


Part 1

Base Information

1. Project Title	N. Broadway Multimodal Improvement Project	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	<p>N. Broadway: 16th Avenue / E. 7th Avenue, Council District 10</p> 	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City and County of Denver Dept. of Public Works	
4. Project Contact Person, Title, Phone Number, and Email	Ashlee Grace, PM Project Design, 720-865-3131 ashlee.grace@denvergov.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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>	
6. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)	
	<input checked="" type="checkbox"/> Local plan:	Blueprint Denver (2002), Strategic Master Plan (2008), Denver Moves Bikes (2011, 2014), Golden Triangle Master Plan (2014)
	<input checked="" type="checkbox"/> Other(s):	Broadway/Lincoln Corridor Study
	<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 .		

- ☐ Rapid Transit Capacity (2040 FC RTP)
- ☒ Transit Other: Priority Bus Lane
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FC RTP)
- ☐ Roadway Operational

Grade Separation

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

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

This project addresses the following challenges identified in the 2040 Metro Vision Regional Transportation Plan (MVRTIP) along the Broadway Corridor, between 7th and 16th Avenues. which is part of the major downtown Denver urban center as identified on Figure 2.5 of the MVRTIP:

Transportation Challenges: This multimodal project is driven by a need to overcome the mounting transportation challenges Denver continues to face as the city's population continues to boom and our roadways become increasingly congested. Specifically, this project will address:

- **Automobile dominance** –Improvements will encourage the estimated 200,706 employees who will work within a mile of the corridor in this project area to take alternate modes instead of traveling alone in their automobiles, including transit, biking and walking.
- **Mobility options for persons without a car** – This project will create more reliable and safe options for 8,150 people who currently live within one mile of the corridor that do not have a vehicle, in addition to benefitting the many more who commute to this corridor for work, shopping and entertainment.
- **Traffic congestion**- Improved transit operations, combined with safer bicycle and pedestrian will encourage more people to get to and from the corridor in modes other than vehicles; furthermore these improvements will result in fewer people driving from business to business along the currently automobile-focused corridor.
- **Traffic crashes** – Safety is one of the main issues this project aims to address as there were almost 1,000 crashes along the corridor in the last five years, including one fatality. Bicycle, pedestrian and transit facility improvements will seek to improve safety along the corridor.

Environmental Challenges: Considering and mitigating environmental impacts associated with the project will be an important focus of the project design. Specifically, this project will address:

- **Air quality** – Encouraging more multimodal trips along the corridor will reduce single occupancy vehicle (SOV) trips in fossil fuel dependent vehicles, which means fewer emissions per capita, ultimately helping to address Denver's air quality issues.
- **Water quality** – Nearly all of this project will occur within existing impervious areas and as is a new expectation with major projects throughout the City of Denver. This project will plan for, design and construct water quality facilities to treat at least a portion of the runoff generated by this project area.

Land Development Challenges: This project will address the following challenges:

- **Location of growth:** As identified in Figures 2.3 and 2.4 of the MVRTIP, this project falls within anticipated high growth areas for both employment and households. This project will ensure that growth is not auto-dependent but that new residents and employees can get to and from the area using multimodal options.

- **Less efficient development patterns** - High quality transit, pedestrian and bicycle facilities will improve access to services and key amenities, which will attract more efficient development patterns.
- **Lower development densities** - This project will bolster the multimodal network along the corridor which will support and encourage denser development along the corridor.

Social Challenges: This project is the result of an extensive stakeholder and community outreach process which ensured social challenges were a key consideration when developing design ideas. This project will address:

- **Increased travel** – Project improvements will lessen vehicle dependence to access services, businesses, employment areas and entertainment along this major corridor, which will reduce vehicle miles travelled to, from and along the corridor; this applies not only to residents who live around the corridor but to anyone who has access to transit that can take them to Civic Center Station or the Broadway and I-25 Light Rail Station as this project will serve those transit riders as well.
- **Growth of older adult population** – As the MVRT indicates, more people are choosing to age in place and this older population (people over 60) is expected to continue growing to almost double its existing number by 2040. This project will provide safer and more reliable transit and pedestrian facilities to those that live around or travel to the project area and need to access one of the thirty health service facilities this project serves.

The three main goals this project aims to achieve is improved safety, creating a more livable corridor, and improving mobility for all along the Broadway corridor. This project will complete the overall multimodal vision for the Broadway Corridor between 16th Avenue (Downtown Denver) and I-25. Through the Elevate Denver Bond, Denver is already building out multimodal improvements from 7th Avenue south to Center. This grant application seeks funding to complete the buildout of this multimodal vision, one that has been envisioned via multiple planning efforts and in the works for many years. It will provide a critical link for the southern portion of the Broadway Corridor and the Cherry Creek Trail into Downtown Denver and the Civic Center Station, connecting with multiple planned and in-design bike projects along the way.

Safety is the number one concern this project will address. In the most recent five-year period of data, this section of North Broadway (from 7th to 16th Avenue) experienced nearly 1,000 crashes, including 1 fatality and 36 serious injury crashes. The 2016 Broadway/Lincoln Corridor Study found that speeds along the corridor are often higher than the posted speed limit. The study also found that Broadway is a high collision corridor for bicycle crashes when compared to the rest of the City with two intersections in particular being considered high crash intersections (Broadway/Colfax and Broadway/12th Avenue). Both of these intersections are within the proposed project area. The multi-modal enhancements this project will bring will help to transform this section of Broadway from 5-lane major thoroughfare to a more complete and livable street that prioritizes moving people, not cars.

Land use along this stretch of Broadway is predominantly dense office and commercial use, with many shopping, retail, and cultural attractions throughout, making it significant economic corridor for the City of Denver. Sales tax information from 2010-2014 increased by 46%, indicating this corridor continues to grow (rapidly) in its economic importance to Denver. However, the current streetscape design is predominantly geared towards vehicles, despite the large numbers of pedestrians, bicyclists and transit riders along the corridor. This corridor is in desperate need of a more livable street oriented overhaul to the public right-of-way that prioritizes moving people safely along the corridor. A safer, more inviting Broadway will benefit businesses all along the corridor and at the major nodes on either end.

There is a clear need for actual multi-modal facilities to be designed into the public right-of-way. The 2016 Broadway/Lincoln Corridor Study found that 69% of cyclists along Broadway ride on the sidewalk, 26% ride in the transit lane, and only 5% ride on the road. Currently, cyclists feel unsafe using the roadway on Broadway and prefer to illegally ride on the sidewalk, creating unsafe conditions for pedestrians in this dense commercial area. Additionally, cyclists may also be negatively impacting transit travel times by riding in the transit lanes. These transit delays could potentially impact the over 9,860 daily transit users along the corridor. The two-way cycle track that this

project will build create safer and more reliant multimodal options for all along this important corridor.

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

The City and County of Denver aspires to make Broadway/Lincoln a safer, more vibrant place for all travelers, residents, and visitors. City plans have identified the importance of, and made recommendations for, the Broadway/Lincoln corridor. Recommendations include the addition of a protected, two-way bikeway on Broadway, enhancement of the existing transit lane, and cohesive parking management strategies. This supports the Strategic Transportation Plan (2008) and carries forward the recommendations from the 2016 Broadway/Lincoln Corridor Study which engaged over 5,000 people. Through these improvements, this project aims to create a vibrant corridor where people of all ages and physical abilities feel safe and comfortable using any mode of travel (walking, biking, transit, or driving).

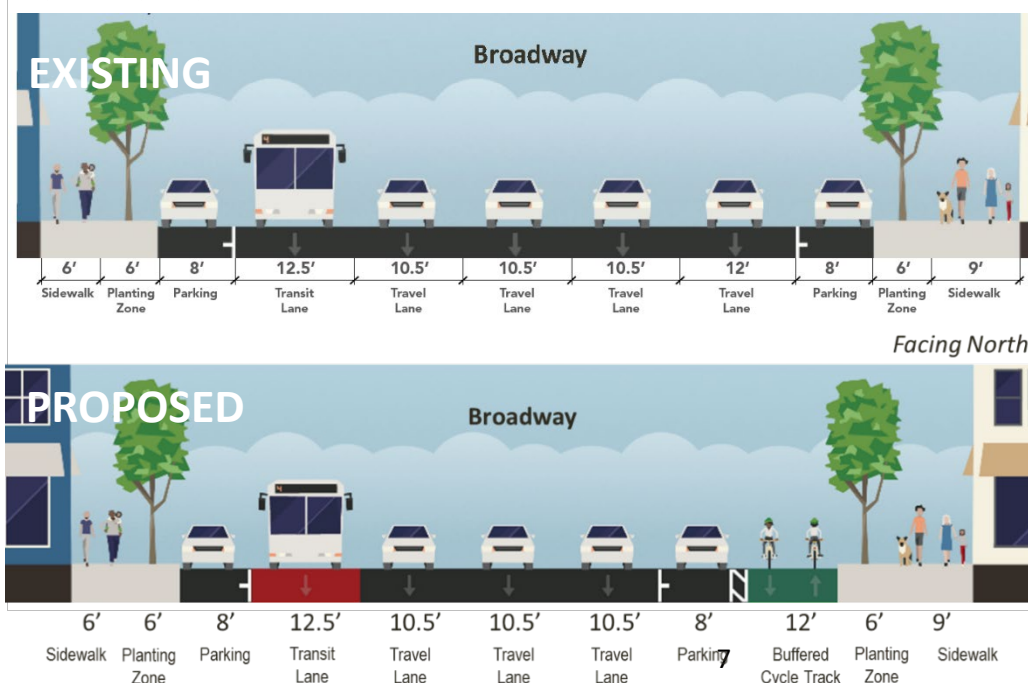
Specific project elements include:

Reconfiguring the east side of Broadway to include a two-way protected cycle track: This is a core element that will move bicyclists who currently ride on to the sidewalk or in the transit lane to riding in a dedicated bike facility, making it safer for pedestrian and bicyclists. It will also encourage new riders along this highly visited commercial corridor. Broadway is a major destination but findings from the 2016 Study suggest that only the stronger, more confident riders are currently riding along the corridor. This cycle track will create a high ease of use bike facility that will be much more inviting to the 60% of the cyclist population who are interested but concerned about safety, thus increasing overall bicycle use in this area.

Enhance the already existing 24-hour dedicated transit lane: In 2017, the City and County of Denver piloted a 24 hour dedicated bus lane along the Broadway Corridor which has since become a permanent feature of Broadway. This project will make improvements to that transit facility by enhancing markings and updating transit stops to ensure they are ADA accessible.

This project will include traffic signal reconstruction, intersection corner reconstruction, vertical elements, on-street parking and loading zones, incorporation of transit improvements, pedestrian improvements with increased access to high-capacity transit, and ways to incorporate transportation network companies (Uber, Lyft, taxi and other rideshare operators).

Figure 1: Proposed project cross-section



Existing Conditions Peak Hours



Proposed Conditions Peak Hours

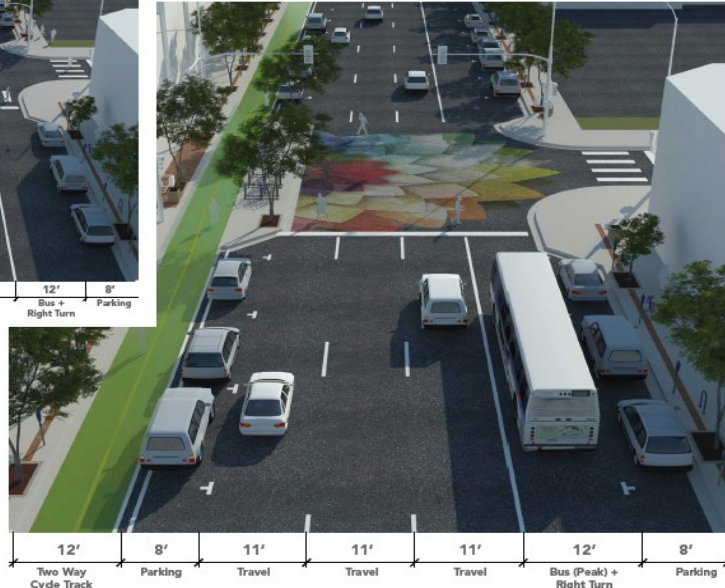


Figure 2: Aerial rendering of proposed project concept, highlighting opportunities to partner with local businesses on streetscape improvements

10. 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.

This project is intended to be implemented in one major effort as it is a critical link to the entire multimodal network. Timing is also important as there are other major bike routes that are planned to connect to this route and their impact will be reduced without this critical link. Thus, rather than attempt to break this project into smaller pieces with more limited funding, a smaller meaningful amount would be requested to ensure this project is shovel ready when more funding becomes available for construction. This smaller more meaningful amount would cover estimated **design and acquisition costs**. This amount is: **\$2,000**.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$11,478,400
2. Total amount of DRCOG Subregional Share Funding Request	\$9,182,720	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
Local Denver CIP Match	\$2,295,680	20%
	\$	
	\$	

	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$2,295,680	20%

Funding Breakdown (year by year)*		<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.</i>			
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$831,644	\$772,273	\$37,879	\$7,540,945	\$9,182,741
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$207,911	\$193,068	\$9,469	\$1,885,236	\$2,295,684
Total Funding	\$1,039,555	\$965,341	\$47,348	\$9,426,181	\$11,478,425
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Design, ENV	Design, ROW	ROW	CON, Other (Public Art)	
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.					
					<input type="checkbox"/>

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **30%**

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 the Denver subregion?

This project will provide an essential multimodal connection between the Broadway and I-25 Station and Civic Center Station. It will be a major asset to surrounding neighborhoods, including the Baker, West Wash Park, Speer, Lincoln Park, Golden Triangle and Capital Hill neighborhoods. There are over 246,000 people who either live or work within a mile of the project area that will benefit from these multimodal improvements. Currently, the weekday average of transit riders along the project area of Broadway is over 9,860 people. Weekday walk trips include 547 people walk and 617 ride bikes. The multimodal improvements this project will bring to the corridor, combined with the growing importance this corridor plays in Denver's growing urban environment, it is anticipated that this project may increase weekday transit ridership by over 4,000 trips a day, daily bike trips by nearly 2,000 and daily walk trips by over 300.

Denver Public Works is currently designing multimodal improvements along Broadway, from E 7th Avenue south to E. Center Avenue (near I-25). While that project will improve walking, bicycling, access to transit, as well as transit operations, it will only benefit the southern portion of the corridor. To fully realize the benefits of these investments, investment in the northern portion of this corridor via this project is vital. This funding application seeks to fill this gap, providing the city's first truly multimodal, north-south corridor.

As Denver seeks to increase multimodal options such as biking, a greater focus continues to be placed on creating complete networks that truly support non-vehicle dependent means for getting around areas, serving a variety of routes and destinations. The two way cycle track this project will build from 16th Avenue to 7th Avenue will act as a critical spine for the downtown bicycle network. There are several major bikeway projects in the planning or design that are specifically intended to connect with the two-way cycle track on Broadway in order to tie into the larger network. These include the 13th/14th Avenue Bikeway as well as the 7th Avenue bike project. This project will also serve existing facilities, including the 14th and 15th Street protected bike lanes.

The project area is primarily all within the Golden Triangle Neighborhood, a very dense multi-use area on the southern end of Downtown Denver, including over 500 businesses and institutions. The Golden Triangle Neighborhood is rapidly transitioning, with major mixed use developments occurring throughout the neighborhood. The neighborhood is also home to some of Denver's major cultural assets, including the Downtown Denver Library, the Denver Art Museum, the Clyfford Stills Museum and numerous civic buildings, including the State Capital and the City and County Building. The Golden Triangle neighborhood completed a robust neighborhood planning process in 2014 that put forward a bold vision, one which is already becoming a reality. (Figure 4). In it, they identify Broadway as a "Grand Boulevard", that has improved bike, pedestrian and transit.

The Golden Triangle Creative District (GTCD) is a state designated creative district that is volunteer based and collectively oversees the committees, task forces, working groups, and projects that accomplish the wide range of neighborhood goals, including those from the

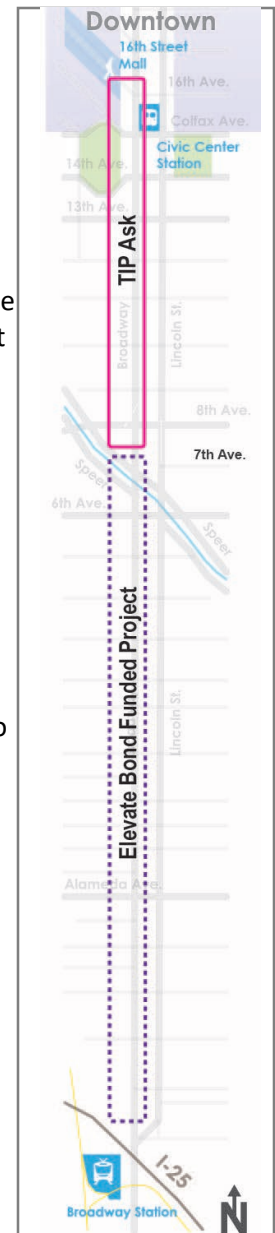


Fig. 3: Broadway Multimodal Improvements: Broadway Station to 7th Avenue is currently funded. This application seeks funding to complete this project by implementing improvements from 7th Avenue to 16th Avenue.

neighborhood plan. The GTCD Board is composed of residents, business owners and cultural institution representatives in the Golden Triangle. The Golden Triangle Creative District has continued to pursue the visions put forward in this document in ways that are very supportive of this project. They are strong advocates for enhanced transit, bike and pedestrian options and have even pursued their own design ideas for this corridor that are strongly aligned with the intent of this project. (Figure 5)

Figure 4: Golden Triangle Strategy Map

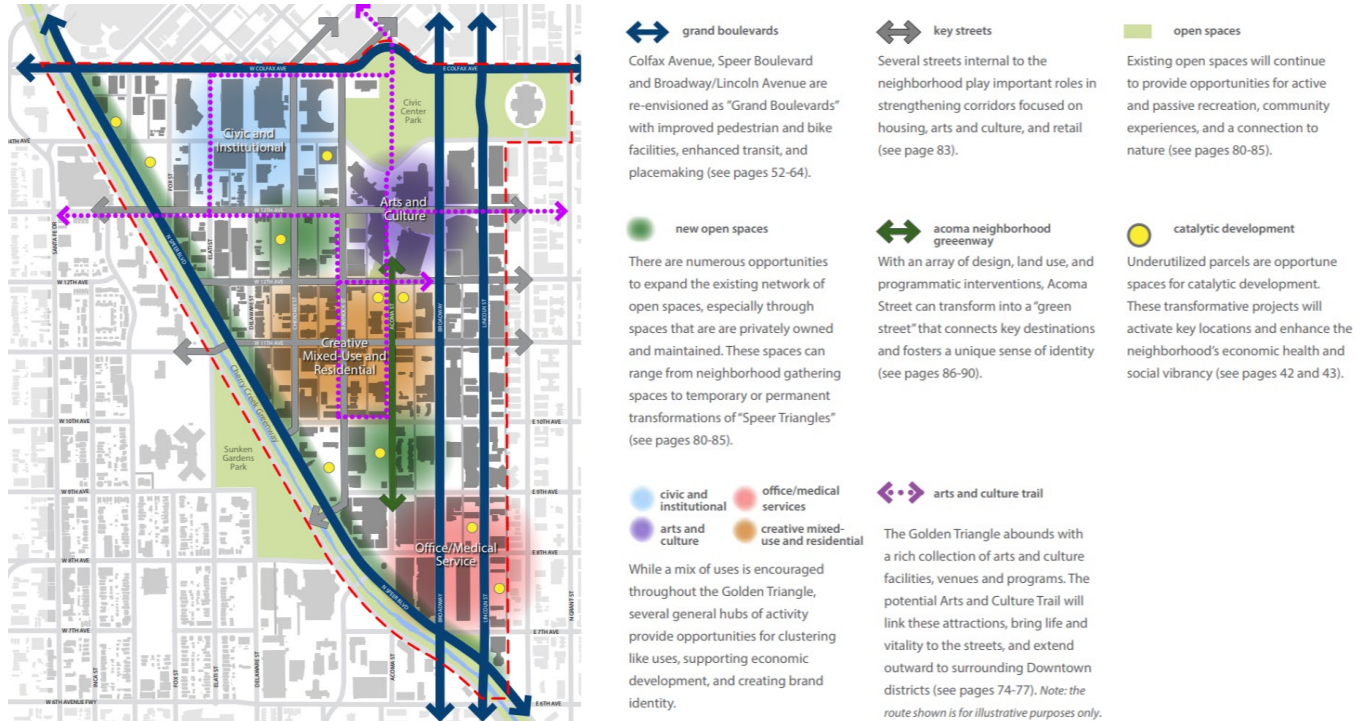


Figure 5: GTCD's vision for Broadway



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

Yes, this project will benefit multiple municipalities. According to 2015 Census Data, only 41% of commuters along the Broadway Corridor come from the City of Denver. The remaining 59% commute from Aurora, Lakewood, Thornton, Centennial and various other municipalities. This project will close the gap between the Elevate Denver Bond South Broadway Multimodal Project, providing multimodal connections all the way from the Broadway and I-25 Light Rail Station, the Cherry Creek Trail, to the Civic Center Transit Stations, all of which are major transit destinations for commuters from other municipalities. The safety and reliability this project will bring, combined with the important connections it will make, will benefit not just the 246,590 residents and employees who are within a one mile of the project area but the many others who live, work and play all along the corridor and the destinations at either end.

This project area is located within the boundaries of Downtown Denver, reinforcing the need for the City of Denver to implement this northern half of the multimodal vision for the Broadway corridor. Without this project, the currently funded project will only connect from the I-25 and Broadway Light Rail Station to the Cherry Creek Trail, missing a huge opportunity to serve the 133,500 employees in Downtown Denver, 39.3% whom commute by transit ([State of Downtown Denver Report, 2018](#)).

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

In addition to benefitting the 59% of workers who are commuting from outside of Denver to work along the corridor (as described in question 2), the northern end of the project also connects to many of Denver and the State's major cultural and civic attractions, most of which are located in the Golden Triangle Neighborhood. These include the State Capital, the Denver Art Museum, Civic Center Park where many events are hosted, and numerous other civic and cultural buildings. It also connects to the Civic Center Transit Station, making much Downtown Denver very accessible via the free 16th Street Mall Shuttle, all the way down to Union Station. Civic Center Station is a key transfer point between regional and city buses. It is one of RTD's busiest regional bus transit centers, with eighteen routes serving an average of 15,000 passengers daily ([Civic Center Transit District Plan, 2016](#)).

This project will make it easier to take multimodal options in and out Downtown Denver where parking can be expensive and hard to find. Thus, not only will this project significantly impact weekday commuters along the corridor during weekdays, but it is expected that this will also benefit the many evening and weekend visitors that utilize the corridor. Civic Center Park, on the northern end of the project area, hosts major events all throughout the year, including protests, music events, holiday lightings, and sports parades (when applicable) that can draw hundreds of thousands of people. Multimodal connections like those this project will provide are critical for helping people get in and out of downtown Denver in safe and efficient ways.

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

This project actively strives to lessen reliance on automobiles in this corridor by making the overall corridor more oriented towards pedestrian, cyclists and transit users, thus providing mobility options for all. Additionally, this project aims to connect major transit hubs which will benefit many more than those who simply want to access businesses and services along the corridor, providing non-SOV depending commuting options for employees throughout the region. Fewer SOV trips help reduce crashes and improves air quality. Making Broadway a more multimodal corridor will also help to attract denser, more efficient development which only grows in importance as Denver's population climbs. These multi-modal improvements combined with denser development help reduce travel time for those who live and work in the area. Project improvements will also make it easier for an aging population to access the services and amenities they need.

The two-way parking protected cycle track will create a safe and comfortable environment for people riding to destinations on Broadway and connecting between downtown and destinations to the south. Two-way cycle

tracks dedicates and protects space for bicyclists by improving perceived comfort and safety. It helps eliminate risk and fear of collisions with over-taking vehicles. This type of facility also reduces the risk of “dooring” compared to a standard bike lane, and eliminates the risk of a doored bicyclist being run over by a motor vehicle. On one-way streets like Broadway, two-way cycle tracks help reduce out of direction travel (bicyclists riding the wrong way) by providing contra-flow movement. Because of the improved safety this type of facility provides, it will help to attract a broader range of bicyclists at all levels and ages. The City of Denver has been piloting a portion of the two-way cycle track since 2016 and an initial [one year evaluation report](#) found an overall increase in safety for cyclists and pedestrians in the study area (see infographic below).

Goal: Everyone arrives safely to their destination

“I feel safer” was the #1 survey response from people walking and biking in the study area

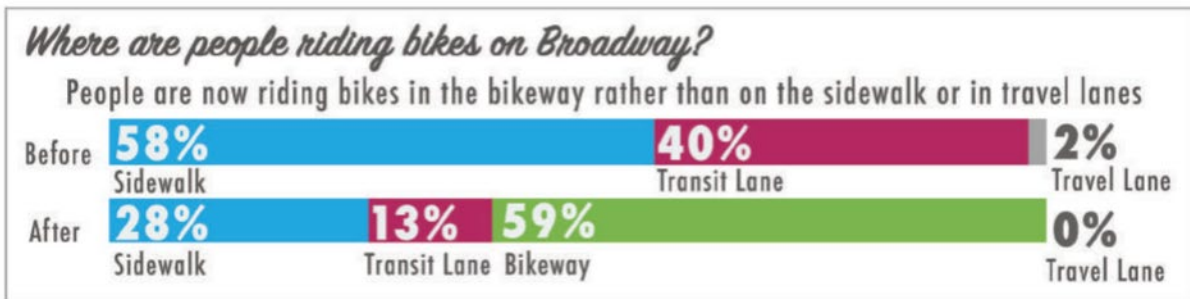


Figure 6: Infographic illustrating survey results from one year evaluation report of piloted two-way cycle track along Broadway

Existing sidewalks widths will be maintained and the pedestrian environment will be enhanced with crosswalks and reduced crossing distances at key locations, as well as wayfinding features that provide destination information for people walking. Intersection ramps and transit stations will be improved to meet ADA standards, making it safer and easier for people of all disabilities to move about the corridor.

The improvements this project will bring to the public right-of-way will also transform the streetscape along the Broadway corridor, making it more pedestrian oriented and welcoming to the residents, employees and visitors. The 24-hour dedicated transit lane on the west side and the two-way cycle track on the east side will further separate pedestrians on either side of the road from the busy congestion along the Broadway corridor. The multimodal improvements will help to reduce the need for SOV trips along the corridor, encouraging more walking and biking, encouraging people to spend more time enjoying the various amenities along the corridor.

This project will also build on recent transit changes that have proven successful along the Broadway/Lincoln corridor. In the Fall 2017, Denver extended the transit lane along Broadway to become a 24-hour dedicated offset transit lane. Per NACTO’s described benefits, offset transit lanes like the one that will be improved upon through this project accommodate high transit vehicle volume while improving both reliability and travel times on streets. Before officially converting the travel lane along Broadway to an all day travel lane, the City and County of Denver and RTD conducted a pilot study in which they found that the dedicated bus lane on Broadway had improved speeds and reliability. Offset transit lanes reduce delays due to congestion and raise the visibility of transit options. This project will further brand the corridor to improve the frequency and reliability of transit along the corridor.

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?

Currently, Broadway is a very autocentric corridor. Many employees of local businesses, as well as patrons of those businesses, feel compelled to drive to Broadway as there is minimal investment in multimodal

improvement projects. This project will make specific improvements to pedestrian, bicycle and transit infrastructure that will increase the accessibility, comfort and convenience, and reduce reliance on cars to access the corridor.

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

This project will introduce a new bikeway connection that will connect to the Denver bikeway network at 11th Avenue, 12th Avenue, 13th and 14th Avenues, as well as provide a new bikeway connection to the regionally significant Cherry Creek Trail system. Pedestrian mobility will be improved through intersection improvements, reducing the overall walking distance across Broadway, while providing robust connections to new transit shelters and prioritized bus services along the corridor.

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

n/a

B. DRCOG Board-approved Metro Vision TIP Focus Areas and Specific Denver Goals

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).

VULNERABLE POPULATIONS AND EQUITY

1.A. Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services) as defined in the [Adopted 2020-2023 TIP Policy](#):

Low income households make up 21% of the population within one mile of the project area. Through this project, they (and other vulnerable populations that live along this corridor) will have improved multimodal access to and from the 30 health service facilities that this project serves. This project is considered the second phase of a larger multimodal effort along South Broadway, extending the reach of populations this project will serve all the way south to Broadway and I-25, again providing those populations with improved access to 30 health facilities.

Through improved transit along the entire corridor, vulnerable populations that utilize public transportation as the primary mobility mode will be able to more reliably visit their providers and access services. The improved bike lane will also serve the same purpose as will improved crossings for pedestrians along the corridor.

1.B. Describe how your project is consistent with Denver's commitments to Equity principles as defined below, and discussed in more detail in Chapter 4, Access to Opportunity, in the [Blueprint Denver \(Public Review Draft August 6, 2018\)](#).

Equity is providing everyone with access to opportunity regardless of income level, race, ethnicity, gender, ability, or age.

Denver Public Works' projects play a critical role in helping Denver achieve the *Blueprint Vision* that everyone has access to opportunity regardless of income level, race, ethnicity, gender, ability or age. Multimodal projects like the S. Broadway project create better access to transit, high-ease of use bicycle facilities, and improved pedestrian environments for all Denver residents, regardless of who they are or where they come from. ADA upgrades will be made throughout the corridor as improvements to the public right-of-way occur, including intersection ramp upgrades and ensuring transit stops are ADA accessible.

Specifically, this project advances Denver's efforts to address equity by improving access to opportunity, one of the three main concepts the plan embraces for improving equity citywide. By making Broadway a more complete street,

residents all along the entire South Broadway Corridor will be able to better access basic services and amenities, including education, health services, grocery stores and quality jobs. For instance, this project in tandem with the already funded project from Center to 7th Avenue will greatly expand access to a variety of grocery stores for residents who live near the corridor between 7th and 16th. It will be much easier for these residents to access quality of life amenities such as the Safeway, Natural Grocers and Sam's Club just south of Alameda and Broadway.

According to *Blueprint Denver*, neighborhoods along this corridor are also at risk for displacement. This project will provide residents with better access to high quality jobs by better connecting residents to Downtown Denver on the northern end and to a light rail station on the southern end of the corridor.

RELIABILITY OF THE MULTIMODAL TRANSPORTATION NETWORK

2.A. Describe how the project will **increase reliability of existing multimodal transportation network** as defined in the ***Adopted 2020-2023 TIP Policy***:

An important element of this project will be the enhancement of the recently implemented 24 hour dedicated bus lane along the Broadway/Lincoln corridor. This project will provide further enhancements to dedicated bus lane, including enhanced paving marking treatments, curb extensions, signal timing improvements, transit stop improvements, ensuring ADA accessibility. According to NACTO, this new dedicated bus lane (a single 10-foot lane) should be able to carry 4,000-8,000 people per hour when the past condition of a mixed traffic bus lane is expected to carry only about 1,000-2,800 people per hour. **Outside of the 16th Street Mall in Downtown Denver, the Broadway/Lincoln Corridor has the only other dedicated transit lane in the City.** Its novelty, combined with the priority the City places on mode-shift as the City continues to grow, it is critical this precedent-setting dedicated transit facility performs efficiently, safely and reliably. After this project is implemented and the Broadway dedicated transit lane gets an upgrade, the city will continue to focus on ensuring any reliability and/or efficiency issues are addressed so that lessons can be learned, the system can continually be improved, and we can replicate this project elsewhere. Denver's growing population and limited right-of-way space require that the City must begin to implement reliable multimodal options citywide.

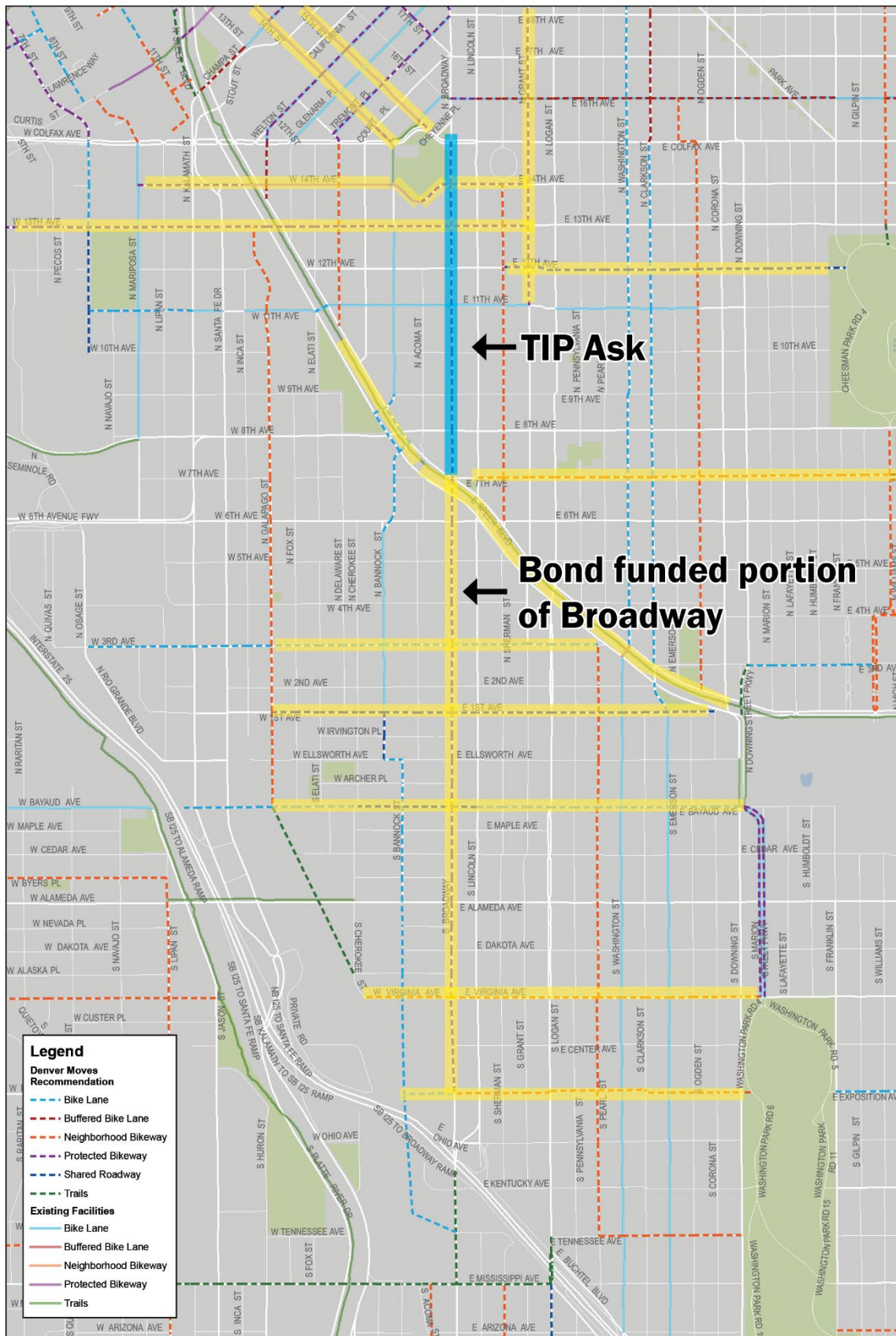
Also precedent setting is the two-way cycle track that with this project, which, in combination with the Elevate Bond portion of the Broadway Corridor, will connect from the Broadway and I-25 Station to Civic Center Station. This dedicated, high ease of use bike facility will make for strong and reliable bike connections throughout the corridor. Bicycles, along with transit, will be prioritized at intersections throughout the corridor, ensuring more reliant travel times.

The cycle track will also create a key link in the downtown Denver bike network, connecting major east-west bike facilities and acting as an important complimentary facility to the Grant Street facility in design. The map on the following page highlights important facilities that this project will connect.

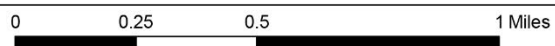
As this project touches the right of way, improvements will be made to upgrade all applicable area within the project to meet current ADA standards. By providing bicyclists a safe on-street facility will encourage more cyclists to not use the sidewalk. Both of these things will ensure that pedestrians with varying ability will also be able to use sidewalks along Broadway more reliably and safely.

Figure 7: Map highlighting key bike connections

Key Connections



BROADWAY CORRIDOR BIKEWAYS



2.B. Describe how the project will meet the goals of the [Denver Mobility Action Plan](#).

This project will advance all four of the Denver Mobility Action Plans goals. It will improve multimodal choices along the Broadway corridor and will reduce the weekday average of SOV trips by 1,325 by 2040. Safety is a key driver of this project and through the implementation the parking protect two-way cycle track, the enhancement of the dedicated transit lane, and the many sidewalk and transit stop improvement, this project intends to be a part of the solution moving Denver towards the Vision Zero goal of no traffic fatalities by 2030. By reducing the average number of SOV trips, this project will result in fewer greenhouse gas emissions per traveller along the corridor which will improve health and help Denver achieve its 80X50 goal. Finally, these project improvements will provide the one in four Denverites living at or below the poverty line with greater mobility freedom.

2.C. If applicable, describe how the project will **increase multimodal person-trip capacity and access** as described in the [Denver Strategic Transportation Plan \(2008\)](#).

The Denver Strategic Transportation Plan (2008) identifies Broadway as an “Investment Corridor.” The plan describes three types of strategies for moving Denver towards a more multimodal vision. These are behavioral, operational and physical. Behavioral strategies include efforts within the Denver community to reduce SOV trip and promote alternative modes of travel. This project does just that as it is directly in line with the vision the Golden Triangle neighborhood and Creative District have outlined in the neighborhood plan and in recent planning activities. The Golden Triangle Neighborhood Plan identifies Broadway as a Grand Boulevard where pedestrians, bicyclists and transit ridership is prioritized. The Golden Triangle Creative District has undergone its own privately funded effort to create a vision for Broadway that includes the dedicated transit lane and the two-way cycle track. This project will bolster the partnership Denver Public Works has with the community and will also help to build local pride and investment in the project, leading to greater multimodal behavioral change than if the City were to envision and build this project in a silo.

This project will also employ operational improvements by enhancing the all-day dedicated transit lane. These enhancements, including improved markings and signal prioritization that will continue to enhance overall efficiency of transit along Broadway.

Finally, this project is intended to completely occur within the existing public right-of-way. The two-way cycle track will require the repurposing of only one existing vehicle lane. Minimal curb and gutter work is anticipated, occurring at intersections where pedestrian areas need to be upgraded to current standards and where transit bulb-outs are planned. Overall, this project will demonstrate how our existing right-of-way can and should be redesigned to focus on moving people, not cars.

TRANSPORTATION SAFETY AND SECURITY

3A. Describe how the project will **improve transportation safety and security** as defined in the ***Adopted 2020-2023 TIP Policy***:

Improving safety along the Broadway Corridor is at the heart of what this project aims to achieve. This corridor has experienced nearly 1,000 crashes in the past five years, including one fatal and 36 with serious injuries. **This project will improve safety by making geometric upgrades to the roadway, including improved operations at intersections and bulbouts where deemed appropriate to improve pedestrian safety and link to transit stations.** Interactions between pedestrians, bicycles, transit and vehicular traffic will be improved through the implementation of exclusive bike lanes, multimodal signal prioritization, and traffic calming by narrowing the perceived width of Broadway. Signal

upgrades and rebuilds will include intelligent transportation system applications in order to help Denver continue to build out its smart and connected transportation network.

3B. Describe how the project will meet the goals of [Denver's Vision Zero Action Plan](#).

Like this project, Denver's Vision Zero Action Plan prioritizes people over vehicles. **This project specifically intends to improve safety along a High Injury Network that falls between two Communities of Concern.** One of the main Vision Zero strategies this project will employ to move Denver closer to its Vision Zero goal is building a safer Broadway Corridor for everyone that exemplifies (and helps set the standard) for a more holistic street design. This is reflected in the main concept for the corridor that includes dedicated facilities for bikes (parking protected two-cycle track), pedestrians (improved sidewalk conditions) and transit users. A perceived narrowing of Broadway will also have a traffic calming effect that will help to lower speeds. Data collected between 2016-2017 from the current pilot two-way bike lane project along Broadway indicates a reduction in crash volumes.

C. Consistency & Contributions to Transportation-focused Metro Vision and Denver Plans, Goals, and Objectives

WEIGHT **30%**

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. In addition, provide information related to the consistency with Denver goals, objectives, plans, and priorities.

[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

This project will focus and facilitate future growth where urban-level infrastructure already exists. Broadway already serves as a major commercial corridor in Denver. This project will make existing infrastructure more efficient, reliable, and safe which will become increasingly important as both the Corridor and the area adjacent to the project (particularly in the Golden Triangle neighborhood) continues to densify.

[MV objective 3](#)

Increase housing and employment in urban centers.

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

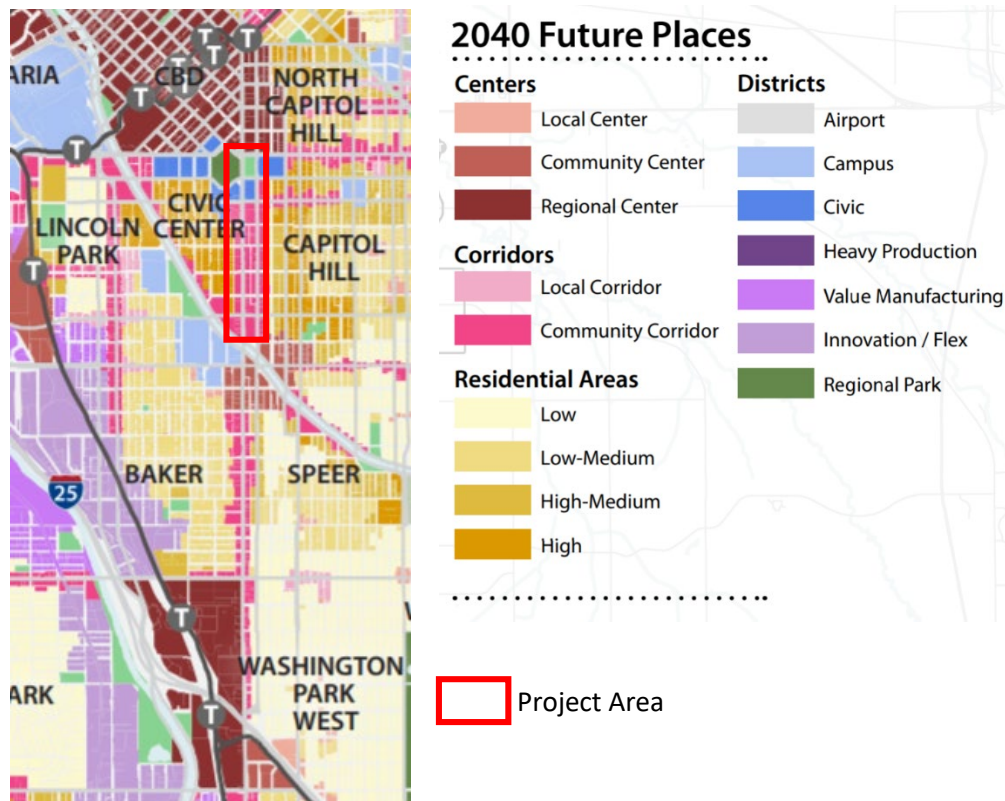
☒ Yes ☐ No

Describe, including supporting quantitative analysis

This project will make a critical multimodal connection between Downtown Denver's Civic Center Station, the Cherry Creek Trail and by connecting to the South Broadway Multimodal project, will provide a link all the way down to the Broadway and I-25 Light Rail Station. These major destinations on either end of the Broadway Corridor are major transit hubs that connect riders to urban centers across the greater Denver metropolitan region.

- 2.B. How does this project focus or serve desired growth in areas identified on the Places map (Chapter 5, p. 126) in the [Blueprint Denver](#) (Public Review Draft August 6, 2018)?

This project will make improvements to a major Community Corridor and in combination with the already funded improvements to South Broadway, will connect two Regional Centers. Just outside of the Community Corridor, the project will serve to benefit High-Medium and High density residential areas, as well Civic districts and a Regional Park. Blueprint Denver envisions Community Corridors are accessible to surrounding areas by strong multimodal connections which this project will help achieve. Regional Centers, like those on either end of the project area, are expected to continue attracting people from wide geographic areas. Both the Community Corridor place type and the High-Medium and High residential areas are envisioned as being strong mixed use areas, balancing residential, office, commercial use, all of which will greatly benefit from a strong multimodal network in this area.



MV objective 4

Improve or expand the region's multimodal transportation system, services, and connections.

3.A. 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. As the project title implies, increasing multimodal options and opportunities (bike, pedestrian and transit) are an important driver for this work. Denver's population continues to grow, and yet we are not adding new major thoroughfares throughout Denver, particularly near the core. Instead, Denver is focused on building out its multimodal network with projects like this that will provide Denver's increasingly dense areas various means for getting around that are not reliant on vehicles.

3.B. If applicable, describe how this project is consistent with Denver's specific alternative mode and/or project priorities contained in one or more of **Denver's modal plans linked below or small area plans** (Neighborhood Planning Initiative, corridor plans, station area plans, Next Steps Studies, etc.). See Denvergov website: denvergov.org search bar and specific plan links below:

NOTE: The application does not need to address numerous plans. Provide documentation for the most applicable or relevant document(s) or plan(s).

- Denver Moves: Transit
<https://www.denvergov.org/content/denvergov/en/denveright/transit.html>

The Denver Moves: Transit plan calls out the transit improvements along Broadway as described in this project application as important “Early Implementation” actions for the achieving the Plan’s vision. In this plan, Broadway is identified as a High Capacity Transit Corridor, indicating high levels of passenger capacity, very frequent service, and a need for high-quality design. HCT Corridors should include many features to make transit more reliable and rapid, as well as enhanced stops and stations that are easy to access. Denver Moves: Transit plans for high-quality service on major arterials, providing connections between the regional rail network and the local bus network. Furthermore, the all-day dedicated bus lane on Broadway may potentially help pave the way for a full bus rapid transit (BRT) as demand is expected to continue growing along the corridor.

- Denver Moves: Bicycles
https://www.denvergov.org/content/dam/denvergov/Portals/708/documents/FINAL_Denver_Moves.pdf

Denver Moves: Bikes (updated map) identifies Broadway as a major opportunity to implement a high-ease of use facility. These types of facilities are intended to attract the 60% or so of people who say they would ride if they felt safe and comfortable. With the high density of commercial attractions along the corridor, this project will help get more people out of their cars and safely travelling along the corridor on a bike, using the new parking protected cycle track.

- Golden Triangle Neighborhood Plan
https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/Golden_Triangle_Plan.pdf

The Golden Triangle Neighborhood Plan identifies Broadway as a Grand Corridor that should focus on multimodal connections within the public right of way. One of the eight goals of the plan is to “Enhance neighborhood edges of Broadway, Lincoln, Colfax and Speer Boulevard to improve multimodal connectivity, support economic development, and enhance livability and the environment.”

[MV objective 6a](#)

Improve air quality and reduce greenhouse gas emissions.

4.A. 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. Improving multimodal connections will encourage more transit riders, bicyclists and people walking. **It is estimated that by 2040, this project will avoid over 2000 daily SOV trips during the week, reducing Denver’s greenhouse gas emissions by 18,283 lbs on a daily basis.**

4.B. If applicable, describe how this project is consistent with, or helps implement, Denver’s [80x50 Climate Action Plan](#), which set the City’s target to **reduce greenhouse gas emissions to 80% below 2005 levels by 2050**, and/or Denver’s [2020 Sustainability Goals](#).

Yes, as described in 4.A., **this project will help to lower overall daily greenhouse gas emissions which is in line with Denver’s efforts to achieve a reduction in emissions 80% below 2005 levels by 2050.** Fewer emissions and particulates coming out of individual tailpipes will help to improve air quality and attain National Ambient Air Quality Standards (one of twelve 2020 Sustainability Goals). This will be especially impactful if RTD is able to shift its fleet

over to more electric vehicles and if those vehicles can start to utilize more renewable sources of energy from Xcel who continues to expand its renewable energy portfolio. This is also **consistent with the Climate Goal of reducing CO2 emissions and the Energy Goal of cutting fossil fuels by 50%**. By making it easier for the youth that live near and/or frequent the area to make active mobility choices (walking or biking), this project will also be supporting the Health Goal of increasing the percentage of youth that maintain a healthy weight. This project will strive to benefit the Land Use goal of improving Denver's Walk Friendly rating. The **Mobility goal of reducing SOV trips will also be addressed through these multimodal improvements**. As per a new standard with the City of Denver, this project will anticipate, design and construct appropriate water quality measures which is consistent with the Water Quality Goal.

4.C. If applicable, describe if this project contains **water quality and green infrastructure** consistent with project types and focus areas identified in Denver's [Green Infrastructure Implementation Strategy](#):

This project falls within one of the six high priority water quality basins in need of project implementation. This specific project is called out as a major opportunity to integrate green infrastructure within the public right-of-way in fashion that is consistent with the overall project goal of making the corridor more livable while also treating the stormwater runoff generated by the ROW. The corridors size and high use make it a major source for pollutant loading in a stormwater basin that directly outfalls to Denver's two major waterways: the South Platte River and the Cherry Creek. That is why water quality is included in the project estimates.

[MV objective 7b](#)

Connect people to natural resource or recreational areas.

5.A. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes. This project will specifically connect the Cherry Creek Trail, a major regional greenway and asset to the Denver Metro Region as a whole, to Downtown Denver, including Civic Center Park.

5.B. If applicable, describe how your project meets the goals, objectives and priorities of the Denver Department of Parks and Recreation's [Game Plan for a Healthy City \(Public review draft 2018\)](#).

This project will provide a major link between the Cherry Creek Trail and Civic Center Park. By improving access to and from these Denver Parks and Recreation assets, this project will help more people from across the region better experience these tremendous amenities. This project is also supported by the Golden Triangle Creative District who want to beautify the streetscape alongside the new multimodal amenities by adding to the City's tree canopy and increasing pedestrian level vegetation that makes for a more pleasant and enjoyable experience along the corridor. This project is also consistent with one of Game Plan's key strategies which is to connect Denver's nature and culture. This project makes connections between key Denver Parks and Recreation assets and Denver's major cultural and civic assets that are found all around the Broadway Corridor, particularly throughout the Golden Triangle neighborhood.

[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, this project will expand multimodal opportunities for the residential population of 79,000 people within a one mile project radius. These **expanded and improved upon multimodal opportunities will lead to more people walking and biking to, from and along the Broadway Corridor meaning more people will be making healthier, active choices to get around.**

MV objective 13**Improve access to opportunity.**

7.A. 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. This project will **increase access to the 30 health facilities served by this project**, including Denver Health which is located at the very southern end of the project area. According to its annual report, in 2017 Denver Health saw over 83,000 emergency room visits, and more than 37,000 adult urgent care visits. The Denver Health campus serves many residents, visitors, and people experiencing homeless in the downtown Denver area. Increasing mobility to and from this area will hopefully encourage more preventative visits and fewer urgent and emergency visits.

This project also **provides a key connection for people coming from south of downtown to the Auraria Campus which is less than a mile walk from the Broadway and Colfax intersection**. The Auraria Campus is home to the Community College of Denver, Metropolitan State University of Denver and the University of Colorado Denver. The collective student population is nearly 42,000 and attracts students from all different economic, cultural and social backgrounds, all whom are seeking opportunities to further their educations and career opportunities.

7.B. Describe how your project addresses the neighborhood inequities related to transportation as depicted and mapped in the **Denver Neighborhood Equity Index** which was produced by the Denver Department of Public Health and Environment, which helps to inform decision makers about where city investment and resources are needed most for those living in Denver's underserved neighborhoods?

General information on the Neighborhood Equity Index is on the Denvergov website:

<https://www.denvergov.org/content/denvergov/en/environmental-health/community-health/health-in-all-policies.html>

See the interactive map, by opening this [link](#) in a new window.

One of the major inequities this project will help address is the "Access to Care." According to the DDPHE interactive map, the neighborhoods to the north of the project area (the Central Business District and North Capital Hill) along with the neighborhood on the eastern side of the project (Capital Hill) all have a low Access to Care score. As described above, this project will serve 30 facilities, including the major Denver Health campus to the south. The more reliable multimodal options along this corridor will hopefully result in more opportunities and access to care for these resident, including an increase in percentage of women that receive prenatal care during the first trimester of pregnancy (the primary metric for this inequity indicator).

MV objective 14**Improve the Denver Subregion's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes. Broadway is a major commercial corridor the City and County of Denver, generating important revenue for the numerous local businesses, shops, office buildings, and restaurants along it and adjacent to it. **Increasing safety, reliability and ease of use of the multimodal network in this area will make this an even more attractive destination to visit, redevelop and invest in.** Additionally, this project make important connections to major

urban centers and transit hubs. By doing so, this will not only bolster the economic health and vitality along the corridor but will do the same for the major hubs this project will better connect.

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 sourcesHigh 30-59%Medium 29% and belowLow	

Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	9861
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	79064	167526	246590
2040	96468	200706	297174

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. (Using 50% growth above year of opening for 2040 value, unless justified) <i>Provide supporting documentation as part of application submittal</i>	860	4277
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: {#3 X 25%} or other percent, if justified)	215	1069
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: {#3 X 25%} or other percent, if justified)	215	1069
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	430	2138
7. Enter the value of {#6 x 9 miles}. (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)	3869	19246
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	3676	18283
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	617
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	79064	167526	246590
2040	96468	200706	297174

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.	29	1938
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	969
5. = Initial number of new bicycle trips from project (#3 – #4)	14	969
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)	4	291
7. = Number of SOV trips reduced per day (#5 - #6)	10	679
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	21	1357
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	19	1289
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)	547
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	79064	167526	246590
2040	96468	200706	297174

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	36	326
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)	18	163
5. = Number of new trips from project (#3 – #4)	18	163
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	49
7. = Number of SOV trips reduced per day (#5 - #6)	13	114

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	5	46
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	5	43
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	5270
	2. Minority persons	16607
	3. Low-Income households	7227
	4. Linguistically-challenged persons	1640
	5. Individuals with disabilities	4740
	6. Households without a motor vehicle	8150
	7. Children ages 6-17	2647
	8. Health service facilities served by project	30

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 (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	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	1	
Serious Injury crashes	36	
Other Injury crashes	129	
Property Damage Only crashes	824	
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	0	
Property Damage Only crashes reduced	0	

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 <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:	