



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	40 West ArtLine Framework 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>	40 West Arts Creative District/ArtLine Route (roughly Wadsworth to Sheridan Boulevards and 10 th to 20 th Avenues, Lakewood, CO)	
4. Project Sponsor (<i>entity that will construct/complete and be financially responsible for the project</i>)	City of Lakewood	
5. Project Contact Person, Title, Phone Number, and Email	Alexis Moore, AICP, Principal Planner, City of Lakewood, 303.987.7503, alemoo@lakewood.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 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"/> 40 West ArtLine Urban Design and Mobility Concepts Plan (p.20., awarded DRCOG's Planning with Vision Award in 2013); 40W Placemaking Implementation Plan (throughout); West Colfax Vision 2040 Action Plan (p.36), Lakewood Comprehensive Plan (p.5-25). Note: ArtLine referred to as Arts Loop in these plans. <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)	<p>Lakewood requests funding to develop a 40 West ArtLine Framework Plan that documents the vision, prioritizes multimodal transportation and streetscape improvements, conceptualizes design treatments, and outlines zoning and regulatory tools to catalyze and sustain this award-winning 4-mile-long active transportation amenity. The plan will delineate future action based on community needs and will allow Project Partners to advocate for the ArtLine to funders, City Council, and other stakeholders.</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)	<p>The project will bring community, staff, stakeholders, and experts together to develop an ArtLine Framework Plan and implementation tools. With input from consultants, the Project Partners will evaluate current and historic data on usage, infrastructure, zoning, and community input to develop the tools needed to leverage resources and prepare for opportunities to improve safety, connectedness, land use, and the built environment.</p>	

The award-winning 40 West ArtLine is a 4-mile walking and biking arts trail in the state-certified 40 West Arts Creative District that connects three city parks with transit, schools, shopping, senior living, affordable housing, a public library and recreation center, a community farm, historic West Colfax (U.S. Highway 40), the W Line light rail and bike path. It meanders through Lakewood's lowest income and most diverse neighborhoods (designated CDBG Target Areas and Opportunity Zones) where parks and open space are deficient compared to greater Lakewood. ArtLine conditions are inconsistent and improvements are needed to fully develop the trail and adjacent land uses as the active transportation experience envisioned by the community and local leaders.

Lakewood and our partners seek to conduct this essential planning for the future of the ArtLine to ensure it develops to prioritize equity, doesn't contribute to gentrification, and balances investment while supporting a thriving, safe, multimodal, mixed-income, mixed-use and transit-oriented neighborhood.

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.*

Innovative multimodal arts and culture trails are being planned or implemented regionally and nationally to achieve goals related to public health, active transportation, livability, community vitality, economic development, and more. Local examples include the ARTery in Superior, and the 303 ArtWay and 5280 Loop in Denver. Comprehensive plans for these projects and specific land use or other regulatory tools to support these projects don't currently exist. This project will be a model for other trails as these communities work to integrate and plan for art, placemaking, transportation, and land use. The ArtLine is a featured case study in the American Planning Association's "Creative Placemaking in Rail Transit Corridors" handbook, published June 2021. A primary recommendation in the case study is to create an ArtLine Framework Plan to help guide its future. This project will help Project Partners achieve this and will be a transferrable model for other communities.

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: Coordinate Project Partners for the 40 West ArtLine Framework Plan. Project Partners will inform and guide this process through completion, including overseeing the work of the consultant team under the direction of the Lakewood Project Manager. Project Partners will include representatives from multiple City of Lakewood Departments, 40 West Arts, Lakewood-West Colfax Business Improvement District, West Colfax Community Association, Two Creeks Neighborhood Organization, City of Edgewater, CDOT, DRCOG, RTD and others. An ArtLine Project Team (APT) meets monthly to help guide the project and includes representatives from several of these organizations. The APT will be expanded for this project to ensure broad and diverse representation and input into the process.

Task 2: Develop Scope of Work. Project Partners will clearly delineate the final project scope of work as it pertains to the work the consultant team will be expected to perform. Specific project outcomes will be described.

Task 3: Finalize and Issue Project Request for Proposals (RFP). RFP will be issued and administered as per Lakewood's approved purchasing policies.

Task 4: Select Consultant Team. Project Partners will conduct interviews and select the consultant team. The selected consultant team will include experts in: urban design, landscape architecture, land use planning (with code writing experience), multimodal/active transportation planning and design, and real estate development. Experts who will support Spanish-speaking community outreach, arts and creative placemaking initiatives, and Equity, Diversity and Inclusion work will also be integral to the team and ultimate success of the project. Staff will work with consultants to identify local experts with these unique skillsets to participate on the team. Once the consultant team is selected, a contract will be developed between Lakewood and the consultant as per Lakewood and DRCOG requirements.

Task 5: Consultant Team Review of Existing Data and Resources and Conduct Site Visits. An extensive amount of ArtLine data and community input exists, but it is not yet consolidated or synthesized and needs to be. Existing resources include five adopted plans that recommend the ArtLine (Arts Loop), four community ArtLine surveys from 2017-2021, pedestrian and bicycle counts and annual report (conducted twice/year at 6 locations on the ArtLine starting pre-ArtLine in May 2018 to May 2021), two 40 West ArtLine capstone project reports and an ArtLine GIS database that maps ArtLine infrastructure and amenities (completed by Urban and Regional Planning Graduate Students at CU Denver and University of Utah), and an ArtLine maintenance IGA between the City and Lakewood-West Colfax BID.

Deliverables:

- A) A minimum of two preliminary ArtLine site visits with ArtLine Project Team to view the project and discuss issues and needs;
- B) a brief report summarizing key findings from the data review and site visits, to include priority issues and opportunities to focus on during Tasks 6-10.

Task 6: Conduct Community and Stakeholder Engagement. Utilize information from Task 5 to develop an outreach plan, including in-person events. Because extensive community involvement has occurred for previous phases of the project, this task can be streamlined while ensuring representation from diverse members of the community, as well as property owners along the route and potential future investors or developers.

Deliverables:

- A) Outreach/Engagement Plan and documentation of the outreach process;
- B) organization and facilitation of two or three bi-lingual walking, rolling, and biking tours. Ideally these will be structured to focus on three or four smaller, conceptually envisioned segments of the four-mile route, called out as distinct character areas, to address priority infrastructure needs, and land use and streetscape vision;
- C) development and implementation of two bi-lingual community surveys to fine tune recommendations prior to plan development;
- D) support at up to five ArtLine Project Team meetings, with expanded representation to include other stakeholders as needed at meetings;
- E) facilitation of a community engagement/placemaking event to share final draft plan and implement a place-based community art event on the ArtLine (with logistical and financial support, outside this project budget, from 40 West Arts).

Task 7: Develop Framework Plan. The plan is envisioned as a concise, compelling, and comprehensive document to showcase the project vision and policies. A draft plan outline generated by the ArtLine Project Team includes the following elements: Intro/Plan Purpose, ArtLine Story/Background, Community Input summary, Vision Elements (dream big/what ifs), Final Recommended Route (to include improved connectivity and links to regional networks and through RMCAD to create a loop), Public Art Vision, Urban Design (public and private realm, streetscape), Multimodal Mobility and Prioritized Infrastructure Improvements, Land Use (addressing anti-displacement for residents and creative businesses, adaptive reuse, historic preservation, and more), Funding Strategy, Maintenance and Organizational Structure, and Action Plan (next steps for implementation).

Deliverables:

- A) Draft 40 West ArtLine Framework Plan;
- B) final 40 West ArtLine Framework Plan

Task 8: Create Conceptual Designs. Conceptual designs will be completed for identified priority areas, trail marking, streetscape by context area, redevelopment of key blocks, and other needs identified through the process. Initial priority mobility improvement locations identified through recent community input and field research include Reed Street and Lakewood Place (lack of sidewalks), core 40W Arts District gallery area, Reed and 17th intersection at Aviation Park, and Harlan Street. Conceptual urban designs for Lamar and Harlan Streets between the W Line and West Colfax is also a high priority.

Deliverables:

- A) List of all elements/locations where conceptual designs needed;
- B) draft conceptual designs for these areas;
- C) final conceptual designs that can be moved forward for implementation.

Task 9: Develop Implementation Tools. Recommended zoning modifications, streetscape design, and design guidelines by character area will be created through this project. The appropriate implementation tools will be determined through the process and may include a zoning overlay district, design guidelines, zoning modifications, or a combination.

Deliverables:

- A) Draft implementation tools;
- B) final implementation tools.

Task 10: Plan and Implementation Tools Adoption. The Framework Plan and implementation tools are envisioned to take approximately 12-14 months to create and adopt.

Deliverables:

- A) Consultant team will work with Project Partners to obtain feedback and gain consensus with elected officials, Planning Commission and the community to move adoption forward; and,
- B) plan and tools brought forward for adoption by staff and Project Partners;
- C) plan and tools adoption by Lakewood Planning Commission;
- D) plan and tools adoption by Lakewood City Council.

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.

The 40 West ArtLine Framework Plan could be developed for a total budget of \$100,000 (with \$82,790 requested from DRCOG and \$17,210 from the City of Lakewood).

The scope would be the same as Tasks 1 through 7 and Task 10. Tasks 8 and 9 (conceptual designs and implementation tools) could be outlined, but would be fully developed as a later phase of the project.

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. AWM

A. Project Financial Information and Funding Request

1. Total Project Cost		\$135,000
2. Total amount of DRCOG Request <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	\$111,766	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 Lakewood	\$23,234	17.21
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, regional or federal)</i>	\$23,234	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$100,589	\$11,177	\$111,766
State Funds			\$0	\$0	\$0
Local Funds			\$20,911	\$2,323	\$23,234
Total Funding			\$121,500	\$13,500	\$135,000

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.

X

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 40 West ArtLine is an award-winning active transportation amenity, but it has no formal plan or adopted policies to ensure its long-term sustainability and ability to reach its full potential. The ArtLine was recommended in several previously adopted plans and was first conceived of by the community in the *40 West Arts District*

Urban Design and Mobility Concepts Plan, which won the DRCOG award for Planning with Vision in 2013. Since that time, Project Partners have made great strides on the first phase of implementation but need a formal plan to guide future decisions and secure funding.

Infrastructure and mobility improvements are needed to ensure the ArtLine route is safe, comfortable, and convenient for all ages, incomes, and abilities. Additionally, there are land use challenges and opportunities in the project area that the current zoning does not adequately address. The area is experiencing strong development pressure and needs a formalized plan and tools to ensure this project will succeed long-term. Since January 2020, 24 pre-planning cases and 10 major site plans have been submitted along the route, with more in the pipeline. These cases propose an estimated 1,548 new units of single-use, market rate residential development. No mixed-use developments have been proposed in this timeframe or in previous years, despite the documented vision for a mixed-use, transit-oriented community. Several gas stations are also currently proposed on high-profile locations on the ArtLine. The current zoning allows these uses without any unique ArtLine streetscape or other design standards.

The timing of this project also aligns with a once in a generation investment in pedestrian and bicycle safety improvements along a portion of West Colfax that is part of the ArtLine route. A \$12.5 million CDOT Safer Main Streets grant is funding the *West Colfax Pedestrian and Safety + Infrastructure Improvements Project*, with improvements designed in 2022 and completed by mid-2024. The Framework Plan and implementation tools will help align our limited resources to develop a safe, connected multi-modal amenity along and adjacent to West Colfax and W Line light rail in coordination with the Safer Main Streets project. This Plan and tools will also help address zoning and urban design needs in both grant focus areas to create a dynamic, funky ArtLine experience that embraces the historic culture of the area while being forward-thinking about developing an inspiring, fun, active transportation amenity in the 40 Arts Creative District.

Finally, implementation funding for future ArtLine infrastructure improvements is being identified through local pandemic grant relief programs. We have a great need to finalize the Framework Plan and conceptually design and prioritize improvements to ensure these funds are used strategically and responsibly.

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

Yes. The ArtLine is located primarily in Lakewood, but was extended into the City of Edgewater in 2020 to connect to the Edgewater Civic Center and Library in Walker-Branch Park. Edgewater embraces the ArtLine, has provided past financial support for it, and fully supports this project. The project is also located within Jefferson County and the County has contributed to the planning and implementation of ArtLine wayfinding and public art elements. Finally, the project is located blocks from the City and County of Denver and Sloans Lake park and trail network and is connected via the Lakewood Dry Gulch/W Line regional bike path to Denver and other municipalities via the South Platte and Cherry Creek trail systems. The ArtLine is also connected to Denver and Golden via the W Line light rail and West Colfax – a heavily used vehicular and bus corridor. This project implements recommendations in past adopted plans created with these partners and the partners will be engaged in the project as stakeholders to explore future connection opportunities. City staff and partners have collaborated extensively on area planning efforts and can accomplish this work successfully.

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

Yes. While this is a planning effort with no immediate impacts, a portion of the project is located along CDOT Right-of-Way (West Colfax) and the W Line light rail and adjacent bike path, RTD property. We don't anticipate the project will directly impact these agencies, but because they are stakeholders, their input is critical and will be included in the process and recommendations, as future streetscape and trail marking improvements will be adjacent to their facilities. Long-term outcomes will include safer and more inspiring multi-modal connections to RTD bus stops on West Colfax and to the Lamar Station on the W Line light rail. We have a history of collaborating with these agencies and will continue to do so through this project. Both agencies have granted concurrence.

4. What aspects of this project are innovative?

The ArtLine itself is a highly innovative project and has won local, state, and national awards, including the Governor’s Award for Best Use of Public Space in 2019. An ArtLine specific Framework Plan will guide future decisions and needs. No similar planning documents exist in the region and this project will be an innovative model for other communities planning for projects that connect local history and culture, placemaking/placekeeping, multi-modal and active transportation, land use, and economic development. This project is also innovative in immediately combining a plan with implementation tools, therefore developing a framework for vision and action and a concept that is transferrable elsewhere.

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

The ArtLine is poised to become the longest continuous multimodal arts trail in Colorado, safely connecting walkers, bikers, rollers and all active transportation users to transit, shopping, parks, schools, a library and more. However, there are numerous missing or inadequate pedestrian and bicycle facilities along the route and these deficiencies deter people from using the ArtLine to recreate and access local destinations or the adjacent regional transportation networks. While much has been done to complete missing links and improve conditions in the area since the initial planning and implementation of the W Line light rail in 2013 and the ArtLine in 2018, more needs to be done to ensure safety and improve mobility. This project would address this significant, high-priority need to plan strategically for these transportation improvements and help Project Partners advocate for them using research-based expertise, community input, and valuable stakeholder feedback.

Context-specific design treatments need to be developed for the unique transportation conditions along the route. There isn’t a “one size fits all” approach, which is why completion of the network has been challenging and why this project is so important. Specifically, there are nearly 6,000 feet of missing or inadequate sidewalks on the ArtLine, more than 25% of the route. It is also estimated that 85% of sidewalks on Colfax in the study area are missing or inadequate. Additionally, the current trail marking of a painted green line is insufficient and difficult to maintain and a more sustainable, well-designed system is needed immediately. Pedestrian and bicycle counts on the ArtLine have been increasing since it opened, but could see much greater usership and better access to the connected transit system (both bus and rail) with infrastructure and wayfinding improvements. The plan will identify the priority missing or inadequate transportation links and develop design treatments to ensure the project is shovel-ready for future implementation funds.

The project also helps ensure the built environment develops in a way that supports a multi-modal community that is welcoming and safe for all users. This is especially vital from an equity perspective because of the demographics of the neighborhoods the ArtLine serves, where 15% of residents rely on public transit to commute to work and need safe and convenient access to transit stops. This compares to just 5% of residents in Lakewood overall who use public transit to commute to work.

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 project will develop a 40 West ArtLine Framework Plan created by experts with diverse stakeholder input and adopted by City Council. The Plan will clearly articulate the vision and enable staff to implement short-term actions and longer-term strategies. Like peer projects such as the Indianapolis Cultural Trail and Atlanta BeltLine, our project will facilitate the development of a safe, well-delineated and connected trail with unique pavement markings that brand and enhance the ArtLine as an active transportation experience.

The project will also create conceptual level designs for trail marking, multi-modal infrastructure improvements at prioritized locations, prioritize future infrastructure improvement needs, and consider redevelopment opportunities and urban design at key locations on the route. Conceptual designs for transportation and land use build-out for critical segments, like Lamar Street and Harlan Street adjacent to the W Line bike path and Lamar Station, will be created to ensure that the numerous individual parcels are developed cohesively to prioritize

pedestrians and bicyclists, minimize curb cuts, preserve historic character, support adaptive re-use, and limit displacement and gentrification.

Finally, the project will create tools to implement the Plan and concepts through an overlay district, design guidelines, zoning modifications, or a combination. These tools will be adopted by ordinance as part of the project in combination with, or shortly after, the adoption of the Framework Plan. An adopted Framework Plan will allow the ArtLine to be well-positioned for future implementation funding opportunities.

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.

In connecting residents in diverse, low-income neighborhoods to key amenities including transit, parks, economic opportunity, education, and arts & culture, the ArtLine strives to make a considerable contribution in making these communities more livable. We envision a project that makes alternative transportation streamlined and keeps livability resources close and accessible to communities. Project Partners will collaborate with all area stakeholders in the process to ensure the Framework Plan and implementation tools are created with diverse representation. A key aspect of the project will be to ensure, through extensive planning and implementation tools, that as livability increases, the diversity of these communities is protected.

The ArtLine neighborhoods have a higher percentage of non-white and low-income residents than other areas of Lakewood and area residents have traditionally been underserved in access to parks, trails, open space, arts & culture, and safe pedestrian and bicycle networks. The following socio-economic data reflects differences between the ArtLine neighborhoods and the rest of Lakewood. Within the ArtLine census tracts the age is slightly lower than the rest of Lakewood and median income is almost half at \$36,002. Nearly 22% of residents live in poverty, double the overall city rate of 10.8%, and 44.46% are of Hispanic origin compared to 23.0% overall in Lakewood. Approximately 35% of area residents speak Spanish at home (US American Community Survey 2013-2017). According to the Denver Regional Equity Atlas from DRCOG, the area adult obesity rate is 19.1%. There are several large affordable and senior housing communities along the ArtLine and 48% of area residents are rent burdened. We have strong partnerships in the community and will ensure these diverse populations are involved in the process and benefit from the project outcomes.

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

The project is along the multimodal West Corridor, encompassing West Colfax and the W Line light rail. The Framework Plan and implementation tools will ensure a seamless transition for pedestrians and bicyclists in the neighborhood between the three ArtLine parks, Lamar Station on the W Line, W Line bike path, West Colfax – a high-use transit corridor, and the many shops, restaurants and other area destinations.

An early motto when envisioning the ArtLine was to encourage visitors to “Take the A Line (or any other line) to the W Line to the ArtLine.” This references the interconnectedness of the ArtLine to the Denver metro area urban centers and beyond. The plan will support and outline the next steps in the development of a safe and welcoming active transportation network that is appealing for residents and visitors alike, better connecting users to a regional multimodal transportation network while also improving and formalizing the urban center, beautifying the neighborhood, creating a sense of place, and supporting economic development and placemaking goals from previously adopted plans for the area.

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

The ArtLine connects pedestrians, cyclists, wheelchair users and others to bus stops, the Lamar Light Rail station and the regional W Line trail network. Residents and visitors already use the route for leisure, exercise, and commuting, but existing infrastructure conditions for pedestrians and bicyclists along the ArtLine are lacking and improvements are needed to fully and safely connect it.

RTD's W Line is the primary east-west regional transit connection through this area with a stop on the ArtLine at Lamar Station. Bus Routes 16 and 16L have multiple ArtLine stops along West Colfax have almost 8,000 combined boardings per day. Both are among the most heavily utilized routes in the regional transit system. This project will better connect users to the transit stops in a safe and inspiring way.

As previously described, one segment of the ArtLine along West Colfax has been awarded a major grant to improve the safety and experience for all modes of travel. A recent survey for that project garnered over 600 responses and indicated that 75% of pedestrians feel unsafe walking along West Colfax. Additionally, missing or inadequate sidewalks and lack of destinations for pedestrians were two of the most common responses given to what prevents individuals from walking in the area. The ArtLine Framework Plan and implementation tools will build on this major grant along West Colfax so that the entire neighborhood develops in a way that is equitable, well-connected, and serves all modes of travel, while also ensuring that development is pedestrian-oriented and provides destinations that people want to visit. The same city staff will be supporting both the West Colfax and ArtLine projects, ensuring consistency in design treatments and outcomes.

A key aspect of the project is to design a unique ArtLine trail marking, which is critical to ensure a connected transportation experience. The existing painted green line and wayfinding signage that delineate the route have been well-received, but this treatment is not sustainable to maintain (especially with pandemic staff and budget cuts). It was a short-term solution, with a vision for a long-term creative, cost-effective, and feasible solution to be designed and implemented in the future. Project Partners require expertise for recommended treatments for existing concrete sidewalks and asphalt, as well as codifying and determining how to fund these improvements so they can be incorporated through future public and private investment. The trail marking will also be designed with input from ADA experts to ensure all users, regardless of any disability or mobility needs, can safely follow the route to enjoy the ArtLine and to use it to navigate to the regionally connected multimodal transportation network.

Once the plan is fully implemented, this project will improve the transportation system by increasing the number of cyclists and pedestrians safely using the ArtLine due to more sidewalk miles, better connected paths, bike facilities, enhanced crossings, a well-lit trail, and highly visible and creative trail markings.

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

The Framework Plan will address issues with infrastructure and support healthy and active choices by ensuring future ArtLine improvements reflect community desires and result in a robust, creative, active transportation amenity that encourages our community and visitors to get outside and enjoy a healthy lifestyle regardless of age or ability.

The ArtLine is a catalytic project that has generated an increase in pedestrians and cyclists enjoying healthy and active lifestyles, as demonstrated from bi-annual pedestrian and bicycle counts conducted pre-ArtLine implementation in spring 2018 through spring 2021. During this time, counts of pedestrians on the route increased by 43% and counts of bicyclists increased by 168%. However, conditions for pedestrians and cyclists along the ArtLine aren't consistently comfortable, safe, well-lit or conveniently connected to the cultural resources and community amenities it connects. Areas with the highest increase in pedestrian and bicycle activity include Lamar Street, Walker-Branch Park and 17th and Reed Streets. These are areas where more recent infrastructure, placemaking, and built environment improvements have occurred. Areas with less activity along the ArtLine are the locations lacking infrastructure, including locations closest to West Colfax Avenue.

Despite these infrastructure challenges, the ArtLine has been a physical and mental health amenity for community members during the COVID-19 pandemic. In a March 2021 bi-lingual community survey, more than half of respondents said they had visited the ArtLine as much or even more frequently since the start of the pandemic and this likely would have been higher except many participants reported avoiding public spaces during that time all together. One resident said, “Since COVID, it has been a relief to have creative and interactive art nearby and outdoors.”

The ArtLine not only supports healthy and active choices for local residents, but also visitors in the region. The ArtLine connects to a diverse array of amenities, including 136 public art and placemaking elements, three city parks, 13 bus stops, one light rail station, one community farm, one library, one recreation center, one City Hall, four affordable housing communities, two senior living facilities, one private arts college, and numerous local businesses, galleries, and more. The Lakewood-West Colfax BID estimates 120,000 visitors to the 40 West Arts District and ArtLine in 2019 and these assets are contributing to residents and visitors having opportunities for healthy and active lifestyles. Recently, a group of a dozen cyclists from throughout the metro area convened at the 40W Gallery to bike the ArtLine route. Following their ride, they purchased artwork from the gallery and visited a local restaurant for a meal. This contributes not only to individual health but also supports locally-owned businesses and the creative economy.

By enhancing the ArtLine and building on the existing transit system, including light rail and buses, we will improve regional access to health and opportunity. The first and last mile connections can be both comfortable and inspiring with improved active transportation facilities. Access to the many emerging galleries, public art and free 40 West Arts community programming can improve cultural opportunities and social well-being and reduce stress.

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

The improvements will expand access to opportunity for all residents, including low-income and underprivileged individuals, as well as those with disabilities. The project area is identified as a Minority and Low-Income Environmental Justice Area in the DRCOG 2050 Metro Vision Regional Transportation Plan. It is also a designated Community Development Block Grant target area and is home to Lakewood’s most underserved and vulnerable residents. Many of these residents rely on bus and light rail for transportation and have accessibility needs that are not currently met by the existing pedestrian environment. While the ArtLine has established a safer, more enjoyable walking and biking experience in this area, there are significant gaps in the experience and the infrastructure. The Framework Plan will help prioritize future improvements to fill these gaps so that the ArtLine route can be safe, comfortable, and convenient for all ages, incomes, and abilities who live, work and visit in the area.

This project will also expand economic access for Lakewood’s essential workers. The top three occupations for the ArtLine study area are Retail Trade, Educational, Healthcare and Social Assistance, and Construction. The median earnings for these occupations range from as low as \$37,000 up to \$57,000. Nearly 15% of area residents use transit to commute to work, and the project will improve safety, convenience, and comfort for those walking, biking, or using wheelchairs to access the transit stops.

Project Partners will work with Molholm Elementary School, located blocks from the ArtLine, to collaborate with youth and families during the project. The student population has a 91% Free and Reduced Lunch rate. Students have been involved in past ArtLine placemaking projects and have worked directly with professional, internationally known artists, to create murals and help beautify their neighborhood. These projects have provided opportunities for youth to receive mentorship and gain exposure to creative businesses and opportunities.

The Framework Plan will be designed with community cohesiveness and equity in mind, ensuring that opportunities such as active travel, jobs, culture, fresh and affordable food, parks, shopping, and city services will be readily accessible for all residents.

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

The ArtLine Framework Plan and implementation tools will help identify, formalize, and prioritize transportation infrastructure challenges along the ArtLine route so that it is not only safer, more reliable for users and more cost-effective to maintain, but also more enjoyable for everyone using this active transportation amenity.

In May 2021, two students from the University of Colorado Denver’s Master of Urban and Regional Planning program performed an audit of the ArtLine and gathered community feedback through a bi-lingual survey that was completed by more than 350 individuals. The students identified nearly 6,000 linear feet of missing or inadequate sidewalks on the route and identified priority areas for infrastructure improvements, including sidewalks, crosswalk treatments and intersections, and pedestrian lighting. The students also identified safety as a top priority from survey respondents. Some survey participants noted concerns regarding adequate lighting, identifying a crucial need to provide better infrastructure to ArtLine users. This report and data will be reviewed and used by the consultant team and Project Partners to further assess the gaps identified by the students and to improve conditions to ensure the ArtLine is developed to be safe, reliable, and well-maintained.

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 project supports a comprehensive planning effort to ensure future investment develops the ArtLine as a robust, safe, and sustainable active transportation amenity. Existing regional plans recognize that “high-comfort facilities support more people” and that is what we aim to create. The ArtLine is highlighted as a case study in DRCOG’s Active Transportation Plan (p.84) and is located in a Pedestrian Focus Area and along a Regional Active Transportation Network. It connects pedestrians and cyclists to bus stops, the Lamar Light Rail station and the regional W Line Active Transportation Corridor.

As previously noted, residents and visitors are already using the route for leisure, exercise, and commuting, and pedestrian and bicycle counts are increasing, but improvements are urgently needed to fully and safely plan for and develop the ArtLine. This project will close the infrastructure gap that exists, improve transportation safety and convenience for pedestrians and bicyclists, and prioritize investment in first- and last-mile connections to Active Transportation Corridors adjacent to the ArtLine.

Zoning along the West Colfax Corridor supports active transportation by encouraging increased residential density and development adjacent to the ArtLine. However, the Framework Plan and tools are needed to improve zoning along the ArtLine to ensure more ground floor retail and mixed-use developments occur to support a better pedestrian environment. These improvements will provide opportunities for neighborhood-serving amenities for residents and visitors on the route and promote economic development to nearby Urban Centers.

This project will result in an increase in the number of cyclists and pedestrians using the ArtLine by planning for investments in the design of more sidewalk miles, better connected paths, bike facilities, improved lighting, and enhanced crossings. These improvements will support the built environment along Active Transportation Corridors by focusing on connecting key transportation options and increasing cohesiveness and safety, allowing residents to transfer seamlessly between walking, biking, and using public transportation while also encouraging ArtLine visitors to support the local economy.

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.

As previously noted, Lakewood was recently awarded a \$12.5 million grant through DRCOG/CDOT’s Safer Main Streets program to address pedestrian safety on West Colfax along a portion of the ArtLine route. West Colfax is identified by DRCOG as a High Injury Network and Critical Corridor. That project will facilitate the planning and implementation of significant safety improvements on the West Colfax portion of the ArtLine route. This CMPI grant will allow us to develop the Plan, priority focus areas, and conceptual designs for safety improvements on the remaining segments of the ArtLine to ensure a truly safe, and connected active transportation amenity is developed. Expert consultants and Project Partners will evaluate safety as a key goal as we look toward full development and implementation of the ArtLine.

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.**

While this area is not an identified Bus Rapid Transit corridor, it is located along the W Line light rail and West Colfax, which is an identified High Capacity Transit Line. The Metro Vision Regional Transportation Plan recognizes that *“Essential to attracting more people to walking and bicycling is continuity and consistency in the active transportation system. Local communities and transportation providers can achieve this by connecting the high-comfort network. In addition to filling in gaps and connecting facilities, identifying and connecting to desirable destinations and to other modes of transportation will encourage people to walk and bike.”* This project will help us plan for and implement ArtLine improvements to address these goals.

As described previously, there are land use challenges and opportunities along the ArtLine that the current zoning does not adequately address. Zoning along the W Line light rail corridor allows for a wide array of transit-supportive land uses, including residential, commercial, retail and mixed-use. Recent planning cases have shown a strong trend toward more residential density and auto-oriented uses but no mixed-use developments with neighborhood-serving retail or commercial uses. Refined zoning tools are needed to ensure the long-term vision is realized. The Framework Plan and tools developed through this project will help ensure the ArtLine area develops in a way that supports multimodal transit use and ridership and improves first-and last-mile connections by creating a seamless, and inspiring, pedestrian environment along the ArtLine.