

# Part 1

# Base Information

1. Project Title	Fifth Street Operational Improvements			
2. Project Start/End points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Woodlands Blvd to State Highway 86 (Appendix A)			
3. Project Sponsor (entity that will construct/complete and be financially responsible for the project)	Town of Castle Rock			
4. Project Contact Person, Title, Phone Number, and Email	Thomas Reiff			
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"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>			
	<input checked="" type="checkbox"/> Local plan:	Town of Castle Rock Transportation Master Plan		
	<input checked="" type="checkbox"/> Other(s):	Douglas County 2040 Transportation Plan (Draft)		
<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"> <tr> <td style="vertical-align: top;"> <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 checked="" type="checkbox"/> Roadway Operational           </td> <td style="vertical-align: top;"> <p>Grade Separation</p> <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 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 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	<p>Grade Separation</p> <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 type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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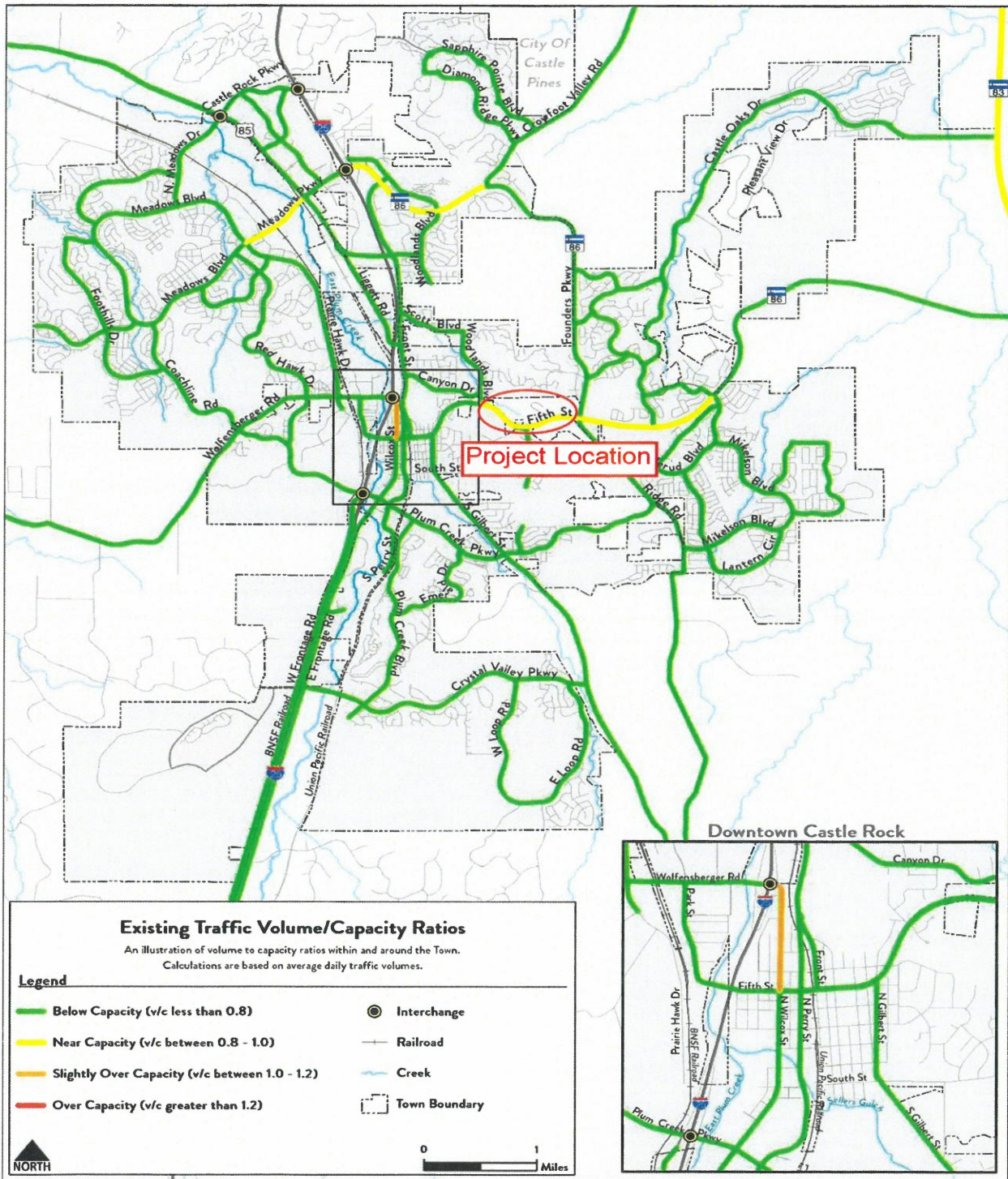
**8. Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The Fifth Street corridor connects eastern Castle Rock and rural parts of Douglas/Elbert counties to Downtown Castle Rock and Interstate 25 (I-25). Fifth Street was formally designated State Highway 86 (SH-86). Although the highway designation no longer applies, the functionality of the street as a regional roadway has not changed. It still functions as a major east/west commuting route for Douglas and Elbert counties. The roadway is currently a three lane facility from Woodlands Blvd to Valley Drive, but the second eastbound lane drops at Valley Drive. From Valley Drive to SH-86 the road becomes a 2-lane road. The lane drop at Valley Drive has resulted in abrupt lane changes that increase safety concerns and congestion.

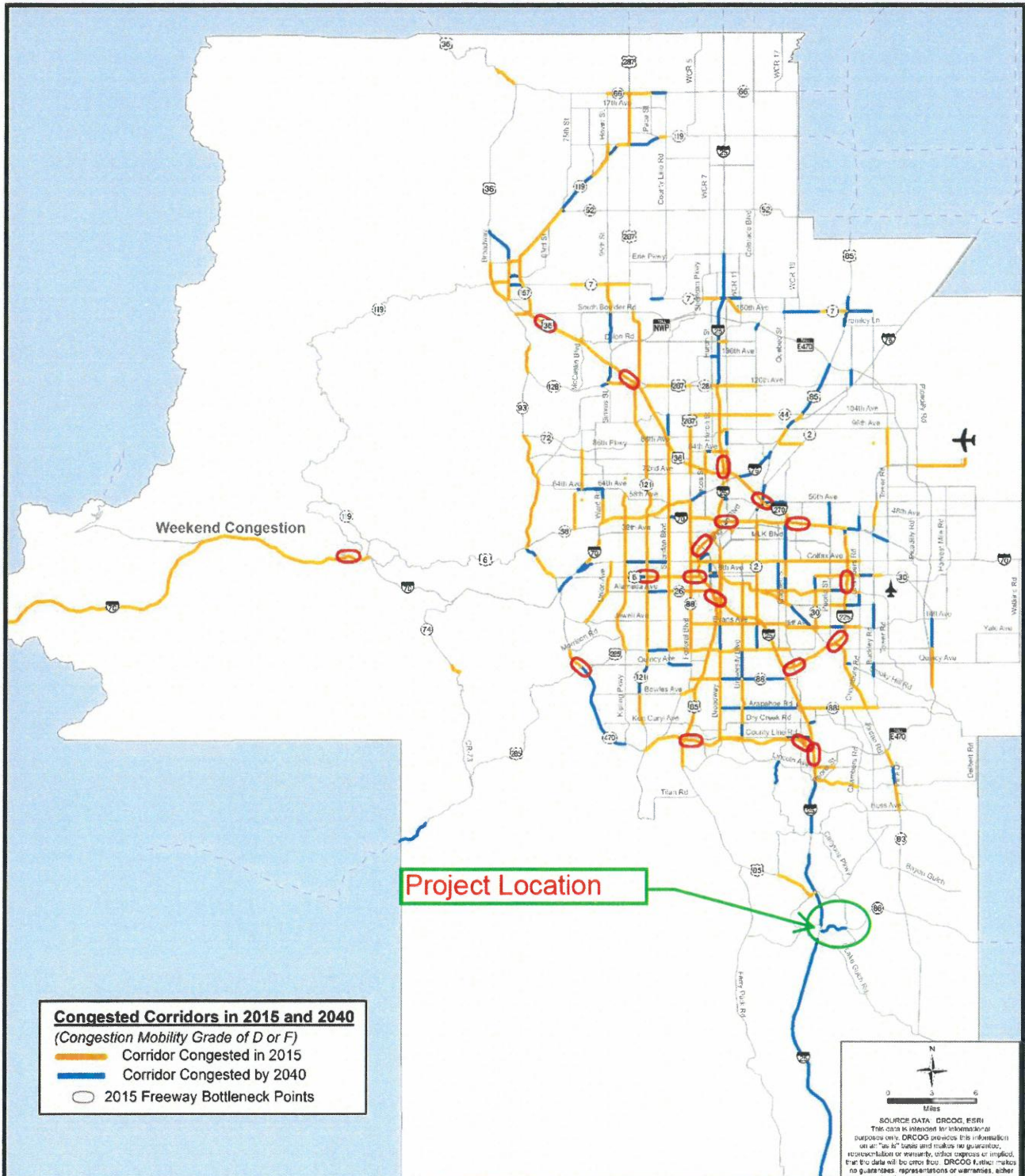
According to the Town's 2017 Transportation Master Plan (TMP) the roadway is nearing its capacity (Volume/Capacity (V/C) ratio = 0.98), and is expected to exceed capacity without additional improvements. Roadways with a V/C over 1.0 are considered over capacity. The Fifth St. corridor is also shown as being

congested in the DRCOG 2040 RTP by 2040 (see below). It was also shown as being congested in the 2035 DRCOG Metro Vision document.

Figure 3 – Existing Traffic Volume/Capacity Ratios

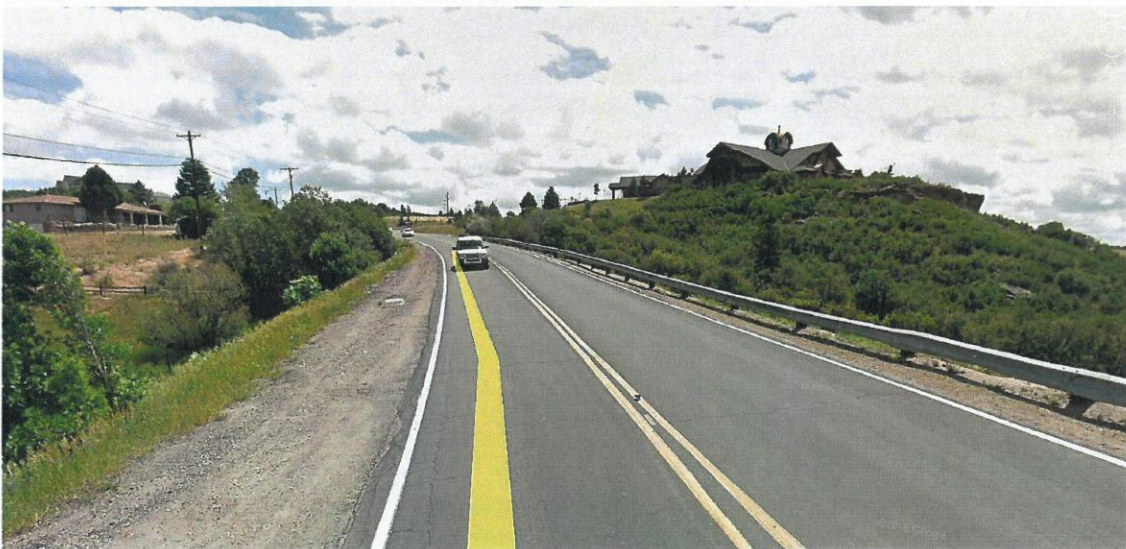


# Key Congested Locations in 2015 and 2040



RSplots: 12/02/16  
Projection: NAD 1983 StatePlane Colorado Central - FIPS 5002 Feet  
Source: Denver Transportation Board | 19-2040-001 | Key Congested Locations in 2015 and 2040 Dec 2016.mxd

Furthermore, there are currently no bike or pedestrian facilities along the street. There are also no paved shoulders and vertical drops of 20 plus feet abut the roadway. Because there are nearby schools and neighborhood shopping centers many drivers have reported near misses with people walking or biking in the roadway or roadside ditch. In many segments of the roadway motorists need to cross the double yellow line in order to pass safely, thus creating a safety hazard for head on crashes.



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

This project involves adding a continuous eastbound lane on Fifth Street from the intersection of Woodlands Boulevard east to the intersection of Ridge Road. Currently, the 2<sup>nd</sup> eastbound lane drops at Valley Drive. There are also eastbound acceleration and deceleration lanes on Fifth Street. The goal of the project is to improve safety by reducing vehicle lane changing, and improve traffic flow by reducing congestion which has been identified as an area of concern in the Town's Transportation Master Plan. In addition, the project will also add shoulders and a multi-use sidepath along the roadway for cyclists and pedestrians. There are currently no bike or pedestrian facilities along Fifth Street.

In addition to construction, design, right-of-way acquisition, and environmental engineering will all be part of the scope to obtain necessary clearances from CDOT.

**10. What is the status of the proposed project?**

The proposed project is currently in the Town's 5-year Capital Improvement Program.

**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. Project Financial Information and Funding Request**

<b>1. Total Project Cost</b>		<b>\$7,800,000</b>
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$3,900,000</b>	<b>50</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
Town of Castle Rock	\$3,900,000	50
	\$	
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Regional, or federal)</i>	<b>\$3,900,000</b>	

<b>Funding Breakdown (year by year)*</b>	<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>				
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$400,000	\$	\$3,500,000	\$	\$3,900,000
<b>State Funds</b>	\$	\$	\$	\$	\$0
<b>Local Funds</b>	\$400,000	\$	\$3,500,000	\$	\$3,900,000
<b>Total Funding</b>	\$800,000	\$0	\$7,000,000	\$0	\$7,800,000
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design, ENV, ROW	Choose an item	Construction	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?**

Fifth Street was formally designated State Highway 86 (SH-86). Although the highway designation no longer applies, the functionality of the street as a regional roadway has not changed. The corridor is a major commuting route for Douglas and Elbert counties. The street provides direct access to Downtown Castle Rock, which is identified as an urban center by DRCOG in MetroVision. In addition, the street does convert into SH-86 as it heads east of Ridge Road. From there it connects to new subdivisions being developed in Castle Rock, rural parts of Douglas County and new subdivisions in Elizabeth and Elbert County. Because the street connects to larger parts of Douglas and Elbert counties it provides access to residents seeking urban services, such as medical, hospital, shopping, banking, government services, or entertainment/recreation facilities. Furthermore, as mentioned above, Fifth Street does provide access to I-25 through Downtown.

The County seat is also located in Castle Rock which attracts residents, businesses, and visitors from all over the County and region. It is the primary route from eastern Douglas County and Elbert County to Downtown Castle Rock. It is also the major route for travelers on SH-83 that need to access the above mentioned services in Castle Rock.

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

Fifth Street abuts unincorporated development in Douglas County and also development in Castle Rock. It provides direct access for several properties and streets in both Douglas County and Castle Rock. Because there are few east/west streets much of this development utilizes Fifth Street to get to work, medical appointments, shopping centers, or other daily needs (see Appendix B – Central and Southern Douglas County Road Map).

In addition, to these municipalities the proposed project also provides direct benefits to other parts of Douglas County, as well as Elbert County. Fifth Street, formerly SH-86, extends to the east as SH-86 and goes through the eastern edge of Douglas County communities, such as Franktown, and through Elbert County communities, such as Elizabeth. The corridor and Fifth Street provides access to urban services in Castle Rock that are not offered in more rural parts of Douglas and Elbert counties, such as a hospital, other medical facilities, government services, and higher learning educational facilities.

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

Fifth Street connects directly to Downtown Castle Rock which has become a regional attraction for people throughout the Front Range area. Special events held by the Town and area businesses are popular regional destinations for many people in the surrounding cities and counties. This includes events such as the Elephant Rock Bike Race, Ocktoberfest, Classic Car show, Starlighting, and the Douglas County Fair and Parade. The public in these surrounding municipalities will often use Fifth Street to access these Downtown events. Thus benefitting from improved safety and reduced congestion resulting from the proposed improvements. The new multi-use sidepath will fill in an important missing gap in the regional bike/ped network along the Fifth Street and SH-86 corridor by connecting to the existing facilities and the new facilities that are currently under construction by local developers.

While Elbert County is not part of the DRCOG region, the proposed project does provide benefits to this subregion outside the DRCOG boundary for the reasons mentioned above.

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

The proposed project will construct an additional continuous eastbound lane from Woodlands Blvd to SH-86. This will eliminate the dropped lane at Valley Drive and the deceleration and acceleration lanes east of Valley Drive. As a result there will be less vehicle weaving and lane changing, improved vehicle safety, and less congestion. The project will also construct paved shoulders for cyclists and a multi-use sidepath for cyclists and pedestrians. This will provide a safe place for people to walk or bike removing them from the travel lanes in the road or roadside ditch.

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 Fifth Street (former SH-86) will increase public and private sector confidence in the corridor by providing a reliable and safe public transportation facility. It will greatly improve multimodal transportation choices for nearby residents and workers by adding bike and pedestrian facilities that currently do not exist. These facilities will safely connect existing and newly planned housing subdivisions to nearby shopping centers, recreation facilities, and schools. Businesses will be more willing to locate along the corridor as congestion is reduced, and safety is improved for their customers, employees, and shipment of goods. This will result in a more sustainable mix of land uses. Currently there are 6,144 jobs within a mile of project and this number is expected to increase to 6,424 by 2040. Housing is also expected to increase from 5,198 today to 9,177 by 2040.

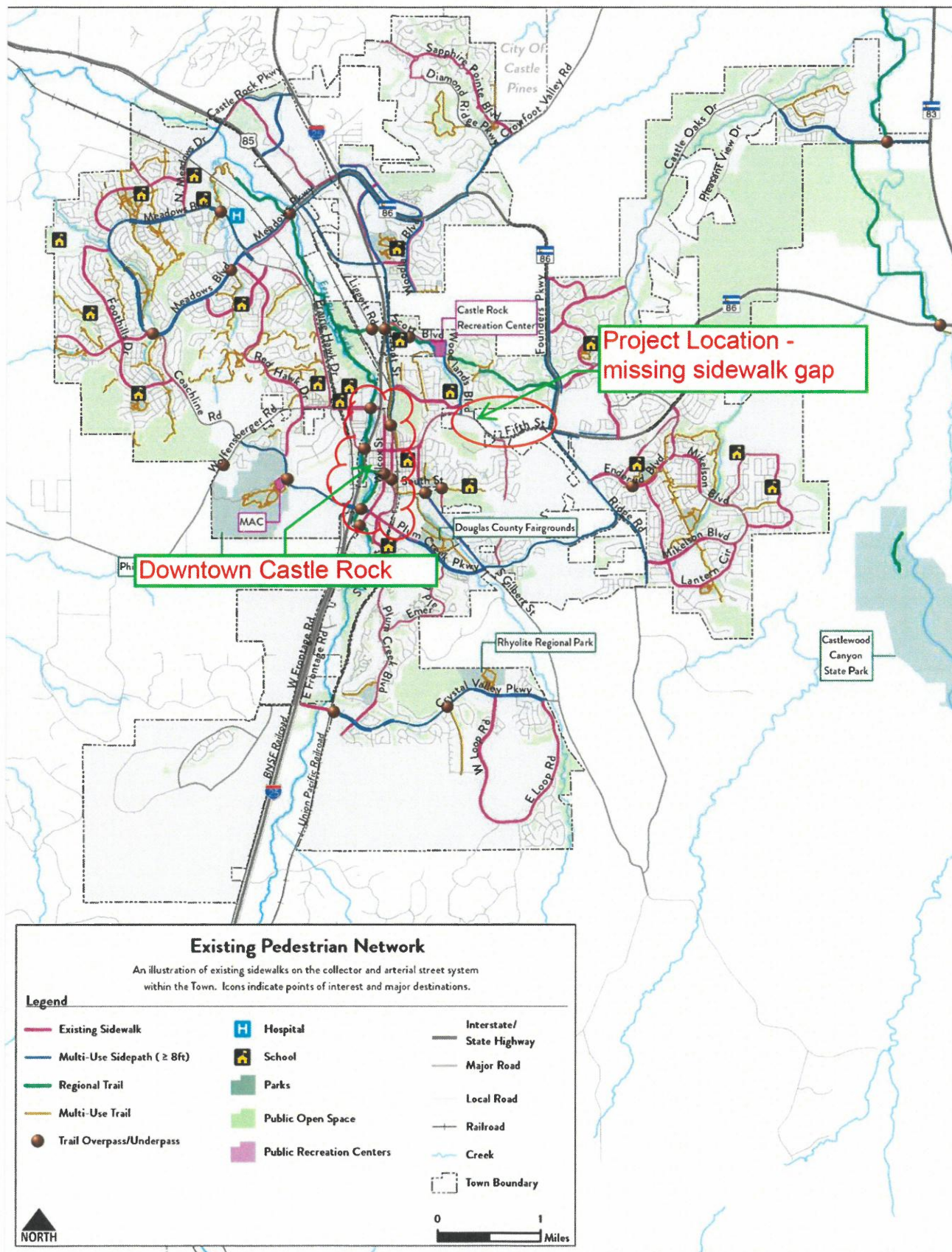
Furthermore, the Fifth Street corridor provides direct benefit to the Castle Rock Downtown urban center. As mentioned above, business sponsored events in Downtown rely on an efficient Fifth Street traffic flow to attract regional customers. This helps improve business vitality and growing their customer base.

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

The proposed project will provide a vital missing link in the sidewalk and bike network. There is currently no sidewalk or bike facilities along this stretch of Fifth Street. The project will connect the existing multi-use path that currently ends at the Woodlands Blvd intersection to the multi-use path systems along Ridge Road and Founders Pkwy. The shoulders/bike lanes will also connect the multi-use paths and the on-street bike lanes along Woodlands Blvd. Lastly, the facility will provide continuous bike and pedestrian facilities into the Downtown urban center and I-25 corridor where CDOT is in the process of planning a new bus stop for the Bustang regional bus service.



Figure 5 – Existing Pedestrian Network



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

Project funding is currently identified in the Town of Castle Rock's Capital Improvement Program. This project is expected to be built in conjunction with the intersection of Ridge Road/Founders Pkwy and SH-86 to minimize disruption to business and the traveling public.

## 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)**.

Proposed improvements to Fifth Street can be utilized by all members of the traveling public, including the vulnerable populations. People who are considered part of the vulnerable population who drive vehicles will benefit from increased safety and reduced congestion. Seniors that don't drive, individuals with disabilities, low income, or individuals without access to a car will benefit from the improvements if they are using the Town's taxi voucher program, Senior Shuttle service, or other service provider in Douglas County that provide rides to individuals that make up the vulnerable population. Many of these rides are individuals that need a lift to a medical appointment, school, grocery store, or work. Currently, there are 8 medical facilities, 9 schools, 8 senior facilities, and 2 shopping centers within a mile of the proposed project. The Castle Rock Downtown urban center is also within a mile of the project location.

An analysis shows there is a total population of **6,950** individuals that make up the vulnerable population within a mile of the project. The majority of these people are minorities (2,261), seniors (1,311), children ages 6-17 (2,117), and individuals with disabilities (660). There are also 271 low incomes homes and 150 homes without access to a vehicle within a mile of the project.

It is also important to point out that the proposed multi-use sidepath will provide a new ADA compliant facility along the street, which currently does not exist. This new facility is capable of providing vulnerable individuals a way to walk, bike, or use other means to get to the nearby stores, medical facilities, government services, and the Downtown urban center without requiring a vehicle.

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

The project will construct new bike and pedestrian facilities that currently do not exist along the corridor. Travel will be more reliable with the new multimodal facility and the continuous eastbound travel lane. It will eliminate the need for vehicles to change lanes because there will no longer be a dropped lane at Valley Drive. No longer will cars have to slow down to change lanes or change lanes at the last second resulting in slower travel speeds along the corridor. As previously mentioned, Fifth Street is reaching its current capacity (v/c ratio=0.98) as shown in the Town's 2017 TMP. Traffic volumes are expected to increase 20% by 2040 to 17,700 average daily trips (ADT). According to the Town's street design manual the maximum capacity of a 2-lane minor arterial road is 15,000 ADT. Without street improvements people could expect a greater delay in travel time because of greater congestion and vehicles abruptly changing lanes due to dropped travel lane at Valley Drive.

Improving the roadside edge will reduce shoulder maintenance and prolong the life of the roadway due to less deterioration of the asphalt in the travel lanes. This will result in a more predictable and reliable roadway by eliminating potential maintenance issues that could also lead to safety issues.

Increasing the reliability of the entire street and adding bike and pedestrian facilities where they currently do not exist will encourage more people to walk or bike to destinations along the street, such as schools, recreation facilities, and shopping centers.

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

Proposed improvements will eliminate the need for eastbound vehicles to change lanes because of the lane drop at Valley Drive. Because vehicles will no longer need to change lanes or make unsafe lane changes this has historically resulted in safer streets and less crashes.

Crash data collected by the Town along the project area shows 43 total crashes, with one injury. The crash data was collected between 2013 and 2017. According to the crash reduction analysis, the proposed improvements would reduce crashes by 14 % for vehicular crashes.

Furthermore, adding paved shoulders would have a number of safety benefits to the streets, for example;

- Adds a vehicle breakdown lane
- Adds recover area for vehicles
- Provides a facility of increased comfort for bicyclists
- Provides a stable surface for pedestrians when no sidewalk is present
- Provides space for maintenance operations/personnel and snow storage

A paved shoulder has also been shown to reduce the following types of crashes, according to the Federal Highway Administration (see Appendix C - FHWA Safety Program).

- head on (15%-75%)
- sideswipes (15%-41%)
- fixed object crashes (29-49%)
- pedestrian crashes while walking along side roadway (71%),

**C. Consistency & Contributions to Transportation-focused Metro Vision Objectives**

WEIGHT **15%**

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 location is within a mile of Downtwon Castle Rock which is identified as an urban center in the DROCG Metro Vision 2040 document and is one of the oldest developed areas of the Denver metro area. Urban level infastructure and services already exist within the project area. New housing and commercial development is occurring on all edges of the project location. According to the Town’s Transportation Master Plan’s transportation analysis zones, the population within a mile of the project is expected to more than double to 26,797, which is an increase of 13,973 people. In addition, the employment population is expected to grow to 6,424 empolyees, which is an increase of 280 jobs.

[MV objective 3](#)

**Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes  No

*Describe, including supporting quantitative analysis*

Yes, the proposed project location is within 1 mile of Downtown Castle Rock, which is identified as a urban center in Metro Vision. There is a projected 2040 population of 26,797 people living within a mile of the proposed project and 6,424 jobs. Nearly 300 new apartments will be opening in Downtown Castle Rock that will be able to utilize the proposed new facilities, such as the multi-use path. It will be located along Fifth Street and fill a vital missing gap in the pedestrian and bike networks. Furthermore, it will also connect to existing homes and businesses to Downtown (see Appendix A – Location Map). It will also connect new developing neighborhoods east of the project location to Downtown and the newly built commercial development at the corner of Fifth Street and SH-86. There are also several schools and recreation facilities that will be connected via the proposed multimodal improvements.

As mentioned earlier, CDOT is in the process of locating a new Bustang stop in Castle Rock along the I-25 corridor. Fifth Street is a major commuting corridor to I-25 and the future Bustang stop. The roadway improvements will improve connectivity to the future park-n-ride facility, while the multimodal improvements will allow for bikes, pedestrians and other alternative modes of transportation access to the new Bustang stop and service that connects to larger urban centers along I-25.

[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, while Fifth Street is no longer classified as a State Highway it continues to function as a highway by providing access to Downtown Castle Rock and I-25 from surrounding communities and parts of Douglas and Elbert counties. Improvements to Fifth Street will greatly increase the multimodal system for the region. This project will improve mobility along the corridor by improving safety, reducing congestion, and completing gaps in the regional bike and pedestrian networks. These facilities will safely connect existing and newly planned housing subdivisions in Castle Rock and the surrounding communities to nearby shopping centers, recreation facilities, schools, Downtown Castle Rock, and I-25. The proposed improvements include improvements for cyclists, pedestrians, and motorists.

[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, proposed improvements would reduce congestion along the street and provide a new safe and convenient route for people to bike or walk to the area destinations. According to the worksheet in Part 3, 44.65 pounds of greenhouse gas emissions would be removed from the air with the project. However, please note that these reductions do not take into account the reduction in greenhouse gases that would result from less vehicle congestion on the road, which would improve all aspects of air quality.

Metro Vision encourages strategic initiatives such as improving travel choices and developing infrastructure to support alternative travel modes to meet this goal. The proposed project clearly improves people's choices by providing multimodal facilities to the corridor that currently do not exist. This will result in lower green house gas emissions along with less congestion to improve air quality for the region.

**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, there are several recreation areas and natural open spaces within a mile of the project. An analysis shows that there are 8 recreational trails within a mile and 14 recreation and open spaces (see Appendix D – Project Facilities Map). Example recreational facilities and natural areas include the Town's Recreation Center, Rock Park, Festival Park, Bowl Open Space, Founders Park, and several other large open space areas and parks. Within these parks and opens spaces are preserved natural environments along with regional hiking and biking trails. The Bowl Open space contains a regional east/west trail that connects to the regional Plum Creek Trail, which is a part of the greater Colorado Front Range Trail network. This trail system is proposed to connect cities and communities along the entire Front Range from the Wyoming border to the New Mexico border.

The Town's Recreation Center provides state of the art exercise equipment, a community swimming pool, recreational classes, and childhood sporting activities. In addition, the Recreation Center also contains the Castle Rock Senior Center which provides support facilities and activities for senior citizens. With the addition of the project improvements people who do not drive or have access to a car will be able to utilize the new multi-use path to access all the parks and open spaces in the area, as well as the Recreation Center.



[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, project will add new bike and pedestrian facilities along the road where they currently do not exist. This will allow for people to walk, bike or perform other physical activities in a safe facility along the street rather than in the road. As mentioned above it will also provide people who do not drive, have access to a car, or are too young to drive, access to the Town's Recreation Center and all the classes and recreational opportunities provided by the facility.

The project will improve people's access to the surrounding open spaces for outdoor hikes and bike rides. Should people want to walk or bike to the nearby shopping centers the new path will allow them to reach their destination safely.

By adding the proposed improvements it is expected that bicycle and walking trips will more than triple on the corridor. Today few people walk or bike in the road because of a lack of sidewalk or path along side the road. Those that do walk or bike do so in the roadway, where continual near missing with automobiles are reported.

Metro Vision calls out for the region's street network to be designed for convenient and comfortable travel for all ages and abilities regardless of travel choice . The project will make the corridor safer for all that travel the corridor, especially by bike or foot.

[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 Fifth Street corridor is an important street that connects the eastern part of Castle Rock to I-25 and Downtown, but also rural parts of Douglas and Elbert counties to jobs, homes, and urban services, such as shopping, medical, and entertainment/cultural facilities. There are projected to be over 6,400 jobs in the corridor alone and nearly 27,000 residents. Many of which use the Fifth Street corridor for commuting purposes to work or reach their destination. However, the corridor plays a bigger role by connecting commerce and people to the interstate system where they can easily access commercial areas and jobs in the Denver metro region, as well as the Colorado Springs metro area.

The addition of the mulit-use path along Fifth Street will also provide an opportunity for people to walk or bike to area destinations. This project will help alliviate mobility barriers within the community by providing an accessible and affordable transportation option for individuals who do not drive or have access to a vehicle.



Festival Park – Cultural Movie Night Event

**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*

The Fifth Street corridor supports a vibrant Downtown Castle Rock. It also continues to serve the region and function as a principal arterial or highway by connecting various parts of Castle Rock to surrounding areas in the surrounding counties. According to the 2017 U.S. Census data, Castle Rock is one of the 7 fastest growing cities in America. The population is growing at a rate of 6 percent per year. Housing and commercial development in the project area continues to try and keep pace with the public demand. Current population for the Town is roughly 65,000 people and is expected to grow to 90,000 by 2030. But not only is the population growing, so is the commercial development. New commercial development is currently being constructed on the project’s eastern border and just west of the project in the Downtown urban center. This is providing short term construction jobs, but also long term commercial jobs for the area and subregion. The improvements proposed with this project will keep the Town, County, and region safe, mobile, and competitive by offering jobs, housing, and improving a strong economic base.

**D. Project Leveraging**

**WEIGHT 15%**

<p>9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?</p>	<p>50 %</p>	<p>60%+ outside funding sources .....High          30-59% ..... Medium          29% and below ..... Low</p>
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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	9
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	12824	6144	18,968
2040	26,797	6424	33,221



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.	27	54
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	14	27
5. = Initial number of new bicycle trips from project (#3 – #4)	13	27
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	4	<b>8</b>
7. = Number of SOV trips reduced per day (#5 - #6)	9	<b>19</b>
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	<b>18</b>	38
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	17.1	36.1
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)	11
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	12824	6144	18,968
2040	26797	6424	33,221

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	33	66
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> or other percent, if justified)	17	33
5. = Number of new trips from project (#3 – #4)	16	33
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	5	10
7. = Number of SOV trips reduced per day (#5 - #6)	11	<b>23</b>

12. Enter the value of {#7 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	4	9
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	3.8	8.55
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		2,261
3. Low-Income households		271
4. Linguistically-challenged persons		180
5. Individuals with disabilities		660
6. Households without a motor vehicle		150
7. Children ages 6-17		2,117
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	14700
2. 2040 ADT estimate	17700
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} = <b>Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0
7. <b>After project peak hour congested average travel time reduction per vehicle</b> (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	1
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Other Injury crashes	0
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Property Damage Only crashes	42
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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	1
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Property Damage Only crashes reduced	5
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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** *(identified and calculated by the sponsor)*

1.

2.

3.

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*  Yes  No

2. Negative impact on vulnerable populations

3. Other: