



2022–2025 Transportation Improvement Program (TIP) SW Weld County Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Call for Projects** will **open on April 26, 2021**, with applications **due no later than 3 p.m. on June 21, 2021** to Josh Schwenk, DRCOG, at jschwenk@drcog.org.

- Project sponsors must have attended one of the mandatory [TIP submittal training workshops](#) associated with the previous 20-23 TIP back in 2018. If you are aware no one from your agency attended or are unsure, please contact [staff](#).
- Projects requiring CDOT and/or RTD concurrence must provide their official response within their application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 5, with CDOT/RTD providing a response no later than June 4. The concurrence form can be found [here](#).
- Each eligible project sponsor within the subregion may submit a maximum of two applications for consideration. The final panel recommendation will be capped at approximately \$1.6 million in DRCOG funding requests.
- Individual appropriate applications and other data to assist you in filling out your requests can be found [here](#). If applicants need additional data from DRCOG for the completion of their application, they must contact DRCOG staff **no later than June 1** with their request.
- 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.
- Detailed information about sponsor and project eligibility for each share is contained within the [2020-2023 TIP Policy](#).

APPLICATION FORM OUTLINE

The 2022-2025 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum’s submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

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

Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

Scoring Methodology: Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

Section A. Subregional Significance of Proposed Projects 40%

High	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
Medium	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
Low	The project will address a minor subregional problem.

Section B. Metro Vision TIP Focus Areas 30%

High	The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network, and benefit a large number and variety of users (including vulnerable populations*).
Medium	The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network, and benefit a moderate number and variety of users (including vulnerable populations*).
Low	The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network, and benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives 20%

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

High	The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.
Medium	The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.
Low	The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

Section D. Leveraging of non-Subregional Share funds (“overmatch”) 10%

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	High	60% and above
	Medium	30-59%
	Low	29% and below

Part 3 | Project Data – Calculations and Estimates

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

Part 1

Base Information

1. Project Title	3rd and Welker Intersection Improvements	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Intersection of 3 rd Street (WCR 7) and Welker Avenue (WCR 34), Mead, Colorado	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	Town of Mead, Colorado	
4. Project Contact Person, Title, Phone Number, and Email	Erika Rasmussen, Public Works Director/Town Engineer 970-805-4185 erasmussen@townofmead.org	
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>	
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2050 RTP <input checked="" type="checkbox"/> Local plan:	<p><u>Town of Mead Transportation Plan (TMP), 2018</u> https://www.townofmead.org/planning/page/long-range-planning</p> <ul style="list-style-type: none"> ▪ Table 5. Near Term Roadway Projects (2019-2025), Project ID #2, #4 (portion), #9 (portion), (page 48) ▪ Table 6. Mid-Term Roadway Projects (2026-2035), Project ID #9 (portion), (page 49) ▪ Table 8. Sidewalk and Trails Projects, Project ID #6, #10, #11 (page 54) ▪ Figure 16. Near-term Projects (page 59) ▪ Figure 17. Mid-term Projects (page 60) ▪ Figure 19. Sidewalks and Trails (page 62) ▪ Figure 20. Old Town Sidewalk Projects (page 63) <p><u>Town of Mead Comprehensive Plan, 2018</u> https://www.townofmead.org/planning/page/long-range-planning</p> <ul style="list-style-type: none"> ▪ Table 3. Strategic Action Plan (page 73). Policy 1A: Expand Downtown Mixed Use (DMU) zone district east along Welker Avenue ▪ Goal 2 and Strategy 2A-6: Development of 3rd & Welker as a gateway intersection (page 75)

		<ul style="list-style-type: none"> ▪ Policy 4A: Focus on Welker Avenue corridor between Downtown and I-25 for mixed-use development and improvements (page 83) and Policy 4B: Ensure mix of housing types in mixed-use developments along Welker Avenue ▪ Strong Connectivity goals, starting with Goal 1: Safe, convenient, and efficient transportation network that meets the Town’s mobility needs (pages 92-96) and including Policy 3A: Incorporate bicycle and pedestrian facilities on the Town’s streets where appropriate (page 94) and Policy 3D: Focus on multimodal transportation connections to bring people Downtown (page 95) <p><u>Town of Mead Open Space, Parks & Trails Master Plan, December 2011</u></p> <p>https://www.townofmead.org/planning/page/long-range-planning</p> <ul style="list-style-type: none"> ▪ Level of Service Barrier Impact Map (page 110) identifies the roadway and railroad as physical barriers to pedestrian and bicycle modes. ▪ Objective 2.2 is to Improve the access to local and regional facilities through the development of pedestrian and bicycle pathways (page 172) ▪ Recommended Trails Map (page 218) shows the intersection as a connection point. ▪ Infrastructure & Maintenance Projects, CIP Project IDs 7, 11 (portion), 15, 23 (portion)
	<input type="checkbox"/> Other(s):	
<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		

7. Identify the project’s key elements.

- Rapid Transit Capacity (2050 FC RTP)
- Transit Other:
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2050 FC RTP)
- Roadway Operational

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab
- Study
- Design
- Transportation Technology Components
- Other:

8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address?

The intersection of 3rd Street (WCR 7) & Welker Avenue (WCR 34) is the heart of the downtown area and provides a critical connection to I-25, the Town's three schools, and nearby communities, yet people avoid the intersection because it is difficult to get through. The intersection is currently a four-way stop with marked stop bars and no crosswalks. Sidewalk segments exist on various legs of the intersection but there are gaps. There are no bike lanes or paved shoulders, so cyclists mix with vehicles on 12-foot lanes. The arterials are configured for two-way travel with one through lane each direction. Other than one existing turn lane, westbound Welker to northbound 3rd Street, there is a one-lane approach to the intersection in all directions. This configuration contributes to congestion and traffic queueing. The same limited roadway width that tests a large truck's turning radius also means that utility poles (on three corners) exist as fixed object crash potential if a driver were to leave the roadway.

Results from the public engagement conducted during the 2018 Comprehensive Plan effort showed Downtown and County Road 34/Welker ranking as the top two key locations to be addressed. The survey also showed widespread appeal of a grocery store and coffee shops, indicating a reasonable anticipation of increased traffic once Zigg's Coffee is constructed and open for business on the northeast corner. While not a full grocery store, the Agfinity convenience store on the northwest corner will serve as the sole, albeit limited, market in the downtown area.

Mead Elementary School and Mead Middle School conducted Safe Routes to School student and parent surveys in October 2020. The results were insightful, particularly the data regarding percent of children who asked for parental permission to walk or bike to school followed by the issues reported by the parents to not allow their children to walk or bike to school due to lack of adequate sidewalks.

This project will yield long-term benefits to the community as it improves a gateway intersection by adding a traffic signal, turn lanes, raised medians, and safer multimodal features including bike lanes, sidewalks, crosswalks, pedestrian signals, and Americans with Disabilities Act (ADA)-compliant elements. The project widens the roadways through the intersection to the arterial cross-section recommended in Mead's Transportation Master Plan (TMP). The project also installs the Town's first traffic signal.

The 3rd and Welker intersection project improves mobility, safety, connectivity, and operations at one of the Town's key intersections. The project will build energy and synergy as the Town improves a node critical to its transportation network, thus strengthening the infrastructure that is so important to support current residents and businesses as well as ongoing and future developments.

Many vehicles pass through this intersection, and the project will relieve congestion, improve geometrics, and enhance multimodal connectivity. Finally, the project will also support the Town's fire trucks and new ambulance, which often travel through intersection when responding to an emergency call.

9. Define the scope and specific elements of the project.

The proposed project includes the following elements:

- Addition of a traffic signal
- Approximately 2,900 linear feet (LF) of sidewalk
- Approximately 1,900 LF of bike lane
- Approximately 700 LF of raised median
- ADA-compliant features including curb ramps, pedestrian crosswalks, and signal
- Add left-turn lanes at all 3rd & Welker intersection approaches
- Adds right-turn lanes along the northbound and westbound legs of the intersections (eastbound right turn lane is maintained)

The project also adds appropriate roadway striping and Manual of Uniform Traffic Control Devices (MUTCD)-compliant markings for bicycle facility and pedestrian crossings.

1. What is the status of the proposed project?

The Town contracted with a roadway design consultant in 2020 and has worked through conceptual and preliminary design. Currently in the final design phase, the project’s final design will be complete in July 2021. The Town is also in the process of purchasing one property impacted by the project.

2. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

The project is not scalable. However, the Town will continue to seek alternate funding sources to fully fund the project if the DRCOG-allocated funding amount is less than what is requested.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$4,300,000
2. Total amount of DRCOG Subregional Share Funding Request	\$1,600,000	37% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Local: Mead Urban Renewal Authority (MURA)	\$1,250,000	29%
Local: Town of Mead (Transportation Impact Fees, Developer Contributions)	\$1,450,000	34%
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$2,700,000	

Funding Breakdown (year by year)*

**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 inflation factor of 3% per year from 2021.*

	FY 2022	FY 2023	FY 2024	FY 2025	Total
Federal Funds	\$	\$	\$	\$	\$0
State Funds	\$ 1,600,000	\$	\$	\$	\$1,600,000
Local Funds	\$2,000,000	\$700,000	\$	\$	\$2,700,000
Total Funding	\$3,600,000	\$700,000	\$0	\$0	\$4,300,000

4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	ROW, CON	CON	Choose an item	Choose an item	
5. By checking this box, the applicant’s Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.					<input checked="" type="checkbox"/>

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

1. Why is this project important to your subregion?

The 3rd Street & Welker Avenue Intersection Improvement project is important because it will add safer multimodal connections, improve capacity for all modes, and signalize the intersection. This forward-thinking project not only addresses existing congestion, but it gets ahead of future needs and significantly improves a critical node of Mead's transportation network.

The 3rd & Welker intersection serves multiple modes. Users range from a pedestrian or bicyclist seeking to cross safely to routine vehicle traffic to a large industrial truck attempting to turn within the existing radius but needing to back up in a multi-point turn, while cars begin to stack up behind it.

Signal warrants were evaluated, and it was determined that a signal would be warranted at the intersection due to forecasted growth.

Ziggi's Coffee has selected the Town of Mead for their new headquarters building, a training facility, and a coffee shop. Construction is underway on the northeast corner of the intersection and opening is anticipated in October 2021. Approved development plans for an Agfinity gas station and convenience store on the northwest corner of the intersection include sidewalk, 49 vehicle parking spaces, and three bike parking spaces. The Ziggi's Coffee and Agfinity developments are just the beginning.

The Town's Comprehensive Plan (adopted 2018) Future Land Use map identifies the 3rd & Welker intersection as a primary gateway into the community. The transportation network and multimodal connections served by this intersection directly support surrounding land uses, which include:

- Single Family Residential (SFR)
- Downtown Mixed Use (DMU)
- Public/Semi-Public (P)
- Commercial Mixed Use (CMU)
- Park/Open Space (POS)

The Comprehensive Plan identifies the I-25 & WCR 34 (Welker Ave.) interchange as an additional primary gateway into the community. Connecting the two gateway intersections is Welker Avenue, which will be lined with DMU development as the Downtown Sub-area extends from Old Town to I-25. This extension of Downtown to I-25 is the centerpiece of the Town's master plan. Yet the intersection with 3rd Street is currently stop-controlled (4-way stop) and lacks adequate multimodal features, turn lanes for vehicles, and turning radius for large trucks.

Community services are adjacent to the project. The Mead Town Hall and Mountain View Fire Rescue Station 3 are approximately 0.25 mile north of the intersection. The Mead Police Department is one block west on Main Street. The Post Office is directly south of the project. Also adjacent to the project is the downtown district, a church, and additional businesses.

Mead Elementary School and Mead Middle School are both located immediately west of the project location. Students living more than 1.5 miles from the elementary school and 2.5 miles from the middle school qualify for

bus transportation to school. The rest of the student population arrives by foot, bicycle, or vehicle (most likely driven by parent or other caregiver), and those who live to the north, east or south must pass through the 3rd & Welker intersection to reach the schools. The intersection is an identified gap in the Safe Routes to School sidewalk network.

Mead High School is located along WCR 7, approximately 3.4 miles south of the intersection. Thus, students who live in Old Town or north Mead must travel, whether by student- or parent-driven vehicle or school bus, through the project intersection.

Mead currently lacks on-street bicycle facilities within its Planning Influence Area (PIA), and most of Mead's roads are two lanes without shoulders to adequately accommodate bicyclists. This project commences buildout of Mead's bicycle network and connects to the existing regional trail.

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

Third Street and Welker Avenue are the primary arterials connecting Mead with Interstate 25 to the east, Berthoud to the north (SH 56), and Longmont (SH 66 and SH 119) to the south. Students from neighboring communities like Frederick and Firestone attend Mead schools, and most Mead residents commute to neighboring communities with a larger employment base.

A regional trail currently extends south of the intersection, and will ultimately tie directly to Mead High School and beyond to the St. Vrain Greenway Trail for the City of Longmont. This particular project will provide a safe controlled crossing through the busy intersection of 3rd and Welker where none currently exists, connecting neighborhoods north of Welker to the southern portion of town.

3. Does the proposed project cross and/or benefit another subregion(s)? If yes, which ones and how?

No

4. How will the proposed project address the specific transportation problem described in the **Problem Statement (as submitted in Part 1, #8)?**

The 3rd & Welker intersection project improves safety for all modes with the following FHWA and STEP countermeasures:

• Intersection

o Signalization Countermeasures:

- Install traffic signal to enhance safety, manage traffic flow, and facilitate bicycle and pedestrian travel
- Install traffic signal that meets Colorado Department of Transportation (CDOT) standards to improve visibility and enhance placement and orientation for drivers
- Install traffic signal with all-red intervals, protected/permissive left-turn phase, pedestrian countdown signal heads, and actuated signals
- Install four left-turn lanes and two right-turn lanes to reduce trip delay and congestion

o Geometric Countermeasures:

- Manage access. Addition of raised medians eliminates across-roadway movement
- Manage access. Eliminate the left turn into the Post Office parking lot from westbound Welker Avenue immediately after passing through the intersection

o Signs/ Markings/ Operational Countermeasures:

- Provide marked bike lanes, crosswalks, and stop bars to provide visual cues that alert

drivers of bicyclist and pedestrian modes in area

- **Bicycles**

- o Geometric countermeasures:

- Install bicycle lanes to provide a continuous, defined space and separate bike travel from vehicle travel

- o Signs/ Markings/ Operational Countermeasures:

- Provide marked bike lanes to provide physical separation of bikes from vehicles and provide visual cue to drivers

- **Pedestrian**

- o Signalization

- Install traffic signal with pedestrian signal

- o Geometric countermeasures:

- Install raised medians with marked crosswalk and stop bars to separate pedestrians who are crossing the street from motor vehicles

- Install sidewalk to avoid walking along roadway and separate pedestrians from motor vehicle traffic by constructing buffer zone and/or curb and gutter

- Install sidewalk to provide a continuous, defined space for pedestrians and wheelchair users on both sides of the roadways

- o Signs/Markings/Operational Countermeasures

- Improve intersection lighting

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The cost of right-of-way improvements has been a historic stumbling block to economic development in the area. However, the Town now has private interest in development along the northern half of the intersection, which will result in the relocation of the corporate headquarters for Ziggi's Coffee to Mead, along with much-needed retail services. The improvements to the intersection will also incentivize development at the undeveloped southeast corner by providing adequate public facilities to serve the property.

The Ziggi's Coffee Headquarters project on the northeast corner will immediately result in approximately 15 office jobs related to its company headquarters that will occupy the bulk of the site. An associated ground floor coffee shop will immediately result in five to ten service jobs. Agfinity plans to scrape its existing co-op/feed store building and construct a small market, which would result in approximately five service jobs, with more employment opportunities expected with a second phase of multi-purpose commercial space. Development of the property at the southeast corner of the intersection is much more likely with the completion of the intersection improvements, and the creation of more jobs probable in the area.

The adjacent properties are located in the Town's Urban Renewal Area. The construction that will follow the intersection improvements will increase the value of the properties that are developed and will increase the tax increment taken in by the Urban Renewal Authority. Those funds will then be available for use in other economic development efforts.

Mead currently has limited commercial capacity and, as a result, very few Mead residents also work in town. This project will be a catalyst that will provide both immediate and future opportunities for the local workforce.

6. How will connectivity to different travel modes be improved by the proposed project?

The designed improvements provide safer access to the multimodal network by adding physically separate facilities within the right of way, adding visual cues for all modes, and increase connectivity between Town amenities. ADA-compliant features will serve those with impairments or those who use mobility assist devices. Considering the project's proximity to the elementary and middle schools, a desired outcome is that students (and parents who might accompany them) will experience an enhanced level of comfort. Likewise, for all multimodal users who seek to access many of the Town amenities with the improved bicycle and pedestrian facilities.

In the Town's Transportation Master Plan, Goal 3: Multimodal Network, Policy 3A establishes "Bicycle and Pedestrian Network: Incorporate bicycle and pedestrian facilities on the Town's streets where appropriate." This project implements the following TMP strategies:

- Incorporate sidewalks and bike lanes on Town streets consistent with the Town's typical urban street cross-sections (based on land use context).
- Identify optional street cross-sections for enhanced bicycle and pedestrian facilities (e.g., protected bike lanes; wide sidewalks) to be used in mixed-use and higher density areas and where biking and walking activity is expected to be higher.
- Identify improvements to enhance the safety of bicyclists and pedestrians crossing major arterial streets like Highway 66.
- Connect the on-street bicycle and pedestrian facilities with the trail network to encourage bicycling and walking for recreational and travel purposes.

7. Describe funding and/or project partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The Town of Mead Urban Renewal Authority has committed \$1.25 million to the project. The Town has also been awarded a Safe Route to School grant which will supplement the pedestrian connectivity within the boundaries of the project and beyond. Two adjacent developments, Ziggi's and Agfinity, have dedicated the necessary right of way through the development process thereby reducing the number of real estate acquisitions.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide ***qualitative and quantitative*** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.

The project benefits vulnerable users and populations by improving safety and active transportation features. Multimodal mobility options are important to residents who may lack access to jobs, community services, and vehicular transportation. An equitable transportation network recognizes all people should have convenient, safe, and affordable access to the jobs, education, markets, and social/recreational activities. Equitable access to resources regardless of socioeconomic status, age, and ability positively influences personal health and quality of life.

U.S. Census data were consulted to identify vulnerable population demographics in the one-mile buffer area surrounding the 3rd & Welker intersection. In this project's buffer area, the groups "Persons over age 65" and "Children ages 6-17" are above the Denver Regional Council of Governments (DRCOG) regional average and rate as vulnerable populations. The "Minority persons" group is significant at 31.1 percent of the total population within one mile of the project area. The 3rd & Welker intersection project will close multimodal infrastructure

gaps to improve access and connectivity, enhance the comfort and safety of users, and ensure that all improvements improve quality of life for all populations (including ADA accessibility).

2. Describe how the project will increase reliability of existing multimodal transportation network.

The Town anticipates that the intersection safety improvements and addition of bike lanes to the multimodal network will improve connectivity, elevate user level of comfort, and result in an increase in the number of cyclists choosing to access adjacent amenities and travel through the intersection.

3. Describe how the project will improve transportation safety and security.

The 3rd and Welker intersection project improves mobility, safety, connectivity, and operations at one of the Town’s key intersections. The improvements will yield long-term benefits to the community as it improves a gateway intersection by adding a traffic signal, turn lanes, raised medians, and safer multimodal features including bike lanes, sidewalks, crosswalks, pedestrian signals, and Americans with Disabilities Act (ADA)-compliant elements.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

Contain urban development in locations designated for urban growth and services.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes No

Describe, including supporting quantitative analysis

Mead is a small community under tremendous growth pressure – especially in terms of housing growth. It is likely that growth will follow those areas where services can be provided – water, sewer, power, and transportation. Most growth trends in housing are moving towards the areas that already have services provided. Active modes of transportation are a desirable service to have access to when developing property. Having a well-functioning intersection with outstanding pedestrian and bicycle connectivity will play a part in focusing and attracting growth in the area.

[MV objective 3](#)

Increase housing and employment in urban centers.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes No

Describe, including supporting quantitative analysis

The Town’s regional trail, currently in place north and south of the intersection, provides connectivity to destinations of parks, public services, schools and particularly the downtown commercial area. Future trail extensions are planned south of the area to connect to Mead High School and ultimately to the St. Vrain Greenway Trail in Longmont.

[MV objective 4](#) **Improve or expand the region’s multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? Yes No

Describe, *including supporting quantitative analysis*

The project creates a safe connection at a key intersection. The regional trail connection will ultimately provide connectivity to sub-regional connections in southwestern Weld County, and the local trail system that has both a transportation and recreational component.

[MV objective 6a](#) **Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Yes No

Describe, *including supporting quantitative analysis*

The calculated emission reductions for the 15-year period between 2025 and 2040 are shown below:

- Reduction of 0.03 short tons of NOx
- Reduction of 0.003 metric tons of PM 2.5
- Reduction of 59.44 tons of CO2

[MV objective 7b](#) **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? Yes No

Describe, *including supporting quantitative analysis*

Safe multimodal connections at this intersection will dramatically improve access to several parks in the immediate vicinity including Ames Park to the east, and Main and Founders Parks to the north. The regional trail connection will ultimately provide connectivity to sub-regional connections in southwestern Weld County, and the local trail system that has both a transportation and recreational component.

[MV objective 10](#) **Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? Yes No

Describe, *including supporting quantitative analysis*

The project will allow people to choose a healthy and inexpensive travel mode for most trips within Mead and the surrounding area. The project will provide great access to the downtown, parks, elementary and junior high schools, and southern residential and commercial areas. , giving people more opportunity in terms of time and income by providing a reliable and safe transportation choice.

[MV objective 13](#) **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Yes No

Describe, *including supporting quantitative analysis*

The project provides a safe and efficient alternative to driving an automobile to the residents of Mead when commuting, recreating, and going to school. The project removes a major barrier for people choosing walking or a bicycle as their transportation. The Safe Routes to School survey indicated one of the primary obstacles to children riding or walking to school was lack of adequate sidewalks.

[MV objective 14](#) **Improve the region’s competitive position.**

8. Will this project help support and contribute to the growth of the subregion’s economic health and vitality? Yes No

Describe, *including supporting quantitative analysis*

Mead currently has very little retail or office capacity. The intersection project will render other properties more developable and will eventually result in new commercial opportunities in Mead.

D. Project Leveraging WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	63%	60%+ outside funding sources High 30-59%Medium 29% and belowLow
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Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings

There is no transit service in Mead. The nearest facility is a park-n-ride lot for carpoolers near I-25 and State Highway (SH) 66.

1. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
2. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
3. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
4. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
6. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists

The Town of Mead and partner agencies do not have bicycle counts for the project area. The Town reviewed a current Strava (an exercise smartphone application) heatmap to evaluate bicycle activity in the project area. The heatmap shows high bicycle activity along the project's two arterials, 3rd Street (where there is a separated shared-use path) and Welker Avenue (in the vicinity of the elementary and

middle schools). The Town anticipates that the intersection safety improvements and addition of bike lanes to the multimodal network will improve connectivity, elevate user level of comfort, and result in an increase in the number of cyclists choosing to access adjacent amenities and travel through the intersection.

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	The Town of Mead and partner agencies do not have pedestrian counts for the project area. The Town reviewed a current Strava heatmap to evaluate pedestrian activity in the project area. Along 3rd Street, the heatmap shows high pedestrian activity north of the project limits (near Town Hall and along Eagle Avenue) and south of the project intersection (where there is an approximately 1.5 mile separated shared-use path). There is also moderate to high pedestrian activity along Main Street and along Welker Avenue in the vicinity of the elementary and middle schools. The Town anticipates that the intersection safety improvements will increase user level of
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comfort and result in an increased number of pedestrians traveling through 3rd & Welker.

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	119
2. Minority persons	267	
3. Low-Income households	31	
4. Linguistically-challenged persons	24	
5. Individuals with disabilities	32	
6. Households without a motor vehicle	5	
7. Children ages 6-17	241	
8. Health service facilities served by project	0	

E. Travel Delay (Operational and Congestion Reduction)

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	Welker Ave. west of 3 rd St. - 4124 vpd Welker Ave. east of 3 rd Street – 4124 vpd 3 rd St. north of Welker – 4387 vpd
2. 2040 ADT estimate	Unavailable
3. Current weekday vehicle hours of delay (VHD) (before project)	Unavailable

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	Unavailable
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (*most recent 5-year period of data*)

From the Town of Mead Police Department Dispatch History:

Nature	Reported	Incident Address
Traffic Accident Hit and Run (TAHR)	19:06:09 02/06/2015	WCR 7 @ WELKER AVE; NB
Traffic Accident (TA)	11:02:58 03/20/2015	WCR 7 @ WELKER AVE; JS
TA	12:43:11 09/14/2015	WCR 7 @ WELKER AVE
TA	15:23:28 10/02/2015	WCR 7 @ WELKER AVE
TA	12:48:21 11/27/2015	WCR 7 @ WELKER AVE
TA	07:04:47 04/09/2016	WCR 7 @ WELKER AVE
TA	08:57:49 01/22/2019	WCR 7 @ WELKER AVE

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*).

Traffic Accident Unknown Injuries (TAUP)	12:14:46 02/06/2019	WELKER AVE & 3RD ST
TA	07:27:00 02/18/2021	WELKER AVE & 3RD ST

Fatal crashes	Unknown
Serious Injury crashes	Unknown
Other Injury crashes	Unknown
Property Damage Only crashes	Unknown
2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)	
Fatal crashes reduced	Unknown
Serious Injury crashes reduced	Unknown
Other Injury crashes reduced	Unknown
Property Damage Only crashes reduced	Unknown

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Fair
2. Describe current pavement issues and how the project will address them. Exhibit EX-2 in the Town of Mead Pavement Condition Assessment, June 2020, reveals the pavement condition index (PCI) for the intersection legs in each direction varies from very poor to good.	
<ul style="list-style-type: none"> • The west approach, asphalt, is rated 37, very poor. Distress includes alligator cracking, longitudinal/transverse cracking, and railroad crossing. • The east approach, asphalt, is rated 57, poor. Distress includes edge cracking, longitudinal/transverse cracking, and rutting. • The south approach, asphalt, is rated 72, fair. Distress is identified as block cracking. • The north approach, concrete, is rated 87, good. <p>The project proposes to reconstruct the intersection in concrete and reconstruct (or overlay, as appropriate) the approaches with asphalt.</p>	
3. Average Daily User Volume	4124 vpd (2018)

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them.	
<ul style="list-style-type: none"> • The intersection is currently a four-way stop with marked stop bars. There are no crosswalks. 	

- Sidewalk segments exist on various legs of the intersection but there are gaps.
- There are no bike lanes or paved shoulders. Thus, cyclists mix with vehicles on 12-foot lanes.
- The 8-foot shared use path does not continue north of the intersection. There are no sidewalks to the north or on the east side of the road
- On the south side, there is a gap when the sidewalk ends east of the railroad track and short of the two schools (elementary and middle). Pedestrians must either walk alongside roadway or add two street crossings if they wish to use the sidewalk on the north side.

The improvements will yield long-term benefits to the community as it improves a gateway intersection by adding a traffic signal, turn lanes, raised medians, and safer multimodal features including bike lanes, sidewalks, crosswalks, pedestrian signals, and Americans with Disabilities Act (ADA)-compliant elements.

6. Average Daily User Volume

Unavailable

H. Bridge Improvements

1. Current bridge structural condition from CDOT

NA

2. Describe current condition issues and how the project will address them.

NA

3. Other functional obsolescence issues to be addressed by project

NA

4. Average Daily User Volume over bridge

NA

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1. Adds left turn lanes in all directions to ease congestion and relieve traffic queueing in the through lanes

2. Relocates utility poles by undergrounding to remove fixed-object crash potential

3. Adds traffic signal with pedestrian signal heads to facilitate crossing

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*

Yes No

2. Negative impact on vulnerable populations

None

3. Other: