



DRCOG FY2022-2025 TIP Douglas 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 \$16,726,000 for Douglas 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		S. Havana Street Bikeway Construction	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: 1,000 ft (approx.) south of RidgeGate Parkway End point: Southern municipal boundary of the City of Lone Tree OR Geographic Area: City of Lone Tree, Colorado	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Lone Tree	
4. Project Contact Person:			
Name	Justin Schmitz, PE	Title	Director of Public Works
Phone	720-509-1244	Email	Justin.Schmitz@cityoflonetree.com
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>
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: 2040 Douglas County Transportation Master Plan, 2040 City of Lone Tree Transportation Master Plan, Lone Tree City Center Sub-Area Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Local Provide date of adoption by council/board/commission, if applicable: variable	
	Please describe public review/engagement to date:	These 3 local planning documents all included public meetings, review and comment period, as well as presentations to the County Board of Commissioners and Lone Tree City Council as part of the approval process.	
	Other pertinent details:		
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)		10/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		01/2023
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		01/2023

<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	05/2023
	ROW acquisition completed: Estimated number of parcels to acquire: 0	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	07/2023
	FOR (Final Office Review):	10/2023
	Required clearances:	01/2024
	Project publicly advertised:	04/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input checked="" type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	10/2024

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

The construction of the S. Havana Street Bikeway will involve the removal of a center median and the addition of (2) six foot-wide bike lanes along the corridor. There are no additional travel lanes or roadway capacity improvements proposed with this project. This project is to construct an essential missing link within the regional bikeway network to connect the City of Castle Pines and unincorporated Douglas County to the City of Lone Tree with a high ease-of-use bikway. The funding of this construction project will help people who ride bikes to connect to the regional rail with the Regional Transit District (RTD), statewide transit services (Bustang), existing employment opportunities within the Lone Tree Urban Center (as identified by DRCOG), as well as the future Lone Tree City Center (currently under development). "Strava" data reveals that S. Havana Street is already a popular recreational bicycle route for Douglas County residents, providing north/south connectivity between Castle Pines and Lone Tree, with a connection to the new Douglas County East/West Regional Trail, providing additional connections into Highlands Ranch and the Town of Parker. S. Havana Street will be subject to additional travel demand as the RidgeGate East development project is currently construction over 1,400 new homes (single family, townhomes, condos, affordable housing, senior living) along the corridor. In coordination with this planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle and pedestrian movements along and across the corridor.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

Regional Transit¹

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

Safety Improvements

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.

The S. Havana Street Bikeway project will involve the removal of a center median and the addition of (2) six foot-wide bike lanes along the corridor and a new protected intersection at the RTD RidgeGate LRT Station and new Tall Tales Ranch. "Strava" data identifies S. Havana Street as a popular cycling route, the construction of new bike lanes will improve safety along the corridor in advance of the new residential and commercial development that is already in construction along the corridor. All this new development will bring increased vehicular traffic to the corridor and warrants the addition of bicycle lanes to complete this gap in the regional bike network and will provide a safe space for people of all ages and abilities along S. Havana Street. With bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will provide a partially-protected intersection to facilitate bicycle travel from on-street to off-street bikeways. In addition, this new signalized intersection will serve as a high-visibility crossing for residents of the Tall Tales Ranch, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment. There are no additional travel lanes or roadway capacity improvements proposed with this project.

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.*

The Rampart Range Metro District has developed a draft design and a preliminary cost estimate for this project.

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)

<p>Total amount of Regional Share Funding Request <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹</p>	<p>\$1,200</p>	<p>75.00 of total project cost</p>
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Match Funds List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
City of Lone Tree	\$400	25%
	\$	0%
	\$0	0%
	\$	0%
	\$	0%
	\$	0%

<p>Total Match <i>(private, local, state, subregional, or federal)</i></p>	<p>\$400</p>	<p>25.00%</p>
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<p>Project Total</p>	<p>\$1,600</p>
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<p>Notes:</p>	<p>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.</p>
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Funding Breakdown in \$1,000s (by program year)¹

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$ <input type="text"/>	\$1,200	\$1,200
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$ <input type="text"/>	\$0	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$ <input type="text"/>	\$400	\$400
Total Funding	\$0	\$0	\$1,600	\$1,600
Phase to be Initiated	Choose an item	Choose an item	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 an 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/County Commission Chair/City-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. Regional 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.

This project is to construct an essential missing link within the regional bikeway network to connect the City of Castle Pines and unincorporated Douglas County with the City of Lone Tree and help people who ride bikes to regional rail with the Regional Transit District (RTD), statewide transit services (Bustang), existing employment opportunities within the Lone Tree Urban Center (as identified by DRCOG), as well as the future Lone Tree City Center (currently under development). This popular bicycle route would benefit with the construction of bike lanes, improving connectivity between Castle Pines and Lone Tree, as well as providing enhanced connectivity to the Douglas County East/West Regional Trail, providing off-street trail access between the Town of Parker and Highlands Ranch. S. Havana Street will soon be subject to additional travel demand as the RidgeGate East development project is currently construction over 1,400 new homes along the corridor. In coordination with this planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, but with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle movements along and across the corridor.

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.

Constructing new bike lanes along an already a popular recreational bicycle route will provide a high ease of use bikeway facility in advance of the increased traffic and congestion that will likely occur as the RidgeGate East development constructs over 1,400 new homes along the corridor. In coordination with this planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, but with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle movements along and across the corridor. In addition, a signalized protected intersection will be constructed at the RTD RidgeGate LRT Station to connect this proposed bike lane construction project with the off-street trails currently in construction along the northern segment of S. Havana Street. This new signalized intersection will provide a new pedestrian crossing of S. Havana Street between the RTD LRT Station and the Tall Tales Ranch, a life sharing community for people with and without disabilities, can live in a supportive and cooperative environment. This new intersection assures their ability to navigate between their residences and employment/recreational/transportation opportunities available in this new, growing community.

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.

Strava data reveals that S. Havana Street is a popular recreational bicycle route for Douglas County residents. this project would provide dedicated bikeway connectivity between the Cities of Castle Pines and Lone Tree. This project is a priority for Douglas County, one of several key bikeway connectivity projects to develop a county-wide grid of onstreet/offstreet bikeways. This popular bicycle route would benefit with the construction of bike lanes, improving connectivity between Castle Pines and Lone Tree, as well as providing enhanced connectivity to the Douglas County East/West Regional Trail. Recently completed, the East/West Regional Trail is an off-street trail that connects the Town of Parker and Highlands Ranch through the City of Lone Tree. S. Havana Street will soon be subject to additional travel demand, the RidgeGate East development project is bringing over 1,400 new

homes. In coordination with this planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, including: 6 foot-wide bicycle lanes; a signalized, protected intersection, for bicycle transitions from bike lanes to the urban trail system, and pedestrian crossings between the RTD LRT Station and the Tall Tales Ranch, a life sharing community for people with and without disabilities, can live in a supportive and cooperative environment. This new intersection assures their ability to navigate between their residences and employment/recreational/transportation opportunities available in this new, growing community.

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
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	6,681	100%
	b. Total households	2,983	100%
	c. Individuals of color	1,397	21.00%
	d. Low-Income households	85	3.00%
	e. Individuals with limited English proficiency	36	1.00%
	f. Adults age 65 and over	653	10.00%
	g. Children age 5-17	1,297	19.00%
	h. Individuals with a disability	128	2.00%
	i. Households without a motor vehicle	87	3.00%
	j. Households that are housing cost-burdened	681	23.00%

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, including the required quantitative analysis: The construction of the S. Havana Street Bikeway will provide dedicated bikeway connectivity within a rapidly developing segment of northern Douglas County. Nearly half of Lone Tree's total population live within 1/2 mile of this bikeway project, which will provide direct connectivity into the RidgeGate City Center, as well as connectivity to the regional rail system at the RTD RidgeGate Station. With these new bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will also provide a partially-protected intersection to facilitate bicycle travel from on-street to off-street bikeways. What is not depicted within this data set is the new Tall Tales Ranch project, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment. Tall Tales Ranch will be constructed across from the RTD LRT RidgeGate station, where a new Transit Oriented Development and Affordable Housing community are already under construction. With bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will also provide a partially-protected intersection across the roadway to facilitate bicycle travel from on-street to off-street bikeways, as well as a high-visibility crossing for residents of the Tall Tales Ranch.

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

The construction of the S. Havana Street Bikeway will improve interconnections expand the region’s multimodal transportation system and new bikeway access to Douglas County residents to the region’s comprehensive transit system. The S. Havana Bikeway is also an opportunity to improve air quality and reduce greenhouse gas emissions by providing the bicycling public with new access to a reliable transit alternative along the highest traveled corridor in the state. Promoting this bikeway connectivity project improve the flow of people into the multimodal transportaiton network. This project is a priority for Douglas County, one of several key bikeway connectivity projects to develop a county-wide grid of onstreet/offstreet bikeways. This popular bicycle route

would benefit with the construction of bike lanes, improving connectivity between Castle Pines and Lone Tree, as well as providing enhanced connectivity to the Douglas County East/West Regional Trail. Recently completed, the East/West Regional Trail is an off-street trail that connects the Town of Parker and Highlands Ranch through the City of Lone Tree. A signalized, protected intersection, will facilitate pedestrian crossings between the RTD LRT Station and the Tall Tales Ranch, a life sharing community for people with and without disabilities, can live in a supportive and cooperative environment. This new intersection assures their ability to navigate between their residences and employment/recreational/transportation opportunities available in this new, growing community.

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: [RidgeGate City Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Ridge Gate West Village](#), [RidgeGate City Center](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: [City of Lone Tree Comprehensive Plan](#)
- 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):

Provide households and employment data*	2020	2050
Households within ½ mile	2,983	10,128
Jobs within ½ mile	17,733	25,393
Household density (per acre) within ½ mile	3.20	3.93
Job density (per acre) within ½ mile	19.49	22.53

Describe, *including the required quantitative analysis*: The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City’s Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. These values are well represented within the RidgeGate East development project, which has begun construction of transit-oriented development and an affordable housing complex adjacent to the RTD LRT RidgeGate Station. S. Havana Street is being redesigned to provide 6 foot-wide bike lanes that will utilize a new traffic signal at RidgeGate Station to facilitate bicycle travel between the new bike lanes and the shared-use paths that are being constructed as part of the development of RidgeGate East. The future City Center RidgeGate East development will bring high-density land uses to promote a "Live/Play/Stay" lifestyle, offering a completed bikeway network will serve as the backbone for short trips. What is not depicted within this data set is the new Tall Tales Ranch project, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment. Tall Tales Ranch will be constructed across from the RTD LRT RidgeGate station.

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 construction of the S. Havana Bikeway project will complete a gap within an existing bikeway network, within a rapidly developing segment of the City, with immediate access to regional rail available at the RTD LRT RidgeGate Station. This project creates a dedicated bikeway to lead Douglas County bicyclists from Castle Pines to the City of Lone Tree and the future RidgeGate City Center urban center. A third of the City of Lone Tree's residents live in close proximity to the proposed S. Havana Bikeway, with an anticipated 2050 population of over 10,000, all of whom will live within the urban center and within a short walking distance of the RTD LRT at RidgeGate City Center and proposed Mobility Hub site for statewide Bustang service. What is not depicted within this data set is the new Tall Tales Ranch project, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment. Tall Tales Ranch will be constructed across from the RTD LRT RidgeGate station, where a new Transit Oriented Development and Affordable Housing community are already under construction. This project is about moving people, not vehicles, as there are no 'capacity improvements' proposed with the construction of the S. Havana Street bikeway. With bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will also provide a partially-protected intersection across the roadway to facilitate bicycle travel from on-street to off-street bikeways. The addition of a new signalized intersection at the RTD LRT RidgeGate Station will also improved pedestrian crossings of S. Havana Street, providing a protected, high-visibility crossing, for the residents of the Tall Tales Ranch and the new affordable housing development.

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: [roadway safety](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Project elements include the addition of 6 foot-wide bike lanes along the length of S. Havana Street, from the RTD LRT RidgeGate Station to the intersection with N. Surrey Road. A new signalized intersection will be constructed at the RTD LRT RidgeGate Station to facilitate bikeway connectivity from on-street bike lanes to off-street shared use path. In addition, high visibility crosswalks and pedestrian improvements will be included at this new signalized intersection to accommodate the residents, employees and visitors to the Tall Tales Ranch community center.](#)
- 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, include quantitative information, including any items referenced above, in your response:

The goal of the S. Havana Street Bikeway project is to provide cyclists access to safe and comfortable streets while providing pedestrians and transit riders a high visibility crossing of an arterial roadway to access regional rail at the RTD LRT RidgeGate Station. While already a popular recreational bicycle route for Douglas County residents, providing connectivity between Castle Pines and Lone Tree. In coordination with planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, but with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle movements along and across the corridor. The project's design incorporates several countermeasures identified within the Regional Complete Streets Toolkit, including: (1) a new traffic signal to help people walking and people biking with conflicting movements; (2) traffic signal bike detection to call a green light for people biking and reduce delay for bicycle travel; (3) a partially protected intersection with a separate

bikeway to provide a physical barrier between traffic and people riding bikes into the RidgeGate City Center; (4) countdown pedestrian signal heads to improve safety for all road users; (5) high-visibility crosswalks to improve visibility of pedestrian crossings for people driving. This project is a priority for Douglas County, one of several bikeway projects towards developing a county-wide grid of onstreet/offstreet bikeways. The City of Lone Tree continues to expand and connect the local bikeway network, including new buffered bike lanes along Sky Ridge Avenue, and later this year, will be installing shared lane markings with CDOT's new "(It's the law) bicyclists may use full lane" signage along Bellwether lane. The S. Havana Street bikeway will support City Center RidgeGate East development will bring high-density land uses to promote a "Live/Play/Stay" lifestyle, as part of a completed bikeway network that will serve as the backbone for short trips around Lone Tree.

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	NOx	VOCs	PM 10
	0.00	0.00	0.00	0.00

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

The goal of the S. Havana Street bikeway is to work with Douglas County and Rampart Range Metro District to establish a dedicated, high-ease of use bikeway, as a safe and comfortable alternative to driving. While driving commuters and travelers along Bustang are able to access the regional RTD rail system, there is a need to provide seamless bikeway connectivity for current and future residents of Douglas County, encouraging transit and bicycle use.

**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 Metro Vision Regional Transportation Plan](#)? 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? I-25
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? Arapahoe/Denver/Douglas
- 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, *include quantitative information, including any items referenced above, in your response:*

The construction of the S. Havana Street Bikeway facilitate north/south bicycle travel adjacent to Interstate 25 within unincorporated Douglas County, between the Cities of Lone Tree and Castle Pines, helping existing and future Douglas County residents connect to existing RTD LRT at RidgeGate Station. This project will connect to the RidgeGate City Center that will have a high concentration of high paying jobs, connected by a strong pedestrian network and major employers, within immediate proximity of the RTD light rail station. These factors lead us to believe that this project can give Douglas County residents a reliable bikeway as an alternative to driving alone. The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City’s Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. The benefits of the S. Havana Street Bikeway will also serve as the backbone for north/south bicycle connectivity in Douglas County and can be designed and constructed to be consistent with future improvements within the RidgeGate City Center.

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 [High-Injury Network or Critical Corridors](#)?*
 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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)		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	0	
Serious Injury crashes	0	
Other Injury crashes	18	
Property Damage Only crashes	55	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe, include quantitative information, including any items referenced above, in your response:

The scope of the S. Havana Street Bikeway is to establish a high-ease of use bikeway to a popular recreational bicycle route for Douglas County residents, providing connectivity between Castle Pines and Lone Tree. In coordination with planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, but with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle movements along and across the corridor. The project's design incorporates several countermeasures identified within the Regional Complete Streets Toolkit, including: (1) a new traffic signal to help people walking and people biking with conflicting movements; (2) traffic signal bike detection to call a green light for people biking and reduce delay for bicycle travel; (3) a partially protected intesection with a separate bikeway to provide a physical barrier between traffic and people riding bikes into the RidgeGate City Center; (4) countdown pedestrian signal heads to improve safety for all road users; (5) high-visibility crosswalks to improve visibility of pedestrian crossings for people driving. This project is a priority for Douglas County, one of several bikeway projects towards developing a county-wide grid of onstreet/offstreet bikeways.

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, *include quantitative information, including any items referenced above, in your response:*

The construction of the S. Havana Street Bikeway is focused on moving people, not vehicles, by providing a high ease of use bikeway connection between Castle Pines and the City of Lone Tree. This project is not focused on freight.

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](#)?*
 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

1. Current Weekday Bicyclists:		0
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	200	500
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	10	30
4. = Initial number of new bicycle trips from project (#2 – #3)	190	470
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	57.00	141.00
6. = Number of SOV trips reduced per day (#4 - #5)	133.00	329.00
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <small>(Values other than 2 miles must be justified by sponsor on line 10 below)</small>	114.00	282.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	108.30	267.90
9. If values would be distinctly greater for weekends, describe the magnitude of difference: The values on the weekend will likely be 3 times the magnitude due to the high use of the corridor by recreational bicyclists on weekends.		
10. If different values other than the suggested are used, please explain here: For #3, we anticipate very low volumes of diverting bicyclists from other routes due to the lack of alternative north/south routes for use by all ages and abilities of bicyclists		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	75	200
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	0	0
4. = Number of new trips from project (#2 – #3)	75	200
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	22.50	45.00
6. = Number of SOV trips reduced per day (#4 - #5)	52.50	155.00

7. 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)	9.00	18.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	8.55	17.10
9. If values would be distinctly greater for weekends, describe the magnitude of difference: We do anticipate 1.5-2 times increased volumes on certain weekends due to scheduled events and activities in this area, and connectivity to recreational opportunities.		
10. If different values other than the suggested are used, please explain here: We do not anticipate any diversion as the new traffic signal will provide a protected connection in this area that directly relates to pedestrian-oriented events and activities. This new pedestrian access will yield substantial pedestrian activity.		

Describe, include quantitative information, including any items referenced above, in your response:

The construction of the S. Havana Street Bikeway will provide dedicated bikeway connectivity within a rapidly developing segment of unincorporated Douglas County. Nearly half of Lone Tree's total population live within 1/2 mile of this bikeway project, which will provide direct connectivity into the RidgeGate City Center, as well as connectivity to the regional rail system at the RTD RidgeGate Station. With these new bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will also provide a new signalized, partially-protected intersection, to facilitate bicycle travel from on-street to off-street bikeways. What is not depicted within this data set is the new Tall Tales Ranch project, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment. Tall Tales Ranch will be constructed across from the RTD LRT RidgeGate station, where a new Transit Oriented Development and Affordable Housing community are already under construction. With bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will also provide a partially-protected intersection across the roadway to facilitate bicycle travel from on-street to off-street bikeways, as well as a high-visibility crossing for residents of the Tall Tales Ranch.

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Regional Share funding) does this project have?	25.00%	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 within the project 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:
 Carson Besgrove PE (Rampart Range District Engineer) and Justin Schmitz PE (Director of Public Works)
- Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:
 None
- 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: Other
- 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 any reason why your IGA will not be executed by Oct 1 of your first year of funding, 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? The project development and design has involved staff from the City of Lone Tree, Douglas County Engineering/Traffic, and the Rampart Range Metro District.

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:

[Please find the Peer support letter from Douglas County committing their support for the project.](#)

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

Yes No

Please describe:

[The City of Lone Tree has programmed funding for the Mobility Hub as part of our 5 year CIP](#)

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:

- 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 March 18, 2022.

South Havana Bikeway Project

- South Havana Bikeway
- Lone Tree Mobility Hub

Mobility Options

- Light Rail Station

- RTD Light Rail Lines
- Existing Bikeways
- Proposed Bikeways
- DRCOG Pedestrian Focus Areas

Land Uses

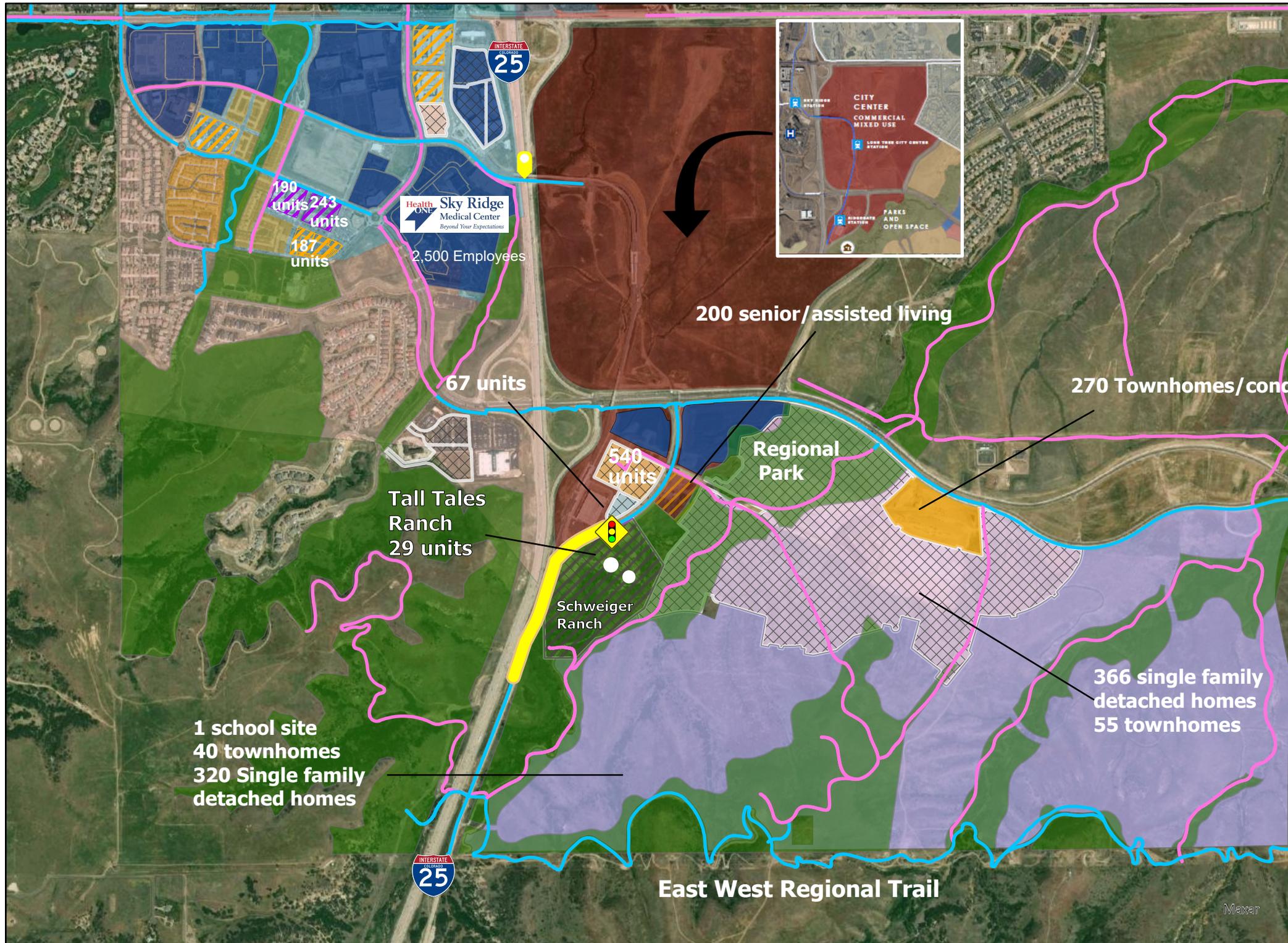
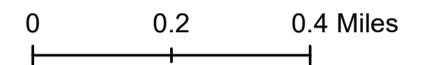
- Townhomes
- Mixed Use Residential
- Apartments
- High Density Businesses
- Detached Single Family

Community Development

- Community Development Projects
- Southwest Village Phase 1
- Prescient Apartments
- RidgeGate Station Apartments
- RidgeGate Affordable Housing
- City Center

Vulnerable Population

- 1 Vulnerable Group
- 2 Vulnerable Groups
- 3 Vulnerable Groups
- 4 Vulnerable Groups
- 5 Vulnerable Groups
- 6 Vulnerable Groups



Maxar

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

22-25 Regional Call 22-25 Subregional Call 24-27 Regional Call 24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Douglas County Local Agency: Lone Tree		
2. Project Sponsor: Lone Tree	3. Current Supporting Agency(ies): Douglas County	
4. Contact Person: Justin Schmitz, P.E. Title: Director of Public Works Email: Justin.Schmitz@cityoflonetree.com Phone: 720-509-1244		
PROJECT DESCRIPTION		
5. Project Title: S. Havana Street Bikeway Construction Project Location: City of Lone Tree		
Project Limits: (mileposts, intersecting roads, rivers, etc.) S. Havana Street from RidgeGate Parkway to N. Surrey Road		
County: Douglas	Municipality(ies): Lone Tree	Project Length: 0.60 mile
Brief Description of Project: The Construction of the S. Havana Street Bikeway will involve the reconstruction of S. Havana Street that includes the addition of (2) six foot-wide bike lanes along the corridor. There are no additional travel lanes or capacity improvements proposed with this project. This project is to construct an essential missing link within the regional bikeway network to connect the City of Castle Pines with the City of Lone Tree and help people who ride bikes to regional rail with the Regional Transit District (RTD), statewide transit services (Bustang), existing employment opportunities within the Lone Tree Urban Center (as identified by DRCOG), as well as the future Lone Tree City Center (currently under development). While already a popular recreational bicycle route for Douglas County residents, providing connectivity between Castle Pines and Lone Tree, S. Havana Street will be subject to additional travel demand as the RidgeGate East development project is currently construction over 2,500 new homes along the corridor. In coordination with this planned City growth, the City of Lone Tree is working with the Developer and Rampart Range Metro District to improve the movement of people and goods along S. Havana Street through reconstruction, but not expansion, of the existing roadway, but with the addition of 6 foot-wide bicycle lanes and signalized intersection improvements to allow for the prioritization of bicycle movements along and across the corridor.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i>		
<input checked="" type="checkbox"/> Subregional Forum, Specify: Douglas County		
<input checked="" type="checkbox"/> Local Agency, Specify: Douglas County		
7. Type of Support Requested:		
<input checked="" type="checkbox"/> Support Only		
<input type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount:		
<input type="checkbox"/> Local (non-DRCOG) Funds: Amount:		
8. Please type your name and date below which certifies the above information is accurate and complete:		
Name: Justin Schmitz		Date: 2/28/22

RESPONSE (to be completed by agency/subregion from whom support is requested)

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
Subregional Forum: Local Agency: Douglas County

10. Contact person at supporting forum/agency: Art Griffith
Title: CIP Manager Email: agriffit@douglas.co.us Phone: 303-947-8731

11. Does your subregion/agency support this project? Yes No

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes No N/A

If yes, provide amount: \$ Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Art Griffith

Date: 03/16/2022

**S HAVANA ST BIKE LANE IMPROVEMENTS PROJECT
(N SURREY RD TO RAIL WAY)
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
1	Removal of Asphalt Mat (1' sawcut at C&G removals)	Square Yard	100	\$ 15.00	\$ 1,493.33
2	Removal of Concrete Sidewalk	Square Yard	27	\$ 17.00	\$ 451.44
3	Removal of Curb and Gutter	Linear Foot	2,688	\$ 15.00	\$ 40,320.00
4	Removal of Curb Ramp	Each	2	\$ 650.00	\$ 1,300.00
5	Removal of Inlet	Each	2	\$ 1,200.00	\$ 2,400.00
6	Removal of Pavement Marking	Square Foot	2,859	\$ 6.00	\$ 17,153.34
7	Removal of Pipe (18 Inch Diameter RCP)	Linear Foot	10	\$ 50.00	\$ 500.00
8	Over-Excavation	Cubic Yard	3,552	\$ 14.00	\$ 49,730.07
9	Unclassified Excavation (Haul-Off Site)	Cubic Yard	1,320	\$ 25.00	\$ 33,007.06
10	Stockpile Topsoil	Lump Sum	1	\$ 8,000.00	\$ 8,000.00
11	Topsoil	Lump Sum	1	\$ 8,000.00	\$ 8,000.00
12	Concrete Washout Structure	Each	2	\$ 3,000.00	\$ 6,000.00
13	Erosion Control Management	Month	3	\$ 3,700.00	\$ 11,100.00
14	Silt Fence	Linear Foot	1,360	\$ 2.00	\$ 2,720.00
15	Stabilized Staging Area	Square Yard	5,000	\$ 6.50	\$ 32,500.00
16	Storm Drain Inlet Protection	Each	2	\$ 400.00	\$ 800.00
17	Vehicle Tracking Pad	Each	2	\$ 5,000.00	\$ 10,000.00
18	Reset Ground Sign	Each	2	\$ 350.00	\$ 700.00
19	Seeding (Native)	Acre	2.0	\$ 500.00	\$ 1,000.00
20	Mulching (Weed Free Straw)	Acre	2.0	\$ 1,200.00	\$ 2,400.00
21	Aggregate Base Course (Class 6)	Cubic Yard	962	\$ 70.00	\$ 67,342.81
22	Hot Mix Asphalt (Grading S) (75) (PG 58-28)	Square Yard-Inch	10,969	\$ 7.00	\$ 76,779.50
23	Hot Mix Asphalt (Grading SX) (75) (PG 64-28)	Square Yard-Inch	4,875	\$ 7.00	\$ 34,124.22
24	Concrete Pavement (10 Inch Thick)	Square Yard	172	\$ 135.00	\$ 23,205.00
25	18 Inch Reinforced Concrete Pipe (Complete in Place)	Linear Foot	10	\$ 100.00	\$ 1,000.00

**S HAVANA ST BIKE LANE IMPROVEMENTS PROJECT
(N SURREY RD TO RAIL WAY)
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
26	Inlet Type R L 5 (5 Foot)	Each	2	\$ 9,000.00	\$ 18,000.00
27	Concrete Curb Ramp (Type 1) (6 Foot Width)	Each	5	\$ 2,500.00	\$ 12,500.00
28	Concrete Sidewalk	Square Yard	992	\$ 85.00	\$ 84,291.67
29	Curb and Gutter Type 2 (Section I-B)	Linear Foot	1,360	\$ 25.00	\$ 34,000.00
30	Sign Panel (Class I)	Square Foot	30	\$ 100.00	\$ 2,966.67
31	Sign Panel (Class II)	Square Foot	8	\$ 70.00	\$ 525.00
32	Steel Sign Support (2 Inch Round) (Post & Socket)	Each	9	\$ 200.00	\$ 1,800.00
33	Steel Sign Support (2-1/2 Inch Round NP-40) (Post & Slip Base)	Each	9	\$ 500.00	\$ 4,500.00
34	Traffic Signal	Lump Sum	1	\$ 400,000.00	\$ 400,000.00
35	Mobilization	Lump Sum	1	\$ 80,000.00	\$ 80,000.00
36	Epoxy Pavement Marking	Square Foot	5,370	\$ 4.25	\$ 22,824.23
37	Preformed Thermoplastic Pavement Marking	Square Foot	1,037	\$ 18.00	\$ 18,666.00
38	Portable Message Sign Panel (3 Total)	Month	3	\$ 9,000.00	\$ 27,000.00
39	Traffic Control	Lump Sum	1	\$ 30,000.00	\$ 30,000.00
SUBTOTAL				\$	1,169,100.35
CONTINGENCY				20%	\$ 233,820.07
TOTAL				\$	1,402,920.42

Mayor
Jacqueline Millet



CITY OF LONE TREE

9220 Kimmer Drive, Suite 100
Lone Tree, Colorado 80124
Ph: 303-708-1818
Fax: 303-225-4949
www.cityoflonetree.com

City Council
Cathie Brunnick
Mike Anderson
Jay Carpenter
Wynne Shaw

March 9, 2022

Denver Regional Council of Governments
DRCOG FY2022-2025 Transportation Improvement Program (TIP)
1001 17th Street, Suite 700
Denver CO 80202

Attn: Todd Cottrell, Senior Planner, Short Range Transportation Planning

Re: S. Havana Street Bikeway Construction Project

The City of Lone Tree is proud to submit the S. Havana Street Bikeway Construction project application to the DRCOG Regional TIP FY 2022-2025 call for projects. This project is an opportunity to provide continuous bikeways along S. Havana Street, connecting to existing bike lanes from the City of Castle Pines to the existing cycletrack along RidgeGate Parkway. This active transportation improvement is being designed to facilitate the additional mobility needs of high-density development already underway along S. Havana Street. Known as RidgeGate East, projects in construction include transit-oriented development and Affordable Housing, with the next phase to include multi-family housing and a senior citizens center. These developments promote healthy transportation options with a short walking distance to the RTD LRT station.

In its current configuration, S. Havana Street is a two-lane arterial roadway that serves as a popular route for people riding bicycles in northern Douglas County, including popular recreational cycling routes around Rueter-Hess Reservoir, as well as connectivity to the regional rail system at the RTD RidgeGate Station. While recognized as a popular cycling route, the new development along the corridor will bring increased vehicular traffic and warrants the addition of bicycle lanes to complete a gap in the regional bike network and provide connectivity for people of all ages and abilities. With bike lanes along the south edge of the S. Havana Street corridor, and shared-use paths and cycletracks to the north, this project will provide a partially-protected intersection to facilitate bicycle travel from on-street to off-street bikeways. In addition, this new signalized intersection will serve as a high-visibility crossing for residents of the Tall Tales Ranch, a life sharing community where both people with and without disabilities can live in a supportive, cooperative environment.

The City of Lone Tree submits this project funding request in partnership with the Rampart Range Metro District. Upon award of TIP project funding, the City of Lone Tree will continue to work closely with the Rampart Range Metro District to complete the construction of the S. Havana Street Bikeway in 2025.

Sincerely,

By: 
Jacqueline A. Millet, Mayor

Rampart Range Metropolitan District Nos 1-9
8390 E. Crescent Pkwy, Ste 300
Greenwood Village, CO 80111
303-779-5710

March 18, 2022

Denver Regional Council of Governments
DRCOG FY2022-2025 Transportation Improvement Program (TIP)
1001 17th Street, Suite 700
Denver CO 80202

Attn: Todd Cottrell, Senior Planner, Short Range Transportation Planning
Re: S. Havana Street Bikeway Construction Project

Dear Denver Regional Council of Governments,

I am writing this letter on behalf of the Rampart Range Metropolitan District Nos. 1-9. The District is the entity responsible for the construction of the infrastructure that supports the RidgeGate community.

RidgeGate was designed to promote alternate forms of transportation, such as pedestrian and bicycle use. The South Havana Bikeway Improvement project will help to provide continuous bikeways along S. Havana Street, connecting to existing bike paths from the City of Castle Pines, the City of Lone Tree, and Ridge Gate East.

Currently S. Havana Street is a two-lane arterial roadway popular among cyclists in the Northern Douglas County. However, new development along S. Havana Street will result in increased vehicular traffic and warrants the addition of bicycle lanes to complete a gap in the regional bike network, providing connectivity for cyclists of all ages and abilities. This project will also provide a partially protected intersection to facilitate bicycle travel from on-street to off-street bikeways. Finally, a new signalized intersection will provide high visibility crossing for residents for the Tall Tales Ranch.

The outcome of this proposed project will provide a more complete multi-modal travel network for residents of the area, enhancing safety, quality of life, and ridership at the City Center RTD station.

On behalf of the Rampart Range Metropolitan District, we encourage your consideration of this project and support it as a great enhancement to the community.

Sincerely,



Denise Denslow
District Manager

David Lawful

June 13, 2022

Denver Regional Council of Governments
DRCOG FY2022-2025 Transportation Improvement Program (TIP)
1001 17th Street, Suite 700
Denver CO 80202

Attn: Todd Cottrell, Senior Planner, Short Range Transportation Planning

Re: S. Havana Street Bikeway Construction Project

This is a letter in support of the S. Havana Street Bikeway proposed by the City of Lone Tree under the CDOT TIP 2 Call. I bring a unique perspective on this project because I am an avid bicyclist for both recreation and transportation, I live in a RidgeGate neighborhood just West of the proposed project and frequently ride in that area. I also sit on the Board of Directors for South Suburban Parks and Recreation District and have been actively involved in the planning for a future Regional Park that will be just East of the bikeway.

Making safe bike connections to existing routes is critical to encouraging my neighbors and I to use our bicycles for transportation and recreation. The proposed project provides just such a connection by completing routes to light rail stops, RidgeGate businesses, our local parks and trails, and existing Douglas County bike routes. These safe routes will be available to people who will soon live in the planned RidgeGate East development keeping multi-modal options open for future residents of Lone Tree. The project also addresses a current need because the stretch of Havana is already too narrow to simultaneously support both bicycle and the increasing car and truck traffic. I must always take the lane when on my bike along the northbound section.

As a South Suburban Park and Recreation District Board Member I want to emphasize that the S. Havana Bikeway will reinforce substantial public investments both planned and already in place. The project provides safe bicycle access for those living West of I-25 to our planned regional park, as well as linking to existing South Suburban amenities including Prairie Sky Park, the Lone Tree Recreation Center, and the Willow Creek Trail.

Sincerely yours,



David Lawful

Vice Chair, South Suburban Parks and Recreation Board of Directors
10869 Bluffside Drive, Lone Tree, CO 80124

March 18, 2022

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



Re: S. Havana Street Bikeway Project - City of Lone Tree

Dear Todd:

Bicycle Colorado is Colorado's 30-year-old statewide 501c3 bicycle advocacy organization. We represent the voices of 2.3 million bicyclists in Colorado. We are writing to support the City of Lone Tree's DRCOG Regional TIP application for the S. Havana Street Bikeway project. The project will connect existing bike lanes from the City of Castle Pines to the cycletrack along RidgeGate Parkway.

Bicyclists in Northern Douglas County already use S. Havana Street frequently to ride popular routes around the Reuter-Hess Reservoir or to the County's new East-West Trail. As well, S. Havana Street serves as a key connector route to all destinations in the area from the RTD RidgeGate Station.

The project will improve safety for those riding these routes today, and provide a clear connection between Castle Pines and the RidgeGate Parkway cycletrack. It will also encourage bicycling for the future residents of RidgeGate East, which is currently in development. Planning on-street bike lanes now in advance of development is a smart move, as this is one of South Denver's fastest growing areas.

Bicycle Colorado enthusiastically supports the S. Havana Street Bikeway project as an excellent example of creating connected bike routes, and adding safe facilities in advance of development.

Sincerely,

A handwritten signature in black ink that reads "Piep van Heuven". The signature is written in a cursive, flowing style.

Piep van Heuven
Director of Government Relations
Bicycle Colorado