

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/mpi.

Part 1

Project Information

1. Project Title	Castle Rock Downtown Pedestrian Lighting Improvements	
2. Project Type	Small Infrastructure	
3. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal that includes the planning area or project location.</i>	The project area is located in Downtown Castle Rock. A map of the area is shown in Attachment A.	
4. Project Sponsor (<i>entity that will construct/complete and be financially responsible for the project</i>)	Town of Castle Rock	
5. Project Contact Person, Title, Phone Number, and Email	Thomas Reiff, Transportation Planner, 720.733.2483, treiff@crgov.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 type="checkbox"/> Yes <input checked="" 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"/> Castle Rock Downtown Mobility Master Plan (Council adopted 2019) - (http://www.crgov.com/2958/Downtown-Mobility-Master-Plan) A number of pages call for improved pedestrian lighting (pages 18, 32, 49, 96, & 101) <i>Provide link to document/s and referenced page number/</i> <input type="checkbox"/> This plan or project is not associated with a planning document.	
9. Project Overview (concise abstract limited to 500 characters) <p>The Town of Castle Rock plans to improve public safety, visibility, mobility, and access to destinations in Downtown by installing new pedestrian light fixtures to increase lighting levels on routes from public trails, parking garages, sidewalks, and intersections that connect to local restaurants and businesses, new residential buildings, Festival Park and other Downtown destinations.</p>		
10. 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) <p>Lighting levels in many parts of Downtown Castle Rock is insufficient for public safety and mobility. The proposed plan will install up to 40 pedestrian scale lights on a number of Downtown streets and at regional trail connections. Existing lighting levels of 0.5 foot-candles will be increased closer to 2.0 foot-candles. Additionally, more people are biking to downtown using the trail network. The new light fixtures will also improve lighting levels at the trail connections and streets to increase cyclist visibility and safety.</p>		
11. Project Innovation. Briefly describe any innovative features of the proposed project. <i>Example: Project elements haven't been implemented in the region, project reaches new market, project has potentially transferrable products.</i>		

The proposed pedestrian light fixtures will match existing acorn style light fixtures in Downtown, which are similar to other fixtures used by other jurisdictions. A reflective shield will also be inserted at the top of the globe fixture so as not to reduce lumens on the sidewalk but instead to reduce light pollution into the sky. This is a goal of many jurisdictions in the DRCOG area and the State. Light fixtures will also be using energy saving LED technology and will be American made.

- 12. 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: Public Outreach: Business/stakeholder engagement process - already underway and will quickly conclude.
- Task 2: Confirm Street Light Locations: assess locations, conduct utility locates and other possible constraints
- Task 3: Hire contractor
- Task 4: Order new light fixtures
- Task 5: Implementation: Install light fixtures

- 13. Would a smaller amount than requested be acceptable, while maintaining the original intent of the project?** X ☐ 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.

Yes, the Town can increase the local match from 20% to 30% and ask for \$420,000 in federal funds.

- 14. Please confirm you have completed and attached the **CDOT Risk Assessment Form**.**

X ☐ Yes, I have completed and attached the CDOT Risk Assessment Form (Attachment B)

- 15. 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.** TR

A. Project Financial Information and Funding Request

1. Total Project Cost	\$600,000	
2. Total amount of DRCOG Request <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	\$480,000	80% 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
Town of Castle Rock	\$120,000	20%
	\$	
	\$	
	\$	
	\$	
	\$	

Total amount of funding provided by other funding partners (private, local, state, regional or federal)	\$120,000	20%
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Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$120,000	\$360,000	\$480,000
State Funds			\$0	\$0	\$0
Local Funds			\$30,000	\$90,000	\$120,000
Total Funding			\$150,000	\$450,000	\$600,000

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.

X ☐

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?

Downtown Castle Rock is evolving into a 24/7 urban center. New mixed-use residential buildings have recently been completed or are under construction, businesses are opening or expanding hours with night time operations, and more night time events are being held at Festival Park. This will result in more people coming to Downtown and moving around during the night. In addition, the Town has built a regional trail system into Downtown, a new public parking garage where people are encouraged to park once and walk to their final destination (see Attachment C). To support this concept, lighting levels connecting these origins and destinations need to be well lit. During the Town's Downtown Mobility Master Plan (DMMP), the public and businesses identified poor lighting as an obstacle to creating a safe Downtown environment. The public and Downtown businesses are supportive of the lighting improvement project (see Attachment D). Due to poor lighting levels, the DMMP recommends improving lighting levels, especially along routes that connect businesses to homes, the new parking garage, and Festival Park. Since the adoption of the DMMP, the Town has recently approved another public parking garage in the northern section of Downtown near Wilcox Street and 6th Street.

Routes identified for new lighting have been measured at less than 0.5 foot candles. The goal in Downtown is to increase these lighting levels closer to 2 foot candles between intersections and near 4 foot candles at intersections and crosswalks. Higher lighting levels will improve night time visibility, mobility, and result in a safer more comfortable environment for all modes of travel.

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

The project does not cross municipal boundaries, but it does benefit multiple municipalities, such as Douglas County Government which has many of their office and operations in Downtown. Furthermore, Downtown Castle Rock is a regional destination for special events and is becoming more and more an entertainment destination for the region. Examples, include regional bike races such as Elephant Rock where people come from all over the State to participate

and then stay the night going to restaurants and bars for entertainment. Also many night time events occur at Festival Park and draw regional attention. Major concert events also occur at the nearby Miller Activity Center. Attendees often visit Downtown after shows and will walk around Downtown going to the new restaurants and bars.

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

No

4. What aspects of this project are innovative?

The proposed pedestrian light fixtures will match existing light fixtures in Downtown, but will be dark sky compliant. A reflective shield is inserted at the top of the globe fixture so as not to reduce lumens on the sidewalk but instead to reduce light pollution into the sky. Light fixtures will also be using energy saving LED technology and will be American made.

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

The project is adding lighting to the public right-of-way (ROW), including at crosswalks and sidewalks. Several of the uncontrolled crosswalks already have RRFBs and curb extensions, but are poorly lit (< 0.5 foot candles). The project proposes to add new lighting in advance of midblock crosswalks and uncontrolled crosswalks to improve visibility. It is the goal of this project to accomplish the Downtown goal of increasing lighting levels along sidewalks closer to 2 foot-candles between intersections, and 4 foot-candles at crosswalks. Completion of the project will result in a safer and more comfortable multi-modal environment.

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.

-NA-

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

During the public outreach phase of the Castle Rock Downtown Mobility Master Plan (DMMP), the public and businesses made it clear that lighting levels in Downtown needed to be improved. Many areas of Downtown had dark sections that were poorly lit. The DMMP was completed and adopted by Town Council in 2019. Elements of the plan are being implemented through the Town's Capital Improvement Program. According to local businesses, this project will result in a strong economic development impact (see Attachment D).

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**.

The intent of the lighting improvement project is to increase the safety and mobility for all active transportation modes, including walking, biking, and other micromobility options. The proposed lights will increase lighting levels on the sidewalks, crosswalks, and roadways in Downtown Castle Rock improving access to all nearby destinations. Since most of Downtown Castle Rock is located within an 'Environmental Justice Analysis Zone' it will serve people of all ages, incomes and ability levels. Proposed light fixtures will improve lighting levels to adjacent older neighborhoods and a senior income restricted Section 8 housing development called Ryen Rock Plaza Senior Housing. This development is located along Perry Street in Downtown Castle Rock. New light fixtures along Perry Street will greatly

improve these people's ability to walk or bike safely to Downtown destinations at night, including Festival Park, Town Hall, the Douglas County Library, and new commercial development in the Encore and Riverwalk mixed-use developments. Lighting levels will also be improved to the regional trail network (see Attachment C).

2. Describe how the project will support the development of connected urban centers and multimodal corridors.

Downtown Castle Rock is identified as an 'Urban Center' by the DRCOG Metro Vision document. Currently CDOT, Douglas County, and the Town are working on locating a potential new Bustang stop in Town as well as a mobility hub and front range rail station. While the final locations of these facilities has not been determined, Downtown is an urban center that was founded and built around a rail station in the 1800's. It just so happens that the Town has purchased the former train station along the BNSF railroad line to serve this function. The proposed pedestrian lighting project can meet the first/last mile needs of future Bustang and rail commuters, especially people living in the new downtown homes and surrounding neighborhoods.

3. Describe how the project will support a transportation system that is well-connected and serves all modes of travel.

The proposed pedestrian light project will greatly improve lighting conditions along sidewalks, at trail connections, and along the roadway. This is turely a multi-modal project because it will improve lighting levels for all modes of transportations. The project will increase lighting levels for cyclists coming to Downtown via the regional trail network and create well lit sidewalks between the new public parking garage and destinations in Downtown. Lights will also be placed between sidewalks and roads to improve lighting for cars, bikes, pedestrian and other micromobility options, including lighting crosswalks at intersections and midblock crossings. More importantly the increased lighting levels will make for a safer transportation infastrucutre for all modes.

4. Describe how the project will support healthy and active choices.

The intent of the pedestrian lighting project is to improve safety and comfort level for all modes of travel at night. This is especially true for people walking to Downtown destinations, such as Festival Park, regional trails, and any of the Downtown businesses. And as previoulsy mentioned this project will improve lighting levels for cyclist coming to Downtown via the regional trail network. The project is also intended to improve night time conditions for parking in the new public parking garage and walking to destinations. This is the park once and walk strategy the Town has for Downtown so people aren't circulating and driving short distances looking for a place to park. This should reduce congestion and GHG emissions.

5. Describe how the project will expand access to opportunity for residents of all ages, incomes and abilities.

Most of downtown Castle Rock is located within an "Environmental Justice Analysis Zone, " which serves many income levels and age groups. Thus improving lighting levels on several Downtown streets will enhance the access and mobility for these individuals and all downtown users, including all age groups, income levels, and abilities. One of the streets the pedestrian lights will be installed on is Perry Street, which abuts an existing Section 8 income restricted senior housing development (Reyn Rock Plaza apartments). The project will greatly improve these people's ability to access other parts of downtown, such as Festival Park, Town Hall, the Douglas County Library, and all the new commerical development near Festival Park and beyond during the night.

In addition, the downtown area is a very diverse population. Analysis shows a total 2015 population of 7,962 individuals within one mile of the project. And this does not include residents in the 473 new and proposed homes.

- Children (686, ages 6-17)
- Minorities (1,018 individuals)
- Seniors (741, over age 65)
- Individuals with disabilities (188 individuals)
- Low income households (140 households)
- Households without a car (148 households)

- Linguistically challenged Persons (62 people)

These new pedestrian light fixtures are capable of providing vulnerable individuals a safe route to get to the nearby retail stores, grocers, medical facilities, Festival Park and other destinations when it is dark.

6. Describe how the project will support a transportation system that is safe, reliable and well maintained.

Adding pedestrian lighting to the street is one of the best ways to improve safety for pedestrian and other micromobility users. The project will light areas of Downtown that are less than 0.5 foot-candles to 2.0 foot-candles for people to see potential dangers, such as tripping hazards, obstacles in their path. In addition, the proposed project intends to increase lighting levels closer to 4 foot-candles at several intersection crosswalks and midblock crossings. This will allow motorists to see people crossing the road. The new lights will be added to the Town's inventory of similar lighting fixtures to keep consistent reliable maintenance on them and the ability to use interchangeable parts.

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.

Downtown Castle Rock is identified by MetroVision as an "urban center," which is an area of emphasis in the regional MetroVision document. The area is also identified by the DRCOG Active Transportation Plan as a "Pedestrian Focus Area" and a "Short Trip Opportunity Zone." Most of downtown is also located within an "Environmental Justice Analysis Zone." The pedestrian lighting improvements will play an important role in making walking and micromobility trips within Downtown safer and more viable for employees, visitors, and the new residents. The project will be installing a number of pedestrian light fixtures to create a safer and more comfortable environment for users throughout the day and night. A safer more comfortable environment for people will result in higher active transportation trips, which is the goal in Downtown.

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.

The proposed project will be using mitigation techniques to address safety issues along public streets. There are several streets in Downtown Castle Rock that have lighting levels below 0.5 foot-candles, which makes it difficult for people to see obstacles in their path and more importantly difficult for motorists to see people that may be crossing the road. If people can't be seen that greatly increases the chance people could end up in an injury crash, or worse. This project will tackle this concern by increasing these poorly lit areas of Downtown and bringing them up to a 2-4 foot-candle lighting level.

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.

As mentioned earlier in the application, Downtown Castle Rock was founded on and grew up around an old railroad station. The Downtown is laid out upon a small block (~300') grid system of public streets that include sidewalks along all streets. The businesses are oriented toward the street and sidewalk, there are no parking lots separating them from the street. The land uses consist of a number of different uses from residential, retail, office uses, and restaurants/bars. It is this type of development that the proposed project supports. It provides a safe multi-modal

environment for mobility and access between the diverse mix of land uses that create a 24/7 active Downtown. This project area is not located on the BRT corridors that were identified in the 2050 RTP is because the BRT study was limited in scope and only looked at areas within the RTD boundary, and did not use the DRCOG boundary for the study area limits. Therefore, this project and other projects that may be outside of RTD's service area should not be penalized since this grant is supposed to be considering projects within the DRCOG boundary.