

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		Little Dry Creek at SH-121 (Wadsworth Blvd) Grade Separation Project	
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>		North/South: Between W 77 th Ave and W 80 th Ave East/West: Vance Dr and Yarrow St	
4. Project Sponsor (entity that will construct/complete and be financially responsible for the project)		City of Arvada	
5. Project Contact Person, Title, Phone Number, and Email		John Firouzi, Mobility & Planning Innovations (MPI) Division Manager jfirouzi@arvada.org , 720-898-7745	
6. 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 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?		<input checked="" type="checkbox"/> Page 83, Item #3 under "Little Dry Creek Trail" Gap Assessment: https://arvada.org/source/Parks/Arvada%20Master%20Plan.pdf <i>Provide link to document/s and referenced page number/</i> <input type="checkbox"/> This plan or project is not associated with a planning document.	
9. Project Overview (concise abstract limited to 500 characters) Little Dry Creek Trail is part of a regional trail system that has a gap at SH-121 (Wadsworth Blvd) and moves on-street between Vance Dr and Yarrow Street. Given the number of fatalities and injury incidents between motorists and non-motorists at the nearby signalized intersections, especially at SH-121 (Wadsworth), the City of Arvada is applying for a grant to initiate a planning project to evaluate trail connectivity and grade separation where the trail meets the at-grade roadway system.			
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 project is requesting planning funds to hire consultants and study the trail area and its connections for bike-ped infrastructure improvements. The project team will organize a schedule and a stakeholder process that will include the neighborhood community, business owners, property owners, and advocacy groups (e.g. Citizen's Transportation Advisory Committee, Parks Advisory Committee, Bike Friendly Arvada, etc.). Through technical analysis of a proposed grade separation project, public input will be incorporated into the planning process to document destinations and incorporate design considerations that reflect the values of the community. The final product is expected to be a report that provides alternative analysis information and a preferred alternative that			

can move into engineering design work in the future.

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, and project has potentially transferrable products.*

As a planning project, opportunities for project innovations exist and will be presented during the planning process. One such idea is the use of a "trail roundabout" or similar traffic calming features at the intersections, especially where the regional trail and the highway side-path trails intersect to create a "trail interchange." Design consideration will include communication with e-scooters/e-bikes and how to maintain low levels of bicycle/pedestrian level of stress (LOS).

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: Arvada/CDOT IGA Process

Task 2: Advertising Scope of Work through RFP Process

Task 3: Selecting Consultant(s) and Refining Project Schedule and Milestones

Task 4: Existing Conditions Assessment (e.g. Utilities, ADA, Structures, Traffic, Transit, etc.) and Public Outreach

Task 5: Technical Assessment, Alternatives Development and Preferred Alt. Selection

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.

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. JF

A. Project Financial Information and Funding Request

1. Total Project Cost	\$100,000.00	
2. Total amount of DRCOG Request <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	\$82,790.00	82.79% 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 of Arvada	\$17,210	17.21%
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners (private, local, state, regional or federal)	\$100,000.00	

Funding Breakdown (by year)					
			FY 2020	FY 2021	Total
Federal Funds			\$	\$82,790	\$82,790
State Funds			\$	\$	\$0
Local Funds			\$	\$17,210	\$17,210
Total Funding			\$0	\$100,000	\$100,000

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?

The project is identified as a gap on a regional trail system at a highway crossing. It's significance is related to the strategic element of the City of Arvada 2017 Bike Master Plan, which is to establish a "low stress" bicycle network that targets the "interested-but-concerned" Arvadans. This group, which is estimated at 78,000 (60%), is identified as community members that would bicycle more if bikeways were safer and better connected.

Given the City's investments in trails and collaboration between Arvada Public Works and Arvada Parks Dept., the Bike Master Plan uses the City's trail system as the backbone of the low-stress bicycle network to best serve individuals from eight to eighty. It's worth noting that the City's most successful RTD bus route is on SH-121 (Wadsworth) and recent investments to the highway side-paths provide a multi-modal transportation corridor, where this project is located. Together, teams from Arvada Public Works and Arvada Parks are planning, designing, constructing, and maintaining the system. Improving the trail connection at the highway contributes to safety, connectivity, and accessibility of the system.

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

Yes – Little Dry Creek Trail is connected to the Rocky Mountain Greenway that traverses multiple jurisdictions. Little Dry Creek itself touches Westminster, Arvada, and Jefferson County.

<p>3. Does the proposed project include multi-agency collaboration? If yes, which agencies will be involved and how will the outcome impact them?</p> <p>Yes – the City of Arvada and CDOT will need to work together given that the trail is intersecting a state highway. The City has shared the project details and obtained CDOT concurrence. If awarded the planning project, the City and CDOT will be involved in the planning process together given that infrastructure modifications from both jurisdictions need to be coordinated.</p>
<p>4. What aspects of this project are innovative?</p> <p>The planning project will need to consider traffic calming and terrain challenges. One idea is to treat the major (regional) trail intersections with the highway side-paths as an “interchange” and consider trail roundabouts to slow e-bikes, e-scooters, and etc. With electric assist devices on the rise, innovative design features will be considered to manage speeds and maintain comfort.</p>
<p>5. What transportation-related problem will this project address? How will the proposed project address the specific problem?</p> <p>The project addresses safety and connectivity of vulnerable bicyclists and pedestrians. Currently, the greenway supporting the majority of the trail stops at SH-121 (Wadsworth) and does not connect. Trail users are routed to on-street bikeways and signalized intersection crossings on arterials and a highway. The planning project will study options for a grade separation project to increase safety and connectivity by continuing the trail alongside Little Dry Creek under SH-121 (Wadsworth). A grade separation is the safest traffic management solution.</p>
<p>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.</p> <p>The planning project will be using technical and non-technical inputs to arrive at a preferred alternative that will be documented in a final report. The preferred alternative will then be used to coordinate private (e.g. redevelopment) and public (e.g. roadway or trail) projects and investments in the future.</p>
<p>7. For small infrastructure projects: where did the need for this project originate? Is this project identified in a previous plan or study?</p> <p>N/A – this is not a small infrastructure project.</p>

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**.

Currently, Little Dry Creek Trail is separated by a major highway that carries nearly 70,000 AADT. While the greenways to the east and west of the highway have an extensive trail connection that connect to multiple jurisdictions, however, this particular section of trail requires users to follow way-finding signs that meander through neighborhoods and cross the trail at-grade intersections. Neighborhoods to the west of SH-121 (Wadsworth Blvd) are more affluent and show census blocks that have 80%-90% white population. Meanwhile, to the east, the neighborhoods are less affluent with blocks that have 60%-80% white populations. A safe and connected trail system under/over Wadsworth Blvd will remove a major barrier and link neighborhood amenities, grocery stores, schools, and etc. that are currently difficult to access.

<http://www.justicemap.org/>

2. Describe how the project will support the development of connected urban centers and multimodal corridor10s.

By integrating a regional trail to a multimodal highway, the project will be able to support improved connectivity to transit service on SH-121 (Wadsworth Blvd) and the urban centers established along the highway corridor. It's worth noting that the RTD bus system at the project location is one connection away from FasTracks investments to the south (G-Line Commuter Rail) and to the east (B-Line Commuter Rail) and to the north (US-36 BRT). In 2019, the City of Arvada updated its land development code and incentivized transit along SH-121 by offering parking reductions for redevelopment, mixed-use zoning, and higher density land-uses at major intersections along SH-121. The proposed planning project seeks to deepen the multimodal and urban center connection by way of integrating a regional trail. Greenways and trails are the backbone of the "low stress" multimodal transportation system as noted in the 2017 Bicycle Master Plan.

<https://arvada.org/explore/sports-recreation/bike-master-plan>

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

The project will bring together a "low stress" bicycle and pedestrian facility and connect it to a major highway includes transit service, side-paths, and an array of neighborhood destinations. For regional connectivity, RTD bus service on the highway provides access to multiple FasTracks rail networks including the G-Line, US-36 BRT, and planned NW Rail (B-Line Extension). To strengthen the transit system, a grade separation at the highway can bring together investments on the trail network, sidewalks, and bikeway infrastructure.

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

The City of Arvada has heavily invested in it's parks, greenways, and trails that are now cherished by the community. A policy by the Parks Dept (established nearly 4 decades ago) has positioned over 100 parks in the City of Arvada within 5 minutes of each residential neighborhood. The trails are celebrated by residents and used frequently, even during the winter/cold season. The City is installing EcoCounters to obtain regular intervals of data, however, samples have shown that an average of 3,000 users per day use the regional trails during peak periods. These municipal bike-ped investments are free and healthy options for the public and enjoyed by joggers, walkers, cyclists, and active residents. This particular project provides access to grocery stores (Sprouts at Wadsworth/77th, Safeway at 80th/Chase, and King Soopers at Wadsworth/80th) to address food deserts.

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

The City's Bike Master Plan targets the "interested-but-concerned" residents estimated at 78,000 people and often more vulnerable in high risk situations. Measured by "Level of Stress", the City's bikeways have been audited to determine where improvements could be made to support the youth, the aging population, and anyone with mobility, safety, or other concerns. Crossing a highway or arterial roadway is a high stress situation. By establishing a grade separation and trail connection, which is the low stress option, the project is targeting the interested-but-concerned constituents.

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

Grade separation projects provide the ultimate safety, reliability, and maintenance performance given that they reduce conflict points/zones. This is especially true for a high-speed and high-volume highway that intersects a major bicycle-pedestrian trail where each mode gets their own separate traveled way. Currently, the risk of a Killed and Severely Injured (KSI) crashes are high given that the highway serves nearly 70,000 vehicular trips. At-

grade intersections increase this risk and DRCOG's Vision Zero Map identifies KSIs at these locations.

It's also worth pointing out that maintenance is also a challenge and the project will help solve conditions during inclement weather. For example, snow removal efforts on SH-121 (Wadsworth Blvd) have been increased through City services including Police Officers removing snow from signal-heads at Wadsworth Blvd intersections due to the lack of resources by the state agency (see URL below for pictures/Twitter post). Overall, the project will establish an appropriate approach to reduce risk on the transportation system while increasing the reliability of travel and allocate more maintenance services for the traveling public.

<https://twitter.com/ArvadaPolice/status/1383161571162034177?s=20>

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.

Little Dry Creek Trail is an existing regional trail on DRCOG's ATC Map. It serves as a segment on the Rocky Mountain Greenway trail system by connecting Rocky Flats NWR to Rocky Mountain Arsenal NWR. The project will enhance a connection on an existing active transportation corridor and encourage the "interested-but-concerned" residents of the City to use walking, biking, scooters, and etc. for neighborhood destinations or connect to transit for regional destinations.

<https://arvada.org/explore/open-space-nature/arvada-section-of-rocky-mountain-greenway-trail-underway>

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.

State Highway 121 (Wadsworth Blvd) is a seven lane high-speed and high-volume roadway. DRCOG's Vision Zero map shows 2 pedestrian KSI's at the intersection south of the trail and 2 pedestrian KSI's at the intersection north of the trail, where the trail segments meet the street network. By planning a grade separation and trail connection at SH-121, the trail will not divert users to at-grade intersections and reduce KSI risk as proposed by the DRCOG Vision Zero plan.

<https://experience.arcgis.com/experience/7ed9896faea747108322008c35ae3a5d/>

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.**

Although the 2050 Fiscally Constrained MVRTP doesn't include the BRT on SH-121 (Wadsworth Blvd), however, Metro Vision does include BRT in the future on the SH-121 (Wadsworth Blvd) corridor and placeholders such as bridge structures at the I-70/Wadsworth interchange include right-of-way (plans) for Rapid Transit lanes. Additionally, bus service on Wadsworth Blvd connects to US-36 BRT and will intersect BRT lines identified in the fiscally constrained plan (at Colfax as well as at Alameda) as noted on page 14 of the 2050 MVRTP.

https://drcog.org/sites/default/files/resources/2050_RTP_AppxJ.pdf

