

Part 1

Base Information

1. Project Title	Fulton Street Bicycle Boulevard and Pedestrian Enhancements (Phase 2)
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Fulton Street, from Montview Boulevard to 26 th Avenue, located in Northwest Aurora (see Attachment A and Attachment B).
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	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?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)
	<input checked="" type="checkbox"/> 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, 54, 64)
	<input type="checkbox"/> 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 FC RTP)
- Transit Other:
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FC RTP)
- Roadway Operational

Grade Separation

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

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

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 currently lacks safe, reliable, and well-maintained multimodal connections, and the Fulton Street 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 region and lacks essential connections to nearby opportunities. Bicycle and pedestrian improvements to Fulton Street will close 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 a bicycle boulevard on Fulton Street from Montview Boulevard to 26th Avenue, along with 6-foot detached sidewalks on each side, as a part of the overall multimodal mobility network in Northwest Aurora and surrounding neighborhoods. The bicycle boulevard will be created using a combination of traffic calming elements (planted chicanes and a mini-roundabout at 23rd Avenue) and traffic diversions (motor vehicles on Fulton Street would be required to turn right at 22nd Avenue and at 25th Avenue). Parking will be eliminated on alternating sides of the street, and planted chicanes will be added. The existing extremely narrow sidewalks will be widened to 6-feet and detached from the curb. See **Attachment C** for existing and proposed cross sections.

The study recommends implementing the improvements in two phases. Phase 1 will add shared lane markings, add temporary traffic diversions at 22nd Avenue and 25th Avenue, and eliminate parking on alternating sides of the street from Montview Boulevard to 25th Avenue to delineate temporary chicanes. Phase 1 is scheduled to be completed in 2020 using city of Aurora General Funds.

Phase 2 would make the Phase 1 improvements permanent; adding 6-foot sidewalks on both sides of the street, permanent traffic diversions at 22nd Avenue and 25th Avenue; and planted chicanes and a mini-roundabout at Fulton Street and 23rd Avenue. This funding request is for Phase 2 improvements.

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). Phase 1 improvements are planned for 2020 using city of Aurora General Funds that have been set aside for this subarea of the city of Aurora.

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, \$1,491,000 would be accepted to make the following Phase 2a improvements: permanent traffic diversions at 22nd Avenue and 25th Avenue; new curb and gutter to define the landscaping and planted chicanes; amenities such as bike racks and benches; and wayfinding and signage. The remaining elements (the permanent mini-roundabout and the widening and detaching of the sidewalks) would be completed as a Phase 2b when the additional \$1,200,000 is secured.

A. Project Financial Information and Funding Request

1. Total Project Cost See Attachment D , a planning level cost estimate.	\$2,691,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$1,910,610	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	\$780,390	29%
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$780,390	

Funding Breakdown (year by year)*	<i>*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.</i>				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$	\$	\$1,910,610	\$	\$1,910,610
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$181,000	\$599,390	\$	\$780,390
Total Funding	\$0	\$181,000	\$2,510,000	\$	\$2,691,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	DES, ENV	FINAL DESIGN & CON	CON	

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.



Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

The Fulton Street Bicycle Boulevard and Pedestrian Improvements Project is important to advance the multimodal network in Northwest Aurora and surrounding neighborhoods.

The project will provide 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 accessing the trails in Fletcher Park already present in Stapleton. The project also provides a key multimodal connection to areas of employment in the “Opportunity Triangle” (Lowery, Stapleton, and the Fitzsimons Innovation Community/Anschutz Medical Campuses) and to downtown Denver (connecting to the existing buffered bicycling lane 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 Fulton Street bike boulevard and pedestrian enhancements 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 Fulton Street bike boulevard and pedestrian enhancements will tie into and benefit users in the County of Denver subregion, specifically the Stapleton neighborhood. The project 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 Fulton Street project will address the lack of multimodal connections by increasing mobility choice and providing a safe, reliable, and well-maintained multimodal corridor to Northwest Aurora. The project will enhance multimodal connectivity among urban neighborhoods, local schools, community resources, and to/from 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 (within Sand Creek Park). It will create additional transportation choices for residents and employees to travel between this part of Aurora and Denver and the major job and social service opportunities at Fitzsimons Innovation Community and Anschutz Medical Campus.

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 choice 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 those under 17. There are 1,526 residents over 65 years of age and 6,267 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 are a part of their daily routine. The attendance shed for Fletcher Community school extends across Montview Boulevard. A midblock crossing at Montview Boulevard just north of Fulton Street is one of only two signalized crossings in this area. As such, Fulton Street already serves as a natural confluence point for school children crossing Montview Boulevard and walking or bicycling to Fletcher Community School. Improvements to the pedestrian and bicycling environment on Fulton Street will provide students the option to arrive at school energized by the physical activity. Likewise, these improvements will make it easier for people in the neighborhood or coming through from Stapleton or Denver, to use Fulton Street 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 Denver.

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

This project is 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 Northwest Aurora. For example, the project will connect to a planned bike lane on 23rd Avenue, which extends from the Westerly Creek Trail to planned improvements on the Anschutz Medical Campus and Fitzsimons Innovation Community. The attendance shed for Fletcher Community school extends across Montview Boulevard. A midblock crossing at Montview Boulevard just north of Fulton Street is one of only two signalized crossings in this area. As such, Fulton Street already serves as a natural confluence point for school children crossing Montview Boulevard and walking or bicycling to Fletcher Community School. Improvements to the pedestrian and bicycling environment on Fulton Street will provide students the option to arrive at school energized by the physical activity. Likewise, these improvements will make it easier for people in the neighborhood or coming through from Stapleton or Denver, to use Fulton Street to access the buffered bike lanes on Montview Boulevard, as a way to access the Fitzsimons Innovation Campus and light rail stations, or head west towards Denver.

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 has many vulnerable populations, including more than 13,000 minorities, more than 2,000 low-income households, more than 1,800 people with disabilities, and more than 1,500 households without a vehicle. 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 Fulton Street will enhance mobility choice for these vulnerable populations and provide a safer way to access the 8 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. The project increases the multimodal transportation network in the area to support additional options for residents and employees to access the medical services at the Anschutz Medical Campus and Rocky Mountain Regional VA Medical Center two miles away.

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

The Fulton Street improvements will increase the reliability of the existing multimodal network by providing a high-quality, north-south corridor within the transportation system, and directly connects with the east-west buffered bike lanes on Montview Boulevard. 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. Currently, the only north-south bike facility in the Northwest Aurora neighborhood is a signed bike route on Moline Street, 14 blocks east of Fulton Street. This project will further support the use of the midblock crossing at Montview Boulevard just north of Fulton Street. This is one of only two signlized crossings along Montview Boulevard in the area.

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

The project will offer an opportunity to create a different user experience for neighborhood residents by emphasizing bicycle use and pedestrian experiences. The project will include two traffic diversions, alternating planted chicanes, and a mini-roundabout, all intended to slow and reduce automobile traffic, thereby minimizing the threat of higher speed automobiles and increasing user safety. Planted chicanes 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 enhanced planting areas, street furnishings, and small gathering spaces will increase the level of comfort for all modal users. Fulton Street experienced 5 property-damage only crashes and 2 injury crashes between 2012 and 2016. The improvements are anticipated to reduce 1 property-damage only crash 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. The 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 Innovation Community.

[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*

Fulton Street is a direct line between the planned MLK Town Center in Denver, and the existing Colfax Avenue Town Center in Aurora. The improved walking and biking facilities on Fulton Street would provide a connection between the MLK Town Center and the mid-block pedestrian crossing across Montview Boulevard just north of Fulton Street.

[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. The project will increase multimodal mobility choice within Northwest Aurora 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 will extend beyond jurisdictional boundaries. The project improves 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 18 new bicycle trips in 2020 and 40 new bicycle trips in 2040. Likewise, it is anticipated that the project improvements will induce 30 new walking trips in 2020 and 60 new walking trips in 2040.

The Northwest Aurora Mobility Study considered the existing and planned transportation 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, 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 33 in 2020 and 70 SOV trips in 2040. This equates to a reduction in GHG emissions of over 31 pounds in 2020 and over 69 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 Westerly Creek Park (and on into Central Park in Stapleton), Fulton Park, Bluff Lake Nature Center, Sand Creek Regional Greenway, and the Colorado Front Range Trail (in the 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. The project will create a complete street and provide active public spaces. The corridor has 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. The attendance shed for Fletcher Community school extends across Montview Boulevard. A midblock crossing at Montview Boulevard just north of Fulton Street is one of only two signalized crossings in this area. As such, Fulton Street already serves as a natural confluence point for school children crossing Montview Boulevard and walking or bicycling to Fletcher Community School. Improvements to the pedestrian and bicycling environment on Fulton Street will provide students the option to arrive at school energized by the physical activity. Likewise, these improvements will make it easier for people in the neighborhood or coming through from Stapleton or Denver, to use Fulton Street to access the buffered bike lanes on Montview Boulevard, as a way to access the Fitzsimons Innovation Campus and light rail stations, or head west towards Denver.

The wide landscaped chicanes will also advance the development of the shade canopy and/or appropriate vegetative cover to create/maintain a safe and comfortable pedestrian environment.

[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 Northwest Aurora which includes more than 2,000 low-income, more than 1,800 persons with disabilities, and more than 1,500 households without a vehicle. The project will provide 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 Campus, both major employment centers and key destinations for critical health services. RTD Route 105 connects to the Central Park Station (with connections to downtown Denver and Denver International Airport) and the Denver Tech Center.

[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 establish a multimodal connection for residents and employees to use for commuting and/or recreation, increasing their transportation options and improving their quality of life.

The project provides a key connection to existing facilities with access to downtown Denver and the Anschutz Medical Campus and Fitzsimons Innovation Community, 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 from Montview to 26th Avenue.**
- Is this the logical next step of a project? **Yes. It advances a pilot project to permanent completion and 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, as the funding being sought is 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 <i>(This is within 1 mile of the project)</i>	5,018
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	36,923	6,078	43,001
2040	42,987	7,697	50,684

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0

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	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	36,923	6,078	43,001
2040	42,987	7,697	50,684

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.	35	80
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)	17	40
5. = Initial number of new bicycle trips from project (#3 – #4)	18	40
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)	5	12
7. = Number of SOV trips reduced per day (#5 - #6)	13	28
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	25	56
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	23	53

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)	125
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	36,923	6,078	43,001
2040	42,987	7,697	50,684

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	60	120
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)	30	60
5. = Number of new 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
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	8	17
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	8	16
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	1,526
2. Minority persons	13,238	
3. Low-Income households	2,117	
4. Linguistically-challenged persons	5,415	
5. Individuals with disabilities	1,817	

6. Households without a motor vehicle	1,554
7. Children ages 6-17	6,267
8. Health service facilities served by project	8

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	1,633
2. 2040 ADT estimate	1,900
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 <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians <i>(most recent 5-year period of data)</i>		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	2	
Property Damage Only crashes	5	
2. Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Detached sidewalk, remove ½ parking, chicanes CMF 128 – 32% Crash Reduction
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	1	
Property Damage Only crashes reduced	1	

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 a marked bicycle facility and widen 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? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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2. Negative impact on vulnerable populations

None anticipated.

3. Other:

The project will eliminate some parking spaces along the corridor, however, ample parking exists within the neighborhood.