



DRCOG FY2022-2025 TIP – Jefferson 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 \$26,613,000 for Jefferson 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		Jefferson County Bicycle Plan Implementation	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point:	
		End point:	
		OR Geographic Area:	Jefferson County
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Jefferson County	
4. Project Contact Person:			
Name	Christina Lane	Title	Transportation Planner
Phone	(303) 358-8018	Email	clane@jeffco.us
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
		<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:	
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 checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Jefferson County Bicycle Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Jefferson County Planning Commission Provide date of adoption by council/board/commission, if applicable: June 8, 2022	
	Please describe public review/engagement to date:	The Jefferson County Bicycle Plan had extensive public and stakeholder engagement including several work sessions with the Internal and External Advisory Teams and two phases of public engagement. A complete summary of engagement activities can be viewed in Appendix A: Public Engagement Summary: https://jeffcogov.sharepoint.com/:b:/s/jeffcoefs/EZd2ks_JuyRLtYwW_eSbEtKBBsQFHLmPrRqCuNusO9N_Cw?e=tjXbSk	
	Other pertinent details:	The Jefferson County Board of County Commissioners was briefed on the Bicycle Plan prior to proceeding with the first phase of public engagement.	
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 type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		
	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 type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input checked="" type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	07/2025
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

Jefferson County's unique geographical context creates active transportation challenges. East of C-470, Jefferson County consists of typical suburban land uses and roadway networks with unincorporated "islands" within cities; west of C-470 consists of steep mountainous corridors and small mountain towns. In the recently approved Bicycle Plan (June 2022), proposed neighborhood bikeways in the suburbs act as low-stress connections to destinations and regional routes both identified in the Active Transportation Plan and the Jeffco Regional Bikeways Wayfinding Guide. Similarly, proposed shared roadways in the mountains provide connections to an urban center, regional routes and popular recreational destinations. Through implementation of regulatory "State Law: Motorist Must Provide 3 Ft Clearance" signage on all proposed neighborhood bikeway and shared roadway facilities identified in the Bicycle Plan, motorists will be informed to anticipate the presence of bicyclists while educating roadway users of important state law that ensures the safe passing of bicyclists. To further overcome the barriers to bicycling in unincorporated Jefferson County, locations where bicycle lane infrastructure gaps exist in the Active Transportation Plan and Wayfinding Guide regional routes will be implemented to ensure a continuous, connected bicycle network. Bicycle lane infrastructure will also be implemented to improve connections to the regional routes identified in the respective plans.

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 MV RTP)

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:

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 would implement regulatory "State Law: Motorists Must Give 3 FT Clearance" signage on all proposed neighborhood bikeways and shared roadways identified in the Jefferson County Bicycle Plan to improve bicycle safety through motorist education. Once regulatory signage is installed, bicycle lanes will be implemented in order of priority, with gaps in regional routes identified in the Active Transportation Plan and Jeffco Bikeways Regional Wayfinding Guide as the top priority, followed by proposed bicycle lanes accessing regional routes and opportunities that arise with mill and overlay operations. The proposed infrastructure will better encourage bicycling in and through Jefferson County while providing clear safety enhancements.

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.

All routes identified for enhancements are outlined in existing plans and documents. Buildout of enhancements still requires planning/design prior to implementation.

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: **The requested amount would vary depending on whether priority 2 and/or priority 3 are removed from the scope.**

Outline the differences between the scope outlined above and the reduced scope: An award less than the requested amount would require eliminating bicycle lane implementation from the scope with priority 3 project components (improving access to regional routes) being eliminated first and priority 2 (completing gaps in regional routes) being eliminated second.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Subregional Share Funding Request (in \$1,000's) <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i> <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		\$1,125	90.00% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Jefferson County		\$125	10%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>		\$125	10.00%
Project Total		\$1,250	
Notes:	1. 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	\$375	\$375	\$375	\$1,125
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$45	\$40	\$40	\$125
Total Funding	\$420	\$415	\$415	\$1,250
Phase to be Initiated	Equip. Purchase	Construction	Construction	
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 checked="" 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.

Regulatory signage on shared roadways will better encourage those bicycling to travel on low-stress neighborhood bikeways instead of high-injury corridors such as Colfax or Indiana Avenues and educate all roadway users of expectations. Corridors where signage will be installed has the ability to provide improved access to the bicycle network to 470,000 individuals within Jefferson County. Based on regional studies, this implies as many as 277,300 "Interested but Concerned" bicyclists could be captured to reduce single-occupancy vehicle trips (ATP). This is especially important for the EJ zones throughout the county that would have improved accessibility; all 37 EJ zones identified in unincorporated Jefferson County are adjacent to proposed facilities and would benefit from project improvements. Aside from the direct impact to Jefferson County residents, the number of residents regionwide that this project would benefit is much greater, especially due to the significant number of regional residents that frequent Jefferson County's extensive open space lands.

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.

By installing on-street bicycle lanes to complete regional route gaps and corridors accessing regional routes, and by signing all proposed low-stress neighborhood bikeways in the Plains network recommendations of the Bicycle Plan, approximately 370,000 Jefferson County residents and thousands more from neighboring jurisdictions, will have improved access to regional routes that provide improved opportunities for commuting and recreating. The approximately 100,000 residents adjacent to proposed shared roadways in the Mountains Network recommendations of the Bicycle Plan will inform both bicyclist and motorists of state law that ensures the safe passing of bicyclists on windy, steep roads. This is especially important for regional and international travelers that visit destinations in Jefferson County, including popular Open Space parks, Buffalo Bill's gravesite, Red Rocks Park and more.

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.

The bicycle facilities proposed in this project would benefit all incorporated municipalities within Jefferson County and the surrounding municipalities by implementing bicycle facilities that improve access to regional routes and destination.

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	a. Total population	470,472	-	-
	b. Total households	195,328	-	-
	c. Individuals of color	115,311	25%	33%
	d. Low-Income households	14,645	7%	9%
	e. Individuals with limited English proficiency	7,991	2%	3%
	f. Adults age 65 and over	72,690	15%	13%

(In the TIP Data Tool, use a 0.5 mile buffer)	g. Children age 5-17	69,973	15%	16%
	h. Individuals with a disability	22,299	5%	9%
	i. Households without a motor vehicle	8,124	4%	5%
	j. Households that are housing cost-burdened	52,486	27%	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)(l): “‘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*: The 37 EJ zones adjacent to corridors proposing improvements will capture approximately 37,700 residents, 22,000 of which would be "interested but concerned" in bicycling. As the cost of owning a vehicle becomes more prohibitive, the over 8,000 households without access to a motor vehicle or the 67,000 households that are low income or cost burdened will be better suited to access a necessary form of transportation, especially as these households reduce the number of owned vehicles, resulting in members of the household becoming more reliant on alternative modes.

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. This project would enhance transportation mobility options, improving multimodal transportation for residents and visitors alike.
 - Contain urban development in locations designated for urban growth and services. Improvements to neighborhood bikeways in the Plains Network of the Bicycle Plan will increase access to the following urban centers: Fehringer Ranch, Bowles, Southwest Plaza, Denver West, C-470 corridor.
 - Increase housing and employment in urban centers. N/A
 - Improve and expand the region’s multimodal transportation system, services, and connections. This project would enhance multimodal opportunities by providing improved access to regional routes that connect to transit services.
 - Operate, manage, and maintain a safe and reliable transportation system. Bicycle lane implementation through the reduction of thru-lane widths has a crash reduction factor of 56.5%, highlighting that this project would improve roadway safety for all road users, resulting in a more reliable transportation system.
 - Improve air quality and reduce greenhouse gas emissions. This project would align with the Jefferson County Strategic Plan to ensure equitable access to and the expansion of all sustainable modes of transportation. Through the implementation of proposed infrastructure, the County will work towards a community that fosters bicycling as a viable form of transportation to reduce greenhouse gases associated with SOVs.
 - Connect people to natural resource and recreational areas. This project would improve access to the many Jefferson County Open Space parks located near proposed shared roadways in the Mountains Network of the Bicycle Plan. Several major parks within the suburban areas of the county will have improved access including Robert F Clement, Deer Creek, North Table Mountain, South Table Mountain, and more.
 - Reduce the risk of hazards and their impact. Regulatory signage will reduce hazards by informing motorists of state law that ensures the safe passing of bicyclists.
 - Increase access to amenities that support healthy, active choices. This project would increase safe and active transportation options for all ages and abilities by increasing connectivity to the most comfortable type of bicycle facilities, which are generally found on regional routes such as the W Line and C-470 bikeways.
 - Improve transportation connections to health care facilities and service providers. Proposed infrastructure would improve accessibility to health care facilities in the areas surrounding unincorporated Jefferson County short trip opportunity zones and pedestrian focus areas.
 - Diversify the region’s housing stock. Improved access to transit services through proposed infrastructure would increase opportunities to diverse housing options.

- Improve access to opportunity. Proposed infrastructure would expand mobility options resulting in the improved flow of people and goods, especially infrastructure adjacent to EJ zones or populations who have traditionally been underserved. Greater opportunity to access several high-concentration employment areas would also be achieved.
- Improve the region’s competitive position. This project would align with the regional vision to reduce SOVs by enhancing multimodal opportunities for resident and visitors, ensuring the region remains globally competitive.

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: [Bergen Park, Denver West/Colorado Mills, Bowles, Southwest Plaza, C-470 Corridor](#)
- 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? [211](#)
- Rail station: Yes No If yes, how many? [2](#)
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- 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): [CD-MU \(corridor district mixed use\), MU-N \(mixed use neighborhood commercial\)](#)

Provide households and employment data*	2020	2050
Households within ½ mile	195,328	229,081
Jobs within ½ mile	241,953	341,729
Household density (per acre) within ½ mile	2.13	2.49
Job density (per acre) within ½ mile	3.36	4.53

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

This project would improve connectivity to 211 bus stops and 2 light rail stations, providing almost 200,000 residents with greater access to multimodal transportation options. Urban centers will be more accessible, especially for those within short trip opportunity zones and pedestrian focus areas.

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**.

Implementation of regulatory signage on neighborhood bikeways and shared roadways as identified in the Jefferson County Bicycle Plan will better educate roadway users to expect bicyclists and inform them of safe passing distances. Implementation of bicycle lanes on regional routes and corridors identified in the Bicycle Plan that access regional routes will further improve connectivity. Together, these two bicycle facilities will directly

enhance accessibility to various goods and services while also making transit and multimodal options feasible for many.

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.): [Regulatory signage for safe passing of bicyclists; bicycle lane or buffered bicycle lane installation on regional routes and corridors accessing regional routes.](#)
- 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:*

This project would support the development of safe and comfortable transportation options to accommodate additional modes of transportation to approximately 470,000 residents and additional regional populations that work and recreate in Jefferson County. Six street typologies identified in the Regional Complete Streets Toolkit are identified as Neighborhood Connector Streets and align with the Neighborhood Bikeways identified in the Bicycle Plan including Continental Divide Road, Carr Street, Holland Way, Weaver Drive, Peakview Drive, and Belleview Avenue. Twelve Mountain Roads identified in the Toolkit align with shared roadways identified in the Bicycle Plan including High Drive, North and South Turkey Creek Roads, Pleasant Park Road, Deer Creek Canyon Road, Pine Valley Road, Elk Creek Road, Brook Forest Road, Kerr Gulch Road, Golden Gate Road, Crawford Gulch Road, and Twin Spruce Road.

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
	38.26	2.61	1.09	0.65

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:*

After utilizing recent traffic data from an intersection where bicycle infrastructure was installed, before and after data determined the number of SOV trips reduced by subtracting bicycle counts from the vehicular traffic. The output from the FHWA CMAQ Calculator was then multiplied by the number of corridors that would be enhanced by this project to provide a more accurate assumption of greenhouse gas emission reductions. Regulatory signage and bicycle lanes will encourage more residents and visitors to bicycle in and through Jefferson County thereby reducing greenhouse gas emissions.

**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? *W Line*
- 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:*

[This project would enhance bicycle connectivity to 211 bus station and 2 light rail stations, including 20 bus stops located within DRCOG-defined urban centers.](#)

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	28	
Serious Injury crashes	186	
Other Injury crashes	1,133	
Property Damage Only crashes	3,093	
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	12.18	Crash reduction factor 107.37 CMFID - reduction of 56.5% all road users. On a scale of 1-5, severity levels 4 and 5 were used for "serious injury".
Serious Injury crashes reduced	80.91	
Other Injury crashes reduced	492.86	
Property Damage Only crashes reduced	1,345.46	

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

The countermeasure of reducing travel lane widths to accommodate bicycle lanes can be applied to corridors anticipating bicycle lane implementation with a crash reduction of 56.5%. These corridors will be identified after neighborhood bikeway and shared roadway regulatory signage is installed. Therefore, countywide data was used to generalize the crash potential reduction associated with any corridor where bicycle lanes and associated markings will be implemented. While CDOT and other jurisdictions are transitioning to the signage in the MUTCD Chapter 9 updates (or similar), the regulatory signage for safe passing distance has not yet been studied for safety efficacy and quantitative data does not exist. Feedback from regulatory signage installed elsewhere in the county has suggested motorist conduct safe passing movements far more often than where this signage is missing. Based on both quantitative and anecdotal data, this project would improve roadway safety for all modes.

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:*

[Corridors where bicycle lanes are implemented](#) may benefit freight transportation by providing dedicated space for bicyclists thereby reducing crash potential on roadways where bicyclists are anticipated to travel.

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>
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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:	0	
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.	20	30
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>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	20	30
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>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	20.00	30.00
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>	0.00	0.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference: Most roadways in the mountainous region of Jefferson County experience high recreational travel volumes. Bicycle advocates on Lookout Mountain have counted bicyclists at nine times the rate of motorists on weekends.		
9. If different values other than the suggested are used, please explain here: Due to the scope of this project and the lack of bicycle data the county has collected, determining potential bicycle growth is infeasible. Some mountain roadways have hundreds of bicyclists recreating each weekend, such as Lookout Mountain and Deer Creek Canyon Roads, while few bicyclists are traveling roadways needing dedicated bicycle facilities.		

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):	15	
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	5	8
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>	0	0
5. = Number of new trips from project (#2 – #3)	5	8

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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	5.00	8.00
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)	2.00	3.20
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	1.90	3.04
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: It is not anticipated that this project would divert pedestrians from other walking routes as pedestrian infrastructure is not being proposed. Likewise, it is not anticipated that additional non-SOV trips would be replaced, resulting in minimal anticipated GHG reductions.		

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 would implement on-street facilities for active transportation network gaps and enhance the overall bicycle network throughout Jefferson County, providing improved access urban centers, short trip opportunity zones, and regional destinations. Due to the scope of this project, quantitative data is challenging as every corridor will vary and some corridors will experience greater benefits than others. Additionally, corridors anticipating bicycle lane implementation that lack adjacent pedestrian facilities could experience an increase in pedestrian utilization.

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>	10.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td style="text-align: right;">5 pts</td></tr> <tr><td>50-59.9%</td><td style="text-align: right;">4 pts</td></tr> <tr><td>40-49.9%</td><td style="text-align: right;">3 pts</td></tr> <tr><td>20-39.9%</td><td style="text-align: right;">2 pts</td></tr> <tr><td>10.1-19.9%</td><td style="text-align: right;">1 pt</td></tr> <tr><td>10%.....</td><td style="text-align: right;">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:

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities:
- Railroad:
- Right-of-Way:
- Environmental/Historic:
- 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: **Not Started**

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? **Bike Jeffco**

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:

Local match is readily available from the Jefferson County Road and Bridge fund.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No

Please describe:

Project components are identified as part of the CIP signing, striping, and marking efforts.

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 Bicycle Plan went through extensive public engagement where all materials were created with accessible language capabilities. See Appendix A: Public Engagement Summary of the Jefferson County Bicycle Plan for additional public engagement details.

- 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.

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



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
10959	10948	11

(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)

x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

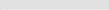
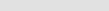
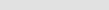
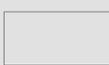
Pollutant	Total
Carbon Monoxide (CO)	0.351
Particulate Matter <2.5 μm (PM _{2.5})	0.001
Particulate Matter <10 μm (PM ₁₀)	0.006
Nitrogen Oxide (NOx)	0.024
Volatile Organic Compounds (VOC)	0.010
Carbon Dioxide Equivalent (CO ₂ e)	50.232
Total Energy Consumption (MMBTU/day)	0.660

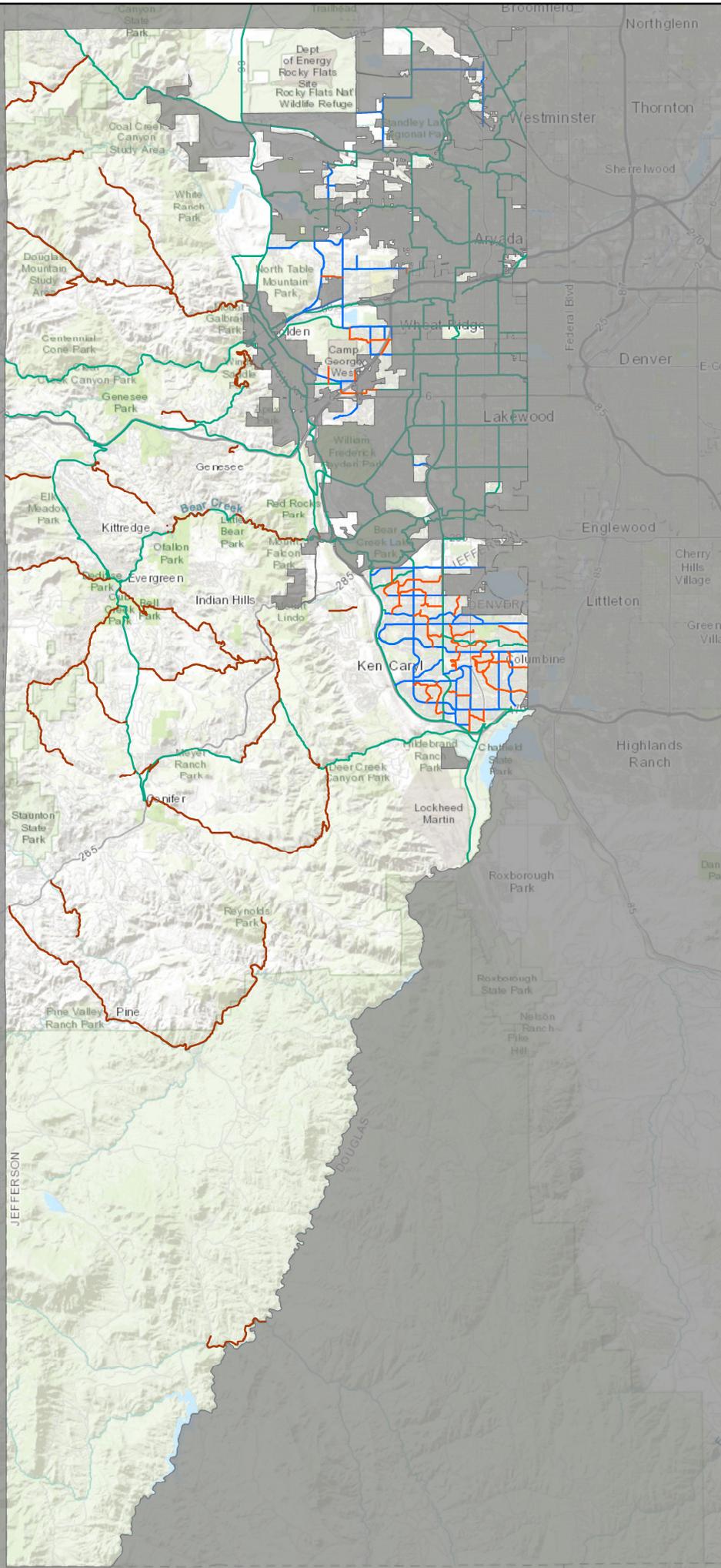
*Units in kg/day unless otherwise noted

Facility ID LU	Facility		Pay Item Desc	Pay	Pay	Plan	Plan	Pay Unit	Pay Qty		Budget Cost
	Type	Plan Item		UM	UC	UM	Qty	Conversion	Conversion	Pay Qty	
Bike Lane	BL	Removals - Signage & Striping	Removal of Pavement Marking	SF	\$1.07	LF	317335	SF/LF	1	317335	\$ 338,828.77
Bike Lane	BL	Sign Panel	Sign Panel (Class I)	SF	\$31.05	EA	240	SF/EA	5	1200	\$ 37,261.73
Bike Lane	BL	Sign Post	Steel Sign Post (2x2 Inch Tubing)	LF	\$17.10	EA	240	LF/EA	2	480	\$ 8,209.95
Bike Lane	BL	Sign Post Support	Steel Sign Support (2-Inch Round) (Socket)	EA	\$121.53	EA	240	SF/EA	1	240	\$ 29,167.20
Bike Lane	BL	4" Solid White Lane Line	Epoxy Pavement Marking	GAL	\$120.25	SF	1007	GAL/SF	1	1007	\$ 121,087.03
Bike Lane	BL	Bike Symbol	Preformed Thermoplastic Pavement Marking	SF	\$16.36	EA	240	SF/EA	31.5	7560	\$ 123,643.92
Neighborhood Bikeway	NB	2 regulatory signs/.25 miles	Sign Panel (Class I)	SF	\$31.05	EA	1216	SF/EA	1	1216	\$ 37,758.56
Neighborhood Bikeway	NB	Sign Post	Steel Sign Post (2x2 Inch Tubing)	LF	\$17.10	EA	1216	LF/EA	2	2432	\$ 41,597.05
Neighborhood Bikeway	NB	Sign Post Support	Steel Sign Support (2-Inch Round) (Socket)	EA	\$121.53	EA	1216	EA/EA	1	1216	\$ 147,780.48
Neighborhood Bikeway	NB	Sharrow symbols @ 200'	Preformed Thermoplastic Pavement Marking	SF	\$16.36	EA	300	SF/EA	43.5625	13068.75	\$ 213,739.61
Contingency									15%		\$ 164,861.14
											\$ 1,263,935.43

Jefferson County Bicycle Plan Implementation

Legend

-  Neighborhood Bikeways
-  Shared Roadways
-  Bike/Buffered Lanes
-  Wayfinding Network
-  Unincorporated JeffCo



June 23, 2022

Denver Council of Regional Government

Grant Review Team

RE: Letter of Support for Jefferson County's TIP Grant Proposal

Grant Review Team:

Bike Jeffco has worked with Jefferson County's Transportation and Engineering team as integral members of the External Advisory Team on the recently approved Bicycle Plan. One of the biggest challenges for many seeking active transportation routes in Jefferson County is the lack of connectivity for regional routes. It is quite difficult to go east to west as well as north to south from many of the unincorporated parts of the county. We literally cannot reach the US 36 bikeway unless we traverse roads with traffic going 55 mph and more (Wadsworth Blvd). Municipalities often have infrastructure that we could utilize as part of our routes, if only we could get to those routes. We support on street striping and marking, and other facilities that would provide connections to the regional routes identified in the Active Transportation Plan and in the Jeffco Regional Bikeways Wayfinding Guide. Many of us have to drive our bikes to a starting destination in order to take advantage of the active transportation routes.

One of our top objectives as the Bike Jeffco organization is the implementation of the regulatory "State Law: Motorist Must Provide 3 Ft Clearance" signage on proposed neighborhood bikeways and shared roads. This signage communicates very effectively to the motorist and the cyclist what is required on these roadways. A good example of need for this signage is along 100th Avenue, west of Simms, in unincorporated Jefferson County where it meets up with Arvada and the City of Westminster. We have had fatalities on this segment of roadway, and its hills make it impossible to see oncoming traffic. Yet this is a major east west route from Indiana to Wadsworth and the various trails that could be connectors. It has soft shoulders, yet is so narrow that large vehicles with extended mirrors can easily pass too closely. We understand clearly that there are not sufficient funds throughout unincorporated Jefferson County to provide separated bikeways, but signage would at least communicate that there is an expectation of a "safe" passing space. This would give us a good start in implementing the Bike Plan for Jefferson County.

Respectfully,

Jan Stevenson, Chair, Bike Jeffco, Inc.