Part 1	Base Information

1.	Project Title	**Bicycle and Pedestrian Improvements on Havana Street and Iola Street in Northwest Aurora**
2.	Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Havana Street from Montview Boulevard to 23rd Avenue and Iola Street from 23rd Avenue to 26th Avenue located in Northwest Aurora (see **Attachment A** and **Attachment B**).
3.	Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City of Aurora
4.	Project Contact Person, Title, Phone Number, and Email	Anna Bunce, Traffic Manager, 303-739-7300, abunce@auroragov.org
5.	Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☐ Yes ☒ No *If yes, provide applicable concurrence documentation with submittal*

6.	What planning document(s) identifies this project?	☐ [DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)](#)
		☒ Local plan: Northwest Aurora Mobility Study, 2018 (https://www.auroragov.org/business_services/planning/plans_and_studies/transportation_planning/n_w_aurora_mobility_study, pages: 3, 6, 41, 48, 56, 57, 64)
		☐ Other(s):
		Provide link to document/s and referenced page number if possible, or provide documentation with submittal

7. Identify the project's **key elements**.

☐ Rapid Transit Capacity (2040 FCRTP)
☐ Transit Other:
☒ Bicycle Facility
☒ Pedestrian Facility
☒ Safety Improvements
☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
☐ 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?

Metro Vision's aspirational vision focuses on diverse, livable communities. The vision is for these livable communities to be connected by safe, reliable, and well-maintained multimodal corridors that promote healthy and active choices. The Northwest Aurora neighborhood lacks safe, reliable, and well-maintained multimodal connections, and the Havana and Iola Streets project will address this need. The project will address the problem of extremely narrow sidewalks, no safe bicycle facilities, and unsafe street crossings. The project will provide safer multimodal access to key destinations and schools.

The Northwest Aurora neighborhood is located in the "Opportunity Triangle" of Lowry, Stapleton, and the Fitzsimons Innovation Community/Anschutz Medical Campuses. It is adjacent to several many regional trails, including Toll Gate Creek, Westerly Creek, and Sand Creek Greenway regional trails. However, due to the lack of safe and adequate bicycle and pedestrian facilities, the Northwest Aurora neighborhood is isolated from the rest of the region and lacks essential connections to the opportunities nearby. Bicycle and pedestrian improvements to Havana and Iola Streets will provide a critical missing link of the overall active transportation network of the area.

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

   The recently completed Northwest Aurora Mobility Study (October 2018) recommends on-street bike lanes and wide detached sidewalks on Havana Street from Montview Boulevard to 23rd Avenue and on Iola Street from 23rd Avenue to 26th Avenue. To make space for these bicycle and pedestrian enhancements, parking will be eliminated on the east side of the street, the street will be widened, and the existing narrow sidewalks will be widened. All-way stop control is recommended at the Havana Street and 23rd Avenue intersection to facilitate safe pedestrian access to the Moorhead Recreation Center and Fletcher Community School. The new bicycle facility will connect to the existing buffered bike lanes in the City and County of Denver on the north and the Montview Boulevard buffered bike lane on the south. See **Attachment C** for existing for proposed cross sections.

10. What is the status of the proposed project?

    The project and conceptual design were developed through an extensive public process as a part of the Northwest Aurora Mobility Study (October 2018). The bike lane on 23rd Avenue (including the one-block section between Havana Street and Iola Street) will be completed in 2019.

11. 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.

Yes. The cost for only the Havana Street improvements ($857,000) would be accepted.

A. Project Financial Information and Funding Request

1. **Total Project Cost** See **Attachment D**, a planning level cost estimate.		**$1,291,000**
2. **Total amount of DRCOG Subregional Share Funding Request**	**$916,600**	**71%** 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**
City of Aurora	$374,390	29%
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$374,390**	

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 2019.*				
	FY 2020	**FY 2021**	**FY 2022**	**FY 2023**	**Total**
Federal Funds	$	$916,600	$	$	**$916,600**
State Funds	$	$	$	$	**$0**
Local Funds	$86,000	$288,390	$	$	**$374,390**
Total Funding	$86,000	$1,204,990	$0	$0	**$1,291,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	DES, ENV	FINAL DESIGN & 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. ☒

| **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 bicycle lane and pedestrian improvements on Havana and Iola Streets are important to advance the multimodal network in Northwest Aurora, the surrounding neighborhoods, and the region.

The project provides a key multimodal connection to some of the region's best open space assets such as Westerly Creek Park, Bluff Lake Nature Center, Sand Creek Regional Greenway, and the Colorado Front Range Trail in Sand Creek Park using the buffered bike lane already present in Stapleton. The project also provides a key multimodal connection to areas of employment in the "Opportunity Triangle" (Lowery, Stapleton, and the Anschutz Medical and Fitzsimons Campuses) and to downtown Denver (connecting to the existing bicycling facility on Montview Boulevard). The Northwest Aurora neighborhood is one of the closest neighborhoods to the Fitzsimons Innovation Community, Anschutz Medical Campus, and the Rocky Mountain Regional VA Medical Center. These are major regional traffic generators that feature walkable campuses, and high demand for parking. Encouraging those employees and visitors that live in adjacent neighborhoods, such as Northwest Aurora, to bike or walk to these destinations rather than drive can reduce congestion and parking pressures.

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

Yes. In addition to the city of Aurora, the project will tie into and benefit users in the City of Denver, specifically the Stapleton neighborhood. The project will provide a slower, safer, and more comfortable route for all modal users from both municipalities looking to access local and regional destinations. This project will more fully complete and enhance parts of the bicycling and walking network between Denver residents in Stapleton and major job and social service opportunities associated with Fitzsimons Innovation Community , Anschutz Medical Campus and Rocky Mountain Regional VA Medical Center.

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

Yes. In addition to the city of Aurora, the project will tie into existing facilities (a buffered bike lane) and benefit users in the County of Denver subregion, specifically the Stapleton neighborhood. The improvements will provide a slower, safer, and more comfortable route for all modal users from both subregions looking to access local and regional destinations. This project will more fully complete and enhance parts of the bicycling and walking network between Denver residents in Stapleton and major job and social service opportunities associated with Fitzsimons Innovation Community, Anschutz Medical Campus and Rocky Mountain Regional VA Medical Center.

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

The Havana and Iola Streets project in Northwest Aurora will address the lack of multimodal connections by increasing mobility choice and providing a safe multimodal facility. The project will enhance connections between urban neighborhoods, to local schools, to community assets such as recreation centers, and to some of the region's best open space assets such as Westerly Creek Park, Bluff Lake Nature Center, Sand Creek Regional Greenway, and the Colorado Front Range Trail in Sand Creek Park. The improvements will enhance the quality of life for existing residents, including many school-aged children and long-time residents aging in place.

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?

Investment in bicycle and pedestrian infrastructure has been linked to various community benefits. Enhancing the pedestrian and bicyclists infrastructure and operations will encourage more non-single-occupancy-vehicle

travel. According to the National Association of City Transportation Officials (NACTO), enhanced multimodal facilities can result in higher retail sales and increased property values. The project improvements will improve the economic vitality of the community. The completed project will offer residents and employees more mobility choices by providing a safer and more pleasant corridor for recreation and commuting. Easier access to infrastructure that supports active transportation will allow residents and employees to consider healthier choices. The completed improvements will enhance the quality of life for existing residents, including long-time residents aging in place and many school-aged children under 17. There are 1,540 residents over 65 years of age and 6,444 children between the ages of 5 and 17 within 1 mile of the project. The project will allow local children to grow, develop well, and thrive as walking and biking becomes a part of their daily routine. Improvements to the pedestrian and bicycling environment on Havana and Iola Streets will provide students the option to arrive at neighborhood schools energized by the physical activity. Likewise, these improvements will make it easier for people in the neighborhood or coming through from Stapleton, to use Havana and Iola Streets to access the buffered bike lanes on Montview Boulevard, as a way to access the Fitzsimons Innovation Community/Anschutz Medical Campus and light rail stations, or head west towards downtown Denver.

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

These improvements are a part of a larger planned system of multimodal improvements with local and regional connectivity. Connectivity to different travel modes, particularly walking and bicycling facilities, will be greatly increased. The project is just one of many multimodal improvements planned for the Northwest Aurora neighborhood. For example, the project will connect to a planned bike lane on 23rd Avenue, which will extend from the Westerly Creek Trail to planned improvements on the Anschutz and Fitzsimons campuses.

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

None.

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 area within 1 mile of the project includes more than 14,000 minorities, nearly 2,200 low-income households, and more than 1,800 people with disabilities. Vulnerable populations are more likely to rely on active transportation modes like walking and biking to access employment, shopping, health care and recreations. The multimodal transportation improvements to Havana and Iola Streets will offer mobility choices for these vulnerable populations and provide a safer way to access the 9 health care facilities and over 23,000 jobs in the Fitzsimons Innovation Community/Anschutz Medical Campus within 1 mile of the project. These improvements will particularly benefit those who do not have a car or the means to afford a car.

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

The project will increase reliability of the existing multimodal network by providing a high-quality corridor within the transportation system. Users will have more infrastructure that supports walking and biking, provides a direct connection to transit (bus routes), and provides options beyond driving a car. The project will designate safer facilities for walking and biking, increasing predictability for all users and reliability of the corridor.

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

These improvements will offer an opportunity to create a different user experience for neighborhood residents and commuters by emphasizing bicycle use and pedestrian experiences. The project will include bike lanes, widened sidewalks, and direct access to Moorhead Recreation Center and Park. The direct access to the

recreation center and park will create a more desirable environment for walking and biking that, when activated by users, will create a more inviting and secure corridor where there are eyes on the street and activities in which to participate. Project elements such as street furnishings, wayfinding, and gathering spaces will increase the level of comfort for all modal users.

Havana and Iola Streets experienced 13 property-damage only crashs and 3 injury crashes between 2012 and 2016. The improvements are anticipated to reduce 3 property-damage only crashes and 1 injury crash over a five year period.

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*

Yes. This project is located within an established urban neighborhood/area with existing adequate facilities and services. This project will support the existing, already established neighborhood of Northwest Aurora and indirectly support the buildout of the Stapleton neighborhood and the in-fill redevelopment planned near the Stanley Marketplace and the Anschutz Medical Campus and Fitzsimons Campus.

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*

Yes. The improvements will tie into existing buffered bike lanes that directly connect to the Eastbridge neighborhood and the Bluff Lake Nature Center, a regional destination. The improvements will also tie into the existing buffered bike lanes on Monticew Boulevard which connects to the Anschutz Medical and Fitzsimons Campuses and Denver's City Park (and eventually downtown).

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*

Yes. These improvements will increase multimodal mobility choice within the Northwest Aurora neighborhood and into the County of Denver, specifically the Stapleton neighborhood. The project will improve interconnections of the region's multimodal transportation and create a better-connected system that extends beyond jurisdictional boundaries. The project will also improve multimodal connectivity to schools in Northwest Aurora, providing safer routes to the five schools in the neighborhood. Northwest Aurora contains multiple schools including Fletcher Community School, New Legacy Charter School, Montview Elementary, and North Middle School. It is anticipated that the project improvements will generate nearly 30 new bicycle trips in 2020

and 60 new bicycle trips in 2040. Likewise, it is anticipated that the project improvements will induce 25 new walking trips in 2020 and 50 new walking trips in 2040.

The Northwest Aurora Mobility Study considered the existing and planned facilities within the neighborhood, as well as in adjacent neighborhoods and beyond.

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*

Yes. The project will increase travel choice, and therefore, may minimize transportation-related fuel consumption, and may reduce greenhouse gas emissions as people choose to walk or to bike instead of to drive. It is anticipated that the project improvements will increase bicycle use and pedestrian activity, thereby reducing SOV trips by 38 in 2020 and 77 SOV trips in 2040. This equates to a reduction in GHG emissions of over 46 pounds in 2020 and over 93 pounds in 2040.

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*

Yes. The project will improve multimodal linkages to the region's park and open space assets such as Fulton Park, Westerly Creek Park (and on into Central Park in Stapleton), Bluff Lake Nature Center, Sand Creek Regional Greenway, and the Colorado Front Range Trail (in Sand Creek Park). Refer to **Attachments A** and **Attachment B** to see the regional context of the project.

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*

Yes. These improvements will extend a complete street connection with direct access to some of the region's best active public spaces including Westerly Creek Park, Bluff Lake Nature Center, Sand Creek Regional Greenway, and the Colorado Front Range Trail in Sand Creek Park.

The corridors have been planned and designed to enable safe, convenient, and comfortable travel for all modal users. Users will have easier access to walking and biking facilities, which may lead to more active lifestyles being a part of the residents' everyday routine.

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*

Yes. The project will improve access for the traditionally underserved populations within the Northwest Aurora neighborhood, including nearly 2,200 low-income, more than 1,800 persons with disabilities, and nearly 1,700 households without a vehicle. The project provides a reliable multimodal transportation connection to RTD routes 20 and 105, which both service Montview Boulevard. RTD Route 20 connects to downtown Denver and the Anschutz Medical and Fitzsimons Campuses, both major employment centers and key destinations for critical

health and educational services. RTD Route 105 connects to the Central Park Station (with connections to downtown Denver and Denver International Airport) and the Denver Tech Center. The project also provides a reliable bicycling connection to

The project will provide a safe, connected route to local schools such as Fletcher Community School, North Middle School, New Legacy Charter School, and Montview Math & Health Sciences Elementary School.

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*

Yes. The region's economic vitality depends on providing a high quality of life for current and prospective residents. A high quality of life includes being able to move freely and having the choice of multiple transportation modes. This project will extend a multimodal connection for residents and employees to use for commuting and/or recreation, thereby increasing their transportation options, regional connectivity, and improving their overall quality of life.

The project provides a key connection to existing facilities with access to downtown Denver and the Anschutz Medical and Fitzsimons Campuses, both major employment centers.

The Northwest Aurora neighborhood has been experiencing population and employment growth which is anticipated to continue, particularly with the infill redevelopment adjacent to the recently redeveloped Stanley Marketplace. This area is part of the Original Aurora neighborhood identified in the city's comprehensive plan Aurora Places (2018), characterized by a walkable network of streets and ample transit service, established residential areas and commercial corridors, and close proximity to regional health services and job concentrations such as the Anschutz Medical Campus. There is a lot of interest from new developers, especially folks who specialize in infill, and from retailers who would never have taken a look at that area before (Source: city of Aurora).

D. Project Leveraging		WEIGHT **10%**
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	29%	60%+ outside funding sources ....High 30-59% ....Medium 29% and below ....Low

Part 3 Additional Considerations

The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people? No.
- Is this project a suburban connector? No.
- Does the project address a gap in existing service? Yes. The Northwest Aurora neighborhood needs a north/south bicycle and pedestrian connection. The buffered bike lanes in the Stapleton neighborhood currently end at 26th Avenue. This project will extend this facility.
- Is this the logical next step of a project? Yes. This project is a logical next step for the implementation of one of the key recommendations from the Northwest Aurora Mobility Study (October 2018).

- Is the project construction ready? No, because sought funds are for final design and construction.

Applicants should provide an attachment to the application to address these additional considerations.

Part 4	**Project Data Worksheet – Calculations and Estimates** *(Complete all subsections applicable to the project)*

A. Transit Use

1.	Current ridership weekday boardings	5,382

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	35,453	6,529	**41,982**
2040	41,458	8,337	**49,795**

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. *(Using 50% growth above year of opening for 2040 value, unless justified)* *Provide supporting documentation as part of application submittal*	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: **{#3 X 25%}** *or other percent, if justified*)	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: **{#3 X 25%}** *or other percent, if justified*)	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**0**	**0**
7. Enter the value of **{#6 x 9 miles}**. (= **the VMT reduced per day**) *(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)*	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**0**	**0**

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

   N/A

10. If different values other than the suggested are used, please explain here:

    N/A

B. Bicycle Use

1.	Current weekday bicyclists	40

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile

2020	35,453	6,529	**41,982**
2040	41,458	8,337	**49,795**

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.	60	120
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*)	30	60
5. = Initial number of new bicycle trips from project (#3 – #4)	30	60
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)*	9	**18**
7. = Number of SOV trips reduced per day (#5 - #6)	21	42
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	42	84
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	39	79
10. If values would be distinctly greater for weekends, describe the magnitude of difference: N/A		
11. If different values other than the suggested are used, please explain here: N/A		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	35
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	35,453	6,529	**41,982**
2040	41,458	8,337	**49,795**

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	50	100
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*)	25	50
5. = Number of new trips from project (#3 – #4)	25	50

13

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*)		7	15
7. = Number of SOV trips reduced per day (#5 - #6)		18	35
12. Enter the value of **{#7 x .4 miles}**. **(= the VMT reduced per day)** *(Values other than .4 miles must be justified by sponsor)*		7	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)		6	13
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

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	1. Persons over age 65	1,540
	2. Minority persons	14,106
	3. Low-Income households	2,187
	4. Linguistically-challenged persons	5,832
	5. Individuals with disabilities	1,850
	6. Households without a motor vehicle	1,697
	7. Children ages 6-17	6,444
	8. Health service facilities served by project	9

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	3,625
2. 2040 ADT estimate	3,750
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
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). *If applicable, denote unique travel time reduction for certain types of vehicles*	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)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	3	
Property Damage Only crashes	13	
2. Estimated reduction in crashes <u>applicable to the project scope</u> *(per the five-year period used above)*		Bike lanes, detached sidewalk
Fatal crashes reduced	0	For Parked Car Crashes
Serious Injury crashes reduced	0	-Estimated 50% Crash Reduction
Other Injury crashes reduced	1	All Other Crashes:
Property Damage Only crashes reduced	3	-CMF 307 – 10% Crash Reduction in PDO -CMF 308 – 48% Crash Reduction in INJ

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	Good

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

3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor

5. Describe current condition issues and how the project will address them.	
A bicycle facility does not exist, and the existing sidewalks are extremely narrow. This project will add bike lanes and widen and detach the sidewalks.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT	
N/A	
2. Describe current condition issues and how the project will address them.	
N/A	
3. Other functional obsolescence issues to be addressed by project	
N/A	
4. Average Daily User Volume over bridge	0

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

1.	
2.	
3.	

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 anticipated.	
3. Other:	