



DRCOG FY2022-2025 TIP – Arapahoe County Subregion
Subregional Share Air Quality/Multimodal (AQ/MM)
Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

Funding Available: \$161,292,000 overall. Target of \$30,016,000 for Arapahoe County (estimated as of the open date)

Application: Air Quality & Multimodal (AQ/MM) eligible projects only

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please DO NOT attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
 - a. this application
 - b. one location map/graphic
 - c. cost estimate (your own or the CDOT [cost estimate form](#))
 - d. CDOT/RTD concurrence response (if applicable)
 - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
 - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than June 3, 2022

Other Notable items:

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

Scoring Methodology: Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

Section A. Subregional Impact of Proposed Projects..... 30%

Projects will be evaluated on the degree to which they address a significant regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will substantially address a major regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either moderately address a major subregional problem or significantly address a moderate -level subregional problem.
2	The project benefits will moderately address a moderate -level subregional problem.
1	The project benefits will address a minor subregional problem.
0	The project does not address a subregional problem.

Section B. Metro Vision Regional Transportation Plan Priorities50%

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

Section C. Project Leveraging (“overmatch”) 10%
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness 10%

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	Few mitigation or readiness activities have been demonstrated.
0	No mitigation or readiness activities have been demonstrated.

Project Information

1. Project Title		Hampden Avenue Complete Streets Improvements	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Broadway Street / Hampden Avenue Intersection End point: Lafayette Street / Hampden Avenue Intersection OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Englewood City	
4. Project Contact Person:			
Name	Tim Hoos	Title	Deputy Director - Public Works
Phone	303.762.2503	Email	THoos@englewoodco.gov
5. Required CDOT and/or RTD Concurrence: 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</i>	
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>		<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:	
		<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Englewood Forward Walk and Wheel Master Plan (https://www.englewoodco.gov/home/showdocument?id=12798) and Englewood Downtown Plan (https://www.englewoodco.gov/home/showdocument?id=28951&t=637644662459330000) Adopting agency (local agency Council, CDOT, RTD, etc.): Local Provide date of adoption by council/board/commission, if applicable: 04/04/2022 and 09/23/2021, respectively
		Please describe public review/engagement to date:	Public involvement was involved with the Englewood Forward Walk and Wheel Master Plan (see pages C-2 to C-7). Two public meetings were held for the Master Plan on Nov. 12, 2014 and Feb. 11 2015. These were workshops held to garner support for the planning process and gain public perspective. The Master Plan identified Hampden Avenue as a key active transportation route. A public hearing was held on May 26, 2022 to review the proposed concept for Hampden Avenue.
		Other pertinent details:	Old Hampden Avenue was identified as a Neighborhood Connector Street type in the DRCOG Regional Complete Streets toolkit.

7. Identify the project's key phases and the anticipated schedule of phase milestones.
 (phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10/2022
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	12/2022
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	10/2022
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

8. Problem Statement: What specific subregional problem/issue will the transportation project address?

There is a need to provide a reliable active transportation corridor along Hampden Avenue. This corridor was identified as an opportunity for subregional bicycle and pedestrian travel in prior public involvement. There is also a need to provide pedestrian facilities that are safer, more consistent, and more accommodating of all active transportation modes in the area including walking pedestrians, bicyclists, and pedestrians in wheelchairs. The community along Hampden includes many elderly and disabled citizens and visitors, due to the proximity of the Craig Hospital and Swedish Medical Center, as well as other facilities.

9. Identify the project's **key elements**. A single project may have multiple project elements.

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

Multimodal Mobility (i.e., accommodating a broad range of users)

Complete Streets Improvements

Study

Other, briefly describe: [Traffic Calming](#)

¹For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above).

DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.

This project proposes to design & construct a Complete Streets section adjacent to two major medical facilities (Swedish Medical Center and Craig Hospital). This will be accomplished by improving safety for pedestrians by narrowing the vehicle travel lanes for shorter crossing distances, providing a multi-use path along the north side of the corridor, widening the sidewalk along the south side, and constructing consistent pedestrian ramps and facilities at each intersection along the corridor. In addition, the project proposes to slow vehicles down with a raised median for the east segment of the corridor, a gateway to Englewood City for westbound traffic on the east side of the study corridor, and a driver feedback sign for westbound traffic as they enter Englewood City. In addition, the project will include improving the lighting along the corridor, providing benches and other streetscape elements, and improving water quality to make the corridor more usable for all modes of travel.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

A 20% design has been completed for the proposed complete street improvements to Hampden Avenue. Multiple public meetings and discussions have been held to get community feedback and present the ideas.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.

Smaller DRCOG funding request:

Outline the differences between the scope outlined above and the reduced scope:

Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

Total amount of Subregional Share Funding Request (in \$1,000's)

(No less than \$100,000 and not to exceed 90% of the total project cost)

\$7,300

80.00%
of total project cost

Check box if requesting **only state MMOF funds** (requires minimum 50% local funds)¹

Match Funds (in \$1,000's)

List each funding source and contribution amount.

Contribution Amount	% Contribution to Overall Project Total
\$1,825	20%
\$	0%
\$	0%
\$	0%
\$	0%
\$	0%

Total Match

(private, local, state, another subregion, or federal)

\$1,825

20.00%

Project Total

\$9,125

Notes:

- Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.
The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.
All sponsors will still be required to have 20% match on any added federal funds.

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$1,825	\$5,475	\$0	\$7,300
CDOT or RTD Supplied Funds²	\$0	\$0	\$0	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$456	\$1,369	\$0	\$1,825
Total Funding	\$2,281	\$6,844	\$0	\$9,125
Phase to be Initiated	Design	Construction	Choose an item	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input type="checkbox"/>			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? Relevant quantitative data in your response is required.

Downtown Englewood and the Englewood Wellness District is home to many vulnerable populations who work, shop and access area healthcare, amenities and services. 14.5% of the population within one block of 3400 South Broadway are seniors living in five different independent, assisted care and memory care apartment communities. The Malley Senior Recreation Center, just a few blocks from this project, provides free and low-cost fitness and programs to seniors. Low-income residents live in 49% of downtown households, and 9,598 people who live within one mile of the project have no vehicle. 12.5% of the city's population are people living with disabilities, with several hundred people with disabilities and their families living in downtown Englewood and the Englewood Wellness District at any given time in affiliation with Craig Hospital. Downtown businesses cater to disabled community members. For example, Brewability Lab, a local restaurant on the west end of the project crosswalk, employs adults with developmental disabilities. Any and All Bikes, a local bicycle shop on the east end of the project crosswalk, offers hand-powered bikes and other adaptations for disabled riders.

The Old Hampden corridor is in a state of transition, with 926 residential units completed in the last five years and 754 residential units planned or underway. Approximately 92 percent of this housing is rental; 139 units are for sale condominiums. In addition, a new medical office building added 219,000 square feet of commercial space and 14,000 square feet of new retail space in 2021. Swedish Medical Center is currently building a 7-story medical building and consolidating 28 clinics into a new Cancer Treatment Center at their main entrance on Hampden Avenue. Several popular local restaurants are also draws to the area.

In response to this significant growth, the Old Hampden corridor must be transformed from a gritty commercial corridor into a mixed-use, multimodal main street that is safer and more accessible for community members.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

Old Hampden is currently a transit corridor. According to pedestrian counts done specifically for this application, there is currently a minimum of 33 cyclists and 240 pedestrians using the corridor on an average day. The project will improve pedestrian safety and comfort levels by narrowing the crossing distances at many crosswalks and by providing a 10-foot multi-use trail along the north side of the corridor. This will allow pedestrians of all types (walkers, bicyclists, pedestrians in wheelchairs, etc) to have a safe place to travel and safe crossing locations. The pedestrian facilities will be made more consistent throughout so that pedestrians know what to expect, particularly the locals that are disabled or visiting the hospitals.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

Yes. Immediately east of the project corridor is Cherry Hills Village, which will benefit from the pedestrian improvements on Hampden Avenue. As other municipalities plan active transportation connections, they will also benefit from Hampden Avenue having a core active transportation facility.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	16,057	-	-
	b. Total households	8,307	-	-
	c. Individuals of color	2,904	18%	33%
	d. Low-Income households	1,206	15%	9%
	e. Individuals with limited English proficiency	153	1%	3%
	f. Adults age 65 and over	2,485	15%	13%
	g. Children age 5-17	1,704	11%	16%
	h. Individuals with a disability	1,103	7%	9%
	i. Households without a motor vehicle	1,111	13%	5%
	j. Households that are housing cost-burdened	3,353	40%	32%

For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(i): “cost-burdened” means a household that spends more than thirty percent of its income on housing.”

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis:*

Within just 0.5 miles of the proposed project, there are 2,904 people of color, 1,206 low-income households, 1,103 people with disabilities not including those at the hospitals in the process of physical therapy, 2,485 adults age 65 or older, and 1,111 households without a motor vehicle.

In addition, there are other individuals who are patients that use Craig Hospital for rehabilitation services. Many of these patients are disabled and come to Craig Hospital to recover from significant physical impairments. They often utilize the adjacent sidewalk network as a part of their rehabilitative activities to learn how to navigate in a wheelchair on city streets.

This project will create a stronger network along the Old Hampden Avenue corridor that is safe for all vulnerable users, from low-income or minority households that travel via foot or bike to individuals in wheelchairs around the hospital who are working to gain independence. The high amount of older citizens who may not also be able to drive a vehicle and want to access local commercial opportunities make a strong case for needed complete streets infrastructure that is safe for people of all ages and capabilities.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. By providing a safe pedestrian facility, this will allow people of various diverse situations to live in the community and get around.
- Contain urban development in locations designated for urban growth and services.
- Increase housing and employment in urban centers.
- Improve and expand the region’s multimodal transportation system, services, and connections. This active transportation facility will add another link to the region’s active transportation network and improve connectivity to regional destinations and transit.
- Operate, manage, and maintain a safe and reliable transportation system. The most narrow sections of the corridor have travel lanes 10-ft. wide. One of the objectives of this proposed project is to extend the travel lanes to a consistent 11-ft. width across the entire corridor. A median will also be installed along the east most side of the corridor closest to the exit ramp of U.S. 285 as a speed-reducing measure. A driver feedback sign in this same area is recommended to make drivers aware if they are speeding as they enter this corridor with many vulnerable pedestrians. Both pedestrian and vehicle conflicts have the potential to be reduced. The east end of the proposed multi-use path connects into an existing sidewalk and trail on the north side of Old Hampden through Cherry Hills Village to Gilpin Street.

- **Improve air quality and reduce greenhouse gas emissions.** The shared use path gets more people using active transportation modes such as biking and walking to get to local opportunities. It is expected that some people who would normally drive down Hampden Avenue will choose active transportation instead. Adding the shared use path also increases connectivity for bikers who currently use the Little Dry Creek trail, thus decreasing the number of times those people would have to drive to get somewhere along the corridor. Decreasing the number of vehicles on the road will improve air quality and reduce greenhouse emissions.
- **Connect people to natural resource and recreational areas.** The Little Dry Creek trail runs along U.S. 285 from about Bannock Street to S. Clarkson Street and is a paved, off-street shared use path. There is an opportunity to connect the users of Little Dry Creek trail with the proposed shared use path that would run along Old Hampden Avenue due to their close proximity and shared purpose. This connection can be made near the intersection of Broadway and Hampden Avenue.
- **Reduce the risk of hazards and their impact.** The risk of pedestrian/vehicle conflicts will be greatly reduced with the installations of the shared use path. Not only will cyclists and pedestrians be removed from the road and in a more visible way, their increased presence is expected to cause vehicles to slow down along the corridor. There is also one section of the corridor where a raised median will be installed as a speed reducing measure as vehicles exit the nearby highway. This reduces the risk of vehicle/vehicle conflicts as well. If there are still conflicts or hazards, their impact is expected to be decreased since the vehicles will be traveling at lower speeds. The proposed landscape strip along the multi use path also serves to separate pedestrians and vehicles and also provides stormwater quality from the path surface drainage.
- **Increase access to amenities that support healthy, active choices.** The installation of the shared-use path increases access to those who want to walk, bike, or jog either to the nearby bus stops or local amenities.
- **Improve transportation connections to health care facilities and service providers.** Active transportation modes will be improved by installing the 10-ft. shared use path along the entire corridor - specifically on the north side where the hospitals and health care facilities are. Walking will be further helped by the addition of more crosswalks along the corridor allowing those who are walking via the sidewalk on the south side to cross over safely and reach those health care facilities as well.
- **Diversify the region's housing stock.**
- **Improve access to opportunity.** Access to opportunity will be increased as the installation of the shared-use path will increase active transportation to local restaurants and grocery stores, but it will also provide more access to nearby bus stops. Those bus stops subsequently lead to more opportunity for the traveler as they travel beyond the Old Hampden Avenue corridor.
- **Improve the region's competitive position.** The additional facility may draw in people of diverse backgrounds that want to live near a good active transportation facility to walk and/or bike to destinations, especially for those needing to come to the hospital frequently.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [City Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? [42](#)
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
<https://www.englewoodco.gov/home/showdocument?id=28951&t=637644662459330000>
- If yes, provide how the area is defined in the relevant planning document: [South Santa Fe Drive to the west, Kenyon Avenue to the south, South Lafayette Street to the east, Eastman Avenue to the north](#)
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s):

Provide households and employment data*	2020	2050
Households within ½ mile	8,370	8,993
Jobs within ½ mile	17,637	23,273
Household density (per acre) within ½ mile	5.21	5.64
Job density (per acre) within ½ mile	13.81	18.62

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*

This project will improve access to the 42 bus stations within 0.5 miles of the proposed project by improving safety for pedestrians. Pedestrian safety will be improved by adding the speed-reducing measures such as a median, narrowing travel-lane widths, and installing a driver feedback sign near the U.S. Highway 285 exit. If pedestrians feel safer traveling along this corridor, then they will likely be more willing to walk to a bus station. By the same logic, installing a multi-use path can increase the number of pedestrians along the corridor as it will be 10-ft. wide (wider than the sidewalk along the corridor) and cyclists can access the multi-use path as well.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

The Old Hampden corridor is in a state of transition, with 926 residential units completed in the last five years and 754 residential units planned or underway. Approximately 92 percent of this housing is rental; 139 units are for sale condominiums. In addition, a new medical office building added 219,000 square feet of commercial space and 14,000 square feet of new retail space in 2021. Swedish Medical Center is currently building a 7-story medical building and consolidating 28 clinics into a new Cancer Treatment Center at their main entrance on Hampden Avenue. Several popular local restaurants are also draws to the area.

In response to this significant growth, the Old Hampden corridor must be transformed from a gritty commercial corridor into a mixed-use, multimodal main street that is safer and more accessible for community members. This project will provide needed pedestrian access to Downtown Englewood, the Little Dry Creek Trail near

Broadway, and to the Wellness District. The Wellness District has thousands of employees and hundreds of patients and visitors every day, which will benefit from this complete streets project.

B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Sidewalk, shared use path, crosswalks, left-turn lanes at each traffic signal](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[Hampden Avenue](#) has been identified as a potential complete street, classified as a Neighborhood Connector Street. The proposed project meets the design criteria and modal priorities identified for Neighborhood Connector Streets in the DRCOG Regional Complete Streets toolkit. The modal priorities for Neighborhood Connector Streets are pedestrians and bicyclists, which this project emphasizes, followed by vehicles and transit at a medium priority level. The project includes all of the design elements with high compatibility for Neighborhood Connector Streets including sidewalks (10-foot path on north side and 6'-7' sidewalk on the south side), lighting (improved lighting at several locations), travel lanes (11' travel lanes and left-turn lanes at intersections), and curb ramps (improving curb ramps at 15 intersections). Several of the design elements identified with medium compatibility are also planned with the project including street furniture, shade, traffic calming, medians, bicycle facilities, crosswalks, signalization, transit shelters, and street trees to make it a comfortable environment for being in a public space.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?
 Yes No
- Does this project reduce vehicle miles traveled (VMT)?
 Yes No
- Does this project reduce single-occupant vehicle (SOV) travel?
 Yes No

Emissions Reduced (kg/day)	CO	NO _x	VOCs	PM 10
	0.485	0.03	0.03	0.005

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The project will encourage people to walk, bike, roll or use microtransit instead of drive on Old Hampden Avenue, thus reducing vehicle trips. Assuming an average of 2 people per vehicle, the installation of the shared use path will convert 31 vehicle trips to bicycle trips and 21 vehicle trips to pedestrian trips. Those numbers come from the Active Transportation section later in this application. Therefore, a total of 52 vehicles trips were subtracted from the corridor of Old Hampden Avenue that had 5,476 vehicles travel through it on the day traffic counts were collected. This reduction of vehicle trips and the FHWA CMAQ Calculators were used to determine the amount of emissions reduced. From the results, the carbon monoxide reduction is the greatest at 0.485 kg/day.

**Regional
Transit**

Expand and improve the region’s transit network.

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center:

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

The proposed active transportation improvements will provide a better and safer path for pedestrians and bikers to get to the Englewood Civic Center light rail station, located approximately 3/4 mile west of the project area. This is an existing RTD transit route serving routes #35 and also is a route for the Englewood Trolley operated by the City that provides direct access to the Englewood Civic Center light rail station.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	1	
Serious Injury crashes	4	
Other Injury crashes	17	
Property Damage Only crashes	122	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	CFR rates were used from guidance given by the Highway Safety Manual Volume 3 (2010).
Serious Injury crashes reduced	0.20	
Other Injury crashes reduced	2.76	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

There have been 144 crashes along the project corridor over the past five most recent years of data. Since the corridor of this proposed project comes from an off-ramp of U.S. Highway 285 where the speed limit is significantly higher than that of the corridor, there is a great opportunity to reduce crash risks through the installation of traffic calming measure in the east segment of the corridor closest to U.S. Highway 285.

According to the Highway Safety Manual (HSM) Volume 3 (2010), a CRF of 0.51 applies to removing on-street parking. However, 0.80 was used to be conservative. HSM also suggests a CRF of 0.61 for providing a raised median. The CRF's were only applied to the crash rates in the sections of the corridor where the proposed corresponding mitigation measure will take place. Both CRF's only apply to injury crashes, not property damage crashes.

Freight

Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?*
 Yes No If yes, please provide the name:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
 Yes No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:
 Truck Crash Location Rail Crossing Safety ([eligible locations](#))
 Truck Delay Truck Reliability
Please provide the location(s) being addressed:
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
 Yes No If yes, please describe in your response.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
------------------------------	--

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?*
 Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
 Yes No If yes, please describe in your response.

Bicycle Use

NOTE: if constructing a new facility, report bike usage along closest existing alternative route

1. Current Average Single Weekday Bicyclists:	33	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	63	69
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	31	34
4. = Initial number of new bicycle trips from project (#2 – #3)	32	35
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	9.60	10.50
5. = Number of SOV trips reduced per day (#4 - #5)	22.40	24.50
6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	44.80	49.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	42.56	46.55
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		

Pedestrian Use

NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	240	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	42	46
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	21	23
5. = Number of new trips from project (#2 – #3)	21	23
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	6.30	6.90
7. = Number of SOV trips reduced per day (#4 - #5)	14.70	16.10

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	5.88	6.44
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.59	6.12
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project will expand the active transportation network by adding approximately 20 cyclists and 42 pedestrians to the Old Hampden Avenue corridor just in the opening year through the installation of the shared-use path. That will mean the number of cyclists will be about doubled and an increase of about 17% for the pedestrians.

The shared-use path can act as a connection to the existing Little Dry Creek trail which will subsequently provide cyclists with access to key destinations in Englewood. Pedestrians will also have more ease accessing the 42 nearby bus stops which then take them to other key destinations in the area other than the hospital and restaurants on the Old Hampden Corridor.

Comfort will be improved via improved safety for all the pedestrians around the hospital. As discussed previously, lots of hospital visitors and patients are walking along the corridor and would greatly appreciate a dedicated 10-ft path for them on the north side of the corridor -- the same side as the hospital. An increase in the number of pedestrians and cyclists on the shared-use path also have great potential to slow down the speed of vehicles driving down the corridor. This would be another factor attributing to the feeling of safety and comfort the pedestrians and cyclists would experience.

C. Project Leveraging	WEIGHT	10%
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<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	20.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%.....	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%.....	0 pts													

D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
[Hazen, Bowen Collins and Associates, and Hales Engineering](#)
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: [SUE investigation complete](#)
 - Railroad: [N/A - none](#)
 - Right-of-Way: [N/A - none](#)
 - Environmental/Historic: [N/A - none](#)
 - Other:
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No
- If yes, are the other prerequisite phases complete? Yes No N/A
- If this project is for construction, please note the NEPA status: [Choose an item](#)
- c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No
- Does your agency have the appropriate staff available to work on this project? Yes No
- If yes, are they knowledgeable with the federal-aid process? Yes No
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A

If yes, who are the stakeholders? Hilarie Portell (Englewood Downtown Development Authority), Bowen Collins & Associates, Johnny Ballen (Cocino Tacos), Meredith Berkowski (Resident), David Carroll (Greater Englewood Chamber of Comm), Chris Diedrich (Englewood Transportation Advisory Committee), Melissa Englund (City of Englewood), Shelly Fritz (Malley Senior Rec. Center), Amy Gallegos (Eye Logic Co.), George Gastis (Grow + Gather), Gail Hamilton (Senior), Tate Hegstron (Swedish Medical Center), Jennifer Heller (Englewood Transportation Advisory Committee), Nathan Hoag (The Sacred Grace), Peter Kudla (Metropolitan Homes), Patrick Madrid (Resident), Ashely Mock (Resident), Chelsea Nunnenkamp (City Council), Erin Peterson (Swedish Medical Center), Diane Reinhard (Craig Hospital), Shirley Sadowski (Senior), Madeleine Sell (CBRE), Jonathan Simms (Access Englewood)

Please provide any additional details on any of the items in Section 1, if applicable.

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

Englewood City has the funds available for the local match.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes No

Please describe:

Funding for this project is requested in the City's proposed CIP budget.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes No

- b. Has the public had access to translated project materials in relevant languages for the local community?

Yes No

Please describe:

The Old Hampden Public Improvement Project team convened and engaged with a diverse Project Stakeholder Advisory Group at two meetings to date. The PAC includes corridor residents, employees, business owners, seniors, people with disabilities, pedestrian/bicycle advocates, sustainability advocates and representatives from both hospitals. The PAC provided input through discussions, interactive mapping activities and a corridor "walk & roll" field work day. Project information is posted on Englewood Engaged, an online city platform, and has been promoted citywide through a quarterly magazine and Englewood Downtown Development Authority print and e-newsletters to approximately 2,500 downtown stakeholders. A community e-newsletter yielded more than 100 responses about the project. A survey was sent out via the City's Englewood Engaged service, and 107 people responded. 23% of respondents travel on Old Hampden daily, and 90% travel on the roadway weekly. Respondents expressed interest in having more street trees, better crossing opportunities, and wider sidewalks.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

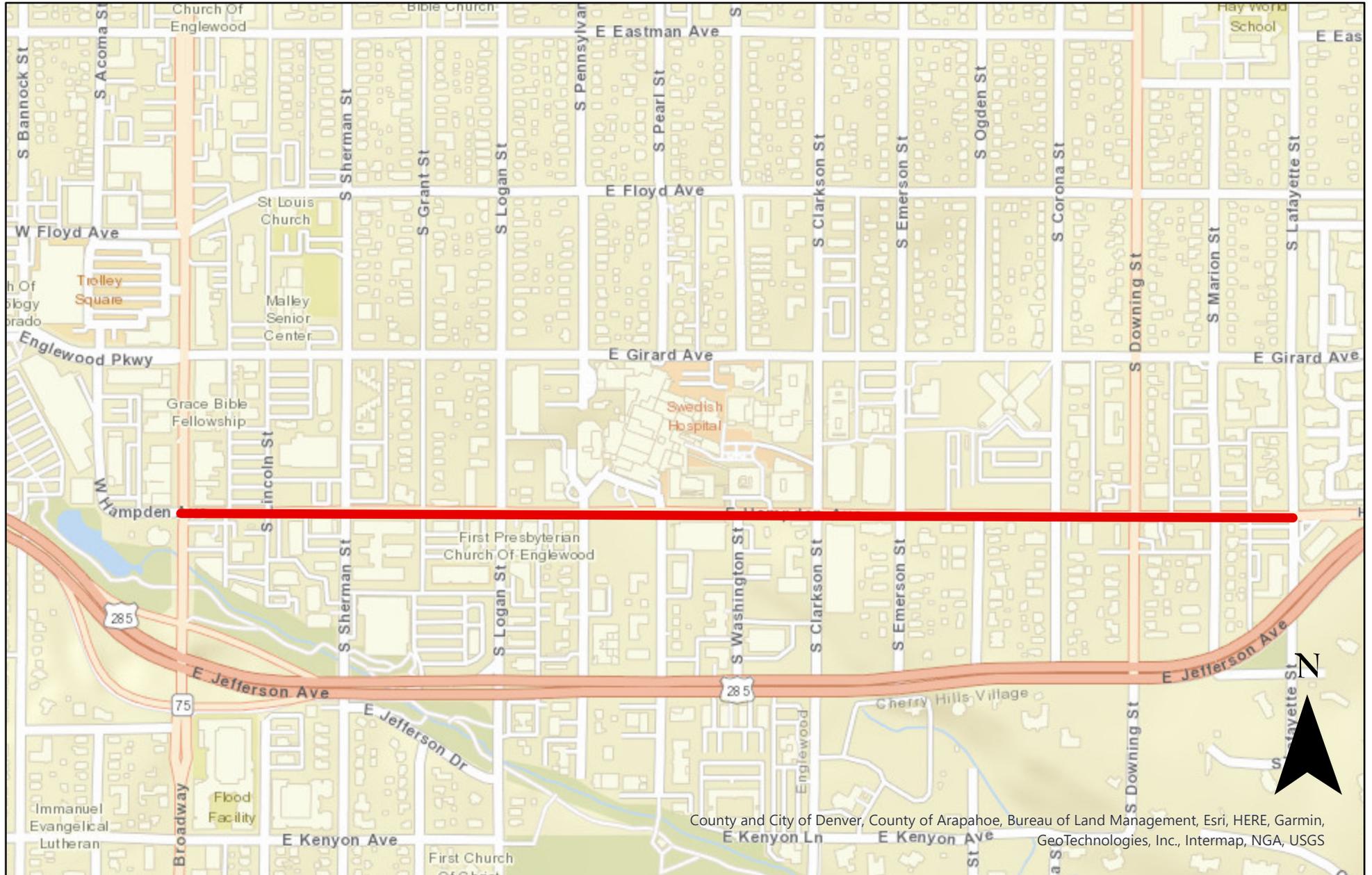
Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Several project support letters have been provided by stakeholders and community leaders. These are attached to the application.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

Hampden Avenue Complete Streets Improvements in Englewood, CO



County and City of Denver, County of Arapahoe, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, NGA, USGS

0 0.1 0.2 0.4 Miles

Legend

 Project Location

Probable Construction Cost



Project: Old Hampden Streetscape
 Owner: City of Englewood

Date: 6/13/2022
 Prepared by: JKT

No.	Item	Quantity	Units	Unit Cost	Cost
Base Bid					
1	Mobilization/Demobilization, 10%	1	LS	\$513,398	\$513,398
2	Traffic Control	1	LS	\$733,425	\$733,425
3	Construction Survey	1	LS	\$244,475	\$244,475
4	Demolition and Hauling of Existing Roadway and Sidewalk	1	LS	\$100,000	\$100,000
5	Erosion Control (Silt Fence, Track Out Pad, Inlet Protection)	1	LS	\$100,000	\$100,000
6	Grading	9,000	CY	\$10	\$90,000
7	Electrical, Complete	1	LS	\$200,000	\$200,000
8	Concrete Sidewalks (Includes Base Course)	72,000	SF	\$10	\$720,000
9	Curb and Gutter (Includes Base Course)	10,000	LF	\$55	\$550,000
10	Pedestrian ADA Access Ramp	52	EA	\$4,500	\$234,000
11	4" Asphalt Pavement	3,500	TON	\$120	\$420,000
12	6" Thick Untreated Base Course	3,000	CY	\$45	\$135,000
13	8" Granular Borrow/Engineered Fill	3,000	CY	\$50	\$150,000
14	Pavement Markings	1	LS	\$150,000	\$150,000
15	Medians	6,000	LF	\$100	\$600,000
16	Signage (Wayfinding, Traffic)	1	LS	\$100,000	\$100,000
17	Landscape	4	SF	\$25,000	\$100,000
18	Irrigation	2	SF	\$25,000	\$50,000
19	Streetscape Furnishings (Benches, Receptacles, Art)	1	LS	\$200,000	\$200,000
20	Bus Shelters	10	EA	\$10,000	\$100,000
21	Street Lights	66	EA	\$6,000	\$396,000
22	Hawk Street Signal	2	EA	\$200,000	\$400,000
23	Bollards (4 Hospital Crossings)	12	EA	\$2,000	\$24,000
24	Pedestrian Crossing Road Treatment (Stamped Concrete)	16	EA	\$3,000	\$48,000
25	Hydroseed Restoration (as needed)	1	LS	\$10,000	\$10,000
26	Landscape Boulders	50	EA	\$250	\$12,500.00
<i>Subtotal</i>					\$6,380,798
<i>30% Contingency</i>					\$1,914,239
Total Construction Cost					\$8,295,037
<i>Design (8%)</i>					\$663,603
<i>Construction Management (2%)</i>					\$165,901
Total Project Cost					\$9,124,540

This opinion of probable construction is based on experience with past projects of similar construction. It is understood that the Bowen Collins & Associates has no control over economical factors or unknown conditions that may have a significant impact on actual project costs. Bowen Collins & Associates does not guarantee its cost estimates and accepts no liability for problems created by the difference in actual costs and this opinion of probable construction cost.



June 10, 2022

Maria D'Andrea
Director of Public Works
City of Englewood
1000 Englewood Parkway
Englewood, CO 80110

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Ms. D'Andrea,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City of Englewood application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Old Hampden Avenue Complete Streets project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Jessica Myklebust
CDOT Region 1 Transportation Director





Maria D'Andrea, P.E.
Director of Public Works
City of Englewood | Public Works Department
[1000 Englewood Parkway Englewood, CO 80110](https://www.engagewoodco.gov)
[engagewoodco.gov](https://www.engagewoodco.gov) | o: 303.762.2506 c: 303.961.4246

May 26, 2022

Hi Maria,

This email is to provide RTD's concurrence with the City of Englewood's proposed TIP projects for **Old Hampden Complete Streets** and **South Broadway Complete Streets**.

Please let me know if any additional information is needed.

Thanks

Chris

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

[rtd-denver.com](https://www.rtd-denver.com)



Regional Transportation District
[1660 Blake Street, BLK-21](https://www.rtd-denver.com)
Denver, CO 80202

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
5476	5424	52

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.494"/>						

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.485
Particulate Matter <2.5 μm (PM _{2.5})	0.001
Particulate Matter <10 μm (PM ₁₀)	0.005
Nitrogen Oxide (NOx)	0.034
Volatile Organic Compounds (VOC)	0.030
Carbon Dioxide Equivalent (CO ₂ e)	43.758
Total Energy Consumption (MMBTU/day)	0.569

*Units in kg/day unless otherwise noted



June 15, 2022

Denver Regional Council of Governments
Grant Committee

Dear Committee Members:

I'm writing to express strong support from the Englewood Downtown Development Authority (EDDA) for the City of Englewood's grant proposal for Complete Streets improvements on Old Hampden Avenue.

During the City of Englewood's 2020 downtown public planning process, community members prioritized safety and mobility improvements throughout downtown. The resulting [Englewood Downtown Plan](#) recommended safety, mobility and accessibility improvements along Old Hampden.

This key corridor is in the Wellness District, a mixed-use area anchored by Swedish Medical Center and Craig Hospital. This is an area of significant growth, with more than 1,600 residential units built or underway, 219,000 square feet of commercial space, 14,000 square feet of new retail space and a new 7-story medical building. There are also several popular local restaurants, a grocery store and local businesses in the area.

At the same time, this corridor is characterized by the presence of several very vulnerable groups. There are five senior apartment communities along Old Hampden and several hundred people with disabilities live in the area connected with Craig Hospital. In addition, with a Level One Trauma Center at Swedish Hospital, we have a population of chronically ill or injured people and their families trying to access medical care.

In response to this significant growth, it is imperative that the Old Hampden corridor must be transformed from a gritty commercial corridor into a mixed-use, multimodal main street that is safer and more accessible for community members. What is a "wellness district" if not a place that is safer and easier for people of all ages and abilities to get to work, home, school, dinner with friends or daily errands?

The Englewood DDA helped the city assemble a diverse stakeholder advisory committee to guide the project and funded engagement activities. The committee included corridor residents, employees, business owners, seniors, people with disabilities, pedestrian/bicycle advocates, sustainability advocates and representatives from both hospitals. They provided input through a variety of inclusive engagement exercises. The resulting conceptual designs reflect their input as well as broad community input via an e-survey.

Thank you for your consideration of this truly transformational project that will improve safety and quality of life for current and future generations.

Sincerely,

A handwritten signature in black ink that reads "Hilarie Portell". The signature is written in a cursive, flowing style.

Hilarie Portell, Executive Director
Englewood Downtown Development Authority

June 15, 2022

Grant Committee, Denver Regional Council of Governments

I am writing this letter of support for the grant funding application for Old Hampden complete streets improvements. Old Hampden is a very important street delivering people to the heart of Englewood Colorado. Healthcare facilities, new residential housing, local businesses and senior apartment communities with homes and businesses line the street.

I am employed by Craig Hospital. This hospital is an internationally recognized Center of Excellence for neurorehabilitation and research cares. We specialize in the care of catastrophic injured spinal cord and traumatic brain injury patients. Our patients come to receive our services from across the nation and world. As part of our rehabilitation services, our care teams, patients and their family members become active in the Englewood community. They cross Old Hampden to walk to restaurants and businesses. The corridor needs to be safer and easier to get around for all who uses it, especially those with a disability. Grant funding would allow for detailed planning and improvements.

I have personally experienced challenges with this street due the speed of the vehicles, parking on both sides of the street, missing cross walks and poor lighting.

As an employee of a Hospital in the City of Englewood, I support this project. Improvements to Old Hampden would improve the safety, accessibility and multimodal access for the community.

Thank you for taking the time to receive this support letter and consider the impact improvements to the Old Hampden corridor could have on the safety of Englewood citizens and visitors.

Sincerely,



Diane Reinhard, DNP, MBA, MSCIS, RN

Vice President Hospital Services and Community Impact

Craig Hospital

EDDA Board member

June 13, 2022

Grant Committee
Denver Regional Council of Governments

Dear Committee:

In the spring of this year, I was asked to join the Old Hampden Improvements Project Stakeholders Advisory Committee. I am truly honored to have the opportunity to serve with this group.

I live at 3500 S Sherman Street, on the corner of S Sherman and Old Hampden Avenue, at Traditions of Englewood, a low-income 55+ apartment complex. My apartment is on the fourth floor and overlooks Old Hampden. From this vantage point I continually observe the high speed of automobiles and motorcycles especially going westbound on Old Hampden.

I drive daily on Old Hampden at a variety of hours of the day. Frequently traffic eastbound on Old Hampden gets bottlenecked by both RTD and Englewood Trolley's use of the thruway. Both bus transportations are well-used by residents of Traditions as well as the general public on the way to medical appointments at the hospitals and the many medical practices on Old Hampden. The buses need to stop at the east corner of Hampden and S Sherman to load and unload passengers. Frequently traffic will block side streets while waiting for passengers using wheelchairs, walkers, etc. to load or disembark. I often witness cars attempting to dangerously go around the stopped buses even though their vision of oncoming traffic is impaired.

Pedestrians on foot and in wheelchairs, manual and electric, frequently cross Old Hampden in this corridor as there is no marked crosswalk from Broadway to Logan. Along with the speed of the traffic, multiple "near misses" have been witnessed.

Your assistance with funds would enable the City of Englewood to "piggyback" on the upgrading of utility infrastructure construction, to help solve the multiple safety traffic issues on Old Hampden.

Thank you for this opportunity to offer to you this letter of support for this grant funding.

Sincerely,



Shirley Ann Sadowski
Member of the Stakeholders Advisory Committee



Greater Englewood Chamber of Commerce
3501 S Broadway 2nd floor
Englewood, CO 80113
303-789-4473
www.myenglewoodchamber.com

Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Grant Committee,

Please accept this letter in support of the Old Hampden Improvements grant application to the Denver Regional Council of Governments.

Our organization, the Greater Englewood Chamber of Commerce, has as its mission to promote the general welfare and prosperity of the Greater Englewood area, primarily through its commercial and civic activities.

We have a deep interest in Englewood's future and recognize its need for safer and easier access to the healthcare facilities, new residential housing, local businesses and senior apartment communities along this corridor. We believe these improvements are critical to retain and grow existing businesses as well as attracting new businesses to the area.

The Chamber's most recent study of workforce commuting habits, indicated a strong desire from those working in the area to have more multimodal options. As Old Hampden is part of the city's bicycle and pedestrian plan, we see these improvements as addressing those needs by transforming Old Hampden from an auto-dominated frontage road to a safer, more accessible multimodal main street.

We strongly encourage your support of the improvements outlined in this plan.

Sincerely,


David Carroll
Executive Director

Ashley Mock
3500 S Corona St, #201
Englewood, CO 80113

June 9, 2022

Attn: Grant Committee, Denver Regional Council of Governments

To Whom It May Concern,

I am writing in regard to the support of the Old Hampden Improvements Project in Englewood, CO. As a homeowner of a new residential housing directly located on this corridor, I am very excited about this proposed project and the much-needed added value it will provide to my community.

I have lived in the neighborhood for almost a year now and I feel very lucky for this to be my home. I love the uniqueness and diversity of the neighborhood that includes a community of healthcare facilities, new residential housing, local businesses and senior apartment communities.

Being in close proximity to Craig Hospital, I have been introduced to the wheelchair community and I am very fortunate to become close friends with my neighbor who is apart of this community. We spend a lot of time frequenting local neighborhood restaurants and coffee shops along Old Hampden. Throughout our adventures, I have learned a lot about the challenges wheelchairs users have along Old Hampden and it has been very eye opening. From the uneven and inconsistent curb stops to the lack of safe crosswalks, there are many improvements that can be made to make this street more accessible and safer to navigate for those that access this area in wheelchairs.

Lastly, I would also like to mention that for the past few months, I have been a member of the Old Hampden Improvements Project Advisory Committee. I appreciate the opportunity to provide my input as someone who lives on Old Hampden and accesses it several times on a daily basis. Being on the forefront of this project during the planning phases has been really rewarding and I am looking forward to Old Hampden transforming from an auto-dominated frontage road to a multimodal main street.

Kind regards,

A handwritten signature in black ink that reads "Ashley Mock". The signature is written in a cursive, flowing style with a large initial 'A'.

Ashley Mock



1000 Englewood Parkway
Englewood, CO 80110
303.762.2300
www.engagewoodco.gov

June 13, 2022

Grant Committee
Denver Regional Council of Governments
1001 17th St. Ste 700
Denver, CO 80202

RE: City of Englewood Letter of Support

Dear Grant Committee

I am writing to express my full support for the work both the City of Englewood and the Englewood Downtown Development Authority (EDDA) are doing around the Old Hampden Improvement project. I'm the Sustainability Coordinator at the City of Englewood and served on the Old Hampden Improvement project advisory committee. My role on the committee was to provide recommendations on how updates to Old Hampden can be both environmentally and equitably improved. While a newcomer to the City of Englewood, it was quick for me to catch up and visibly see all the pain points the street provides for all residents and those who utilize it.

This funding opportunity presents a great opportunity for the city to have the input and work done around revising Old Hampden come to fruition. Old Hampden corridor is lined by healthcare facilities, new residential housing, local businesses, and senior apartment communities. Several very vulnerable communities use Hampden on a daily basis: seniors, people with disabilities, and people with chronic illness. The advisory committee was made up of a diverse group of voices to ensure equitable representation and feedback were provided on said updates.

Hampden needs to be safer and easier to get around for everyone who uses it. Your funding will go towards critical improvements in order to transform Old Hampden from an auto-dominated frontage road to a safer, more accessible, multimodal main street. Beyond that, Old Hampden is part of the city's bicycle and pedestrian plan, showing the city's commitment to bettering the everyday experiences for city residents and beyond.

I've been incredibly impressed with the thoughtful feedback and the due diligence by the city and the EDDA around this process. To this end, I am fully supportive of the city's application and look forward to being a part of the effort.

Sincerely,

Melissa Englund
Sustainability Coordinator
City of Englewood | City Manager's Office
c: 303.870.2047

June 13, 2022

Attn: Grant Committee, Denver Regional Council of Governments

To Whom It May Concern,

I am writing in regards to the support of the Old Hampden Improvements Project in Englewood, CO. As a developer of several new residential buildings directly located on this corridor, I am very much a proponent of this proposed project and the value it will add to the community and greater Englewood neighborhood.

There is a broad range of diversity in the neighborhood that includes a community of healthcare facilities, new residential housing, local businesses and senior apartment communities. It is important to include all those factors when considering improvements to Old Hampden as each group has their own specific needs.

For the past several months, I have been a member of the Old Hampden Improvements Project Advisory Committee. I appreciate the opportunity to provide my input as someone who has spent many years planning and developing multifamily residential buildings along Old Hampden and Greater Denver and I understand the needs of this growing and changing community. I am looking forward to Old Hampden transforming from an auto-dominated frontage road to a multimodal main street.

Kind regards,



Peter A. Kudla
Metropolitan Residential Advisors



Amy Gallegos O.D.

3531 S. Logan St Unit A | Englewood, CO 80113

Phone: 303.789.7486 | Fax: 303.789.7494 | contact@eyelogicco.com | www.eyelogicco.com

06/14/2022

RE: Old Hampden Complete Streets Improvement,

Dear Denver Regional Council of Governments Grant Committee,

The Old Hampden thoroughfare is an important connector for the City of Englewood. In its current configuration it is obvious that development and growth has happened on each block at different times and with no regard for community. Its disjointed state can only be remedied with a comprehensive project. Old Hampden needs to serve as a welcoming entrance point on the east side of Englewood and an artery that connects one of the city's best attributes, the Hospital District to Downtown Englewood on the west side. Walking, rolling and even driving on this route currently feels unsafe. The sidewalks are uneven, too narrow, and frequently iced over preventing many in our community from venturing into this important area. Walking in this area is not only challenging due to terrain but, it also feels unsafe due to the lack of lighting and lack of continuity. When driving or biking due to the disjointed nature from one block to another or when trying to cross from a side street there is a real sense of apprehension. Blind spots, swift moving traffic, poor corner junctions and ice patches due to the canyon-like nature from the buildings all contribute to this apprehension. Wayfinding needs to be introduced, not only in the simplest terms of knowing where to park or turn but in how this thoroughfare will lead to Englewood's downtown business district.

I am hopeful that as the Old Hampden Complete Street Improvement project continues these above-mentioned concerns will be more specifically addressed. The grant funding you are considering for this area is essential to remedy the issues that took many decades to haphazardly create. Englewood is a vibrant part of the metro area and Colorado at large and is in need of some attention and revitalization.

I look forward to the future when people can feel confident and be at ease in getting to their doctor appointments, visiting the various businesses along the route and meeting family and friends for dinner off Broadway. Won't it be satisfying when as they leave, they think to themselves, "Well that was a nice outing in Englewood. I think I'll come back here soon"?

Thank you for considering funding for the Old Hampden Complete Streets Improvement project.



Amy Gallegos O.D.

Board Member of the Englewood Downtown Development Association

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CITY OF CHERRY HILLS VILLAGE

2450 E. Quincy Avenue
Cherry Hills Village, CO 80113
www.cherryhillsvillage.com

Village Center
Telephone 303-789-2541
FAX 303-761-9386

June 22, 2022

RE: Peer Agency Support
Old Hampden Complete Streets Project

To Whom it May Concern,

The City of Cherry Hills Village supports the Old Hampden Complete Streets Project being proposed by the City of Englewood. The proposed project would enhance safety and mobility for all ages to cross, bike and walk along Old Hampden. The proposed improvements will also improve access and make the area more inviting and interesting to users through enhanced landscaping and opportunities for public art. By utilizing the DRCOG Complete Streets Toolkit the project will re-imagine the use of the existing roadway right-of-way by removing on-street parking to make room for wider sidewalks, on-street bicycle facilities and pedestrian amenities such as enhanced lighting, and benches. Because of the project's location, adjacent to Cherry Hills Village, the City's residents will also benefit from these improvements.

Please do not hesitate to contact me if there are any questions.

Respectfully,



Jay Goldie
Deputy City Manager/Public Works Director
303-783-2731



June 17, 2022

Mr. Todd Cottrell
Denver Regional Coalition of Governments
1001 17th Street
Denver, CO 80202

RE: DRCOG FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM, ARAPAHOE COUNTY SUBREGION SUBREGIONAL SHARE AIR QUALITY/MULTIMODAL (AQ/MM) APPLICATION FOR OLD HAMPDEN COMPLETE STREETS IMPROVEMENTS PROJECT

Dear Mr. Cottrell,

This letter serves to confirm the City of Englewood's support of the Transportation Improvement Program application for the Complete Streets Improvements on Old Hampden Avenue.

This is a key corridor through the City's wellness district that includes both Swedish Medical Center and Craig Hospital. The corridor serves many pedestrians and disabled individuals with access to medical care and is a key route in the City's recently updated Walk and Wheel master plan.

The City owned utilities (water, sewer and storm) in this corridor are past their useful life and are currently undergoing design for replacement within the next year. This will require that a significant portion of the surface improvements along the corridor be removed and replaced which provides an excellent opportunity to revise the surface improvements along the corridor to incorporate elements of DRCOG's Complete Streets Toolkit to make the corridor more accessible for all users. The application describes how the project incorporates a significant portion of the priorities identified in the Toolkit.

Thank you for your consideration of this application and the improvements to the community that this project will provide. If you have any questions or require further documentation, please feel free to reach out to myself or Director of Public Works Maria D'Andrea with any questions.

Sincerely,


J. Shawn Lewis
City Manager

*Assistant City Manager
Tim Dodd*

