

Part 1

Base Information

1. Project Title	Midway Multimodal Corridor Action Plan			
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Midway Blvd. from Lake Link Trail on the west to east of Zuni to connect with the Dry Creek Trail			
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City & County of Broomfield (project applicant)			
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 (identified as a part of the ped and bicycle network) Pedestrian and Bicycle Assessment		
	<input checked="" type="checkbox"/> Other(s):			
	<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. <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input checked="" 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 checked="" type="checkbox"/> Roadway Operational </td> <td style="vertical-align: top; width: 50%;"> 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 checked="" type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other: </td> </tr> </table>			<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address? Metro Vision themes & outcomes addressed: Outcome 4: The subregional transportation system is well-connected and serves all modes of travel Outcome 5: The transportation system is safe, reliable and well-maintained Outcome 10: The built and natural environment supports healthy and active choices				

Outcome 13: All residents have access to a range of transportation and employment, commerce, housing, education, cultural, and recreational opportunities.

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

This corridor is a key Active Transportation Corridor identified in the recent Broomfield Ped/Bike Assessment

- Traffic & Safety Analysis
- Identify ROW needs and opportunities to improve multimodal capacity, comfort & safety
- Community outreach as needed to residents
- Develop concepts for consistent/connected multimodal facilities that decrease stress for active modes of all ages & abilities
- Evaluate existing and new crossing locations and other enhancements to connect neighborhoods, schools, trails, parks and open spaces.
- Improve intersection comfort and safety for non-motorized modes
- Evaluate ADA access to bus stops & identify improvements (may be coordinated with other Broomfield project Transit Stop Access Action Plan)

Key Deliverables:

- o Concept Corridor/Intersection Plans to improve multimodal access & safety for all ages & abilities
- o Preliminary Concept/Design & Cost Estimates for key segments & Intersections
- o Action Plan strategies for implementation

10. What is the status of the proposed project?

The proposed project was identified in the Broomfield Pedestrian and Bicycle Assessment as a key corridor for further study to improve active transportation access for all ages and abilities. The majority of the corridor received a rating of LTS 4 or LTS 5 indicating that there are high levels of stress for most people or even some sections not suitable for bicycling due to lack of facilities on a segment with higher volumes and speeds.

In addition, the corridor was third for most comments received, behind Midway/Hoyt Pedestrian Bridge and Industrial Lane, with 25 specific comments from the community.

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.

A smaller amount can be reviewed by staff, depending on the smount that is available

A. Project Financial Information and Funding Request

1. Total Project Cost		\$500,000
2. Total amount of DRCOG Subregional Share Funding Request	\$400,000	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 of Broomfield	\$100,000	20%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$100,000	

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	\$160,000	\$240,000	\$	\$	\$400,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$40,000	\$60,000	\$	\$	\$100,000
Total Funding	\$200,000	\$300,000	\$0	\$0	\$500,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Study	Design	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.



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?

Broomfield's Transportation Vision calls for a multimodal system that is well-connected that safely accommodates all modes of transportation, providing mobility for people of all ages and abilities while supporting economic development, reducing dependence on the single occupant vehicles.

The City & County of Broomfield recently invested in a Pedestrian and Bicycle Assessment to further Broomfield's Transportation Vision to support active transportation modes for all ages and abilities. The Midway Corridor was one of the top corridors identified for further study to invest in appropriate improvements. It was 3rd highest commented on corridor, the other two projects the City has already initiated work efforts.

Midway Blvd. (128th Ave) is a 5.5 minor arterial (in Broomfield) is key east/west Broomfield subregional corridor with access to US 287 and commercial destinations & industrial activities on the west end, to residential communities on the east side with access to Broomfield County Commons, Broomfield Paul Derda Recreation Center, The Field Open Space, civic offices, Police/Courts, Library, Workforce, HHS, The Bay (pool), and Midway Park. Big Dry Creek Trail access is approximately approximately 1000' beyond Broomfield subregional boundary on the east and on the west end the project will connect to the Lake Link Trail with access to Rock Creek Trail and Boulder County trail network and the new Midway/Hoyt Street multi-use bridge over BNSF railway will provide direct access to Interlocken East Park and US36 Bikeway.

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

The project will evaluate the connection to Dry Creek Trail east of Zuni in the City of Westminster.

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

The project connect to the Lake Link Trail with direct access to the Rock Creek Trail and Boulder County Subregion. In, addition the Project will evaluate a low-stress connection to Dry Creek Trail in the Adams County Subregion.

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

Metro Vision themes & outcomes addressed:

Outcome 4: The subregional transportation system is well-connected and serves all modes of travel

The project aims to improve pedestrian and bicycle facilities that are attractive to a broader range of ages and abilities. Taking a corridor approach ensures a consistent travel experience for people walking and bicycling. The corridor seeks to connect to significant trail facilities (Lake Link Trail, US 36 Bikeway, and Dry Creek Trail). The corridor is also one of two local transit corridors in the Broomfield subregion (120th Ave and Midway Blvd). The corridor connects to US 36 & Broomfield Station and Wagon Rd. Park n Ride

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

The project aims to increase safety for vulnerable road users. According to data collected in the Broomfield Ped/Bike Assessment, this corridor had the highest number of collisions (16) involving people walking and cycling.

Outcome 10: The built and natural environment supports healthy and active choices

By planning for consistent quality walking and cycling facilities that reduce the stress experienced by vulnerable road users, the corridor is likely to become more attractive to a broader range of people, including those that are interested in walking or bicycling more but there are real and perceived barriers around safety, comfort, and access. Increasing accessible and attractiveness of the corridor to prospective walkers, cyclists, and other active transportation modes support health and active choices. The project will plan for increased access to trails and open spaces, making walking or cycling an option for some to use active transportation to access these recreational destinations as well as for utilitarian trips throughout the community and access to the regional active transportation network.

Outcome 13: All residents have access to a range of transportation and employment, commerce, housing, education, cultural, and recreational opportunities.

Midway is a vital minor arterial corridor in Broomfield that serves access to local transit options to the regional as well as the regional active transportation network. Improving comfort, safety and access to the neighborhoods along Midway provides transportation options critical to accessing the multimodal system to commercial, employment, educational, cultural and recreational destinations.

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 Midway, a key minor arterial that spans the length of Broomfield north of US 36, 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 look at safety, current and future traffic patterns and develop plans that balance the needs of all modes, including 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.

In addition, access to Broomfield's recreational and natural resources such as direct access to 3 major trails (Lake Link, US 36 Bikeway and Dry Creek Trail, Broomfield County Commons, the Field Open Space, Midway Park, and numerous neighborhood connections and trails. In addition, Broomfield Community Center, Civic offices, Library, HHS, Workforce and Paul Derda Community center are a short distance from Midway Blvd. Active Transportation connectivity and access to the Interlocken Urban Center will be vastly improved.

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?

The project will increase connectivity for pedestrians, bicycles and other active transportation modes as well as access to transit along the Midway Corridor.

Active transportation access to transit on Midway Blvd will be improved, which is served by local Route 128. Route 128 provides access to US 36 Broomfield Station Bus Rapid Transit Flatiron Flyer service to Denver and Boulder, regional service to Lafayette and Longmont and several local routes (serving Interlocken, 112th Ave,

120th Ave, US 287 and Wadsworth Blvd.) In addition route 128 provides access as to Wagon Road Park n Ride in Westminster/Adams Subregion with regional access to Denver and local routes in Thorton and Westminster.

The project supports intermodal connections to the regional transit network. Improving Midway corridor as a "first and last two/three mile" trips to the US 36 Broomfield and Flatiron stations. The project increase active transportation access from the stations building on currently underway and planned connections to station areas and located in Broomfield Urban Centers.

Connectivity will be improved to major trails, including the Lake Link Trail that provides access to the regional Rock Creek Trail, as well as access to US 36 Bikeway and Dry Creek Trail. The latter three are considered to be a part of the DRCOG Regional Active Transportation Network.

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

There are no financial partnerships at this time, and none were requested.

Staff has received an acknowledgment from City of Westminster staff that would help support Broomfield planning of the approximately 1000' connection from Zuni to Dry Creek Trail. the City of Westminster is located in the Adams Subregion in this location.

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 drive, persons that are unable to drive due to disability such as low-vision, 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 corridor there are 44 health facilities, 21,896 households (about 90% of homes in Broomfield (2012-2016 Census). There are 5,300 seniors over 65, 1,800 low-income households, 1,160 limited English proficiency individuals, 2,500 persons living with a disability, 9,800 children and 200 households without a vehicle.

Improvements will improve mobility and access to health services and other services (Broomfield HHS/Workforce) using the Active Transportation Network and local route 128 which provides access to the Regional Transportation System at US 36 Broomfield Station and Wagon Road Park N Ride which will provide access to numerous medical destinations in and Broomfield and across the metro.

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

The project will address multimodal capacity of to roadway and improve facilities. By planning for a corridor that provides access for all modes with consistent facilities users will be able to depend on a more reliable corridor. Improvements could also be vehicular related that increase safety and reliability for all corridor users.

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

The project will assess safety for all modes of transportation and identify improvements that will increase safety

for all.

The Broomfield Ped-Bike Assessment identified 16 collisions (2012-2016) along Midway Blvd. that involved a person walking or cycling, 12 of those resulting in injury. This is the highest number of incidents involving a pedestrian or cyclist along any corridor in Broomfield for this period.

The project aims to increase safety for vulnerable road users while expanding the attractiveness of the corridor for people walking and bicycling.

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 difficult to determine how much this project will impact future growth where infrastructure exists. The majority of this corridor is built out with limited opportunity for growth or expansion.

[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, this project will help establish an improved network of clear and direct multimodal connections to the Original Broomfield, Broomfield Urban Transit Village and Interlocken urban centers as well as access to major regional transit service. Improvements will also increase connectivity and access to the commercial center at Midway Blvd/ Nickel Street and US 287, including services available in the Garden Center.

[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

Improving walking and bicycling access on Midway will improve mobility choices including access to:

Regional Active Transportation Network

- US 36 Bikeway
- Dry Creek Trail
- Rock Creek Trail via Lake Link Trail

Regional Transit Network via local route 128:

US 36 Broomfield Station

- 112 - to 112th Ave Front Range Community College
- 120 - to 120th Ave commercial/employment and Brighton
- 225 - US 287 to Lafayette & Boulder
- 228 - Interlocken, Superior & Louisville
- 76 - Wadsworth to SW Plaza
- Flatiron Flyer Bus Rapid Transit to Denver and Boulder
- LD - Longmont/Denver regional service via US 287
Interlocken/Westmoor FlexRide

Wagon Road Park N Ride

- 8 - N Broadway / Huron to Denver
- 12 - Downing / N Washington to Englewood Station
- 120 - 120th Ave to Broomfield Station and Brighton
- 120X - Union Station Express
- 122X - Civic Center Express
- AA - Denver Airport
- Thornton FlexRide

[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 over 5,500 Strava recorded cycling trips were taken on Midway Blvd, by well over 600 unique individuals, about a third were logged by the user recording their data as commuting trips. The highest volumes were shown between Nickel and Main where inconsistent and limited dedicated bicycle facilities, paired with 4' sidewalks.

The relatively strong ridership patterns by extremely confident vehicular cyclists show the potential to increase ridership access and Opportunities to reduce emissions for short trips.

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

[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*

The multimodal improvements that result from the study and design analysis will increase access to Broomfield subregion parks and Open Space including Broomfield County Commons, the Field Open Space and Midway Park all located adjacent to Midway Blvd.

In addition, multimodal access will be improved to Carolyn Holmberg Preserve at Rock Creek in Boulder Subregion

Access will be significantly enhanced to Big Dry Creek Trail and Big Dry Creek Park located in Adams Subregion

[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*

The multimodal improvements that result from the study and design analysis will increase opportunities for Broomfield subregion residents and employees to make active transportation and recreation a more regular part of daily activity. A built environment that supports all ages and abilities active transportation supports the option to live more active and healthy lifestyles.

According to the American Public Health Association cites that active transportation commuting is associated with 11% reduction in cardiovascular risk, active transportation a part of everyday travel is as effective as structured workouts for improving health, and teens that walk and bike to school watch less TV and are less likely to smoke than teens that drive to school.

<https://www.apha.org/>

[/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.ashx?la=en&hash=E2DD3E9B1BFD861B57C490A5FA0FC18FC201FE15](https://www.apha.org/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.ashx?la=en&hash=E2DD3E9B1BFD861B57C490A5FA0FC18FC201FE15)

[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 vehicular ownership increases opportunities to health, income and upward mobility.

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

Equal, safe access for all modes of transportation and access to transit contribute to Broomfield subregion's economic vitality.

There are over 55,000 residents that live within one mile of Midway Blvd. that will grow to 63,100 (15% increase) by 2020 and there estimated to be 48,000 jobs within approximately 1 mile of the boundaries in 2020, including jobs in Interlocken Urban Center.

Improving access to all options and offering safe opportunities to access different travel modes increases community livability and contributes to all the amenities that make Broomfield a great place to live, work and play while increasing access to all the regional asset the Denver Metro has to offer.

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

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		850
3. Low-Income households		1,850
4. Linguistically-challenged persons		1,160
5. Individuals with disabilities		2,500
6. Households without a motor vehicle		200
7. Children ages 6-17		9,800
8. Health service facilities served by project		44

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:	