

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

## APPLICATION OVERVIEW

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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](mailto: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](mailto:dwebb@drcog.org)) or Josh Schwenk ([jschwenk@drcog.org](mailto:jschwenk@drcog.org)).

## APPLICATION OUTLINE

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### 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](http://www.drcog.org/mpi).

## Part 1

## Project Information

1. Project Title	Superior Wayfinding	
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>	All Regional Trails in Superior, including the US 36 Bikeway Extension, Coal Creek Regional Trail, Rock Creek Regional Trail and the Tract H Trail. The project will include directional signs on arterial bike lanes (McCaslin, Rock Creek Parkway, Coalton Road and 88 <sup>th</sup> Street) and trail connectors in residential areas.	
4. Project Sponsor (entity that will construct/complete and be financially responsible for the project)	Town of Superior	
5. Project Contact Person, Title, Phone Number, and Email	Alex Ariniello, Public Works Director, 303-499-3675x111, <a href="mailto:alexa@superiorcolorado.gov">alexa@superiorcolorado.gov</a>	
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"/> <a href="https://www.dropbox.com/s/xi1924fkl6huw8j/Town%20of%20Superior%20PROST%20Master%20Plan%20Document%20Final%205.3.21.pdf?dl=0">https://www.dropbox.com/s/xi1924fkl6huw8j/Town%20of%20Superior%20PROST%20Master%20Plan%20Document%20Final%205.3.21.pdf?dl=0</a> ; Page 81 <i>Provide link to document/s and referenced page number/</i>	
	<input checked="" type="checkbox"/> This plan or project is not associated with a planning document.	
<b>9. Project Overview</b> (concise abstract limited to 500 characters)  <i>The Superior Regional Trails Wayfinding Project will develop and implement a comprehensive Wayfinding program focused on the existing and newly constructed regional trails within the Town of Superior. Directional signs on arterial bike lanes (McCaslin, Rock Creek Parkway, Coalton Road and 88<sup>th</sup> Street) and trail connectors in residential areas.</i>		
<b>10. Project Description.</b> 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)  <i>Previous efforts have developed standards for US 36 Bikeway signing and for trail signing within the Town of Superior (see attached photos). This effort will apply those standards to existing and newly constructed trail segments in Superior (see attached map). A consultant will be retained</i> <ul style="list-style-type: none"> <li>• to conduct Stakeholder Outreach</li> <li>• to facilitate the process of selecting destinations to be used on signs;</li> <li>• to determine sign locations &amp; sign wording</li> <li>• to prepare design plans including sign details for each sign type</li> </ul>		

- to prepare an opinion of probable cost

*The Town will solicit bids for the project and oversee installation of the signs. It is anticipated that about 75 wayfinding signs will be installed.*

**11. 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.

*The project will integrate Wayfinding for the branded US 36 Bikeway with Superior's regional trail network. The project will produce a best practice report for multi-use trail Wayfinding.*

**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: Consultant Selection*

- A. *Using the Town of Superior's adopted Purchasing Policies, an RFP will be developed and issued for a consultant to develop the wayfinding program and prepare signing plans and specifications.*
- B. *The Town will select the most qualified firm and refine the scope of work for the project in conjunction with the selected consultant.*

*Task 2: Stakeholder Outreach:*

- A. *Identify stakeholder groups and convene first meeting of the Stakeholder Working Group (SWG) to discuss project scope and schedule as well as design vision and goals for the project. Participants will be asked where they currently like to travel by bicycle and foot as well as where they experience navigational challenges. Participants will ask to highlight priority destinations along each route to be designed. The two sign designs (US 36 branded signs and Superior branded signs) will be discussed and whether additional sign types are needed.*
- B. *Best Practices Report: The consultant will prepare a report on technical requirements per AASHTO Guide for Bicycle Facilities, MUTCD, and ADA Accessibility Guidelines along with best practices from model cities. Best practices for bicycle navigation both on-street and off-street will be described including methods of route identification, destination selection and prioritization, installation and maintenance.*
- C. *At a second SWG meeting draft destination inclusion, route designs and sign recommendations will be presented and feedback solicited.*
- D. *Best Practices Report: technical requirements per AASHTO Guide for Bicycle Facilities, MUTCD, and ADA Accessibility Guidelines will be summarized along with best practices from model cities. Best practices for bicycle navigation both on-street and off-street will be described including methods of route identification, destination selection and prioritization, installation and maintenance.*

*Task 3: Landmark Identification and General Wayfinding Approach*

- A. *Destination Selection and Prioritization: A consistent approach to selecting and prioritizing destinations is necessary where limited space is available on signs for information and a multitude of potential destinations exists. Criteria for destination selection and prioritization will be developed and applied to develop a preliminary destination list developed by town staff and stakeholders.*
- B. *Design Guidance: The wayfinding system is anticipated to be composed of a family of complimentary elements including: decision, confirmation, and turn signs, as well as pavement markings. Orientation maps, decorative sign toppers, customized street name signs, and mile markers will also be explored in*

order to create a complete and seamless navigational experience for area and visiting bicyclists and pedestrians.

**Task 4: Wayfinding System Report and Design Plans**

- A. *Draft and Final Wayfinding System Report (Signage Location, Destinations, and Implementation): A Wayfinding System Report shall be developed describing and containing an existing sign analysis, project vision and goals, a wayfinding project map, wayfinding elements best practices (including wayfinding principals, wayfinding system elements, element placement guidance), and a family of sign typologies.*
- B. *Preliminary and Final Wayfinding Design Plans and Field Location: Building upon the development of the Wayfinding System Report, the consultant will prepare preliminary wayfinding design plans that include sign locations, sign details for each sign type, a sign message schedule, and an opinion of probable cost for up to three (3) wayfinding routes identified by the Town.*

**Task 5: Procure and Install Signs**

- A. *Using the Town of Superior's adopted Purchasing Policies, the wayfinding plans will be bid out and a contractor selected for fabrication and installation.*
- B. *Town staff will administer and oversee the sign installation.*

**13.** 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.*

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

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

**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. AA

**A. Project Financial Information and Funding Request**

<b>1. Total Project Cost</b>	<b>\$120,787.53</b>	
<b>2. Total amount of DRCOG Request</b> <i>Maximum is 82.79% of total project cost per federal match requirements.</i>	<b>\$100,000</b>	<b>82.79%</b> of total project cost
<b>3. Outside Funding Partners</b> List each funding partner/source and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
Town of Superior	\$20,787.53	17.21%
	\$	

	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, regional or federal)</i>	<b>\$20,787.53</b>	

Funding Breakdown (by year)					
			FY 2022	FY 2023	Total
Federal Funds			\$100,000	\$	\$100,000
State Funds			\$	\$	\$0
Local Funds			\$20,787.53	\$	\$20,787.53
<b>Total Funding</b>			<b>\$120,787.53</b>	<b>\$0</b>	<b>\$120,787.53</b>

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.



## 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?

*The Town of Superior has an extensive network of multi-use trails which lack a comprehensive system of Wayfinding signs and navigational aids. By implementing a program of wayfinding on these trails the user experience will be enhanced leading to increased use of active transportation.*

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

*The focus of the project is within the Town of Superior but destinations will include those in nearby jurisdictions such as Louisville, Broomfield, Boulder and Boulder County.*

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

*The adjoining jurisdictions of Louisville, Broomfield and Boulder County along with CDOT and RTD will be invited to collaborate on the destination prioritization process.*

4. What aspects of this project are innovative?

Identification of best practices for bicycle navigation both on-street and off-street including methods of route identification, destination selection and prioritization, installation, and maintenance.

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

*Many multi-use trails have been constructed without attention to the navigational experience of active transportation users. Without destination signs, bicyclists often get lost or stop to consult phones or maps to see if they missed a turn or on the right route. The wayfinding system is anticipated to be composed of a family of complimentary elements including: decision, confirmation, and turn signs, as well as pavement markings. Orientation maps, decorative sign toppers, customized street name signs, and mile markers will also be explored in order to create a complete and seamless navigational experience for area and visiting bicyclists and pedestrians.*

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?

*Superior participated in the US 36 Bikeway Wayfinding project funded by DRCOG which developed the branded signs that were implemented on the US 36 Bikeway. Superior used a similar process in developing a design for internal wayfinding signs. The Town has envisioned developing a similar wayfinding program for the other regional trails within Superior. The **Superior Parks, Recreation, Open Space and Trails Master Plan**, adopted in April, 2021 contains a wayfinding goal: "Strengthen Connections with Visuals – Create a wayfinding system with signage or markers showing connections, maps, & mileage."*

## 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**.

*Superior has a diverse population. Based on census tracts within and immediately adjacent to the Town, 9% of the population is over 65, 22% is minority, 5% live in poverty and 17% are under the age of 17. This Wayfinding project will encourage this diverse population to use Superior's extensive trail network to reach employment, educational and recreational opportunities.*

*The Town of Superior's regional trail network connects all its diverse population centers along with connecting to nearby jurisdictions. Special emphasis will be placed on identifying destinations of particular interest to diverse populations.*

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

*The US 36 Bikeway, Coal Creek Regional Trail and Rock Creek Regional Trail connect Superior with Boulder, Louisville, Broomfield, Westminster and other nearby communities*

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

*The US 36 Bikeway, Coal Creek Regional Trail and Rock Creek Regional Trail provide first & final mile connections to support the US 36 Bus Rapid Transit Corridor. Wayfinding will extend to on street facilities to guide active transportation users to these regional trails*

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

*The Wayfinding project will encourage active transportation use not only for commuting but for recreational opportunities. Destinations will include parks and open space trail networks.*

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

*Superior's extensive local and regional trail network will be especially important to those with limited access to an automobile because of age, income or physical impairment. Such users will be guided by the wayfinding signs to reach destinations by active transportation means.*

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

*The Wayfinding project will put the regional trail network on a navigational par with the street network. Since this network crosses streets at grade separations for the most part it is inherently safer than on-street bike routes since most bike-vehicle conflicts are eliminated. On the trails, crashes are at low speed resulting in minory injury. Without traffic signals and other traffic control designed for high speed vehicles, the system will be reliable. Without heavy vehicles, pavements can be maintained in smooth condition.*

## **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 Town of Superior has an extensive network of multiuse trails with plans for expanding the network. This project will include technical requirements of ASSHTO, MUTCD and ADA and consider best practices from model cities to develop methods of route selection, destination selection and prioritization, installation and maintenance. The Wayfinding project will provide a complete and seamless navigational experience for area bicyclists and visiting bicyclists and pedestrians leading to increase use of active transportation in the area.*

**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.**

*By providing clear and consistent warning and destination signing in conformance with ASSHTO, MUTCD and ADA requirements, safety will be enhanced for active transportation users.*

**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**.**

*The US 36 Bikeway was a key component of the US 36 Bus Rapid Transit Corridor improvements. It provides first & final mile facilities to support BRT ridership. The Town of Superior has extended the US 36 Bikeway to the*

*south side of US 36 with a connection to Broomfield. Both the McCaslin and the Flatiron Crossing BRT stations are directly connected to the US 36 Bikeway and will be key destinations to be displayed on the new Wayfinding signs.*