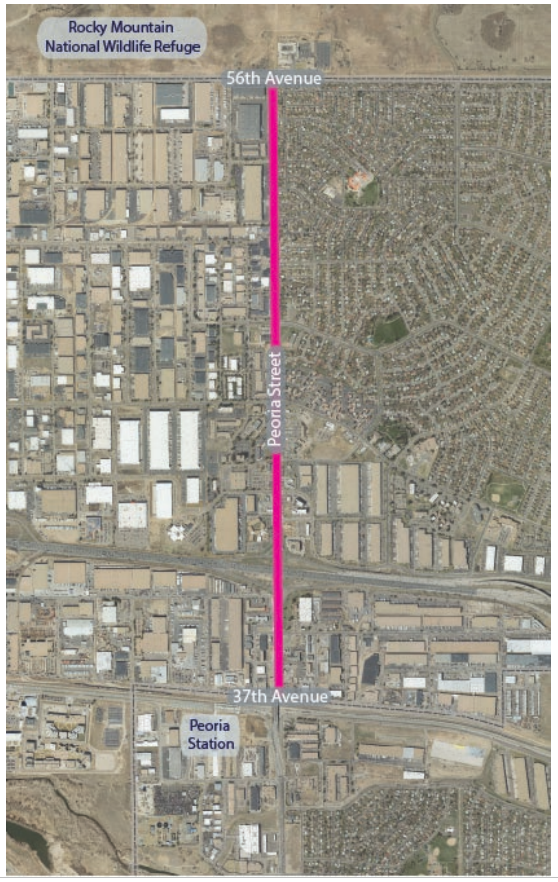
Part 1 Base Information

1. Project Title	**Peoria Street Multi-Modal Improvements**
2. Project *Start/End* points or Geographic Area	Peoria Street corridor between 37th Avenue and 56th Avenue; See total project exhibit below. 
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City and County of Denver
4. Project Contact Person, Title, Phone Number, and Email	Dana Hoffman, AICP. Transportation Project Manager, 720-913-4577, dana.hoffman@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?	☒ Yes ☐ No *See Attachment 1 for CDOT concurrence documentation*
6. What planning document(s) identifies this project?	☐ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)
	☒ Local plan: **Denver Vision Zero Action Plan:** The Plan identifies Peoria Street as part of Denver's High Injury Network (HIN). Additionally, the Plan identifies the Montbello Neighborhood, which is adjacent to Peoria Street for much of its project area, as a Community of Concern (CoC). The Plan establishes that the City will prioritize implementation of safety and mobility improvements for CoC and in the HIN. The improvements of this project are consistent with the City's Vision Zero standards.

		https://www.denvergov.org/content/dam/denvergov/Portals/705/documents/visionzero/Denver-Vision-Zero-Action-Plan-draft-July2017.pdf **Denver Moves Transit [Draft]:** The Plan identifies Peoria Street as a Transit Capital Investment Corridor, and specifically calls for Speed and Reliability enhancements for bus service on this street. This project includes various pedestrian access and crossing improvements as well as bus station improvements that will contribute to the planned standards of a Speed and Reliability Corridor. https://www.denvergov.org/content/denvergov/en/denveright/transit.html **Far Northeast Area Neighborhood Plan [Draft]**: The Plan identifies Peoria Street as a Key Corridor for the neighborhood and includes recommendations for a multi-use path and additional transit infrastructure on Peoria Street. https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/Neighborhood_Planning_Initiative/Planning-Areas/far_northeast.html
	☒ Other(s):	**I-70 and Peoria Street Concept White Paper:** As part of the North Denver Cornerstone Collaborative Mobility Master Plan, the City prepared a white paper. The white paper assessed how to make bicycle and pedestrian facility improvements at the Quebec Street and Peoria Street interchanges with Interstate 70. The recommended design provides reconstructed 10' wide concrete multi-use path along the east side of Peoria Street from 56th Avenue to the underpass of I-70. It also recommended that there be included the addition of crossing treatments (Rectangular Rapid Flashing Beacons) across the on and off-ramps to tie the facility into proposed facilities underneath I-70. These recommendations have been incorporated into the Central 70 Project final plan documents. [See Attachment 2 for Central 70 Plan sample) **Central 70 Project**: The Central 70 project includes improvements to Peoria Street as it extends from northside onramps to southside onramps to the interstate. The Central 70 project, already under construction, includes rebuild of this section of Peoria to incorporate a detached full sidewalk on its western side and a multi-use path on its eastern side, consistent with the anticipated project design. The Central 70 project will also include RRFB's at crossings of on/off ramps. This project will tie in to these new sidewalks. https://www.codot.gov/projects/i70east
	Provide link to document/s and referenced page number if possible, or provide documentation with submittal	

7. Identify the project's **key elements**.

- ☐ Rapid Transit Capacity (2040 FCRTP)
- ☒ Transit Other: bus station improvements
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☐ Roadway Operational

Grade Separation

- ☐ Roadway
- ☐ Railway
- ☒ Bicycle
- ☒ Pedestrian

- ☐ Roadway Pavement Reconstruction/Rehab
- ☐ Bridge Replace/Reconstruct/Rehab
- ☐ Study
- ☐ Design
- ☐ Transportation Technology Components
- ☐ Other:

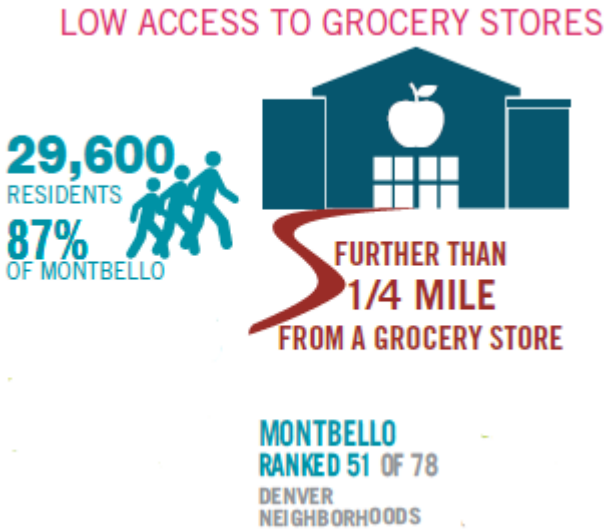
8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address?

This project will address safety and access issues that currently exist for pedestrians, bicyclists, and transit users on the Peoria Street corridor for its entire stretch through the City of Denver (from 37th Avenue north to 56th Avenue). As a north and south running arterial roadway, Peoria Street serves a vital role moving people, goods and services not just through the Northeast of Denver, but across jurisdictions in the Metro area via its Interstate 70 access and proximity to Aurora.

The following are challenges identified by the Metro Vision that will be addressed by the project:

Less efficient development patterns. Poor Jobs/housing Balance.

The Montbello Neighborhood has been identified by the City of Denver's Vison Zero Action Plan as a Community of Concern (CoC), defined as an area with lower incomes and vehicle ownership and high numbers of seniors, people with a disability, schools, and community centers. This area lacks key amenities, notably grocery stores, as well as higher densities of employment options. Peoria Street is a primary access for the Montbello community to other areas of the City that provides these amenities, but does not provide strong pedestrian, bicycle, or transit connections which will be addressed by the project.



Automobile dominance.

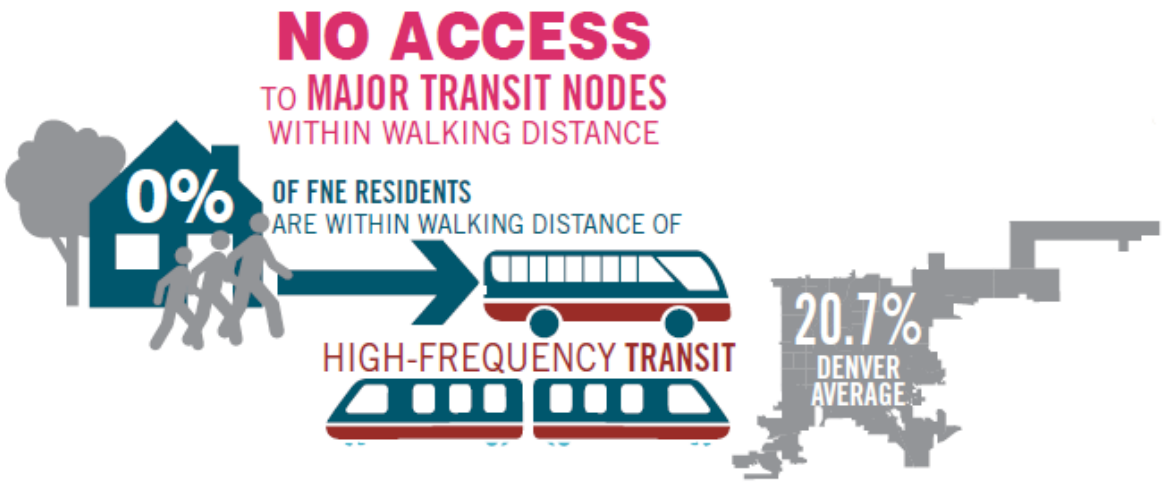
The roadway network in this part of Denver provides few corridors that connect north to south for all modes of traffic. Consequently, Peoria carries as many as than 60,000 vehicles per day as well approximately 69 pedestrians and 18

bicyclists, despite lack of adequate facilities for these alternative modes [see Attachment 8 for 2019 bicycle and pedestrian counts]. Along with other factors, the mix of land use character and existing roadway network of the area has contributed to increasing congestion and pedestrian and bicycle conflicts with automobiles on Peoria Street. The City of Denver's Vision Zero Action Plan has identified Peoria Street as one of 27 corridors that make up its High Injury Network (HIN), defined as roadways that accounts for 5 percent of streets in Denver, but 50 percent of traffic deaths.

Mobility options for persons without a car.

Peoria Street lacks substantial and continuous pedestrian and bicycle infrastructure to move people safely between places where they live, work, and patronize. Sidewalks are generally present along the Peoria St. corridor, but gaps and crucial connections limit mobility options for users travelling as a pedestrian or bicyclist. Currently, an interim sidewalk exists through the I-70 CDOT right-of-way on the west side. Additionally, the lack of sidewalk on the west side of the bridge over the Union Pacific and Regional Transportation District's (RTD) A-Line railroad adds nearly ½ mile travel distance for pedestrians seeking access to the RTD Peoria Station. On the east side of Peoria St., the sidewalk is temporary asphalt between 37th Avenue and I-70. Throughout the Peoria corridor, street crossings at several intersections exceed 100ft with no pedestrian refuge. The Peoria Street corridor does not provide any bicycle facilities, and limited connectivity to a multi-use path has been identified in the Denver Moves Bicycle Master Plan (2015). These existing conditions limit mobility for alternative transportation modes, consequently impeding the adjacent community's job opportunities, access to basic amenities, and recreational and health facilities. The indirect route required to reach the RTD Peoria light rail station also impacts a pedestrian or bicyclist's access to the greater metropolitan region.

Peoria Street is also a critical corridor for transit riders. Two bus routes operated by RTD, routes 121 and 45, run along the corridor, while a third, route 42, crosses it. There are 11 bus stops within the project area; several of these stops are located at locations with narrow or inadequate sidewalks. Peoria Street also provides primary access to the Peoria RTD Light Rail Station, and 7 additional bus stops adjacent to it, located just outside of the project area in the City of Aurora. The absence of multimodal first- and last- mile infrastructure impacts access and comfort for transit users in far northeast Denver.



Recreational traffic. The Denver region's quality of life depends upon the abundant recreational opportunities nearby.

Peoria Street connects to two large, high quality outdoor recreational areas: The Rocky Mountain Arsenal National Wildlife Refuge to the north and the Sand Creek Park to the south. While these are tremendous resources for the city and region, access to these parks without use of a personal vehicle is limited. Rocky Mountain Arsenal National Wildlife Refuge has only 2 public access points, each of which are focused on automobile access at this time. Fortunately, through the Federal Lands Access Program, additional access points (crosswalks, trail heads, parking lot) are being developed along 56th Avenue. One of these access points is less than ¼ mile from Peoria Street. The project's multi-improvements will expand multi-modal connection to the new access locations.

Sand Creek Park provides a wealth of recreational biking and walking opportunities, with a trail connection directly from Peoria Street just south of E 30th Avenue. However, access to the park from neighborhoods to the north of I-70 is very limited, due to sidewalk gaps on Peoria across the interstate and railroad. High Quality alternate access points for bicycle and pedestrian users from the north serving the project area communities do not exist.

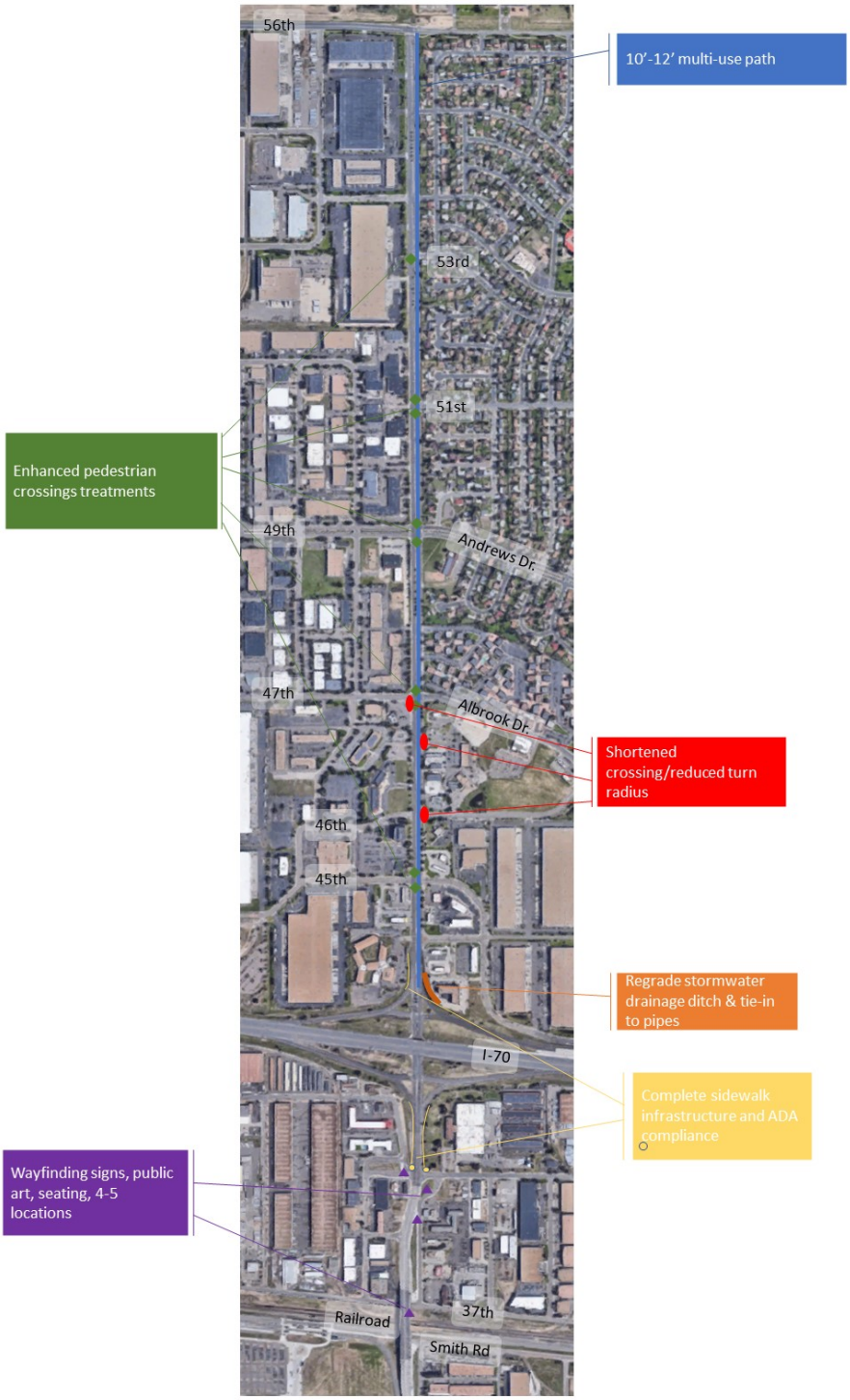
9. Define the scope and specific elements of the project.

The scope of work for this project is for the construction of Multimodal Improvements along Peoria Street within the City, north of 37th Avenue, as shown in Figure 1 below. The intent of the project is to provide substantial and continuous bicycle and pedestrian infrastructure to move people safely between places where they live, work and patronize along the Peoria Street corridor. The project will include:

- Enhanced intersection crossing treatments for visibility and safe crossing behavior at 5 intersections on Peoria street between E 44th Avenue and E 51th Avenue.
- Addressing localized drainage and related issues in the right-of-way north of I-70.
- New sidewalks to to address gaps, complete sidewalk connections, replace interim sidewalk between E 39th Avenue and E 44th Avenue and tie-ing into sidewalk connections completed as part of Central 70 Project.
- Construction of a 10-12-foot wide bicycle and pedestrian multi-use path along the East side of Peoria to connect to 44th to 56th.
- Enhancements to pedestrian access over the Peoria Street Bridge and to the Peoria RTD Light Rail Station, including bicycle and pedestrian wayfinding signage and pavement markings and possible new pedestrian access on west side of Peoria at 37th Avenue.

The proposed project is strongly supported by the community. See Attachments 4 and 5 for support letters.
The exact design of improvements will be determined by an ongoing design process, which identify the specific mobility needs and 100% design of recommended improvements. The current process includes a robust community engagement process and evaluation of existing conditions along the corridor and surrounding land uses. This effort shall have an approximate schedule of 15 months from notice to proceed to completion, scheduled for mid-2020.

Figure 1 - Peoria St. Project Area:



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.

Yes. The current design for the project has included 'quick wins' that would allow for a smaller, meaningful project that still accomplishes the goals of improved pedestrian and bicycle safety and access along the corridor. These include:

- Crossings and Signalized intersection improvements:
  -enhanced intersection crossing treatments at 45th Ave, 49th Ave, 51st Ave, and 53rd Avenue
  -removal of "pork chops" and rebuild pedestrian ramps for enhanced pedestrian crossing north-south along the sidewalk at intersections and parking lot entrances between 44th Ave and Albrook Dr.
  - mid-block crossing of Peoria and re-aligned ramps at 44th Ave intersection
- Sidewalk gaps: Provide sidewalk, curb and gutter from 39th Ave to south side I-70 ramp, and from north side I-70 ramp to E 44th Ave.

Phasing of these smaller scale projects, followed by the full multi-use path and enhanced pedestrian crossing over the railroad bridge would be appropriate.

A. Project Financial Information and Funding Request

1. **Total Project Cost**		**$8,236,100**
2. **Total amount of DRCOG Subregional Share Funding Request**	**$6,588,900**	**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**
	$	
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$0**	

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	$0	$232,300	$3,178,300	$3,178,300	**$6,588,900**
State Funds	$	$	$	$	**$0**

Local Funds	$698,700	$58,100	$445,200	$445,200	**$1,647,200**
Total Funding	$698,700	$290,400	$3,623,500	$3,623,500	**$8,236,100**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Design, ENV	ROW, Bid	ROW, Construction	Construction	

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 **30%**

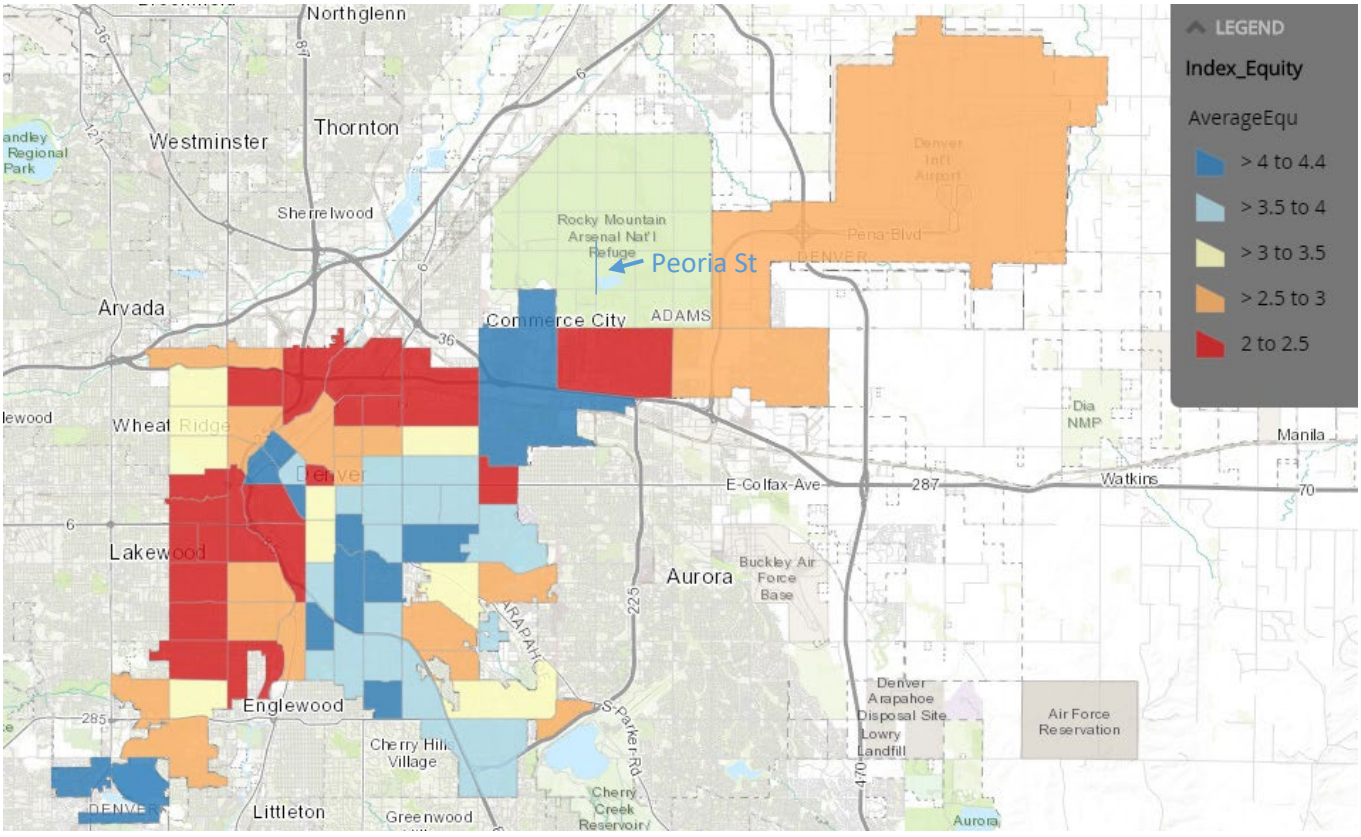
*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.*

1. Why is this project important to the Denver subregion?

This project strongly supports Denver's goals of providing greater transportation equity, as well as increasing the transportation network safety through focus on improvements on the High Injury Network (HIN) that are identified in Denver's Vision Zero Action Plan (2017).

The City subregion has identified equity in transportation access in its recently completed comprehensive plan, *Blueprint Denver*, as an important goal for the City's economic and social prosperity. Much of the areas surrounding the Peoria Street project area score low on the City's established measures for equity such as access to good and services, multi-modal options to major destinations including job centers, and access to parks and other resources that promote health and active living. Figure 2 below shows relative equity scores throughout the city.

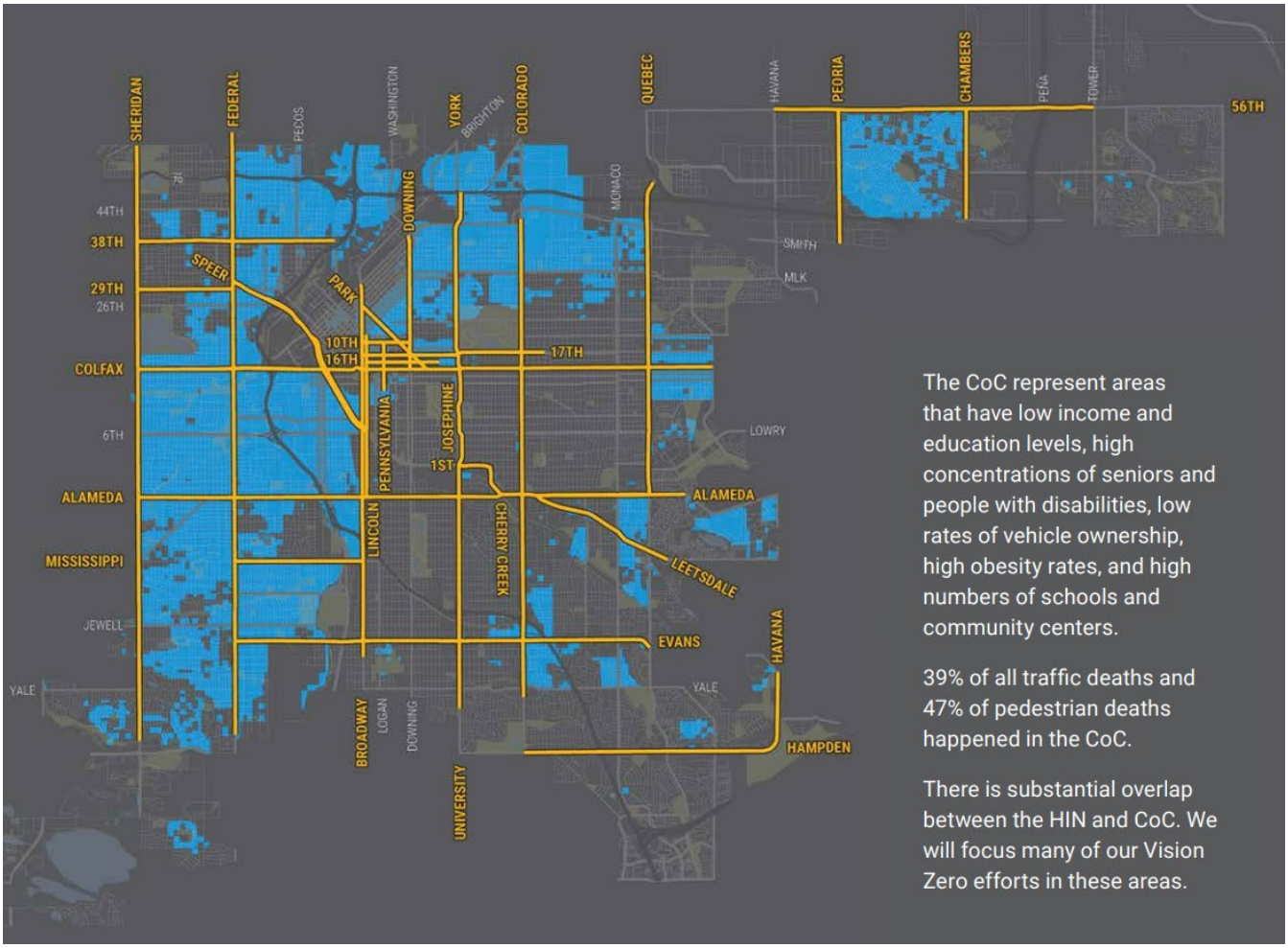
Figure 2 - Denver's Transportation Equity Scores:



The Montbello Neighborhood, which is most directly served by Peoria Street, specifically, has been identified as a Community of Concern (CoC), with a high percentage of its residents known as vulnerable populations (based on race, language spoken, income, safety, and access criteria). Figure 3 below shows the location of Communities of Concern within the city.

Peoria St

Figure 3 - Denver's Communities of Concern (CoC) as outlined by the Vision Zero Action Plan (2017):



This area of the city lacks strong alternative transportation options to the subregion's economic core due to poor first and last mile connections along Peoria Street and throughout the surrounding area. Walkscore.com, a leading scoring index for walking, bicycling and transit ease, currently gives the Montbello a walk score and a transit score of 40 out of 100, ranking 66 out of 78 neighborhoods in the city.

Peoria is a critical connection to provide for alternative transportation options to the Montbello Neighborhood as well as the Northeast Industrial area and the Montbello Neighborhood. Peoria Street currently provides the best access to buses and the light rail that route to the city's job centers, due to the multiple bus routes operated by RTD that run along the corridor and the location of the Peoria Street Station connection to the A-line which connects to both downtown Denver and the Denver International Airport. The corridor also provides direct access to major walking and bicycling recreational amenities for the recreational amenities in the City, including the Rocky Mountain Arsenal National Wildlife Refuge and the Sand Creek Park.

The proposed corridor improvements could greatly improve multi-modal safety and access on the Peoria corridor, and therefore enhance transportation equity for this area of the city. It is estimated that with the proposed designed improvements in the project's scope of work, the number of daily commute and recreational bicycle trips could increase by more 2,000 and pedestrian trips by 1,700 by the year 2040. Roughly 600 of the bicycle trips would be commute trips, facilitating easier transportation for residents to employment opportunities within the city.

Peoria street is within the City's HIN as identified by Denver's Vision Zero Action Plan. It is the priority of the City of Denver to make infrastructure improvements on HIN corridors to increase safety for all users. In the last 5 years, there were 2,091 accidents on the corridor, 92 of which involved serious injuries or fatalities. It is

estimated that the proposed design improvements in the project's scope of work will reduce crashes by 32% and result in a 20% reduction in crashes involving bodily harm.

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

This project will provide multi-modal improvements for travelers on RTD's Light Rail A-line and sidewalk connections to City of Aurora boundary. It is estimated that multi-modal improvements will increase A-line and bus boardings by nearly 3,600 by 2040.

The project will also provide improved bicycle and pedestrian connections to the regional recreational facility, the Rocky Mountain Arsenal National Wildlife Refuge. A National Wildlife Refuge Visitor Survey [see Attachment 3] of visitors to the Arsenal found that visitors come from all over the Metro area, traveling on average 17 miles to reach it. The survey also found that the key modes of transportation used by visitors to travel to the refuge were private vehicles (91%).

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

See answer to Q#2

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

The following are challenges identified by the Metro Vision that will be address by the project:

Less efficient development patterns. Poor Jobs/housing Balance.
The project will provide a beautified street and more pedestrian friendly environment that will compliment and support changes in land uses proposed by the *Northeast Area Neighborhood Plan*, which identifies the southern section of the corridor as Community Center land uses (aka medium mix of office, commercial & residential uses).

The following elements of the project are especially critical to address these issues:

- Enhanced intersection crossing treatments for visibility and safe crossing behavior at multiple intersections.
- Pedestrian oriented lighting, and enhanced landscaping alongside the 10-12-foot wide bicycle and pedestrian multi-use path to be constructed.

Automobile dominance. Mobility options for persons without a car.
The project will address sidewalk gaps, provide more complete and comfortable pedestrian facilities, foster better bicycle connections, and enhance transit station wayfinding and amenities.

The following elements of the project are especially critical to address these issues:

- Completion of sidewalk to build new sidewalk to address gaps and replace interim sidewalk between E 39th Avenue and E-44th Avenue and tie-ing into sidewalk connections completed as part of CDOT's Central 70 Project.
- Construction of a 10-12-foot wide bicycle and pedestrian multi-use path along the East side of Peoria that will provide continuous connection to 56th from 44th.
- Enhanced intersection crossing treatments at 45th Avenue, 49th Ave, 51st Avenue, and 53rd Avenue; enhanced pedestrian crossing at 47th Avenue.
- Enhancements to pedestrian access over the Peoria Street Bridge and to the Peoria Light Rail Station, including bicycle and pedestrian wayfinding signage and pavement markings and possible new pedestrian access on west side of Peoria at 37th Avenue.

Recreational traffic. The Denver region's quality of life depends upon the abundant recreational opportunities nearby.

The project will provide enhanced pedestrian access to the Rocky Mountain Arsenal National Wildlife Refuge and Sand Creek.
The following elements of the project are especially critical to address these issues:

- Construction of a 10-12-foot wide bicycle and pedestrian multi-use path terminating at 56th and connecting to a signalized crossing with crosswalk and multi-use path on 56th currently under design which provides direct access to Arsenal trailheads.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the <u>completed</u> project allow people and businesses to thrive and prosper?

Completion of these improvements will provide safe, direct, and convenient multimodal access to the Peoria Station A-line which provides direct access to the downtown core as well as the Denver International Airport, which are critical job centers.

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

The primary purpose of this project is to create multimodal, first/last mile transportation improvements along the Peoria Street corridor. These improvements will fill gaps in that network and greatly enhance safety and comfort for pedestrian, bicycle, and transit users moving along the corridor and crossing the corridor.

Major gaps in along-corridor movements currently exist in the blocks directly north and south of I-70 and at the Smith Rd. train crossing bridge. These gaps will be eliminated and overall along corridor movements will be enhanced by the separated multi-use path on the east side and complete sidewalk on the west. The addition of wayfinding, installing seating, and pedestrian crosswalk closer to the north side of the Smith Rd Train Bridge will improve access to the east side bridge and improve pedestrian experience.

Across corridor east west-movements are currently not oriented towards pedestrians with existing infrastructure, with limited crosswalks, and crossings that are more than 100 feet wide with no pedestrian refuges offered. Enhanced intersection crossing treatments at key intersections and rebuilding pedestrian ramps will support great across-corridor connectivity for pedestrians.

See Part 1 Q#9 for description of all project improvements, each of which supports alternative transportation mode connectivity.

Part 3 provides estimates of the expected transit, bicycle, and pedestrian trips increases that will result from the project. The City and County of Denver recognizes that the growth in transit, walking and bicycling trips between now and 2040 will increase due to projects beyond the scope of the Peoria Street improvements (e.g. pedestrian improvements on 56th Ave and pedestrian improvements under I-70, zoning and other land use changes triggered by the Far Northeast Area Neighborhood Plan, and general population growth which will likely increase both pedestrian and recreational bicycle trips). Knowing this, the grant application assumes a medium growth rate alternative mode trips by 4.5%. This growth rate is based on a recent Utah Transportation Authority First/Last Mile study, which suggested that improvements at Auto-Dependent Stations (the typology that best fits Peoria Light Rail Station) suggested a growth rate of 1.5-6.0 %.

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

The City of Denver has worked closely with CDOT to ensure that the Central 70 project, which precedes this project and crosses Peoria Street, is consistent with this project design. At the request of City staff, CDOT has included reconstruction of Peoria Street as it passes under I-70 and has widened the pedestrian and bicycle portion of the right-of-way from 3 feet on each side to 8 feet on the west side and 12 feet on the east side. Also at the request of Denver, CDOT will extend the new sidewalk connections beyond slip ramps on both sides of interstate, and incorporate ADA ramps, crosswalks and RRFB signals to assist pedestrian crossing of the ramps.

As part of the ongoing design phase of this project, the City of Denver is continuing to coordinate with CDOT on multi-modal improvement tie-in's within the Central 70 project area. The City is also coordinating with RTD to design more complete wayfinding signage to the Peoria Station; and with the City of Aurora to ensure appropriate sidewalk tie-ins at the city boundary.

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*:

As identified by the 2020-2023 TIP Policy, vulnerability populations include older adults, minority, low income, language challenges, and individuals with disabilities. In addition, individuals with no vehicle, and children, and those with chronic health issues may be vulnerable populations served by mobility infrastructure. As shown in Part 3 QD, there are nearly 18,000 minority individuals, 3,000 individuals that do not speak English as a first language, 1,700 elderly, 1,200 low income individuals, and 1,000 individuals that do not have regular access to a vehicle within 1 mile of the Peoria Street project area. Vulnerable populations numbers are from the most recent 5-year U.S. Census American Community Survey (ACS).

In addition, much of the Montbello neighborhood, adjacent to the east side of the project area has been identified as a Community of Concern, which identifies vulnerable populations based on low income and education levels, high concentrations of seniors and people with disabilities, low rates of vehicle ownership, high obesity rates, and high numbers of schools and community centers.

The Policy also indicates that projects that qualify as supporting vulnerable populations may include the following infrastructure improvements, as bulleted below. The project supports the following:

- **sidewalk improvements that assist in fulfilling a community's ADA transition plan**: The project will bring all sidewalks and curb ramps on the corridor up to ADA standards.
- **street design elements to optimize human performance (e.g., pedestrian improvements at intersections, curb radius, signage, devices for lane assignment, etc.:** The project includes pedestrian improvements at up to 5 intersections, and an additional mid-block crossing. The project will also include improved wayfinding signage to light-rail as well as more direct routes and benches to facilitate those are less physically able to reach the Peoria Station. The greater transit access will allow vulnerable populations to reduce travel costs and time to travel to jobs, health facilities, and other destinations.

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.

The project is making public investment in infrastructure that provides increased multi-modal access within a community of concern.

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:***

Bicycle and pedestrian connectivity will be more continuous with less circuitous paths. Changes in signal timing, and bicycle specific signal components at some intersections will provide a safer crossing for bicyclists and pedestrians

that is more reliable than the current condition of attempting to cross multiple lanes of traffic with unpredictable traffic gaps.

2.B. Describe how the project will meet the goals of the ***Denver Mobility Action Plan***.

The Denver Mobility Action Plan establishes goals for transportation choice, safety, climate and health and accessibility. As described in Part 1 Q#9, and as shown in Part 3, the project:

- Choice: improves alternative transportation infrastructure, and is anticipated to increase alternative mode usership by more than 46,000 in 2040 [See Attachment 6].
- Safety: Is located on a HIN corridor and includes new pedestrian crossing safety improvements, and is anticipated to reduce crashes by 32% [See Attachment 7].
- Climate: Will reduce VMT through mode shift, and is anticipated to reduce CO2 emissions by almost 16,000 pounds per day by 2040 [See attachment 6].
- Health: Will provide a multi-use trail that supports active transportation choices and improved access to outdoor recreational facilities, supporting more healthy lifestyles through infrastructure.

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 project is consistent with the Denver Strategic Transportation Plan's 3rd Strategy of "Physical" improvements. The project will add 2 miles of improved, grade separated bicycle network; upgrades substandard sidewalk; and fills roughly a 1/3 of a mile of "gaps" in the bicycle and pedestrian grid.

TRANSPORTATION SAFETY AND SECURITY

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

Additional lighting and the increased pedestrian and bicycle activity on-site and in the surrounding area will provide security for the travelers walking and biking the Peoria corridor.

In addition, as shown in Part 3, the overall project will result in crash reduction.

3B. **Describe how the project will meet the goals of Denver's *Vision Zero Action Plan*.**

The Denver Vision Zero Plan identifies Peoria Street as part of Denver's High Injury Network (HIN). Additionally, the Plan identifies the Montbello Neighborhood, which is adjacent to Peoria Street for much of its project area, as a Community of Concern (CoC). The Plan establishes that the City will prioritize implementation of safety and mobility improvements for CoC and in the HIN. The improvements of this project are consistent with the City's Vision Zero standards.

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*

The project area is located within an area already built out with urban and suburban level development. As shown in Part 3, the mile surrounding the corridor is home to more than 19,000 individuals, primarily to the east, and more than 24,000 jobs, primarily to the west. Under current zoning, the population is expected to increase by 12% and the employment by 16% by 2040. In addition, the Peoria Corridor is identified within the Far Northeast Area Neighborhood Plan as appropriate for higher density and more intense land use development. The intent is to provide more services, amenities, and employment opportunities closer to existing urban residential neighborhoods. Multi-modal enhancements and beautification of the corridor, which are part of this project, will support both desirability for local business to locate in this area and increased access for the residential neighborhood adjacent.

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*

The project will provide improved multi-modal access to Rocky Mountain National Arsenal Wilderness Area, and to the RTD A-line which connects to Denver Union Station and the Denver International Airport. Additionally, five bus lines stop at the Peoria Station or along the Peoria Street corridor.

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)*?

The project area is adjacent to Innovation/Flex and Value Manufacturing Places to the west and Community Center and Low and Medium Density Residential Places to the east as identified by the Blueprint Denver Plan. Places to the west call for "streets and internal road systems designed for large truck movement and ease of access to the regional transportation system." Residential areas to the east, mobility is "more reliant on single-occupancy vehicles, but is still walkable and bikeable, particularly to local destinations, with access to transit." Community center places to the east call for "accessible to a larger area of surrounding neighborhood users by a variety of transportation options including medium- and high capacity transit. Pedestrian priority areas are typical and cyclists have access with high or medium ease-of-use bicycle facilities."

The project improvements will best support Community Center Place mobility needs by providing pedestrian and cyclist high ease-of-use facilities. The Peoria Corridor will remain appropriate for Manufacturing Places and Community Center and Low and Medium Density Residential Places, with minimal changes to right-of-way devoted to vehicle throughput or access to the regional transportation system.

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*

The project helps complete the first-last mile connection to the regional transit system. As shown in Part 3, ridership of transit is anticipated to increase transit ridership by 18.5% by 2040. Increased ridership will increase the feasibility for RTD to expand transit service frequency and reach.

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
Denver Moves Transit identifies Peoria Street as a Frequent Transit Corridor, shown below in Figure 4

Figure 5 - Denver Moves Transit: Frequent Transit Corridors

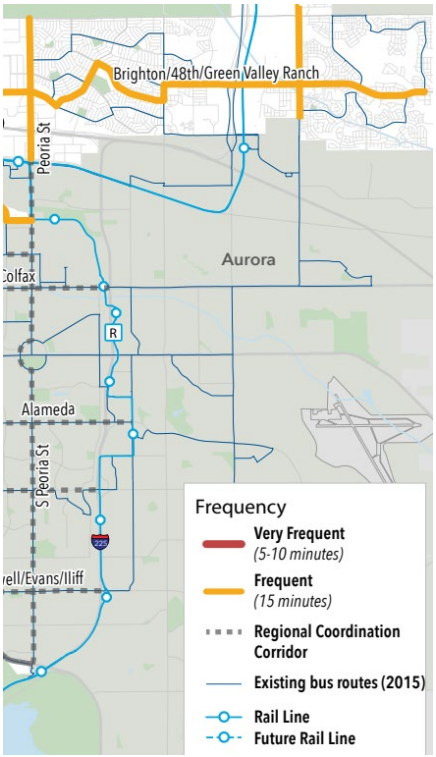
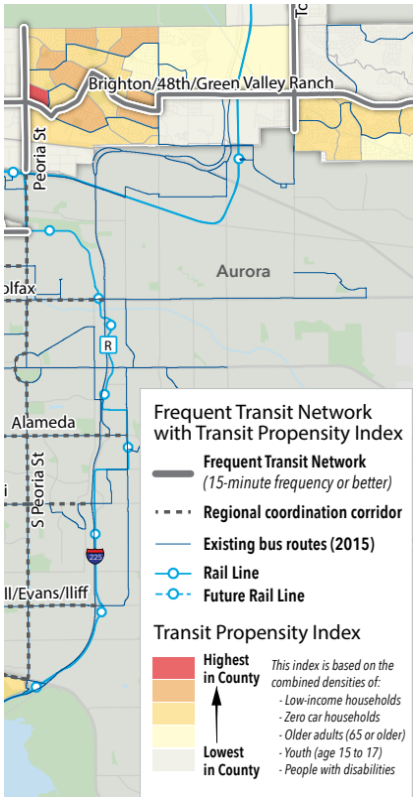


Figure 4 - Denver Moves Transit, Transit Propensity Index



To safely utilize the frequent levels of transit service identified in the Plan, multimodal improvements in the scope of this project application must be implemented. Additionally, the neighborhood of Montbello to be served by the project has some of the highest scores on the Transit Propensity Index as shown above in Figure 5. Therefore, not only are the multimodal improvements needed to serve the transit service levels identified in the plan, but these areas represent some of the highest need for quality transit and associated pedestrian and bicycle infrastructure in the City.

Denver Moves: Pedestrian and Trails https://www.denvergov.org/content/denvergov/en/denveright/pedestrians-trails.html

Denver Moves Pedestrians and Trails primary goals are all met through the implementation of multimodal improvements along Peoria Street.

- Accessibility – Existing bicycle and pedestrian infrastructure is largely inaccessible along the corridor. A multi-use path shall be built to ADA and City of Denver latest design standards ensuring access to residents and visitors of all abilities.
- Connectivity – Peoria Street represents a current missing multimodal link in the transportation network connecting places of residence and commerce with access to the airport via commuter rail and the Rocky Mountain Arsenal for recreation.
- Destination Access – Access to key destinations along Peoria such as transit stops both bus and rail, grocery and dining, places of employment and education are all enhanced through the establishment of infrastructure which doesn't rely on personal automobiles.
- Equity – Perhaps the strongest case for this project is through a lens of equity. This project completes a pedestrian network with sidewalks and crossings up to standards and without gaps within low-income areas.

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

The project supports Denver Moves Bicycles ultimate planned bicycle network which includes a complete bicycle facility on Peoria Street through its entire stretch through the City of Denver.

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*

As shown in Part 3A, 3B, and 3C, the increases in transit ridership, bicycling, and pedestrian travel result in substantial VMT reduction and greenhouse gas (GHG) reduction, and the mode shifts from autos to alternative modes will reduce vehicular emissions and energy usage. As documented, the combined GHG reduction totals nearly 16,000 pounds per day by 2040.

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***.

The Climate Action Plan has vision of transforming Denver into a community where people walk, bike, take transit, or carpool for most trips in a safe, accessible, and affordable transportation network. The 2020 Goals including moving up Denver's Walk Friend rating from gold to platinum. The Walk Friendly Communities organization rates Walk Friendly scores based on sidewalk designs that are at least 10' feet in commercial zones, provide a buffer from the street, and continuity. This project meets these standards and therefore supports this 2020 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***:

NA

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*

The Peoria Street Project improves multi-modal connections to the Rocky Mountain Arsenal National Refuge by providing a high quality seperated bicycle and pedestrian path connection to the Refuge via the 56th shared use sidewalk.

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*).

One goal identified in the Game Plan is "Achieve equitable access for underserved communities to parks and recreation amenities for all members of the community." As described in Part 2 Q3A1, this project will provide greater access to the Rocky Mountain Arsenal National Wildlife Refuge to a Community of Concern.

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*

Opportunities to safely bike and walk to the Peoria Station and other services and amenities along Peoria Street will improve the health of those who normally drive as well as improve air quality by reducing vehicle emission through reduced VMT.

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*

The bus and light rail access improvements will help support the new Community Center Land Uses planned for Peoria Corridor, which includes a new Cultural Hub currently under design with grants from the Colorado Health Foundation, that will be located adjacent to Peoria Street at Albrook Drive. The improvements will also enhance the convenience and travel times for transit users traveling to Downtown, Auraria campus, and Denver International Airport.

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. The source of each indicator is described in the map. Click on each individual link and see specific map layers; for example, in Built Environment, there is information on "Access to Parks" separately.

The project is located in the Montbello neighborhood which the Neighborhood Equit Index identifies as 2-2.5 or dark red. Those neighborhoods shown in darker red are where residents face the highest hurdles to leading healthy lives. The project is designed to improve access on a corridor that is most used by the the Montbello Neighborhood. This community is being engaged in the ongoing design of the corridor improvements of the project.

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*

Improving the accessibility, safety, and visual environment provided by these multimodal improvements will contribute to the quality of life for those who will live, work, and play in the Montbello Neighborhood and Northeast Industrial Area. Job access, especially for vulnerable populations, is key to the metro region's economy.

D. Project Leveraging

WEIGHT 10%

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

Part 3 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1.	Current ridership weekday boardings	4,844
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,201	24,063	**43,264**
2040	21,512	27,920	**49,432**

Transit Use Calculations	Year of Opening (2023)	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)* *Provide supporting documentation as part of application submittal*	60	1,170
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)*	20	290
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)*	20	290
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**30**	**590**
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)*	260	5280
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**250**	**5010**
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: *All values have been rounded to the nearest 10.*		

B. Bicycle Use

1.	Current weekday bicyclists	5000
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,201	24,063	**43,264**
2040	21,512	27,920	**49,432**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated **additional** weekday and *recreational average daily* one-way bicycle trips on the facility after project is completed.**	270	2,200
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)*	140	1,100
5. = Initial number of new bicycle trips from project (#3 – #4)	140	1,100
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)*	50	**370**
7. = Number of SOV trips reduced per day (#5 - #6)	90	730
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	180	1,470
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	170	1,400

10. If values would be distinctly greater for weekends, describe the magnitude of difference:

Due to the quality of the bicycle infrastructure that will result from the project, and connectivity to popular recreational bicycle facilities such as the Sand Creek Regional Trail, Rocky Mountain Arsenal National Wildlife Refuge, and Highline Canal, recreational use of completed Peoria multi-trail is anticipated to be relatively high. For the purposes of bicycle calculations, current recreational trips on Central Park Boulevard were used; see Q11 for greater detail.

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

**Estimated recreational trips have been included in these numbers. Estimated recreational bicycle trips were assumed to ultimately be similar to recreational trips on Central Park Boulevard, a parallel route that provides similar bicycle facilities to those that will be developed by this project, and providing access to similar recreational amenities. An estimate of recreational trips on Central Park Boulevard were garnered from CDOT's Strava Metro data. Recorded Strava non-commute tagged trips were inflated by 30% to account for recreational trips not recorded through the app.

All values have been rounded to the nearest 10.

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	69
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,201	24,063	**43,264**
2040	21,512	27,920	**49,432**

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	1,309	1,677

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)*	654	838
5. = Number of new trips from project (#3 – #4)	654	838
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)*	196	251
7. = Number of SOV trips reduced per day (#5 - #6)	458	587
12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	183	**235**
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	174	223
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

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	1,690
	2. Minority persons	17,873
	3. Low-Income households	1,166
	4. Linguistically-challenged persons	3,036
	5. Individuals with disabilities	1,008
	6. Households without a motor vehicle	431
	7. Children ages 6-17	5,341
	8. Health service facilities served by project	12

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). *If applicable, denote unique travel time reduction for certain types of vehicles*	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	5	
Serious Injury crashes	87	
Other Injury crashes	202	
Property Damage Only crashes	1,797	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)* ***NOTE: Crash reductions were only calculated for the 14 bike and pedestrian related crashes in the last 5 years.***		
Fatal crashes reduced	0/0	
Serious Injury crashes reduced	1/5	
Other Injury crashes reduced	5/14	
Property Damage Only crashes reduced	NA	

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:	