

2022–2023 Community Mobility Planning and Implementation Set-Aside Project Application Form

APPLICATION OVERVIEW

The **Community Mobility Planning and Implementation (CMPI) Set-Aside Call for Projects** opened on **April 22, 2021**. This is a two-step application process that includes/requires the submittal of a letter of intent followed by an application. If you did not submit a letter of intent for your project and have not had a discussion with DRCOG staff, it is not eligible at this time. **Applications are due no later than 5 PM on June 30, 2021**. Please submit your application to Derrick Webb at dwebb@drcog.org.

- Projects requiring CDOT and/or RTD concurrence must provide their official response with this application submittal. Please reach out to them by June 11.
- The application must be affirmed by the department director AND either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments. An agency director or equivalent is sufficient for other applicants.
- Further details on project eligibility, evaluation criteria and selection process are defined on the **Community Mobility Planning and Implementation** [webpage](#).
- If you are submitting more than one project for consideration, please submit a separate application for each.
- If you have any questions, please reach out to Derrick Webb (dwebb@drcog.org) or Josh Schwenk (jschwenk@drcog.org).

APPLICATION OUTLINE

Part 1 | Project Information

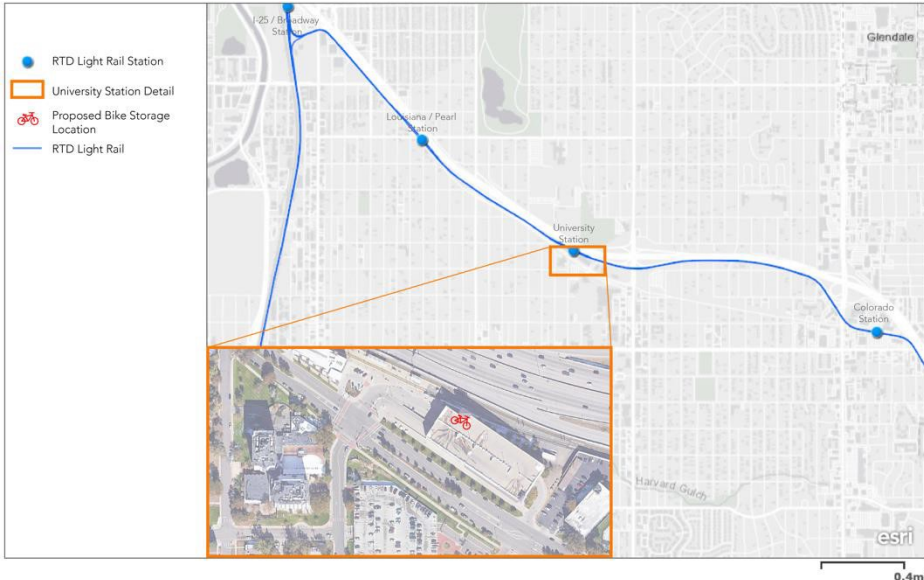
Applicants will enter basic information for their *project/plan* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

Part 2 | Evaluation Criteria, Questions and Scoring

This part includes sections for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. To learn more about how projects will be scored, please see the eligibility rules and selection process document at www.drcog.org/cmpi.

Part 1

Project Information

1. Project Title	University of Denver Station Bike Shelter
2. Project Type	Small Infrastructure
3. Project Start/End points or Geographic Area <i>Provide a map with submittal that includes the planning area or project location.</i>	<p>University of Denver Station immediate area, including parking garage.</p> 
4. Project Sponsor (entity that will construct/complete and be financially responsible for the project)	Regional Transportation District (RTD)
5. Project Contact Person, Title, Phone Number, and Email	Charlie Stanfield, Transportation Planner, 303.299.6901, charlie.stanfield@rtd-denver.com
6. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal (please use prepared form)</i>
7. For planning projects, non-local government applicants are required to submit a letter of support from the applicable local government(s) where the project is located. Have you have met/corresponded with the local jurisdiction(s) where your project is located and attached letter(s) of support?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <i>If yes, please attach Letter(s) of Support.</i>
8. What planning document(s) identifies the need for this plan or project?	<input checked="" type="checkbox"/> Strategy 2E on page 73 "Expand Bicycle Facilities within the University and Colorado Station masterplan: https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/University-Colorado-Study/Uni-CO_Multi-Station-Plan_Mobility-Study_Final-Report.pdf Additionally, recommended within the DU Campus Transportation Master Plan, page 25 recommending a "bike station": https://www.du.edu/sites/default/files/2021-03/transportationplan.pdf <input type="checkbox"/> This plan or project is not associated with a planning document.

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

The Regional Transportation District's (RTD's) University of Denver Station serves numerous communities, including the University of Denver (DU) and nearby businesses and residential neighborhoods. Major reasons some people do not currently bike to transit are due to the limitations of carrying a bicycle on a train or bus and the lack of secure bike parking. Bike thefts continue to rise at an alarming rate within the City and County of Denver. Constructing a secure bike shelter in this location will allow commuters to ride to the station and securely store their bike before using transit to access their final destination. Furthermore, the University/Colorado Multi-Station Study provided a recommendation to expand bicycle facilities at University of Denver Station, including installation of bike storage/rack facilities. On-street, intersection, and wayfinding improvements that were recommended in the plan are moving forward in the coming years, and bicycle parking at University of Denver Station will help maximize these public investments.

In addition to constructing a secure bike shelter, this project will improve access to and from the station and secure bike facility through other infrastructure that may include improved signage, crossing infrastructure, and lighting to make the bike storage facility as accessible and safe as possible. Preliminary planning has already been undertaken to narrow down the location of the proposed bike shelter at the station.

Key Outcomes:

- Construction of a secure bike parking facility at the University of Denver Station for use by residents, commuters, and students.
- Construction of other facilities to improve access to the new facility, including lighting, wayfinding and safe crossing infrastructure.
- Increase the number of people using transit and provide a better experience for bike-to-transit users.
- Connect to multimodal corridor improvements to be constructed along Buchtel Boulevard
- Create lasting cross-agency relationships.

Priority Emphasis:

- Active Transportation: Connects to Buchtel Boulevard, a regionally important bike route that is currently being upgraded by the City and County of Denver's Department of Transportation and Infrastructure (DOTI).
- Regional Vision Zero: Numerous high injury roadways are near the station including Evans Avenue, Yale Avenue, and University Boulevard.
- BRT 2050 Metro Vision: future BRT routes are within the study area, including Evans Avenue and University Boulevard.

1. Project Description. Describe your project and what it is going to do. Do not include background information or justification language. Please only include details specific to the work that will occur as part of this project. (limited to 1,500 characters)

This project will result in the construction of a secure, publicly accessible, bike parking facility at University of Denver Station. The various partner agencies (RTD, University of Denver, Transportation Solutions and City and County of Denver) have already laid the groundwork and had advanced discussions prior to submitting this application. The site of the new bike parking facility will be within the existing parking garage at University of Denver Station, close to the station platform. This has not been done before at an RTD station and so this project will act as a template for future secure bike parking facilities within RTD parking garages. This is part of a wider shift by RTD to encourage more sustainable transportation options to and from facilities.

The project will begin with the development of a project management team (PMT). The PMT will include members of all agencies involved in the planning, construction, marketing, and maintenance of the facility (RTD, University of Denver, DOTI, and Transportation Solutions TMA).

The PMT will meet regularly throughout the project to ensure smooth delivery across agencies.

RTD will undertake an initial survey of the project area and highlight any required infrastructure improvements to access the secure bike storage facility. Potential infrastructure improvements may include:

- Improved bike access to/from Buchtel Boulevard, including coordination with the City and County of Denver's current multimodal improvements.
- Improved bike access to/from University of Denver Station. This may include wayfinding, lighting and crossing points.

RTD will also scope out specifications for the secure bike storage before going to RFP to secure a firm to build the facility. RTD is continuing to investigate card access for their secure bike shelters, it is hoped a system will be in place upon grant award.

An agreement will be created between the University of Denver and RTD to maintain the facility, manage access and a database of users beyond the scope of this grant application. RTD has entered into similar agreements with other municipalities in the region, including Westminster, Broomfield, and Aurora.

2. Project Innovation. Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region, project reaches new market, project has potentially transferrable products.*

This project will involve building a secure bike facility within an existing structure, within the University of Denver Station parking garage. This will be the first type of this secure bike parking facility on RTD property in the region. This is important as there are several other parking garages within the RTD system that could also incorporate a secure bike parking facility. If funded, this project will act as a template for other secure bike parking facilities within RTD parking garages, including improved access infrastructure. This project will also support the further development of a model for long-term management of bike parking facilities and identify challenges and opportunities for future bike parking facilities at other RTD-owned parking garages.

3. Define the scope and specific elements of the project. For planning projects, please include any stakeholder events and deliverables under specific tasks. Each task should start with a title and follow with a description.

Task 1 Creation of a Project Management Team (PMT): The PMT will be comprised of representatives from RTD, Transportation Solutions, DU, and the DOTI to take the project forward, monitor progress and ensure cross-agency efficiencies are captured.

Task 2 Develop conceptual design: Develop a conceptual design for the secure bike shelter, access management and surrounding infrastructure improvements.

Task 3 Solicit and select construction firm: Identify and contract with a third party or parties to fabricate the bike shelter and install surrounding infrastructure improvements.

4. Would a smaller amount than requested be acceptable, while maintaining the original intent of the project?

☐ Yes ☒ No

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

5. Please confirm you have completed and attached the CDOT Risk Assessment Form.

☐ Yes, I have completed and attached the CDOT Risk Assessment Form

6. Please confirm with your initials that you have read and understand the expectations outlined in **eligibility rules and selection process** document; that you will ensure a DRCOG staff member is included in **project management-level meetings**; and that **project deliverables will be transmitted to DRCOG** upon completion if the project is selected for funding. CS

A. Project Financial Information and Funding Request

1. Total Project Cost	\$150,000.00	
2. Total amount of DRCOG Request <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	\$124,185.00	82% of total project cost
3. Outside Funding Partners List each funding partner/source and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
University of Denver	\$25,815	17%
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, regional or federal)</i>	\$25,815	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$62,092	\$62,092	\$124,184
State Funds			\$	\$	\$0
Local Funds			\$12,907	\$12,907	\$25,814
Total Funding			\$74,999	\$74,999	\$149,998

4. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager or Executive Director **AND** Department Director, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.

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Part 2 Evaluation Criteria, Questions and Scoring

A. Project type, collaboration and innovation

Provide **qualitative and quantitative** responses to the following questions on the significance of the proposed project and multi-jurisdictional or multi-agency collaboration.

1. Why is this project important?

This project will create a secure bike storage facility for RTD commuters, DU students and surrounding residents using transit. The specific need for additional bike storage at University of Denver Station was identified in the University/Colorado Multi-Station Study conducted in 2017.

Furthermore, bike thefts in Denver are at an all time high which is being well publicized through local media. This is becoming a significant barrier to increasing the number of people biking in our communities. Denver police figures show a rise of 49% in bike thefts since 2017, with 2020 being a particularly bad year for bike thefts.

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

This project will mostly benefit City and County of Denver, however, it may also impact other municipalities by improving access to the regional transit system and help facilitate a last mile connection for commuters who work near the station area.

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

Yes. This project includes collaboration between RTD, University of Denver, Transportation Solutions TMA and the City and County of Denver.

4. What aspects of this project are innovative?

This project will support the planning of other secure bike shelters, will provide improvements to and from the shelter, and provide a model for how the facility is managed.

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

The transportation-related problem this project addresses is that currently there is not a good space to store bikes on-board RTD light rail vehicles. The space allocated for bicycles on each train car requires the rider to stand with their bike, which can be awkward and challenging to maneuver on busy trains. Additionally, bike commuters are required to carry their bikes up stairs when boarding the train, which is not possible for some would-be bike commuters. All of these aspects create a barrier to commuters who use, or could use, their bicycle to access University of Denver Station, as their options are to either take the bicycle on the train and hope there is space, or lock up their bicycle at the station for a prolonged period of time. The secure bike shelter will provide ample space for commuters to ride to University of Denver Station and securely store their bike before returning, or to leave their bike safely overnight if commuting into University of Denver Station. This makes the first mile of transit access much easier for personal bike access.

6. For planning projects: what will the completion of this project lead to? Please describe specific outcomes (ordinance development, policy adoption, project list, etc.) of this planning project.

N/A

7. For small infrastructure projects: where did the need for this project originate? Is this project identified in a previous plan or study?

Secure bike parking at transit stations is clearly cited as a recommendation in RTD's First and Last Mile Strategic Plan (2019), RTD's Mobility Hub Guidelines (2019) and more specifically in the City and County of Denver's University/Colorado Multi-Station Study (2017), conducted in partnership with Transportation Solutions. Furthermore, the City and County of Denver's Buchtel Mobility Improvements link directly to University of Denver Station and also the secure bike storage facility.

B. CMPI Set-Aside Goals

Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the set-aside goals.

1. Describe how the project will support **diverse, livable communities**.
This project improves access to transit for people that may not have access to a car, or who are seeking to reduce their car dependence, by providing secure bike storage. The project also includes improving access to and from the secure bike shelter, by making safer connections through lighting, crossing points and wayfinding, all of which contribute to creating livable communities.
2. Describe how the project will support **the development of connected urban centers and multimodal corridors**.
The project continues to support the development of mobility hubs along key transit corridors and to improve multi-modal access in the wider region.
3. Describe how the project will support **a transportation system that is well-connected and serves all modes of travel**.
The project will increase access to University of Denver Station for those that choose to bike. The bike storage facility is a key solution to the first and last mile problem, and can increase the accessibility of the transit station to a wider breadth of the population and thus increase transit ridership.
4. Describe how the project will support **healthy and active choices**.
Improving conditions and access for biking will encourage further use by others who may not currently bike. It will help to create a healthy culture of using active transportation to access transit.
5. Describe how the project will expand **access to opportunity for residents of all ages, incomes and abilities**.
Providing secure bike parking can have a significant impact on those that do not own a car, this includes people that are too young to drive or may not be able to afford one. Combining biking with transit can be a very powerful mobility tool to increase access to jobs, shops and other destinations around the DRCOG region. Having access to secure bike parking also eliminates the need to lift a bike or e-bike up the stairs when boarding the train, an effort that can be cumbersome and potentially harmful.
6. Describe how the project will **support a transportation system that is safe, reliable and well maintained**.
The secure bike storage facility and associated improvements will improve safety within and around the University of Denver Station. Providing a safe and reliable place for users to securely store their bike will help support these goals.

C. Priority Emphasis Areas

Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the priority emphasis areas. *NOTE: Projects that address one or more priority emphasis area are likely to be more competitive during this round.*

1. Describe how the project will **plan for or implement active transportation** as exemplified in DRCOG's Active Transportation Plan.

The project has a direct correlation to DRCOG's Active Transportation Plan. If funding is approved, the secure bike storage facility will be built soon after active transportation improvements are made to Buchtel Boulevard which connects to University of Denver Station. The secure bike storage facility will build upon that investment, using the improved bike access to the station and facilitating secure bike storage.

The two projects combined will increase the number of people biking, by providing a more comfortable biking environment while ensuring bike security.

Furthermore, the DRCOG's Active Transportation Plan shows the project location to be within the "short trip opportunity area". The secure bike parking facility will further capitalize on this opportunity.

2. Describe how the project will **plan for or implement safety** as exemplified in DRCOG's Taking Action on Regional Vision Zero, DRCOG/CDOT's Safer Main Streets program, or CDOT's Strategic Transportation Safety plan.

This project is focussed on safety. First, by providing people who bike with a facility to securely store their bike and ensuring it will be safe while they continue their journey by transit. Second, the project will contribute to Vision Zero goals by building safe connections between the transit station, the roadway (Buchtel Boulevard) and the secure bike parking facility. These connections may include improved lighting, wayfinding and crossing points. Both University Boulevard and Evans Avenue are shown within the regional high injury network, and both are within ½-mile of this facility. Providing options to people to use other modes of transportation will help to mitigate the impact of these high injury streets on the surrounding community and increase safety.

3. Describe how the project will **plan for or implement improvements and transit-supportive land use along regional Bus Rapid Transit corridors identified in the 2050 Metro Vision Regional Transportation Plan.**

University Boulevard and Evans Avenue are both cited as "Tier 3" BRT corridors within RTD's Regional BRT Feasibility Study. Both of these corridors are less than ½ mile away from the proposed University of Denver Station secure bike parking facility. In the future the secure bike parking facility may well provide a place to store bikes securely and allow users to access either BRT corridor.