs of a neighborhood in record breaking time. The intent of the program is to have small-scale infrastructure projects planned, designed, and built in less than two years. The innovative NTMP prioritizes all of Denver's neighborhoods according to four primary criteria – safety, transportation equity, growth pressure, and multimodal demand – with a focus on the areas with the highest safety and transportation equity needs. Westwood & Athmar Park are the 5th and 6th neighborhoods to go through the NTMP across 78 statistical neighborhoods. The NTMP uses a holistic, community-driven process to develop an Action Plan for implementing near-term projects and prioritizing long-term projects that improve mobility and safety in the NTMP priority neighborhoods. This One Build approach for small-scale projects allows DOTI to address the local roadway safety

concerns comprehensively and efficiently. On average, the NTMP designs and implements about 60 small- and large-scale projects, per neighborhood. The efficiency and effectiveness of the program can easily be transferrable to other departments and municipalities.

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

As Denver continues to grow, safer facilities and traffic calming elements continue to be a standard comment in all transportation planning studies. The NTMP can address these concerns by delivering local transportation and mobility projects that reduce vehicle speeds, improve comfort and accessibility for people walking and biking, improve connection to transit, and improve safety and connectivity within and between neighborhoods. NTMP develops a list of priority projects based on public feedback which are evaluated for feasibility and then programmed appropriately into three categories: Operations & Safety (O&S), NTMP, and Future Projects. Small infrastructure funds will primarily cover the mid-range NTMP projects which require engineering design and are permanent in nature as they involve curb extensions, travel lane repurposing, roundabouts, intersection geometric improvements, etc. These are the most impactful transportation safety and comfort improvements.

For the upcoming Westwood-Athmar Park NTMP, there is a strong desire from residents to address the intersections and corridors identified in the different plans and programs (see Part 1, Q. 8). These projects could include walkway improvements, curb extensions and centerline hardening, pedestrian refuge island, rectangular rapid flashing beacon (RRFP), and marked crosswalks. Potential projects that have been identified include the following:

- Traffic calming and crossing improvements between Perry and Meade on Kentucky
- Implementation of the Westwood Via Verde trail between Cuatro Vientos Park and Knapp Elementary
- Enhancements to the Knox neighborhood bikeway such as traffic circles or median refuges,
- Westwood trail crossing improvements through Tennessee Ave.
- Crossing improvements at Ohio from Clay to Vallejo
- Traffic calming along South Lipan Street

Figure 3 – Proposed Via Verde traffic calming design in Westwood neighborhood



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.

n/a

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

The innovative NTMP prioritizes all of Denver’s neighborhoods according to four primary criteria – safety, transportation equity, growth pressure, and multimodal demand – with a focus on the areas with the highest safety and transportation equity needs. Westwood & Athmar Park are the 5th and 6th neighborhoods to go through the NTMP across 78 statistical neighborhoods. The NTMP begins with a holistic, community-driven process to develop the Action Plan (completion in September 2021) and will confirm and refine the projects listed in this application. The NTMP will then list priority projects based on public feedback are evaluated for feasibility and then programmed appropriately into three categories: Operations & Safety (O&S), NTMP (focus of this grant’s funds), and Future Projects.

Due to extensive engagement, partnerships, and plans created in this area, many potential projects have been identified in advance for this application. While exact locations are still being finalized, potential areas already identified through existing plans include:

- Traffic calming and crossing improvements between Perry and Meade on Kentucky (Westwood Neighborhood Plan pages 23, 65; Westwood Via Verde page 14; West Side Transit Enhancement Study page 37)
- Implementation of the Westwood Via Verde trail between Cuatro Vientos Park and Knapp Elementary (Westwood Neighborhood plan page 23)
- Enhancements to the Knox neighborhood bikeway such as traffic circles or median refuges (Westwood Neighborhood plan page 23, Knox Court Bike Boulevard Study)
- Westwood trail crossing improvements through Tennessee Ave. (Westwood Neighborhood plan pages 23, 65; Westwood Via Verde page 15; West Side Transit Enhancement Study page 37)
- Crossing improvements and speed reduction strategies at Ohio from Clay to Vallejo (Athmar Park Active Living Plan page 4)
- Traffic calming along South Lipan Street (Athmar Park Active Living Plan page 4)

For example, Westwood Via Verde was a community-identified project in Westwood Neighborhood Plan and subsequent Westwood Via Verde Plan, which identified key community assets for walking/biking access and target locations for improvements that increase safety/accessibility/comfort ([Westwood Via Verde](#) (2018)). While aspects of this walking/biking loop have already begun planning or implementation through other means (such as repaving/restriping efforts underway summer 2021 on Kentucky Ave and Morrison Road GoBond improvements), various corridors have yet to be improved such as the section between Cuatro Vientos (Four Winds) Park and Knapp Elementary in the northwest section.

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**.

The NTMP allows folks who live, work, and play in these neighborhoods to have a voice in developing local transportation priorities and projects that support diverse, livable communities by reducing vehicle speeds, improving comfort and accessibility for walking and biking, improving connections to transit, and improving safety and connectivity for all travel modes. The NTMP proactively engages diverse residents and businesses in ensuring that they can access their community needs and assets – schools, parks, libraries, grocery stores, and more.

As the City of Denver has grown, gentrification trends have pointed to southwest Denver neighborhoods such as Westwood & Athmar Park as either gentrifying or vulnerable to gentrification. Both neighborhoods have high rates of Hispanic or Latino populations. Westwood & Athmar are historically under-invested communities, existing infrastructure lacks baseline elements of livable communities. For example, the majority of sidewalks in both of these neighborhoods are currently identified as insufficient width, according to Denver Moves Pedestrians & Trails (see Attachment E), while both neighborhoods also have a bike-to-streets ratio far lower than the Denver average (see Attachments B & C). Multiple statements and goals within Westwood and Athmar Park Neighborhood-level plans place a high priority on increasing transit, walking, and bicycling mobility and safety as a means to neighborhood connectivity, and health/quality of life enhancements. These trends result in an NTMP well-poised to have significant impacts in improving diverse, livable communities with a holistic approach to community engagement, partnerships, and targeted investments.

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

The project supports the development of connected urban centers, including the Morrison Road business and cultural centers, as well as inter-neighborhood connections to the urban centers along Federal Boulevard, Sheridan, Alameda, and Mississippi which include culturally-relevant restaurants, health & human services/institutions, food/grocery, and high-frequency transit with connections to regional lines. These areas are all identified in Denver Moves Pedestrians & Trails as Pedestrian Priority Areas (see attachment G).

The project supports development of multimodal corridors as it will support comfort and safety multimodal projects that connect first and final mile for neighborhood streets to existing regional networks, as well as current efforts for West Denver Safer Streets. This initiative is a DOTI-led effort to coordinate bikeways that connect along streets such as Virginia, Kentucky, Tennessee, & Tejon, for a connection all the way from the edge of Denver (Sheridan Boulevard, Westwood) to regional networks.

Furthermore, the long-needed safe and comfortable connections from southwest Denver will develop connectivity from these neighborhoods to the downtown core of Denver, providing access to jobs, services, and more.

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

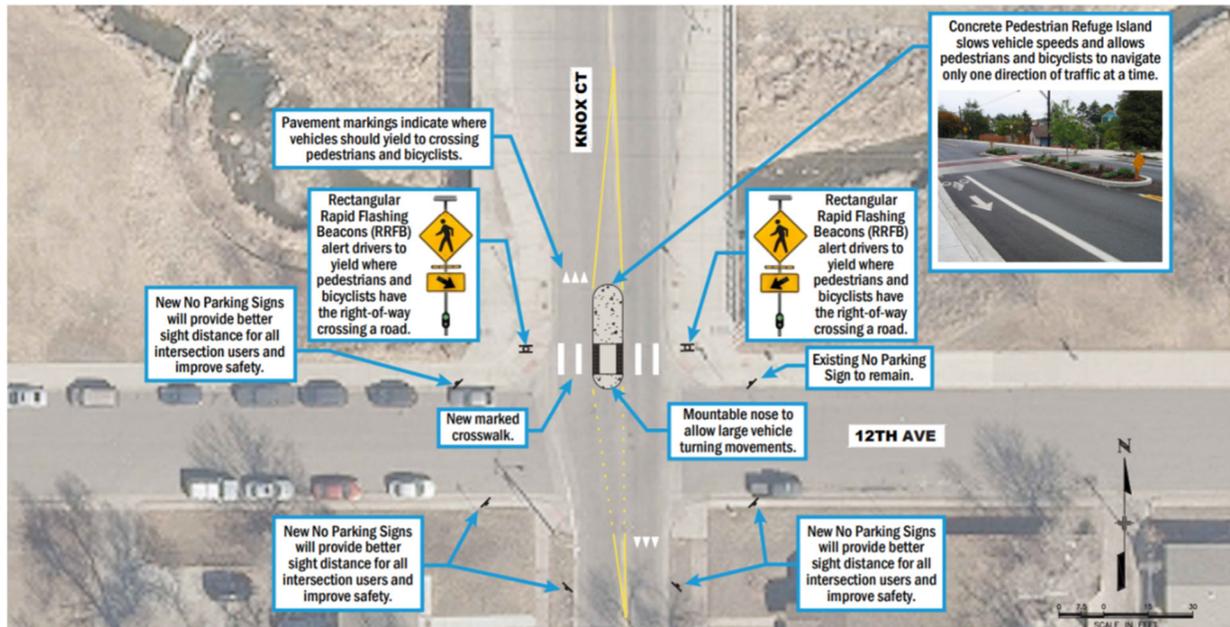
The NTMP focuses on developing local transportation and mobility priorities that result in a well-connected, safe, and reliable transportation network, regardless of travel mode. The NTMP safety and connectivity projects focus on people walking, rolling, and biking – knowing that safer streets for our most vulnerable road users means safer streets for everyone. In Westwood and Athmar Park neighborhoods, existing conditions are very car-dominated, with few designated bike lanes and very narrow sidewalks. In Athmar Park's Active Living Plan, a sidewalk assessment found that almost 75% of sidewalks are less than three feet wide and have rollover curbs, while the average quality of intersections was rated 2 on a scale from one (poorest) to five (best) (page 9). The NTMP will

deliver projects that improve safety and comfort of intersections to connect disjointed walking, biking, and transit networks, while also reallocating space for everyone to travel safely regardless of mode of travel.

An example of such an improvement is the designs for improvements at 12th & Knox, an NTMP mid-range project identified for the Villa Park & West Colfax NTMP. (pictured below). The design features vision & sight distance improvements for all intersection users, an RRFB to alert drivers to yield where pedestrians and bicyclists have the right of way at a regional trail crossing, and pavement markings to indicate where to yield. Additionally, the median island features a mountable curb to allow large vehicle turning movements where needed for local traffic and delivery vehicles.

Figure 4 – Example concept design of proposed improvements at Knox Ct. And 12th Ave.. From the West Colfax-Villa Park NTMP

6 12th Ave & Knox Ct: Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Refuge Island

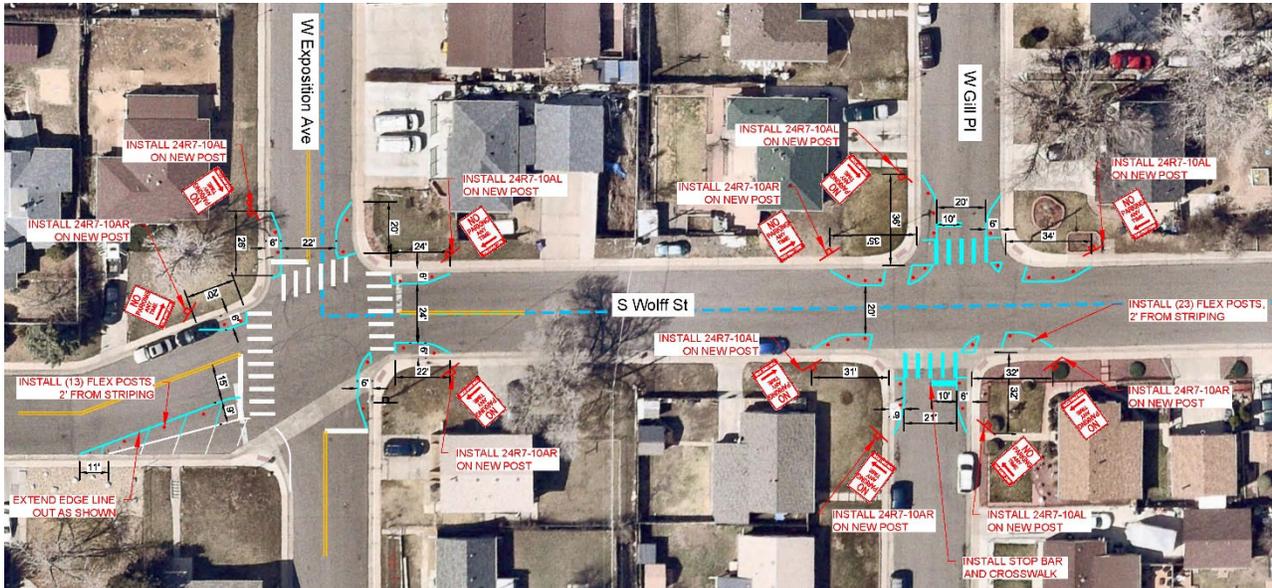


4. Describe how the project will support healthy and active choices.

The NTMP focuses on improving comfort and accessibility for people walking, biking, and taking transit, with an emphasis on connectivity to and from important community destinations that also support healthy and active lifestyles such as parks, recreation centers, and grocery stores. A 2021 survey of neighborhood residents in Athmar Park showed that 57% of respondents were extremely concerned about speeding or unsafe driving on neighborhood streets, while 61% indicated that they were very uncomfortable allowing their children to walk or bike independently on neighborhood streets. According to DRCOG’s Active Transportation Plan, a survey “found that the primary reason people drive alone is because driving is the quickest and most convenient mode of transportation” (page 3). In these communities bordered on all sides by the High Injury Network, driving is the default choice for these residents as well – 69% of Athmar Park residents drive alone to work (ACS 5-year estimates, Athmar Park Active Living Plan page 9). The NTMP aims to make the healthy and active choices (walking, biking, and transit) the easy and safe choice for residents, particularly focusing on the 59% of Denver region bicyclists who are “interested, but concerned” about their safety while riding (Source: DRCOG Active Transportation Plan; National Research Center. Survey of Residents about Active Transportation: Report of Results. 2018)

The Westwood Via Verde is one such project that aims to improve multi-modal access and green infrastructure in Westwood. The route was informed by community input, assets, and resources, and is designed to provide equitable access and safer, pleasant routes to neighborhood destinations and services including: health and medical facilities, food providers, schools, cultural organizations, entertainment, and recreation. The Westwood Via Verde is a primary route with additional connections to other neighborhoods, projects, and efforts, including the Westwood Trail (bikeway improvements along Kentucky & Tennessee existing Xcel easement & an RRFB at Federal Boulevard), the Knox Court bikeway installed in 2019, Safe Routes to School improvements at Kentucky/Irving (multiple schools), and neighborhood bikeway/shared street improvements on the leg between Knapp Elementary and Westwood Park.

Figure 5 – Proposed Via Verde traffic calming design in Westwood neighborhood



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

The NTMP focuses on improving access to and from community destinations, including schools, recreation centers, senior centers, and local services for all modes. These projects will also improve connectivity for first and final mile connections for people within neighborhoods to have the freedom to choose from a variety of modes when they travel to urban centers, jobs, education, healthcare, and other resources.

While the cost and burdens of owning a car are steep, the NTMP aims to improve safety, connectivity, accessibility, and comfort for people traveling by other modes such as walking, rolling, biking, or transit. In fact, in these neighborhoods, the cost of housing plus transportation is between 35-45% of income, while housing alone is traditionally deemed affordable when consuming no more than 30% of income (<https://htaindex.cnt.org/map/>).

Additionally, as these communities both have aging infrastructure which are not up to current ADA standards – the majority of sidewalks are less than 3 feet wide and many intersections have substandard curb ramps, visibility issues, or long/angled crossings across wide neighborhood streets. The NTMP will seek to improve access, safety, and comfort for people wheelchair rolling, vision/hearing impaired, or otherwise disabled, as well as improving consistency, visibility, and safety for people traveling by all other modes.

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

The NTMP will improve safety in the Westwood and Athmar Park neighborhoods through traffic calming, intersection enhancements, and visibility improvements. According to Denver’s Open Data Catalog, in these

neighborhoods there have been 5862 total traffic crashes in the last 5 years, of which 25 were fatal, 136 were due to excessive speed, and 1820 were due to careless driving. Aside from the CDOT highways in the area already identified in the regional high injury network (Federal Boulevard, Alameda Avenue, and Sheridan Boulevard), local neighborhood streets also have high instances of serious bodily injury or fatalities and would be improved by the NTMP, such as Pecos St, Knox St, Clay St, Virginia Ave, Kentucky Ave, Lipan St, Irving St, Exposition Ave, Perry St, Stuart St and Tennessee Ave.

This project will connect to recently completed and currently in progress improvements such as Westwood Via Verde, Westwood Trail (bikeway improvements along Kentucky & Tennessee existing Xcel easement & an RRFB at Federal Boulevard), the Knox Court bikeway installed in 2019, Safe Routes to School improvements at Kentucky/Irving (multiple schools), and neighborhood bikeway/shared street improvements on the leg between Knapp Elementary and Westwood Park. With current projects bringing these areas up to current standards and consistency, the NTMP will help make the entire system more reliable with consistency and connectivity from neighborhood streets to regional connected efforts.

Additionally, operations & safety are embedded into the NTMP process to identify operational improvements and maintenance plans. Once installed, the infrastructure is in DOTI operations purview to maintain in good standing with resources allocated to do so.

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.

The NTMP is well-aligned with DRCOG's Active Transportation plan to provide safe, comfortable, and connected active transportation facilities for people of all ages, incomes, and abilities, and prioritizing safety. As the majority of crashes in Denver are speed-related, NTMP projects will focus on traffic calming to reduce speeds and increase safety for all mode users, with a particular focus on safety for vulnerable road users such as people walking, rolling, or biking. Similar to DRCOG's Active Transportation Plan, the NTMP too seeks to reduce the number and severity of crashes (particularly of vulnerable road users such as pedestrians and bicyclists), increase and encourage bicycle and pedestrian activity, expand and connect local & regional bike networks, expand and connect comfortable transportation facilities for people walking and biking, and improve bike/ped access to and from transit, while overall improving equitable access to multimodal and regional transportation corridors. Key plan elements within the DRCOG Active Transportation Plan Framework that relate to the project include:

- Regional active transportation corridors: by connecting to Westwood Trail along Kentucky/Mississippi to Platte River Trail
- Pedestrian focus areas: by improving comfort and accessibility to urban core areas along Morrison, Federal, Alameda, & Mississippi, also in Denver Moves Pedestrians & Trails as Pedestrian Priority Areas (see attachment G).
- Short-trip opportunity zones: by improving neighborhood-level mobility to local destinations such as schools, restaurants, grocery, cultural centers, and health & social services
- Local active transportation networks: by emphasizing local networks such as the Westwood Via Verde and Westwood Trail to connect to local destinations and the regional network

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.

Both Westwood and Athmar Park neighborhoods are located within the High Injury Network and Communities of Concern areas (now DOTI Equity Index) of the Denver Vision Zero Action Plan (page 10).

In the Westwood and Athmar Park neighborhoods, there have been 5862 total traffic crashes in the last 5 years, of which 25 were fatal, 136 were due to excessive speed, and 1820 were due to careless driving (Denver Open Data Catalog). Aside from the CDOT highways in the area already identified in the regional high injury network (Federal Boulevard, Alameda Avenue, and Sheridan Boulevard), local neighborhood streets also have high instances of serious bodily injury or fatalities and would be improved by the NTMP, such as Pecos St, Knox St, Clay St, Virginia Ave, Kentucky Ave, Irving St, Exposition Ave, Perry St, Stuart St and Tennessee Ave. Speeding was a factor in 53% of fatalities in Denver in 2015 ([Vision Zero Action Plan](#), page 5). People walking, biking, and using motorcycles are overrepresented in Denver traffic deaths when compared to overall commute modes (page 2). As such, the NTMP is mentioned in multiple actions within the Denver Vision Zero Action Plan with its comprehensive approach to street design changes, slow zones, lowering speed limits, multimodal safety, and operations & signage improvements (page 19, 23).

NTMP focuses on traffic calming to reduce speeds and proactively address dangerous behaviors on neighborhood streets before crash pictures become more serious or fatal. All input received also goes to our Vision Zero program to be considered in Vision Zero safety improvements accomplished on an ongoing basis through dedicated general funding. The Vision Zero team helps to identify project locations through crash analysis to maximize safety impacts.

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**.

The NTMP will support bus rapid transit corridors by improving connectivity to, around, and across major bus rapid transit corridors identified in the 2050 Metro Vision Regional Transportation Plan and RTD Regional BRT Feasibility Study, such as Alameda, Sheridan, and Federal. For example, the project will improve safety and connectivity to the currently in construction Westwood Trail and Federal Boulevard crossing improvements. Additionally, safety and mobility improvements on local routes such as along Morrison Road, Kentucky, and Mississippi will potentially increase access to regional bus rapid transit corridors through first and final mile connections.