

Part 1

Base Information

1. Project Title	Industrial Lane Bikeway Phase 2	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	from the at grade crossing for the midway/Hoyt Multiuse Bridge to Flatiron Station	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City & County of Broomfield	
4. Project Contact Person, Title, Phone Number, and Email	Sarah Grant, Transportation Manager City & County of Broomfield 303-438-6385 SGrant@broomfield.org	
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>	
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:	Broomfield Transportation Plan (supporting policies) Broomfield Pedestrian and Bicycle Assessment (Implementation Chapter)
	<input checked="" type="checkbox"/> Other(s):	Northwest Corridor Pedestrian and Bicycle Accessibility Study (2014) page 5, 19, 25 https://drcog.org/sites/default/files/resources/NW%20Corridor%20Summary%20Report__Complete_Reduced.pdf
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>	
7. Identify the project's key elements .		
<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input type="checkbox"/> Roadway Operational	Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input checked="" type="checkbox"/> Other: Construction	
8. Problem Statement	What specific Metro Vision-related subregional problem/issue will the transportation project address?	

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

The scope of the project is to Design & Construct Phase 2 of the Industrial Bikeway from the at-grade crossing on Industrial Lane with access to the Midway/Hoyt Multimodal Bridge over BNSF Railroad to the US 36 & Flatiron Station.

10. What is the status of the proposed project?

This project has been recognized in both the 2014 Northwest Corridor Pedestrian and Bicycle Accessibility Study and the Broomfield Pedestrian and Bicycle Assessment as a key corridor to improve multimodal access for vulnerable road users. The corridor also received the 2nd most concentrated area for specific comments (27) from public input from the Broomfield Pedestrian and Bicycle Assessment. (The top concentration was the need for the Midway/Hoyt Bridge, which will be constructed in 2019).

In 2018 Broomfield began a corridor analysis to determine what improvements are feasible to improve pedestrian and bicycle accessibility. The Assessment also indicated that the corridor is Level Of Stress 4 suitable for only "strong and fearless riders" due to traffic speed, volume and lack of consistent facilities for cyclists and no sidewalk facilities for pedestrians for the majority of the corridor and was proposed to be improved to be apart of the low-stress network. The analysis concluded that both bike lanes a and off-street trail or sidepath was not feasible due to constraints. Staff solicited public input and determined that investing in a multiuse sidepath on one side of the roadway would be most welcoming to all ages and abilities to access the US 36 Bikeway.

The project is currently initiating the design phase for Phase 1 (from Commerce Street to the new Midway/Hoyt Multiuse Bridge which provides direct access to the US 36 Bikeway via an underpass at the terminus of Phase 1. This section was the priority determined by observations, ridership data from Strava and input solicited at a public workshop. This project aims to complete the second phase of the corridor to fully connect the north side of US 36 Industrial Lane corridor to the US 36 Flatiron Bus Rapid Transit station

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.

Broomfield could consider a smaller amount, difference may have to made up with local funds or scope may be reduced (i.e. terminate at Flatiron Crossing Drive)

A. Project Financial Information and Funding Request

1. Total Project Cost		\$3,500,000
2. Total amount of DRCOG Subregional Share Funding Request	\$2,800,000	80% 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 & County Broomfield	\$700,000	20%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$700,000	

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	\$	\$	\$400,000	\$2,400,000	\$2,800,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$	\$100,000	\$600,000	\$700,000
Total Funding	\$0	\$0	\$500,000	\$3,000,000	\$3,500,000
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Choose an item	Choose an item	Design	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? What is the impact on the greater Broomfield community?

The project completes a critical connection along the Industrial Lane Corridor that is accessible and attractive to all ages and abilities to access the US 36 Bikeway and US 36 Bus Rapid Transit Station at Flatiron.

Broomfield Comprehensive Plan and Transportation Master Plan

Policy TS-C1: Identify and complete "missing" links in the pedestrian and bicycle infrastructure.

TS-C1.1 Annually Assess opportunities and community support to complete missing links in ped/bike infrastructure

TS-C1.2 Provide sidewalk and trail connections to facilitate quick access to bus service or mobility centers, explore retrofitting existing neighborhoods and require connections for new developments

Not only was the industrial Lane corridor identified as a major corridor that needed improvements in the Ped/Bike Assessment but it was the second most commented on geography. The top commented geography was the need for the Midway/Hoyt Multiuse Bridge over BNSF; the project will be complete in 2019 and also provide a critical connection to the completed project, further enhancing connectivity from the regional active transportation and transit network to Broomfield.

Upon completion, Industrial Lane will have a 2-mile corridor of consistent facilities. It will also improve direct access to US 36 Bikeway to connect with the new BNSF Railway Bridge at Midway/Hoyt which will be under construction in 2019, increase access from the Broomfield subregion via the Lac Amora neighborhood.

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

The project does not cross boundaries but will benefit residents, employees and visitors from other municipalities as they travel by bicycle through and to Broomfield destinations. Likely from Boulder, Superior, Louisville, Westminster and perhaps as far as Denver and beyond.

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

The project does not cross boundaries but will benefit residents, employees and visitors from other Subregions as they travel by bicycle through and to Broomfield destinations. Likely from Adams, Boulder, Jefferson and perhaps as far as Denver Subregions and beyond.

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

The project will address multiple Metro Vision objectives, including:

MV 3: Connected urban centers and multimodal corridors throughout the subregion accommodate a growing share of the region's housing and employment.

MV 4: the subregional transportation system is well-connected and serves all modes of travel.

MV 5: The transportation system is safe, reliable and well-maintained

MV 10: The built environment supports healthy and active choices.

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?

Improvements to Industrial Lane, a key minor arterial that provides parallel access to US 36 and to the Interlocken Urban Center improves community quality of life and increases access to active transportation options and increase the livability of the Broomfield Subregion. These enhancements continue to improve Broomfield which as a great place to live, work and play.

The project will increase the comfort and safety of vulnerable road users and persons accessing transit. One of the goals of the project is to decrease the overall level of stress for active transportation users, making the corridor more attractive to a broader segment of the population, increasing access to active transportation options to improve physical health.

Increasing the livability of this subregional corridor increases opportunities for physical health, access to recreational and civic destinations help our residents thrive, and makes Broomfield subregion a great place to live, work and play.

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

Intermodal connections will be improved for pedestrian and bicycle trips to the US 36 Flatiron Station (primarily bicycle due to distance)

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

This project was first formally identified in the Northwest Corridor Pedestrian and Bicycle Accessibility Study in 2014 as a key corridor for connectivity improvements.

The Study was a collaborative effort of US 36/ Northwest corridor communities from Boulder County, City of Boulder, City of Louisville, Town of Superior, Westminster, as well as, participation and support from Commuting Solutions (US 36 Transportation Demand Management Organization), CDOT and RTD.

The study was conducted to further the recommendations of the 2013 US 36 First and Final Mile Study, to identify opportunities to support multimodal transportation along US 36 upon completion of the US 36 Bikeway and US 36 BRT Flatiron investments. The collaboration among communities to identify projects that benefit the corridor, signal each community's commitments to prioritizing project that brings regional connectivity benefits to our residents, employees, and visitors.

https://drcog.org/sites/default/files/resources/NW%20Corridor%20Summary%20Report__Complete_Reduced.pdf

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 project will provide benefit to current and potential future users of the active transportation system, especially vulnerable populations that cannot or are not able to drive. These populations include children and

teenagers that do not encourage, persons that are unable to drive due to disability (but are still able to walk or operate a bicycle), low-income families that do not have access to a vehicle or one-car households. Active transportation provides access for a wide range of ages, incomes, and abilities.

Within 1 mile of this segment of Industrial Lane:

- 980 seniors over 65
- 150 minorites
- 565 low income households
- 200 persons with limited English proficiency
- 300 households without a vehicle
- 1160 children ages 6-17
- 13 health facilities

Increasing multimodal access for all increases opportunities for vulnerable populations to access the regional active transportation network and regional transit network, improving access to a wider variety of destinations, including health facilities.

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

Increasing access to the regional Active Transportation Network (US 36 Bikeway) and US 36 Bus Rapid Transit increases reliability of the existing multimodal transportation network by increasing the accessibility of the corridor for a broader range of ages and abilities.

Local service is extremely limited at Flatiron Station, service only by Interlocken and Broomfield FlexRide upon request. Service for those that are aware of it, is only avialable weekdays to specific geographic areas and hours. The most reliable option to access the station is by driving to the Park N Ride. With completion of the project, a commuter may be more likely to access the station as they will have more flexibility to complete the first or final mile connection by bicycle.

Commuters that choose to use the bicycle as a first and/or final mile solution to their trip. For some it may even make the difference of taking a bicycle trip or not to utilize the US 36 Bikeway or BRT.

The bicycle is a convenient and affordable, and sometimes faster solution than using other modes. In particular if the commuter is accessing the station in off-peak time or late at night when local service may not be available. Commuters know they can rely on the BRT service with frequency for most of the day but not necessarily local service. The bicycle offers flexibility. Increasing access to use a bicycle as a first and/or final mile solution increases the reliability of the exisiting multimodal network.

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

The project will increase comfort and safety for a broader range of bicyclists of all ages and abilities with a bikeway separated from the vehicular travel way.

Though no pedestrian or bicycle incidents have been reported on Industrial Lane in the last 5 years, does not mean there are not safety risks real and percieved by vulnerable road users. This roadway at a level of Stress 4 category, which means that due to speeds and volumes, only the "strong and fearless" riders feel comfortable riding on Industrial Lane without consistent bicycle facilities would chose to voluntarily ride on this road as it is today.

Specific community Comments collected during the Pedestrian and Bicycle Assessment about Industrial Lane that reference safety show that the community undersatnds how the roadway design is barrier for people walking and bicycling and also shows community desire to improve it:

"Industrial Lane needs bike paths/sidewalks. This is the connection to Interlocken, where thousands of residents work. I would bike to work more, but it doesn't feel safe in this half mile or so!"

"This stretch along Industrial to the bike path that connects to Interlocken feels very unsafe. There is no shoulder in parts and blind spots. Sidewalks need repair. I would cycle to my Interlocken office more often if I felt safe. I only do this when I can leave work early and avoid heavier traffic."

"Unless it\'s rainy, snowy or frigid, I ride to my workplace in Interlocken every day. Industrial Lane is the only stretch on my ride that feels dangerous. I do appreciate that a single bike lane was added to the northbound lane. Please consider adding another bike lane on the southbound lane of Industrial Lane."

General comments from the Assessment that were applied to decision to build a multiuse path instead of bike lane facility type for current LTS (Level of Stress) 4 roadway:

"I wouldn't feel safe on a bike unless I was far away from the cars. I know that can be deadly! If bike lanes were sheltered from traffic better, by trees or barricades, that would be great."

"The BRT represents the best possibility that bicyclists could connect with mass transit. Please consider connecting existing routes and creating new routes to make access to BRT faster and safer."

"I would walk and/or ride bicycle more if it were safe."

Edited for brevity: "Experienced bikers may brave biking on roads with poor infrastructure for bikes, but new folks won't adopt if it doesn't seem safe. And more experienced cyclists would bike if it were safer to do so at peak hours (commuting hours). What Broomfield is missing is solid linkages all across town to public transit hubs. I am an experienced cyclist and work in Denver [...] Bike lanes on major roads seem great, until you try to commute on them at peak hours with sleepy drivers and tough dawn/dusk lighting conditions [...] Think hub and spoke improvements with PNRs, parks, and shopping areas as the hubs [...]"

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

It is challenging to anticipate how this project will facilitate future growth.

[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

This project will help establish a network of clear and direct multimodal connections to the Interlocken Urban Center and destinations within the urban center.

There are few direct access points to the US 36 bikeway and the Interlocken Urban Center, Industrial Lane improvements as well as current projects underway (Midway Multi-use Bridge) will cumulatively increase multimodal connectivity to access Interlocken Urban Center at the Interlocken East Park underpass, Flatiron Crossing Drive and the US 36 & Flatiron Station, and to the Northwest Parkway underpass in Parkway Circle.

The connection will increase connectivity to Rock Creek Trail, Coal Creek Trail and to the future Northwest Parkway, where trail connections are currently under construction.

[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 mobility options to access the regional active transportation network and regional transit network within Broomfield subregion and accessible to cyclists and pedestrians for other Subregions, including the Boulder subregion, as the project is near the subregions boundaries.

[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

Increasing accessibility and attractiveness of walking and bicycling to more people reduces future potential air quality impacts. Improving access to walking and bicycling for short utilitarian trips or increasing access to transit to access the regional transit system (rather than driving to Park N Rides) can contribute significantly to air quality and emissions reductions

The 2009 National Household Travel Survey identified that Americans drive 10 billion miles a year that are trips one mile or less. The EPA estimates that the average passenger vehicle emits about 4.6 metric tons of carbon dioxide per year (assuming 11,500 miles). If just 5% of those miles or approximately 1.5 miles a day could be converted to a walking or cycling trip 230,000 metric tons per year could be saved per vehicle.

There are no total counts on this corridor to estimate current usage of active transportation, but Strava data from June 2016 to May 2017 indicates that there were approximately 2,500 Strava recorded cycling trips were taken on this section of Industrial lane, by 540 unique individuals, about 20% were logged by the user recording their data as commuting trips.

Strava users only represent a fraction of actual riders and trips. The current utilization of the corridor by perhaps some of the most confident of cyclists indicates the high potential to increase ridership and increase air quality by encouraging shorter trips to be made by bicycle.

Source: <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

http://metro-static.strava.com/dataView/CO/201606_201705/RIDE/#14.22/39.9276/-105.1157

[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, this project will complete a missing link of low-stress trail like facility paralleling minor arterials with no other bypass option along the north side of US 36.

The facility will increase connectivity to the Carolyn Holmberg Preserve at Rock Creek shared by Broomfield and Boulder subregions.

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 increases access to amenities that support healthy and active choices by increasing access to the regional active transportation network and to open spaces and parks.

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

Walking and bicycling are the most affordable modes of transportation, especially for short trips within Broomfield subregion. Reducing miles driven for short trips, and the option to reduce household vehicular ownership increases opportunities to reduce health, income and opportunity disparities.

In addition, walk and cycle trips can be taken any time of day and are not limited like access to transit, providing an affordable option for destinations within walking and cycling distance.

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. Continually investing in our subregion's infrastructure contributes to Broomfield subregion's economic health and vitality. This project provides a critical connection and access to the Interlocken Urban Center with over 10,000 jobs within 1 mile from the project. The Project enhances the connectivity of the US 36 Bikeway an essential asset of both Broomfield subregion and metro region's active transportation network.

Investmetns such as the Industrail Lane Bikeway enhance community quality life which enhances the Broomfield subregion a great place to live, work and play.

D. Project Leveraging

WEIGHT 10%

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sources High 30-59% Medium 29% and below Low
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Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

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. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	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.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	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) <i>(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)</i>	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:		
10. If different values other than the suggested are used, please explain here:		

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	0	0	0
2040	0	0	0

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.	0	0
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)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
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)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

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	0	0
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)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
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)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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	
2. Minority persons		150
3. Low-Income households		570
4. Linguistically-challenged persons		200
5. Individuals with disabilities		655
6. Households without a motor vehicle		300
7. Children ages 6-17		1,160
8. Health service facilities served by project		13

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	0
2. 2040 ADT estimate	0
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 (*most recent 5-year period of data*)

Fatal crashes	0
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Serious Injury crashes	0
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Other Injury crashes	0
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Property Damage Only crashes	0
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2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

Fatal crashes reduced	0
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Serious Injury crashes reduced	0
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Other Injury crashes reduced	0
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Property Damage Only crashes reduced	0
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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*).

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

3. Average Daily User Volume	0
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Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
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5. Describe current condition issues and how the project will address them.

6. Average Daily User Volume	0
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H. Bridge Improvements

1. Current bridge structural condition from CDOT

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

3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0
I. Other Beneficial Variables <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	