



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

## APPLICATION OVERVIEW

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

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

## APPLICATION OUTLINE

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### Part 1 | Project Information

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

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

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

# Part 1

# Project Information

1. Project Title	RidgeGate Crosswalks Phase Two	
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>	9 intersections within the RidgeGate Urban Center, City of Lone Tree Douglas County, Colorado	
4. Project Sponsor <i>(entity that will construct/complete and be financially responsible for the project)</i>	The City of Lone Tree	
5. Project Contact Person, Title, Phone Number, and Email	Justin Schmitz, P.E., Director of Public Works & Mobility 720-509-1244 justin.schmitz@cityoflonetree.com	
6. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal (please use prepared form)</i>	
7. <b>For planning projects</b> , non-local government applicants are required to submit a letter of support from the applicable local government(s) where the project is located. Have you have met/corresponded with the local jurisdiction(s) where your project is located and attached letter(s) of support?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <i>If yes, please attach Letter(s) of Support.</i>	
8. What planning document(s) identifies the need for this plan or project?	<input type="checkbox"/> <i>Provide link to document/s and referenced page number/</i> <input checked="" type="checkbox"/> This plan or project is not associated with a planning document.	
<b>9. Project Overview</b> (concise abstract limited to 500 characters)  This project is Phase Two of the City of Lone Tree’s efforts to upgrade crosswalks and ADA ramps within the Urban Center of the City. This project will improve the pedestrian network between large employers, such as Charles Schwab and the Sky Ridge Medical Center, with the RTD Light Rail Station at Sky Ridge. In 2019, the City of Lone Tree completed Phase One of the RidgeGate Crosswalks project, bringing all facilities up to date and in accordance with PROWAG guidelines by realigning and rebuilding ramps and sidewalk, as well as removing pavers in crosswalks that have become a major maintenance concern. This Phase Two project will provide consistency in the pedestrian trails and crossings throughout the RidgeGate Urban Center area.		
<b>10. Project Description.</b> 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)  Proposed Project: The design for Phase Two is complete and ready for implementation. The scope of work includes: demolition of all existing curb ramps, gutter and concrete paver crosswalks; installation of new curb ramps, gutter, repaving of the street, application of 2’ x 10’ crosswalk blocks, as well as the installation of in-roadway pedestrian pylons (R1-6) at the approach to each crosswalk. Intersections to be improved include: <ul style="list-style-type: none"> <li>• Park Meadows Drive at Sky Ridge Avenue and at Chatham Drive;</li> <li>• Sky Ridge Avenue at Bismark Drive, at Bellwether Lane, and at Trainstation Circle;</li> <li>• RidgeGate Circle at Commonwealth Street and at Halstead Lane;</li> <li>• Halstead Lane at Bismark Drive;</li> </ul>		

- RidgeGate Parkway at Belvedere Lane

Anticipated Outcomes: With a funding award for this project, the City will be able to complete the upgrades needed in our urban center to enhance the safety of the entire RidgeGate pedestrian network.

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

The concept of developing high visibility crosswalks, as part of an Urban Center, isn't exactly innovative. However, developing an Urban Center, within a Suburban Context, requires innovation and pedestrian-first transportation policies to change the mindset of commuters entering the higher-density land uses found within the City of Lone Tree. A robust pedestrian network, within a suburban context, requires intersection treatments that reinforce state laws. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants and higher density residential developments.

**2.** 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: Public Outreach:** The city will conduct outreach by coordinating with homeowner associations and metro districts to collect data on stakeholders needs and providing messaging on construction activities and pedestrian detour routes.

**Task 2: Removal of Concrete Crosswalks:** The asphalt/concrete joint has introduced water into the asphalt causing premature wear and stress cracking to the asphalt. The removal of the concrete elements and patch back with asphalt will seal the roadway surface and eliminate the need for continual maintenance.

**Task 3: ADA Ramp Realignment:** The current configuration of sidewalks have unnecessary right angle turning to reach the ADA ramp from the walking path. This project will realign the ADA ramps to PROWAG standards while positioning the ramps within the walkable path reducing the burden of individuals with physical or visual disabilities of navigating the route.

**Task 4: High Visibility Crosswalks:** The use of standard, durable thermoplastic 2'x10' crosswalk marking to bring attention crossing and introducing a retroreflective element the current concrete crosswalk does not provide. This material sets quickly and provides a strong bond to the asphalt surface for a long-lasting treatment.

**Task 5: Maintaining ADA Compliance Through Construction:** Methods of handling traffic (MHTs) will focus on maintaining a intuitive path for persons with disabilities including detectable edging for persons with visual disabilities and proper width to accommodate wheelchairs.

**3.** 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 City of Lone Tree would reduce the number of intersections to reflect the reduced funding amount.

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

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

**5.** 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. Justin Schmitz, P.E.

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>		<b>\$200,000</b>
<b>2. Total amount of DRCOG Request</b> <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	<b>\$150,000</b>	<b>75%</b> of total project cost
<b>3. Outside Funding Partners</b> List each funding partner/source and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
City of Lone Tree	\$50,000	25%
	\$	0%
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, regional or federal)</i>	<b>\$50,000</b>	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$	\$150,000	\$150,000
State Funds			\$	\$	\$0
Local Funds			\$	\$50,000	\$50,000
<b>Total Funding</b>			\$0	\$200,000	\$200,000

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 city of Lone Tree continue to grow and develop an Urban Center, but within a Suburban Context, and this requires targeted investment in pedestrian and bicycle facilities to offset years of public infrastructure focused on moving motor vehicles as quickly as possible. This RidgeGate section of our City is home to several large

corporations, a regional medical center, and high-density residential development. Our daytime population grows by 10,000 people as employees make their way to their jobs. To avoid every resident and visitor choosing to drive, the City has made substantial investments in regional transit with RTD and Bustang, and our local free on-demand transit program, Link On Demand, addresses the transportation needs of all visitors while in the City of Lone Tree. An essential element for people choosing to take a ride on public transit, instead of driving alone, is to complete the pedestrian network within our Urban Center. The City of Lone Tree remains committed to providing healthy alternatives to driving alone/car dependency, obtaining CMPI funding from DRCOB will help us get the most 'bang for our buck' in transportation investments by completing our local pedestrian network with this project.

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

While this infrastructure project is located entirely within the City of Lone Tree, many employers and employees live in adjacent municipalities. Providing these visitors solid transit options, instead of driving, helps people reduce their transportation costs while promoting healthy walking and bicycling options while within the City of Lone Tree, helping people lead their best lives through smart, cost effective, commuter transportation options.

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

This project does not require multi-agency coordination and will be led by the City of Lone Tree.

4. What aspects of this project are innovative?

The concept of developing high visibility crosswalks, as part of an Urban Center, isn't exactly innovative. However, developing an Urban Center, within a Suburban Context, requires innovation and pedestrian-first transportation policies to change the mindset of commuters entering the higher-density land uses found within the City of Lone Tree. A robust pedestrian network, within a suburban context, requires intersection treatments that reinforce state laws. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants and higher density residential developments.

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

This project will complete our pedestrian network. With a funding award for this project, the City will be able to complete the upgrades needed in our Urban Center to enhance the safety of the entire RidgeGate pedestrian network (please see attached map).

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 City of Lone Tree has made substantial investments to promote transit and reduce auto-dependency for residents and everyone who visits our City, but lacked the 'high ease of use' pedestrian network to connect our transit stations with businesses, employers and residences. It quickly became apparent that critical investments to improve roadway intersections are needed for improved walkability within the RidgeGate area. The City of Lone Tree developed a project that promoted walking and bicycling through the implementation of higher visibility crosswalks to alert drivers of pedestrian-priority at intersections. We have completed Phase One of the RidgeGate Crosswalks projects, providing CMPI funding to the City of Lone Tree would allow us to complete our local pedestrian network and further establish our Urban Center that continues to grow up from a Suburban context.

## 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 concept of developing high visibility crosswalks, as part of an Urban Center, isn't exactly innovative. However, developing an Urban Center, within a Suburban Context, requires innovation and pedestrian-first transportation policies to change the mindset of commuters entering the higher-density land uses found within the City of Lone Tree. A robust pedestrian network, within a suburban context, requires intersection treatments that reinforce state laws. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants and higher density residential developments.

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

The RidgeGate Urban Center section of the City of Lone Tree is home to several corporations, a regional medical center, and high-density residential development. Our daytime population grows by 10,000 people as employees make their way to their jobs. To avoid every resident and visitor choosing to drive, the City has made substantial investments in regional transit with RTD and Bustang, and our local free on-demand transit program, Link On Demand, addresses the transportation needs of all visitors while in the City of Lone Tree. An essential element for people choosing to take a ride on public transit, instead of driving alone, is to complete the pedestrian network within our Urban Center.

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

The city of Lone Tree continue to grow and develop an Urban Center, but within a Suburban Context, and this requires targeted investment in pedestrian and bicycle facilities to offset years of public infrastructure focused on moving motor vehicles as quickly as possible. The City of Lone Tree has made substantial investments to promote transit and reduce auto-dependency for residents and everyone who visits our City, but lacked the 'high ease of use' pedestrian network to connect our transit stations with businesses, employers and residences. The City of Lone Tree developed a project that promoted walking and bicycling through the implementation of higher visibility crosswalks to alert drivers of pedestrian-priority at intersections. We have completed Phase One of the RidgeGate Crosswalks projects, providing CMPI funding to the City of Lone Tree would allow us to complete Phase Two our local pedestrian network and further establish our Urban Center that continues to grow up from a Suburban context.

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

An essential element for people choosing to take a ride on public transit, instead of driving alone, is to complete the pedestrian network within our Urban Center. The City of Lone Tree remains committed to providing healthy alternatives to driving alone/car dependency. While this infrastructure project is located entirely within the City of Lone Tree, many employers and employees live in adjacent municipalities. Providing these visitors solid transit options, instead of driving, helps people reduce their transportation costs while promoting healthy walking and bicycling options while within the City of Lone Tree, helping people lead their best lives through smart, cost effective, commuter transportation options.

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

The City of Lone Tree has made substantial investments to promote transit and reduce auto-dependency for residents and everyone who visits our City, but lacked the 'high ease of use' pedestrian network to connect our transit stations with businesses, employers and residences. The City of Lone Tree developed a project that promoted walking and bicycling through the implementation of higher visibility crosswalks to alert drivers of pedestrian-priority at intersections.

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

In 2019, the City of Lone Tree completed Phase One of the RidgeGate Crosswalks project, bringing all facilities up to date and in accordance with PROWAG guidelines by realigning and rebuilding ramps and sidewalk, as well as removing pavers in crosswalks that have become a major maintenance concern. This Phase Two project will provide consistency in the pedestrian trails and crossings throughout the RidgeGate Urban Center area. A robust pedestrian network, within a suburban context, requires intersection treatments that reinforce state laws. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants, and higher density residential developments.

## 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 RidgeGate Urban Center section of the City of Lone Tree is home to several corporations, a regional medical center, and high-density residential development. Our daytime population grows by 10,000 people as employees make their way to their jobs. To avoid every resident and visitor choosing to drive, the City has made substantial investments in regional transit with RTD and Bustang, and our local free on-demand transit program, Link On Demand, addresses the transportation needs of all visitors while in the City of Lone Tree. The City of Lone Tree developed a project that promoted walking and bicycling through the implementation of higher visibility crosswalks to alert drivers of pedestrian-priority at intersections. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants, and higher density residential developments.

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.  
The concept of developing high visibility crosswalks isn't exactly innovative, however, alike the Rapid Rectangular Flashing Beacons we are currently designing, this project illustrates the pedestrian-first transportation policies we need to change the mindset of commuters entering the higher-density land uses found within the City of Lone Tree. A robust pedestrian network, within a suburban context, requires intersection treatments that reinforce state laws. Our investment to prioritize the pedestrian within the urban center is a huge step forward for the City of Lone Tree, reinforcing our goals to replace driving trips with walking trips to nearby regional transit, retail, restaurants, and higher density residential developments.

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 City of Lone Tree has made substantial investments to promote transit and reduce auto-dependency for residents and everyone who visits our City, including increased access to regional rail (RTD) and regional bus service (Bustang). It quickly became apparent that critical investments to improve roadway intersections are needed for improved walkability within the RidgeGate area. The City of Lone Tree developed a project that promoted walking and bicycling through the implementation of higher visibility crosswalks to alert drivers of pedestrian-priority at intersections. We have completed Phase One of the RidgeGate Crosswalks projects, providing CMPI funding to the City of Lone Tree would allow us to complete our local pedestrian network and further establish access to RTD regional rail service and Bustang regional bus service.