

Part 1

Base Information

1. Project Title	Wolfensberger Road Operational Improvements
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Prairie Hawk Drive to new Roundabout at Coachline Road (Appendix A)
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	Town of Castle Rock
4. Project Contact Person, Title, Phone Number, and Email	Thomas Reiff, Transportation Planner, 720-722-2483, treiff@crgov.com

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? Yes No
If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)	
	<input checked="" type="checkbox"/> Local plan:	Town of Castle Rock Transportation Master Plan (http://www.crgov.com/1840/Transportation-Master-Plan) page ES-4
	<input type="checkbox"/> Other(s):	

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

7. Identify the project's **key elements**.
- | | |
|---|--|
| <ul style="list-style-type: none"> <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> <ul style="list-style-type: none"> <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <ul style="list-style-type: none"> <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: |
|---|--|

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

Wolfensberger Road is an important major thoroughfare through Castle Rock and Douglas County. It is one of the oldest roads in Town and connects Downtown Castle Rock and I-25 to SH-105 in Douglas County. Wolfensberger Road often functions as a detour around I-25 should a crash or congestion occur on I-25 between Monument and Castle Rock. Motorists will use SH-105 that parallels I-25 and then cut across back to I-25 via Wolfensberger Road at the Wolfensberger interchange. There are very few east / west routes that serve this regional function (see Appendix B - Central and Southern Douglas County Road Map).

This corridor is also a major route for people living or working in rural parts of central and southern Douglas County to access urban services located in Castle Rock. Urban services may include, medical facilities, shopping, jobs, entertainment/cultural facilities, and government services that are only offered in Town. Furthermore, Downtown Castle Rock is identified in the DRCOG 2040 Metro Vision plan as an urban center, which this corridor provides direct access to. Castle Rock is also the only urban area that provides access to a hospital in central and southern Douglas County.

As growth continues along the corridor, and in Douglas County it is quickly reaching its capacity as a 2-lane facility. Just within a mile radius of the project the population and employment is projected to increase nearly 55% by 2040, according to the Town's Transportation Master Plan (TMP). Currently, there are 11,300 vehicles on Wolfensberger Road between Prairie Hawk and Coachline. This traffic volume continues to increase as new development is approved and constructed. The capacity of a 2-lane facility is 15,000 vehicles per day. While the roadway still has some capacity (volume/capacity [V/C] ratio = 0.75) it is expected to get congested in a few years without improvements. A roadway with a V/C ratio greater than 1.0 is considered over capacity.

The roadway between Coachline Road and Prairie Hawk Drive is a 2-lane facility, except for the 2 lanes in the westbound direction between Prairie Hawk and Red Hawk drives. However, the second lane drops just west of Red Hawk Drive. In 2018, the Town constructed a 2-lane roundabout at Coachline and Wolfensberger to help relieve congestion and accommodate future growth, but because there are only 2 continuous lanes between the roundabout and Prairie Hawk a pinch point is created along the corridor. The project will alleviate this pinch point by constructing 2 continuous travel lanes in each direction, which will result in 4 continuous travel lanes between Coachline road and Prairie Hawk where the roadway is already 4 lanes.

There are also no bike lanes or continuous sidewalk / sidepaths along this stretch of a very important corridor for the Town and County. Bicyclist and pedestrians have been observed walking or biking in the roadway because there is no paved shoulder and very little gravel shoulder (See Appendix C - Wolfensberger Road Existing Conditions). Motorists in order to pass safely have to cross the double yellow line into oncoming traffic, thus creating a safety hazard. Bike and pedestrian traffic is expected to increase with the newly opened Philip s. Miller Park and Activity Center and all the services and recreational facilities the Center has to offer to the public. This is in addition to the new homes along the corridor.

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

The scope of the project is to design, acquire necessary right-of-way and environmental clearances, and construct street improvements. The following improvements have been identified for the project:

- Realign roadway pavement between Prairie Hawk and Red Hawk. This will require removing and constructing new raised center medians for access management and lane alignment
- Construct a 4-lane cross section between Prairie Hawk and Coachline
- Construct bike lanes along the entire project corridor
- Construct continuous sidewalks / sidepaths along both sides of the street from Coachline to Prairie Hawk

There will also be infrastructure improvements as part of the project to bring an old county road up to new urban street standards that the Town has identified for a 4-lane major arterial street, such as storm sewer and streetlights.

10. What is the status of the proposed project?

Constructing street improvements along Wolfensberger Road is a high priority for the Town. It is identified in the Town's 5 year Capital Improvement Program (CIP). Construction is currently scheduled for fiscal year (FY) 2023.

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

1. Total Project Cost	\$6,600,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$3,300,000	50% 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
Town of Castle Rock	\$3,300,000	50%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$3,300,000	

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	\$	\$	\$554,000	\$2,746,000	\$3,300,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$	\$554,000	\$2,746,000	\$3,300,000
Total Funding	\$0	\$0	\$1,108,000	\$5,492,000	\$6,600,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Other	Other	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?

Wolfensberger Road is an important major thoroughfare through Castle Rock and Douglas County. It is one of the oldest roads in Town and connects Downtown Castle Rock and I-25 to western portions of the Town and SH-105 in Douglas County. Wolfensberger Road often functions as a detour around I-25 should a crash or congestion occur on I-25 between Monument and Castle Rock. Motorists will use SH-105 that parallels I-25 and then utilize Wolfensberger Road to get back to I-25 at the Wolfensberger interchange. There are very few routes west of I-25 that can serve this function.

This corridor is also a major route for people living or working in rural parts of central and southern Douglas County to access urban services located in Castle Rock. Urban services may include, medical facilities, shopping, jobs, entertainment/cultural facilities, and government services that are only offered in Town. Castle Rock is the County seat which attracts people from all over the County and region to conduct business or get services provided by the County. Castle Rock is also the only urban area that provides access to a hospital in central and southern Douglas County.

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

The proposed improvements to the Wolfensberger Road corridor would not only benefit residents and businesses in Castle Rock, but also parts of Douglas County along SH-105. As stated previously, the project would provide benefits to travelers between Colorado Springs and Denver that may be avoiding a crash or congestion on I-25 between Monument and Castle Rock. Motorists often use SH-105, which parallels I-25, and then use Wolfensberger Road to get back to I-25. Because there are very few east/west routes in central and southern Douglas County, the importance of Wolfensberger Road and interchange is increased.

In addition, residents and businesses in surrounding communities will directly benefit from the proposed project by reducing congestion along a major regional route that also provides direct access to urban services and Downtown Castle Rock and I-25. County residents frequently travel this corridor on a daily basis to access I-25, jobs, shopping, government services, or go to medical appointments located in Castle Rock or another city along I-25. These travelers will benefit from less congestion and improved safety. The project will construct a 4-lane cross section from Coachline to Prairie Hawk. Currently, this stretch of roadway is a pinch point with one travel lane in each direction and drop lanes.

The planned bike lanes and sidewalks along the roadway will also benefit individuals who may ride their bikes from western parts of Douglas County into Town. Currently, there are no paved shoulders, or bike lanes along this stretch of road. Cyclists have to ride their bikes in the travel lane, which requires vehicles to cross the double yellow line to pass resulting in potential head on collisions with vehicles coming from the opposite direction.

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

Wolfensberger Road 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 subregions will sometimes use Wolfensberger Road to access these Downtown events. Many motorists use SH-105 to avoid congestion or a crash on I-25, and then use Wolfensberger Road to access Downtown. These people will benefit from improved safety and reduced congestion resulting from the proposed improvements.

The new multimodal improvements will fill in an important missing gap in the regional bike/ped network along the corridor by connecting to the existing facilities along Coachline, Prairie Hawk, Red Hawk, and other streets in the project area.

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

Two continuous travel lanes will be constructed from Coachline to Prairie Hawk, resulting in a 4-lane cross section. This will eliminate the pinch point in the road and the dropped lanes. The lane drops that occur along the project will be extended as continuous travel lanes. Some lane rebalancing needs to occur between Prairie Hawk and Red Hawk to achieve the Town's 4-lane cross section for a major arterial street. Turn lanes will also be provided along the corridor where necessary. These improvements will create a more reliable and safer roadway for the traveling public since vehicles will no longer be required to change lanes because of the lane drops.

Project improvements will also construct continuous sidewalks/sidepaths along Wolfensberger Road from Prairie Hawk to Coachline. Bike lanes will also be constructed along the entire length of the project. These improvements will fill in a vital missing gap in the pedestrian and bicycle networks. It will greatly increase the multimodal transportation choices along the corridor by connecting to bike and pedestrian facilities that currently exist along Coachline, Red Hawk/Auburn, and Prairie Hawk streets. Currently, there are sections of Wolfensberger that do not have any paved shoulders so pedestrians and cyclists use the roadway, which creates safety concerns. With the addition of the multimodal improvements the street will become ADA compliant and help all people and abilities to reach their 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?

Once the project is completed the street will be built to the Town's complete street multimodal 4-lane cross section for a major arterial. It will have all elements for the traveling public, including bike and pedestrian facilities. There are several schools in the area with children that walk or bike to school. Many of which use Wolfensberger Road as their route to school. There are also many recreational uses and open space in the project area where people like to walk or bike to. Enhancing these multimodal travel choices will encourage more recreational activities in the area. According to the National Association of City Transportation Officials (NACTO), multimodal facilities can result in higher retail sales and increased property values. Therefore, this becomes a wise use of public funds that will improve the economic vitality of the subregion.

Roadway improvements will also reduce the amount of time commuters, customers, and delivery of goods waste on congested roadways. This results in time and money saved for people and businesses because there is less time wasted while waiting in traffic. Wolfensberger is one of the primary routes that serves the industrial/commercial employment areas of Castle Rock. Not to mention the Wolfensberger corridor provides a direct connection to Downtown Castle Rock, which is identified as an urban center in the DRCOG 2040 Metro Vision document.

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 are currently no sidewalk or bike facilities along most of this project area. The project will connect the existing sidewalk/sidepath that currently ends at the Red Hawk Drive intersection to the sidewalk systems along Coachline Road, Red Hawk/Auburn Drive, Prairie Hawk Drive and sidewalks along Wolfensberger Road to the east. 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. One of the 3 potential locations is identified along Wolfensberger Road at the I-25 northbound on-ramp. This potential service will provide commuters along the I-25 corridor an alternative to driving alone.

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 in fiscal years 2022 and 2023.

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 will provide new ADA compliant sidewalks and other infrastructure along the corridor, such as bike lanes and an improved roadway. All members of the traveling public will be able to benefit from the proposed project, including people who are considered part of 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 transit 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.

An analysis shows there is a total population of 4,278 individuals that make up the vulnerable population within a mile of the project.

- Children (1,930),
- Minorities (1,706),
- Seniors (942),
- Individuals with disabilities (249),
- Low income households (152),
- Households without a car (243)
- Linguistically challenged Persons (56)

There are also currently 7 schools, 11 senior facilities, 2 income restricted housing projects, and 10 medical facilities within a mile of the project.

Furthermore, the project is located within a mile of Downtown Castle Rock, which is classified as an urban center in Metro Vision. It is also important to point out that the proposed multimodal improvements will provide a new ADA compliant facility along the street, which currently does not exist. These new facilities are 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 facilities and the continuous 4 travel lanes. There will be no more pinch point or dropped travel lanes. This will eliminate the need for vehicles to change lanes because there will be no dropped lanes at Red Hawk 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, traffic volumes along Wolfensberger will be reaching the 2-lane capacity within a few years as people move into recently approved and constructed housing. Traffic volumes are expected to increase 35% by 2040. 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 Red Hawk Drive. 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/cultural facilities, jobs, and Downtown Castle Rock.

Furthermore, because there are sections of the corridor that do not have paved shoulders the roadside becomes even more impassable after rain or a snow storm for bikes or pedestrians. This only pushes bikes and people walking further out into the roadway increasing an already dangerous situation. As part of the Town's street standards detached sidewalks will be constructed as part of the project making an accessible multimodal facility in any weather condition.

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

Proposed improvements will eliminate the need for lane changes because the lane drop at Red Hawk Drive will be reconstructed with 4 continuous travel lanes, 2 in each direction. 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 three showing injuries. The crash data was collected between 2013 and 2017. According to the crash reduction analysis, the proposed improvements would reduce crashes by an estimated 14% or 8 total crashes.

Furthermore, adding bike lanes and detached sidewalks would have a number of safety benefits to the streets, for example;

- Bikes and pedestrians are no longer walking or biking in the travel lane
- Vehicles no longer have to cross the double yellow line into oncoming traffic to pass a pedestrian or bike
- Bike lanes provide a facility of increased comfort for bicyclists
- Sidewalks/sidepaths provide a year round weather resistant facility for pedestrians in any weather conditions

Lastly, as part of the Town's street standards streetlighting will be installed along the entire corridor. This will increase lighting levels for all travelers, including pedestrians along the sidewalk increasing their comfort level and safety conditions for walking at night.

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

The proposed project is within 1 mile of Downtown Castle Rock, which is identified in the 2040 Metro Vision document as an urban center. It is the primary route from west Castle Rock and Douglas County to Downtown Castle Rock. Improving the roadway and the multimodal facilities is part of the Town's strategy for encouraging infill development, including Downtown.

Downtown Castle Rock is currently experiencing a rapid growth period, which includes additional office space, retail, and multi-family homes. Nearly 300 multi-family units have opened within the last couple of years or are currently under construction. There are also several mixed use projects currently under Town review that will also add over 100 housing units and nearly 25,000 Sf of retail space. Several hundred homes have also been approved within a mile of the project. Improving corridors that connect and serve the Downtown and these future residents and workers will connect them to the surrounding jobs, housing, and recreational/cultural facilities located along the Wolfensberger Road corridor. The 2040 population within a mile of the project is expected to grow to 25,760 people from 14,559 today. Job growth is also expected to increase within a mile of the project to 7,722 jobs from 7,114 today.

The multimodal improvements will allow people to access the Downtown urban center via alternative modes of transportation as well as provide access to the surrounding recreational and cultural facilities, such as the new regional Philip S. Miller Park and Activity Center (MAC).

[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

As stated above the project will not only improve vehicular access to Downtown and all the new and planned development, but also bike and pedestrian access to the surrounding destinations outside of Downtown, such as the Philip S. Miller Park and MAC. Other multimodal destinations in the area include 7 schools, 7 recreation trails, and 11 recreation/open space areas that include preserved natural areas, with hiking and biking trails (see Appendix D - Project Facilities Map). One of these trails is the regional Plum Creek Trail which is part of the Colorado Front Range trail system, which connects and serves communities along the entire Front Range. The proposed bike lanes and pedestrian sidewalk will complete important missing links in the bike and pedestrian networks. The new bike lanes will connect to bike lanes on Coachline Road, Red Hawk Drive and Prairie Hawk Drive. The project will also connect a continuous sidewalk to Downtown and provide connections to sidewalks along intersecting streets, such as Red Hawk, Prairie Hawk, and Auburn Drive where there is a new senior housing development and a low income apartment complex.

Within a mile of the project location there are projected to be 8,822 homes by 2040, which is an increase of 60%. This increase includes over 300 new and planned multi-family homes in Downtown Castle Rock. The number of jobs is also projected to increase roughly 9% to 7,722 jobs.

[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

The majority of the proposed project area does not currently have multimodal transportation facilities. The project proposes to add sidewalks to the south side of Wolfensberger from Prairie Hawk to Red Hawk drives. From Red Hawk to the new roundabout at Coachline sidewalks will be added to both the north and south sides of Wolfensberger and connect to the newly built sidewalks at the roundabout. Bike lanes will also be added to the entire length of the project area. These improvements and the roadway improvements will greatly improve multimodal 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 schools, jobs, shopping centers, recreational facilities, open space, Downtown Castle Rock, government services, and I-25. The proposed project includes improvements for all travel modes; biking, 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*

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, 59 pounds of greenhouse gas emissions would be removed from the air with the project's bike and pedestrian improvements. There will also be reduced greenhouse gases with the roadway improvements due to less vehicle congestion on the road, thus improving 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 in sections. This will result in lower greenhouse 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*

There are numerous recreation areas and natural open spaces within a mile of the project. An analysis shows that there are 7 recreational trails within a mile and 11 recreation and open spaces. Example recreational facilities and natural areas include the Town's Philip S. Miller Activity Park and Activity Center, Rock Park, Festival Park, Ridgeline Open Space, East Plum Creek Open Space, and several other large open space areas and parks. Within these parks and open spaces are preserved natural environments along with regional hiking and biking trails. The East Plum Creek Open Space also contains 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 of the State from the Wyoming border to the New Mexico border.

The Town's Philip S. Miller Park consists of several facilities that has regional attraction. Facilities such as the Castle Rock Zip Lines, Challenge Hill, the outdoor amphitheater, 2.5 acre Adventure Playground, and several hiking and biking trails draw visitors from all over the Denver metro area. 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 multimodal facilities to access all the parks and open spaces in the area, as well as the Front Range Trail and Downtown Castle Rock.

[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 project improvements will add new bike and pedestrian facilities along sections of the road where they currently do not exist. As a result it will connect to bike and pedestrian facilities on intersecting streets, such as Coachline, Red Hawk, Auburn, and Prairie Hawk. This will allow people to walk, bike or perform other physical activities in a safe facility along the street rather than in the road. Currently, people walk or bike in the roadway because there are no paved shoulders or sidewalks along much of the roadway. 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 Philip S.

Miller Par and Activity Center, and all the recreational opportunities provided by the facility. Activities that include swimming, an adventure playground, challenge hill, and hiking and biking trails.

The project will improve people’s access to the surrounding open spaces for outdoor hikes and bike rides. The Ridgeline Open Space is an adjacent 650 acre open space with a continuous 17-mile trail loop that connects to the trails in Philip S. Miller Park via a pedestrian bridge over Wolfensberger Road.

By adding the proposed improvements it is expected that bicycle and walking trips will more than triple on the corridor because of the growth in housing and jobs, as well as all the recreational facilities in the immediate area. There are also a number of senior housing developments and low income housing adjacent to the project.

Metro Vision asks that the region’s street network 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*

There are over 7,722 jobs projected by 2040 within a mile of the project area. The project will greatly improve access to these jobs for residents in the area that do not have access to a car, or do not drive. An analysis shows that there are currently over 240 homes within a mile of the project that do not have access to a car. Furthermore, there are also 152 low income households, 249 individuals with a disability, 942 seniors, and 1,706 minorities within a mile of the project.

Not only will the project improve access to the immediate jobs in the area it will also improve access to jobs in the region by improving access to regional roads, such as I-25, and the future Bustang stop in Castle Rock. One of the possible stop locations is on the Wolfensberger Road corridor at the I-25 interchange - less than a mile away. Lastly, there will be access improvements to the surrounding schools, shopping areas, and Downtown.

[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 Wolfensberger corridor supports a vibrant Downtown Castle Rock, which is an urban center in the 2040 Metro Vision document. It also serves the region and functions as a principal arterial by connecting various parts of Castle Rock to surrounding areas in Douglas County. Castle Rock is one of the fastest growing cities in the region and country. According to the 2017 U.S. Census data it 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 along the project corridor is trying to 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, which includes new jobs. Wolfensberger Road is the main street in Castle Rock that provides access to the light industrial/commercial area of Town. New housing projects have been approved along much of the undeveloped corridor and more housing projects are currently under review. This is providing short term construction jobs, but also supporting long term housing needs and opportunities for additional commercial jobs for the area and subregion.

D. Project Leveraging

WEIGHT **15%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	60%+ outside funding sources High 30-59%Medium 29% and belowLow
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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	15
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,559	7,114	21,673
2040	25,760	7,722	33,482

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.	30	90
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)	15	45
5. = Initial number of new bicycle trips from project (#3 – #4)	15	45
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	5	14
7. = Number of SOV trips reduced per day (#5 - #6)	10	31
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	20	62
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	19	58
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)	2
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,559	7,114	21,673
2040	25,760	7,722	33,482

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	4	12
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)	2	6
5. = Number of new trips from project (#3 – #4)	2	6
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)	1	2
7. = Number of SOV trips reduced per day (#5 - #6)	1	4

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>	1	2
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	1
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		1,706
3. Low-Income households		152
4. Linguistically-challenged persons		56
5. Individuals with disabilities		249
6. Households without a motor vehicle		243
7. Children ages 6-17		1,930
8. Health service facilities served by project		10

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	11,300
2. 2040 ADT estimate	15,300
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes		
Serious Injury crashes	2	
Other Injury crashes	1	
Property Damage Only crashes	52	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	1	
Property Damage Only crashes reduced	7	

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
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

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: