



# 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](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

---

### 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	72nd Avenue Corridor Study and 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>	<p>The West 72nd Avenue corridor in Westminster, approximately 3 miles between Zuni Street and Pierce Street, as shown on the location map (<b>Figure 1</b>).</p> <p>Note: The north-south and east-west extent of the study area and influence area boundaries will be determined during project kick-off. The combination of the study area and influence area is anticipated to be approximately a 2 to 3 block radius from 72nd Avenue (Zuni Street to Pierce Street) and accounts for portions of 72nd Avenue in adjacent jurisdictions to ensure the Study recommendations coordinate and connect to 72nd Avenue within adjacent jurisdictions.</p>	
4. Project Sponsor ( <i>entity that will construct/complete and be financially responsible for the project</i> )	City of Westminster	
5. Project Contact Person, Title, Phone Number, and Email	Kristina Evanoff, Transportation & Mobility Planner 303-658-2117, <a href="mailto:kevanoff@cityofwestminster.us">kevanoff@cityofwestminster.us</a>	
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. <b>For planning projects</b> , non-local government applicants are required to submit a letter of support from the applicable local government(s) where the project is located. Have you have met/corresponded with the local jurisdiction(s) where your project is located and attached letter(s) of support?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <i>If yes, please attach Letter(s) of Support.</i>	
8. What planning document(s) identifies the need for this plan or project?	<input checked="" type="checkbox"/> The following plans and projects are examples of key documents that highlight the need to complete a corridor study and plan that identify improvements to address the connectivity and safety along the 72nd Avenue corridor: <ul style="list-style-type: none"> <li>• <b>City of Westminster City Council Strategic Plan:</b> <a href="#">Link to plan website</a>. The plan identifies the importance of enhancing access to opportunity through improved connections and multimodal mobility solutions and alternatives in Westminster. The Strategic Plan includes a specific action to initiate a study of the 72nd Avenue corridor (<a href="#">link to detailed plan with actions</a>, page 5, Objective 4D).</li> <li>• <b>Harris Park Community Vision Plan</b> (<i>final plan in development</i>): <a href="#">Link to plan website</a> (note the final plan draft is currently in development and not currently posted on the website – a draft of the plan is available <a href="#">here</a>). This neighborhood plan contains the vision, goals and next-step recommendations, including high-level guidance for multimodal</li> </ul>	

transportation improvements, for the Harris Park neighborhood in the southern portion of Westminster. The 72nd Avenue corridor traverses through the southern portion of the Harris Park neighborhood. Safety concerns surrounding the 72nd Avenue corridor was one of the most frequent comments made throughout the community outreach process and is listed as a critical action item in the Implementation section of the Harris Park Community Vision Plan. The 72nd Avenue corridor is mentioned throughout the plan, with specific transportation next-step recommendations (multimodal connections, infrastructure improvements, safety) identified for example on pages 33, 35, 37, 51, 56, 61, 77, and 78.

- ***Westminster Transportation & Mobility Plan (in development)***: [Link to plan website](#) (the draft plan will be posted on the project website approximately June 28 - July 19 for community input – in the draft plan, 72nd Avenue and associated recommended improvements are shown in [Appendix D](#) (page D-3 or PDF page 135). The Transportation & Mobility Plan identifies the 72nd Avenue corridor as one of the key corridors in Westminster to implement near-term and future safety, accessibility, and connectivity transportation improvements. The plan also identifies the completion of a 72nd Avenue corridor study as a key near-term action. Additionally, the Transportation & Mobility Plan will include Complete Streets and Traffic Calming/Speed Mitigation policies and next-steps actions that will be applied to the 72nd Avenue corridor study and improvement implementation.
- ***Westminster Station Area Specific Plan (2017)***: [Link to plan](#) (Improvements along the 72nd Avenue corridor are mentioned throughout the plan, including pages 34 and 64-82). The Westminster Station Area (station is served by the RTD B-Line) is adjacent to/south of the 72nd Avenue corridor. The plan identifies transportation improvements needed along 72nd Avenue and adjacent corridors including pedestrian crossings, improved sidewalks, bicycle circulation, intersection and street improvements.
- ***Federal Boulevard Multimodal Transportation Study*** (underway): [Link to project website](#). The 72nd Avenue corridor intersects the Federal Boulevard corridor. The Federal Boulevard Multimodal Transportation Study is developing recommendations for safety, mobility and accessibility along the Federal Boulevard corridor, including connections to 72nd Avenue. Recommendations from both the Federal Boulevard and 72nd Avenue studies will be coordinated.
- ***Smart Growth America/National Complete Streets Coalition Colorado Consortium Series***: [Link to Colorado Consortium Series website](#). In 2017, a case study was completed along the 72nd Avenue Corridor to identify issues and opportunities along the corridor and identify next-step actions to integrate Complete Streets improvements and policy along the corridor. The corridor study identified in this grant application will be informed by and build upon the findings in the case study.
- ***DRCOG Taking Action on Regional Vision Zero Plan***: [Link to plan](#) (map on page 23). The regional Vision Zero plan identifies the 72nd Avenue corridor as a High-Injury Network corridor, with a portion (Federal Boulevard to Sheridan Boulevard) identified as a Critical Corridor. The corridor study will heavily emphasize transportation safety improvements along the corridor.

- **2050 Metro Vision Regional Transportation Plan:** [Link to plan](#) (map on page 29). The 2050 Metro Vision Regional Transportation Plan identifies the 72nd Avenue corridor as a principal arterial within the Regional Roadway System. Completing the 72nd Avenue corridor study and implementation of the study’s multimodal transportation improvements, help achieve the regional multimodal transportation goals.

*Provide link to document/s and referenced page number*

This plan or project is not associated with a planning document.

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

The West 72nd Avenue corridor is an important east-west multimodal arterial spanning 3 miles between Zuni Street and Pierce Street in Westminster, and continuing into adjacent jurisdictions (Arvada and unincorporated Adams County). This corridor serves as a key connection to schools, businesses, neighborhoods, services, parks, open spaces and trails, the Westminster Station (served by the RTD B-Line), and other key destinations. The corridor intersects major north-south corridors including Sheridan Boulevard and Federal Boulevard, and spans across historic areas and some of the most diverse and vulnerable communities in the city. Over 23,000 vehicles travel along this corridor daily (2017 estimate) and over 15 serious injuries/fatal crashes have been reported along the corridor (2013-2017 DRCOG/CDOT crash data).

On-going community feedback in addition to a number of recent planning efforts (as identified previously in Part 1, Question 8) have highlighted the need and importance to improve the corridor’s safety, connectivity, vitality, and accessibility. The City of Westminster (the City), in coordination with partners and stakeholders, has identified the importance and necessity to complete a corridor study of 72nd Avenue to establish a vision for the corridor, building on the current and past area planning efforts, and to identify improvements and key next steps to address the corridor’s challenges and opportunities.

The CMPI Set-Aside grant funding, supported by the City’s local match, will be used for consultant services to assist the City in completing a corridor study to create a corridor vision; evaluate and identify near- and long-term capital transportation improvements and supportive actions to improve the safety, accessibility, connectivity, placemaking, and economic vitality along the corridor; and identify the resources needed to implement the actions including the next phase to design and construct the improvements. The corridor study will also include an evaluation of the existing conditions along the corridor, development of conceptual design and cost estimates, and development of a final report and implementation plan. The corridor study will be informed by analysis as well as input gathered from community and stakeholders during engagement and outreach throughout the study process.

**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 CMPI Set-Aside funding will be used for consultant services to assist the City in completing a corridor study of 72nd Avenue within the Study area (described in Part 1 Question 3 and shown in the map in Figure 1) and to develop associated reports/plans to summarize the Study process. The Study outcomes and deliverables will also be used to inform the prioritization and implementation of quick-win and future transportation improvements to improve the safety, accessibility, connectivity, and vitality along the corridor, as further describe in the application.

The Study, as further discussed in the project scope overview (Question 12), will:

- Evaluate and summarize the existing conditions, including identification of issues and opportunities, along the corridor, and will be used to inform the development of the corridor vision, goals, and improvement recommendations and prioritization of the improvements.

- Create a corridor vision, building on past and recent planning efforts and community feedback.
- Building on past and existing community engagement efforts, the project team will engage with and convene members of the community and stakeholders throughout the Study process to gather feedback to ensure the Study outcomes meet their needs. The Study will also utilize outreach as an opportunity to educate the community about multimodal transportation safety (Complete Streets, Vision Zero, etc.)
- Evaluate alternatives for corridor-wide configuration and multimodal transportation improvements. Identify near- and long-term capital multimodal transportation improvements and supportive actions to improve the safety, accessibility, connectivity, and placemaking along the corridor. Includes evaluation and identification of placemaking and economic vitality improvement opportunities in coordination with transportation investments.
- Develop a conceptual design of the corridor cross-section and major improvements that will be used to inform next-step and design and construction tasks.
- Develop cost estimates for the Study recommendations used to inform resource needs for next-step implementation actions.
- Develop interim and final reports and an implementation plan, used to summarize the Study process and outcomes as well as to identify the resources needed to implement the actions including the next phase to design and construct the improvements.

**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.*

**Applying Plans, Policies and Implementation Lessons-Learned to Future Projects:** The development of the Study's purpose and anticipated results initiated a valuable self-evaluation in how the City studies and implements multimodal transportation improvements. The Study will be one of the first corridors in Westminster that will integrate the guidance from Westminster's new Transportation & Mobility Plan, including a new Complete Streets policy (currently in development) and associated Complete Streets and Vision Zero strategies and actions. The integration of these important transportation elements and lessons learned from the Study, will help inform the implementation of the Transportation & Mobility Plan, completion of future corridor studies, and transportation project implementation in other areas of Westminster.

**Community Engagement:** The Study will utilize innovative community and stakeholder outreach and engagement tools and methods where feasible. This Study will be the first project in Westminster where the conversation about Complete Streets and Vision Zero will be integrated – lessons-learned during community conversations around these important topics during the Study will be valuable in the implementation of projects and future corridor studies, as well as the City's upcoming development of a Vision Zero Plan, and expansion and implementation of the City's new Complete Streets policy.

**Implementation of the Harris Park Community Vision and Plan:** As the result of community outreach efforts during the development of the Harris Park Community Vision and Plan and associated strong community support to implement the improvements that will improve the safety, connectivity and accessibility of 72nd Avenue, the Study and associated outcomes reflects quick action to achieve the Harris Park plan's goals and actions.

**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.

The following provides an overview of the key tasks (City staff, with assistance from a consultant team) associated with completing the Study. Tasks may be refined during consultant services procurement and scope negotiation.

**Task 1: Project Management:** To ensure project success, this project management task will include task coordination and oversight, project kick-off, stakeholder correspondence, IGA administration/coordination, and management of consultants, schedule, and budget. Project tasks will be coordinated with CDOT, DRCOG and other stakeholders to ensure appropriate implementation processes are followed, grant requirements are met, and clear communication is practiced throughout the project.

**Task 2: Community and Stakeholder Engagement/Outreach:** Building on past and existing community engagement, and to ensure the Study and Study outcomes meet the needs of the community, the project team will conduct community and stakeholder engagement throughout the project at key milestones. The team will use various tools online and in-person (pending COVID-19 social distancing guidelines) engagement tools. The project team will convene various teams/committees to engage smaller groups of key community and agency stakeholders. Stakeholder coordination and engagement will include representatives from various community interests, as well as agencies such as RTD, DRCOG, and CDOT, Jefferson and Adams Counties, and adjacent jurisdictions. Due to the diversity of the community in the Study area, the project team will include language translation and interpretation services.

**Task 3: Existing Conditions Evaluation:** This task includes completing an evaluation and inventory of existing and future plans, projects, and data (including environmental investigation) along and within the vicinity of the corridor. This data, and any relevant community and stakeholder feedback, will be used to inform the completion of an analysis of existing and future conditions. The project team will also develop a list of corridor issues and opportunities for the Study area. A report/memo will be developed to summarize the outcomes of this task.

**Task 4: Corridor Vision and Needs:** The team will develop a corridor vision, goals, and list of needs, informed by past and existing planning efforts, results from Task 3, community and stakeholder input, the project team input, and other project-related committees. This task's outcomes will be summarized in a report/memo.

**Task 5: Alternatives Analysis:** The project team will complete an analysis of alternatives of potential improvements along the corridor, to evaluate potential corridor improvement options. The results of the analysis will be used to identify a recommended alternative to meet the community vision and needs. The task includes development of screening and evaluation criteria and engagement with the community. The evaluation results will be summarized in a report/memo.

**Task 6: Conceptual Engineering:** This task will provide conceptual design (including: curblineline modifications, streetscape and landscape improvements, traffic control modification, signing and striping, water quality elements, and identification of major utility and environmental impacts) of the recommended alternative identified in Task 5. The project team will create corridor conceptual plans (including cross-section graphics) and planning-level cost estimates during this task. These deliverables will be used to inform the development of the final plan and next-step design and construction tasks (not funded through this grant).

**Task 7: Final Report and Implementation Plan:** The project team will consolidate the recommendations, results, and summaries from previous tasks into a draft and final report. Community and stakeholder input on the draft plan will be gathered. This task also includes development of an implementation plan identifying the near-, mid- and long-term recommendations and associated potential implementation resources (e.g., funding, partnerships).

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.*

n/a

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. KAE

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>		<b>\$230,000</b>
<b>2. Total amount of DRCOG Request</b> <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	<b>\$190,417</b>	<b>82.79%</b> of total project cost
<b>3. Outside Funding Partners</b> List each funding partner/source and contribution amount.	<b>\$\$ Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
City of Westminster	\$39,583	17.21%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, regional or federal)</i>	<b>\$39,583</b>	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$190,417	\$0	<b>\$190,417</b>
State Funds			\$0	\$0	<b>\$ 0</b>
Local Funds			\$39,583	\$0	<b>\$39,583</b>
<b>Total Funding</b>			<b>\$230,000</b>	<b>\$ 0</b>	<b>\$230,000</b>

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?

As emphasized in the attached letters of support from various organizations, stakeholders, and other representatives of the community, and as highlighted in this application, completing the Study and implementation of the Study's multimodal transportation improvement recommendations is important to the community. The City continues to hear from the community that improvements in safety, connectivity, and accessibility along the 72nd Avenue corridor is important to access businesses, neighborhoods, employment, transit, schools, services and other key destinations.

As further described in this application, the corridor includes segments that are not pedestrian- or bicycle-friendly, with narrow or missing sidewalks, lack of bicycle facilities, and unsafe crossings; some transit stops are not easily accessible and lack amenities; the lack of streetscape and placemaking creates uncomfortable environments for pedestrians; and traffic signal infrastructure is aging and is creating street operational inefficiencies. These are some of the transportation issues, along with others identified in this application and during the Study, that will be evaluated and identified for improvements through completion of the Study.

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

Yes, the 72nd Avenue corridor is located within the the city limits of Westminster, extending into Arvada to the west, and within Adams County and Jefferson County (county line is Sheridan Boulevard), and with portions unincorporated Adams County to the east. The Study area/influence area will extend into Arvada and unincorporated Adams County to account for cross-jurisdictional coordination for transportation improvements and corridor operations, as well as potential partnership opportunities (e.g., pursuing grant funds). The Study will include engagement with these jurisdictional stakeholders as improvements along the corridor should be coordinated/considered to ensure seamless connectivity between modes across jurisdictional boundaries.

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

Yes, the Study will include engaging and collaboration with DRCOG, CDOT, and RTD, during the Study and during the Study recommendation implementation. Other key non-governmental agencies and organizations representing various organizational and community interests will be engaged during the Study.

DRCOG will be involved with the Study as it relates to the award of the CMPI grant and as a stakeholder for regional coordination and as the Study relates to the regional transportation plans. The outcome of the Study and implementation of the Study's recommendations will help support regional goals in areas including Vision Zero, Complete Streets, active transportation, transit connections, transportation equity, and traffic signal technology and corridor operations coordination.

CDOT will be involved in the Study regarding coordination with improvements/connections associated with Sheridan and Federal Boulevards. CDOT will also be involved with the Study as the administrators of the CMPI grant IGA and related tasks. The Study recommendations and next-step implementation of the improvements will be coordinated with CDOT as they relate to their proximity and impact to CDOT-corridors. The Study outcomes also help meet the statewide goals around transportation safety, access and connectivity.

RTD will be involved during the Study as a stakeholder as the Study recommendations will include improvements to access and connectivity to transit, transit stop enhancements, and corridor improvements to improve the reliability of transit service along 72nd Avenue. The Study will also include emphasis on connectivity and access improvements to the Westminster Station area (served by the RTD B-Line and regional and local bus service) and to transit service



along Federal and Sheridan Boulevards. The implementation of the Study recommendations will also involve RTD coordination.

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

**Applying Plans, Policies and Implementation Lessons-Learned to Future Projects:** The Study will be one of the first corridors in Westminster that will integrate the guidance from Westminster’s new Transportation & Mobility Plan, including a new Complete Streets policy (currently in development) and associated Complete Streets and Vision Zero strategies and actions. The integration of these important transportation elements and lessons-learned from the Study, will help inform the implementation of the Transportation & Mobility Plan, completion of future corridor studies, and transportation project implementation in other areas of Westminster.

**Community Engagement:** The Study will utilize innovative community and stakeholder outreach and engagement tools and methods where feasible – especially when social distancing guidance may still be in place. This Study will be the first project in Westminster where the conversation about Complete Streets and Vision Zero will be integrated – lessons-learned during community conversations around these important topics during the Study will be valuable in the implementation of projects and future corridor studies, as well as the City’s upcoming development of a Vision Zero Plan, and expansion and implementation of the new Complete Streets policy.

**Implementation of the Harris Park Community Vision and Plan:** As the result of community outreach efforts during the development of the Harris Park Community Vision and Plan and associated strong community support to implement the improvements that will improve the safety, connectivity and accessibility of 72nd Avenue, the Study and associated outcomes reflects quick action to achieve the Harris Park plan’s goals and actions.

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

The Study will identify and evaluate the transportation safety, connectivity and access issues and opportunities for all modes of transportation along the 72nd Avenue corridor and within the Study area. Transportation issues include, but not limited to: sidewalks with poor conditions and narrow or missing segments; unsafe street crossings; aging traffic signal infrastructure; transit stops with limited access and amenities; traffic congestion and speeding; and other safety and connectivity issues for all modes of transportation. The evaluation will be used to inform the identification of multimodal transportation improvements needed along the corridor and associated next-step implementation actions including design and construction of the improvements.

**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 Study will evaluate and recommend near-term and future transportation improvements and other corridor improvements, projects, and supportive next-step actions to improve the connectivity, accessibility, safety, and vitality along the corridor. The final deliverables of the Study, as described previously in the project scope overview, including a final report/corridor plan and an implementation plan, that will outline and prioritize the Study recommendations that will be used to inform resource needs (e.g., funding) to implement the improvements.

**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.**

The neighborhoods located in the Historic Westminster area, within the southern portion of Westminster, of which the 72nd Avenue corridor serves, are comprised of some of the most diverse demographics within the city, including areas of low income and minority populations. The community has indicated, and is anticipated to continue to highlight during the Study, the importance of improved connections to neighborhoods, services, employment, transit, and community facilities, especially for those that may not have access to a vehicle. The community has also identified transportation and mobility safety as the top concern along the 72nd Avenue corridor. The Study will encourage the community, building on existing planning efforts such as the development of the Harris Park Vision Plan, to have a dialogue about their vision for the corridor and their community.

**Regional Connections & Access to Opportunity and Services:** With the 72nd Avenue corridor connections to Sheridan and Federal Bouelvarads as well as close proximity to the Westminster Station area with connections to Downtown Denver via the RTD B-Line, the improvements along the 72nd Avenue corridor identified in the Study are important to provide residents and businesses with direct connections to regional transportation services that connect to employment and other areas of opportunity. These improvements along 72nd Avenue and connections to regional transit service are especially important to the transit-dependent populations.

**Placemaking and Economic Vitality:** The Study will also include evaluation and identification of improvements for opportunities for placemaking and increase in economic vitality along the 72nd Avenue corridor, in coordination with the Study's transportation improvement recommendations, while retaining the historic and cultural characteristics of the community.

**Healthy and Active Transportation Options:** The Study will recommend improvements to create a safer and more walkable and bicycle-friendly corridor, with improved access and connectivity to transit, businesses/employment, neighborhoods, community facilities and services. See question 4 below for further discussion regarding active transportation improvements.

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

Building on planning efforts to date, and informed by past and the Study's upcoming community input, the Study will develop a vision and next step actions for 72nd Avenue and adjacent areas to become a multimodal corridor. The actions will also create seamless and safer connections, for all modes of transportation, to other major multimodal corridors intersecting 72nd Avenue, as well as connections to the multi-use local and regional trail network. With 72nd Avenue's connections to major arterials including Sheridan Boulevard and Federal Boulevard, transportation improvements along 72nd Avenue provide improved access to these major corridors that connect vehicles, transit, and other modes of transportation to urban centers.

The Study evaluation and identified improvements will include improved connections and access to the Westminster Station area (a Transit-Oriented Development area), which not only serves as an important connection to Downtown Denver via the RTD B-Line (and future expansion of the Northwest Rail), but also a hub to other local and regional transit routes connecting to other urban centers in the region.

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

The Study will evaluate and identify the multimodal transportation improvements, that once implemented, will provide safer and more accessible, connected and reliable transportation options along the coridor. The Study recommendations will include street crossing improvements for bicyclists and pedestrians, implementation of safe bicycle facilities that connect to adjacent facilities including trails, complete sidewalk gaps, improve sidewalk conditions and widen narrow sidewalks, improve connections to transit and enhanced transit stops, and improve intersections and street operations and safety. The improvements will be coordinated with adjacent jurisdictions improvements to ensure seamless connections across jurisdictional boundaries along the corridor. The

recommended improvements will also be coordinated with other projects and programs, for example, the Federal Boulevard Multimodal Transportation Study and the Westminster Station Area development.

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

The Study will evaluate and identify improvements and next step implementation actions that will increase the safety, accessibility, comfort, and connectivity to healthy and active transportation options along and adjacent to the 72nd Avenue corridor including walking, rolling (using a mobility assistance device such as a wheelchair), bicycling, and access to transit. The Study will include a corridor-wide evaluation of sidewalk gaps and sidewalk conditions, connections and access to transit stops and transit stop conditions/amenities, street crossing safety, bicycle facilities and associated connections, access to recreation/community facilities, access and connections to schools, and park and trail access and connections.

**Bicycle and Pedestrian Facilities Corridorwide:** In addition to those areas specifically described below, the Study will evaluate the conditions of pedestrian and bicycle facilities corridor-wide to identify safety, connectivity, and access improvements along the corridor. These improvements will support access to neighborhoods, businesses, employment, schools, transit, and other key destinations including those discussed below.

**Access and Connections to Parks and Trails:** The Study will evaluate and identify improvements that provide better connectivity and access for pedestrians and bicyclists to the area's park and trail facilities including sidewalks/sidepaths, bicycle facilities, street crossings, and access to transit stops near the trails and parks. Along 72nd Avenue/adjacent to the corridor area there are a number of parks (shown in Figure 1): England Park, Little Dry Creek Dog Park, Faversham Park, Kennedy Park and Orchard Park. The Little Dry Creek Trail (designated as a DRCOG Active Transportation Corridor) is also located in the corridor study area, with an underpass at 72nd Avenue and Raleigh Street, with connections to number of other trails within the local and regional trail network. There are approximately over 43,000 total users (based on 2018 quarterly trail counts) and over 29,000 users (2020) along the Little Dry Creek Trail near 72nd Avenue.

**Access and Connections to Community and Recreation Facilities:** The Study will also evaluate and identify improved connections and access to community facilities including, for example, the Mature Adult Center (MAC), located at 72nd Avenue and Irving Street. The MAC is a community recreation center providing indoor fitness and wellness equipment, classes and activities for active adults. This center's patrons represent a high percentage of older adults.

**Access and Connections to Schools:** Evaluating the pedestrian and bicycle facilities, including sidewalks, street crossings and bicycle lanes, in the Study will be important to ensure improvements are identified to support Safe Routes to School and encouraging students to walk or bike to school. Eight schools are located within the vicinity of the 72nd Avenue corridor, with many of the schools accessed by students crossing 72nd Avenue.

**First and Last Mile Connections to Transit & Transit Stop Enhancements:** The Study will include an evaluation of the safety and ease of access and connectivity to transit stops along 72nd Avenue (served by RTD Route 72) as well as between 72nd Avenue and the Westminster Station (served by the RTD B-Line and connections to other local and regional bus routes). Additionally, and building on current transit planning efforts, the Study will include recommendations for improving transit stop amenities to increase transit user comfort and safety at transit stops.

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

The 72nd Avenue corridor is located in one of the most diverse areas of Westminster. The corridor serves a number of residential neighborhoods – some of these neighborhoods are comprised of low-income and minority populations.

The Study will not only include an evaluation of the safety and connectivity for all modes of transportation, but will also include an assessment of demographics and key destinations along and adjacent to the corridor, to ensure the Study's evaluation and recommendations address the mobility and transportation needs of residents of all ages, incomes and abilities and that they can travel to their destination by safe and reliable transportation options. The Study will also look at the accessibility issues along the corridor, including sidewalk conditions and street crossing safety. With a number of schools located within the corridor area in addition to community facilities (recreation

center and library), access to the Westminster Station, and access to parks and trails, it will be important that the Study accounts for how all ages, incomes and abilities access these community services and facilities.

The Study will also account for other improvements to increase access to opportunity including local and regional employment and businesses. Along the corridor specifically, the Study will look at how each mode of transportation can access and connect to key business and places of employment destinations. Expanding more regionally, the corridor improvements identified in the Study will help connect residents to regional corridors and services such as the RTD B-line and regional transit along major corridors intersecting 72nd Avenue.

---

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

Transportation safety for all modes of transportation along the 72nd Avenue corridor is one of the top concerns the City has heard from the community. Safety concerns surrounding the 72nd Avenue corridor was one of the most frequent comments made throughout the community outreach process for the Harris Park Community Vision Plan and is listed as a critical action item in the Implementation portion of the Harris Park Community Vision Plan.

The 72nd Avenue corridor is identified as a DRCOG Vision Zero High-Injury Network corridor, with portions of the corridor (between Sheridan and Federal Boulevards) also identified as a Critical Corridor. Based on 2013-2017 DRCOG-CDOT crash data, the 72nd Avenue corridor has experienced over 15 serious injured/fatality crashes during that time period, five of which were pedestrian-involved crashes.

The Study will include an evaluation of transportation safety issues along the corridor and identify next-step actions and transportation improvements to address street crossing safety, corridor operations safety (e.g., traffic signal operations, lane channelization), access to transit, and multimodal facilities gaps and conditions (e.g., sidewalk widths and poor conditions, types and gaps of bicycle facilities, connections between transportation facilities). Community input will be used to help inform the evaluation.

The community has also indicated a concern for traffic congestion along the corridor, therefore, the Study will also include an evaluation and identification of multimodal transportation improvements along the corridor such as intersection improvements and street channalization, that help to address traffic congestion while providing safe and connected multimodal transportation options. The Study, building on existing planning efforts, and in coordination with RTD, will also evaluate the operation of transit service along the corridor, ensuring transit can operate safely and reliably as it serves stops along 72nd Avenue and intersecting corridors.

---

## 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.**

As previously described in Section B, Question 4, the Study will evaluate and identify improvements and next step implementation actions that will increase the safety, accessibility, comfort, and connectivity to healthy and active transportation options along and adjacent to the 72nd Avenue corridor including walking, rolling (using a mobility assistance device such as a wheelchair), bicycling, and access to transit. The Study will include a corridor-wide evaluation, informed by community input, of active transportation facilities including: sidewalk gaps and sidewalk conditions, connections and access to transit stops, transit stop conditions and amenities, street crossing safety, bicycle facilities and associated connections, access to recreation/community facilities, access and connections to schools and businesses/services, and park and trail access and connections.

Within the Study area, the Little Dry Creek Trail crosses 72nd Avenue via an underpass. The trail is identified as a DRCOG Active Transportation Corridor, with over estimated 43,000 annual users, and providing access and

connections to number of other trails within the local and regional trail network. Improvements to the connections and access to the trail and associated trail network will be included as part of the Study.

**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 previous described in Section B, Question 6, one of the top reasons the Study and associated outcomes of next-step improvements is needed is based on the community’s feedback and desire to have a safer corridor for all users. The Study will include the evaluation and identification near-term and future transportation improvements and supportive next-steps, informed by community input, needed to improve the transportation and mobility safety at intersections and corridor-wide to ensure the safety of all modes of transportation, especially the most vulnerable modes: pedestrians and bicyclists. The Study outcomes will include the application of Vision Zero and Complete Streets strategies and tools to provide safer and more connected and accessible transportation facilities along the corridor.

**DRCOG Taking Action on Regional Vision Zero:** The 72nd Avenue corridor is identified as a DRCOG Vision Zero High-Injury Network corridor, with portions of the corridor (between Sheridan and Federal Boulevards) also identified as a Critical Corridor. The Study and associated next-step actions will incorporate Vision Zero strategies and tools, including guidance from the regional Vision Zero plan. Additionally, by creating a safer corridor along 72nd Avenue, the associated reduction in fatalities and injuries helps achieve regional and statewide Vision Zero targets.

**DRCOG/CDOT Safer Main Streets Program:** The Study supports the Safer Main Streets Program in that it will evaluate and provide recommendations to improve the connectivity and safety of multimodal transportation, for all users, along the corridor including access to businesses, neighborhoods, schools, community services/facilities, and transit. The Study will also include evaluating and identifying opportunities for placemaking enhancements and supporting economic vitality in relationship to the existing and corridor study-recommended transportation investments. Improvements identified in the Study will not only evolve 72nd Avenue into a safer multimodal corridor, but will also support access to transportation options that connect to urban centers (within Westminster as well as adjacent jurisdictions including Denver) and connections to multimodal corridors (trail networks, Sheridan and Federal Boulevards), as described as desired outcomes of the Safer Main Streets Program.

**CDOT Strategic Transportation Safety Plan:** By implementing safety improvements along the corridor as identified in the Study results and recommendations, the improvements support the CDOT Strategic Transportation Safety Plan’s vision and mission of a future of zero deaths and serious injuries and that all people, in any mode, can arrive to their destination safely. Additionally, the Study and implementation of improvements, supports the plan’s strategies in promoting safety education.

**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 the 72nd Avenue corridor is not a current nor future Bus Rapid Transit corridor, the corridor does however intersect and connect to Sheridan Boulevard and Federal Boulevard, two key corridors identified as potential Bus Rapid Transit corridors in the RTD Bus Rapid Transit Feasibility Study. These two major arterial corridors are also identified in the 2050 Metro Vision Regional Transportation Plan as potential Bus Rapid Transit/Busway corridor (Sheridan Boulevard) and Fiscally Constrained Bus Rapid Transit System corridor (Federal Boulevard). As previous described in this application, transportation improvements and associated land use improvements (placemaking and economic vitality improvements) identified as part of the Study, will be important to identify and implement to support connections and access, including first and last mile connections, to the Sheridan Boulevard and Federal Boulevard corridors (in proximity where they intersect with 72nd Avenue) as well as to Westminster Station/Transit-Oriented Development area (served by the B-Line).

Additionally, 72nd Avenue is served by RTD route 72, providing service and connections to Sheridan and Federal Boulevards as well as Westminster Station. The next-step implementation of improvements identified in the Study will help address transit safety and reliability along the corridor as well as connections to transit service along intersecting corridors. The Study will also identify transit stop improvements as well as placemaking opportunities to integrate transit stops into the adjacent land use and community character along the 72nd Avenue Corridor.