Part 1 Base Information

1.	Project Title	US 285 Congestion Management & Associated Operational Improvements Study
2.	Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Lowell Boulevard/Knox Court to Interstate 25 (I-25)
3.	Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City of Englewood, Colorado
4.	Project Contact Person, Title, Phone Number, and Email	Maria D'Andrea, Director of Public Works 303-762-2506 / mdandrea@englewoodco.gov

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?

☒ Yes ☐ No

If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?

☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)

☒ Local plan: City of Englewood Comprehensive Plan (pgs.3-7 through 3-13)
https://www.englewoodco.gov/home/showdocument?id=17175

☐ Other(s):

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

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

- ☐ Rapid Transit Capacity (2040 FCRTP)
- ☐ Transit Other:
- ☐ 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?

The US 285 corridor is a major regional arterial providing east-west connectivity between C-470 and I-25. DRCOG's 2016 Annual Report on Roadway Traffic Congestion in the Denver Region identifies the US 285 corridor between Lowell Blvd./Knox Ct. and I-25, as a congested corridor, (Congestion Mobility Grade of D or F). The intersections of US 285 with Federal, University, Colorado and I-25 were also listed as currently congested.

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

The US 285 corridor is a major regional arterial providing east-west connectivity between C-470 and I-25. A congestion management study will evaluate measures to alleviate congestion and identify ways to help people and businesses avoid or adapt to it. The DRCOG Congestion Mitigation Toolkit would be used to address recurring & non-recurring congestion through various mitigation strategies including: active roadway management, travel demand management/alternative travel modes, and physical roadway capacity.

Missing segments in the pedestrian network and opportunities to improve multi-modal connections will also be evaluated. Improvements will be prioritized for implementation based on benefit provided, ease of implementation, and cost.

10. What is the status of the proposed project?

No work has begun on this project.

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project? ☒ Yes ☐ No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$1,600,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$1,280,000**	**80% of total project cost**

3. Outside Funding Partners *(other than DRCOG Subregional Share funds)* List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
CDOT	$200,000	12.5%
City of Englewood	$40,000	2.5%
City of Cherry Hill Village	$40,000	2.5%
City of Sheridan	$40,000	2.5%
	$	0%
	$	0%
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$320,000**	

Funding Breakdown (year by year)* **The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.*

	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	$	$1,000,000	$280,000	$	**$1,280,000**

State Funds	$	$200,000	$	$	**$200,000**
Local Funds	$	$120,000	$	$	**$120,000**
Total Funding	$0	$1,320,000	$280,000	$0	**$1,600,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Choose an item	Study	Study	Choose an item	

5. **By checking this box**, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded. ☒

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

   US 285 critically connects transit, motorists, pedestrians and cyclists to other major arterials, trails, transit lines and highways. Currently 64,000 average daily traffic volumes rely on the this east to west connection and this number is expected to increase by about 30% by 2040. With such a substaintial increase and limited right of way this study will critically examine how to move more people through the corridor more efficiently and safely.

   The users and their needs are diverse. The outcomes of this study can improve safety for school children walking to and from school, regional and local bus riders, light rail users, bicyclists and pedestrians. All of these users are traveling to access jobs, school, shopping, or recreation. Whatever their pursuit, this portion of US 285 has been and continues to be a congested corridor. By improving congstion and also addressing missing gaps in the pedestrian and bicycling network, significant improvements can be made for a large number of individuals.

   Within a mile of the corridor there is a large number of children (7,940), elderly (8,459), and disabled (3,330) populations all of whom will be positively impacted by potential improvements.

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

   Yes, the project crosses the cities of Sheridan, Englewood, Cherry Hills Village and the City and County of Denver. Lakewood, Greenwood Village, Arapahoe County and other regionally connected jursidictions who rely on this corridor would benefit from this project as well. Benefits to each of these entities are anticipated through reduced congestion, reduced cut-through traffic on local streets, (especially during periods of peak travel times), improved reliability for motorist travel times, improved access to the RTD Englewood light rail station, and improved access to the two major regional health care facilities located within the project corridor. Benefits will also derive from increased communication & coordination across jurisdictions such as incident response to non-recurring congestion resulting from vehicle crashes, vehicle breakdowns, construction, and weather events.

   Transit and active transportation users will benefit from improved regional and local trail connections that allow better movement through the corridor on a better connected network.

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

   Yes, the project benefits the City and County of Denver, Jefferson County, Douglas County and Arapahoe and Adams County subregions. Benefits are anticipated through reduced congestion, reduced cut-through traffic, (especially during periods of peak travel times), improved reliability of travel times for motorists, improved access to the RTD Englewood light rail station, and improved access to the two major regional health care facilities located within the project corridor. Benefits will also be derived from increased communication & coordination across jurisdictions, such as incident response to non-recurring congestion resulting from vehicle crashes, vehicle breakdowns, construction, and weather events.

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

   This project will identify ways to increase the reliability of the existing multimodal network by reducing traffic delay and increasing mobility in the US 285 corridor, between Lowell Blvd/Knox Court and I-25. This will be accomplished through the evaluation & recommendation of congestion mitigation strategies throughout the study corridor. The primary goal of the congestion mitigation efforts is to find ways to safely move more people through the corridor,

using active transportation and transit in addition to allowing for efficiently moving vehicle through. Added benefits include the potential for improved air quality and reduced fuel/energy consumption if these strategies are implemented. In addition, the study will evaluate "gaps" in the bicycling and pedestrian network. These will be prioritized along with the congestion mitigation strategies for implementation.

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?

   The adjacent area serves a population of more than 67,410 which is predicted to grow to more than 71,510 by 2040. And, the area currently serves more than 36,942 employees on a daily basis. This is predicted to increase to more than 47,155 employees by 2040. By relieving traffic congestion on US 285, traffic flow is improved thus ensuring residents and employees can access their homes & places of work efficiently. Businesses want to expand knowing their employees can consistenty get to work on time. Mitigation strategies to address both recurring and non-recurring congestion will be evaluated & priorized as well as gaps in the multimodal system to improve reliability to access two major hospitals, the City Center urban center, and the RTD Englewood light rail station.

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

   The study will identify ways to improve the active transportation network and connection points between the pedestrian and cyclist network within the study area and to other subregional assets, such as major transit hubs and regional trails. The Dartmouth Avenue regional bike route provides a parallel, on-street bike facility, while the S. Clarkson St., S Grant St., High Line Canal Trail, Denver D-15 and D-22 bike routes provide north to south crossings. These facilities could be better connected to transit nodes along the corridor. Current conditions for cyclists and pedestrians within the study area present as part of the high stress cycling network and uncomfrotable and often times unsafe conditions for all users. There have been 20 pedestrian and 17 cyclist crashes along the corridor.

   The study will identify & prioritize "gaps" in the multimodal system along the corridor such as missing sidewalk & trail segments, narrow sidewalks, dangerous intersections and obstructions. By improving the bicycle & pedestrian network and improving congestion, access to different travel modes including transit, light rail, pedestrian & bicycling modes will all be improved. Vehicle travel will also be improved through more reliable travel times and reduced congestion.

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

   CDOT has provided concurrence for the project and is able to provide $200,000 in funding. Similarly, the City of Sheridan will provide $40,000, and the City of Englewood $40,000. Cherry Hills Village has also been asked to contribute $40,000 towards this project. Communication with the Swedish Medical Center and Craig Hospital's mangement will occur to assist with implementation of strategies such as parking facility management, telecommuting & rideshare travel services. The city's free trolley service which serve this corridor will also be evaluated for assistance in strategy implementation.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **25%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).*

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).**

   There are 3,177 low-income households along this study area and 11 traffic analysis zones that are identified as environmental justice analysis (EJA) zones. The segment of study will bring together strategies that connect both EJA zones with affluent areas that present economic opportunity. This is a critical opportunity to increase mobility

options that improve access for low-income communities within this subregion to areas of economic opportunity within the subregion and beyond.

Along the project corridor are two regional health care facilities: Swedish Medical Center and Craig Hospital. On the west end of the project, the Englewood City Center urban center and the RTD Englewood light rail station provide regional access. By improviing connectivity and mobility along the corridor, vulnerable populations including children (7,940) , persons over age 65 (8,459), and persons with disabilities (3,330) will be better able to access the health services and the light rail system.

There are 17,483 minority persons within the study area and 1,860 linguistically challenged individuals. This is a diverse area and increased mobility and reduced congestion can help area residents better access urban centers, healthcare, education and employment opportunities.

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

By relieving traffic congestion on US 285, traffic flow is improved thus ensuring residents (over 67,000) and employees (over 36,900) can access their homes & places of work efficiently. Businesses want to expand knowing their employees can consistently get to work on time. Mitigation strategies to address both recurring and non-recurring congestion will be evaluated & priorized as well as gaps in the multimodal system to improve reliability to access two major hospitals, the Englewood City Center urban center, and the RTD Englewood light rail station.

Recommendation and implementation of cameras and other monitoring systems and technology will help traffic engineers to respond more quickly to problems and better evaluate implemented solutions.

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

3,702 crashes were recorded in the project corridor based on the most recent five-years of data from DRCOG. Of these, 547 were injury crashes and one (1) fatality. Since this data it is known that five (5) additional fatalities have occurred. 38 crashes involving pedestrians or bicycles, have occurred in this area. Through this study we can identify locations where trends in crashes are emerging, identify unsafe infrastructure including gaps in the active transportation network, vehicular turning movements prone to crash and unsafe crossings.

Additional benefits of congestion mitigation strategies include a reduction in vehicle delay hours. Currenlty the corridor sees 830 current weekday vehicle hours of delay. Improving traffic signal timing & coordination will likely result in fewer vehicle stops and delays thus reducing the number of rear end crashes. Reducing periods of time when permissive left turns are allowed results in fewer right angle crashes. Upgrades to signal controllers and minotoring systems, for the purpose of improving signal operations, has the additional benefit of improved security of the signal system.

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

WEIGHT **15%**

*Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.*

MV objective 2 **Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, the project corridor runs through the middle of a DRCOG-designated urban center: Englewood City Center, which extends from Santa Fe to Downing Street or approximately 1/4 of the project limits. The DRCOG employment concentrations data shows that medium and high density employment cluster blanket the study area and extend beyind it. This area is already an urban level area, but one that is expected to continue to increase.

The adjacent area serves more than 35,000 employees on a daily basis. This is predicted to increase to more than 47,000 employees by 2040. By relieving traffic congestion on US 285, traffic flow is improved thus ensuring employees can access their jobs efficiently and businesses want to expand knowing their employees can consistenty get to work on time.

There is also the potential for growth in Sheridan, City and County of Denver, and Douglas County. This regional growth will put further demand on this segment of US 285.

MV objective 3	**Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, the intent of the project would be to evaluate missing links in the sidewalk & trail network as well as identify possible bicycling improvements within the corridor. The bike facility network, as mapped by DRCOG, shows that east to west connections within or near the study area are sparse and there is not a consistent identified bike route that would allow cyclists to navigate the study area safely and without using pedestrian infrastructure. This presents as a potential opportunity to explore if parallel roadways could offer lower-stress options for biking infrastructure and be a strategy to reduce congestion.

There are currently "gaps" in the sidewalk network on US 285 which limit efficient and safe pedestrian movement in the corridor between the City Center urban center and the Swedish & Craig hospital campuses. These connections will also assist with accessing area bus and transit services.

These improvements would be ranked for implementation along with traditional congestion mitigation strategies.

MV objective 4	**Improve or expand the region's multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, the intent of the project would be to evaluate missing links in the sidewalk & trail network as well as identify possible bicycling improvements within the corridor. These improvements would be ranked for implementation along with traditional congestion mitigation strategies. The RTD light rail stop in the City Center urban center provides regional connection for pedestrians & bicyclists. Current "gaps" in the sidewalk network on US 285 limit direct pedestrian & bicyclist access to the light rail station.

The Englewood Walk and Wheel Study, completed in 2015, notes that this section of 285 is part of the "high stress" bike network and presents a significant barrier to accessing lower stress networks. This study identifies several intersections where improved crossings for pedestrians and cyclists, wheelchair users are recommended as well.

Transit riders, cyclists and pedestrians from the broader Denver region will also benefit from improved connections and better access to employment, services and recreational opportunities along this corridor. The Dartmouth Avenue regional bike route provides a parallel, on-street bike facility, while the S. Clarkson St., S Grant St., High Line Canal Trail, Denver D-15 and D-22 bike routes provide north to south crossings. These facilities could be better connected to transit nodes along the corridor.

MV objective 6a	**Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Current weekday travel delay hours for the corridor are 830. It is anticipated that the completed study will identify improvements that, when implemented, will improve air quality and reduce greenhouse gas emissions. These may include increased mode share and active transportation users due to improved infrastructure and decreased idling time.

MV objective 7b	**Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, within study area, the Wellshire Public Golf Course is located near the east end. Packy Romans Park, Miller Field and trails along Little Dry Creek all are current assets that would be better connected to the multimodal network. With better connections it is possible to reduce dependancy on vehicles and subsequently reduce congestion.

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, the intent of the project would be to evaluate missing links in the sidewalk & trail network as well as identify possible bicycling improvements within the corridor. The Dartmouth Avenue regional bike route provides a parrallel on street bike facility, while the S. Clarkson St., S Grant St., High Line Canal Trail, Denver D-15 and D-22 bike routes provide north to south crossings. These facilities could be better connected to transit nodes along the corridor. These improvements would be ranked for implementation along with traditional congestion mitigation strategies.

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

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, mitigation strategies will be evaluated & prioritized for implemention to improve reliability to access two major hospitals, the Englewood City Center urban center, and the RTD Englewood light rail station.This corridor offers a wealth of employment opportuities and is a connection between low-income and high-income communities. Allowing for low-income users to safely navigate this corridor using active transporttion and transit opens doors to commercial centers in Sheridan, Englewood and Cherry Hills.

The State of Colorado identifies Community Anchor Institutions and DRCOG recongizes these as critical to community access to opportunity. Aside from the above mentioned hospitals, the following community anchor institutions are present: The Cherry Hills Health Care Center, Pearl Street Healtha and Rehabilitation Center, MCPN

Englewood Clinic, Englewood Fire Department, Thomas Jefferson High School, Julia Temple Health Care, Englewood Meridian Health and Sheridan Fire Station 1.

MV objective 14	**Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes, the adjacent area serves a population of more than 67,000 which is predicted to grow to more than 70,000 by 2040. And, the area currently serves more than 35,000 employees on a daily basis. This is predicted to increase to more than 47,000 employees by 2040. By relieving traffic congestion on US 285, traffic flow is improved thus ensuring residents and employees can access their homes & places of work efficiently. Businesses want to expand knowing their employees can consistenty get to work on time. This is also an area that is zoned for high density and mixed use on much of the corridor and shows higher than average levels of employment concentration in the DRCOG data.

DRCOG has identified the Hampden Avenue Corridor from Santa Fe west to Wadsworth as a potential Region and State Intercity Rail Corridor on the 2040 Rapid Transit System Plan. The proposed study area would connect with this and continue to the existing light rail lines. This study fills in a gap (Hampden from Santa Fe to I-25) between proposed and existing corridors.

D. Project Leveraging

WEIGHT **20%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	41%+ outside funding sources .....High 31-40% ..... Medium 30% 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	10,081 Figure for light rail stations only, bus route numbers not available
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	67,410	36,942	**104,352**
2040	71,510	47,155	**118,665**

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)* *Provide supporting documentation as part of application submittal*	0	0
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)*	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**0**	**0**
7. Enter the value of **{#6 x 9 miles}. (= the VMT reduced per day)** *(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)*	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**0**	**0**

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

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

B. Bicycle Use

1. Current weekday bicyclists	Unknown
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	67,410	36,942	**104,352**

2040	71,510	47,155	**118,665**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	0	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	Data not available at this time.
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	67,410	36,942	**104,352**
2040	71,510	47,155	**118,665**

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0

7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of **{#7 x .4 miles}. (= the VMT reduced per day)** *(Values other than .4 miles must be justified by sponsor)*	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	8,459
	2. Minority persons	17,483
	3. Low-Income households	3,177
	4. Linguistically-challenged persons	1,860
	5. Individuals with disabilities	3,330
	6. Households without a motor vehicle	2,107
	7. Children ages 6-17	7,940
	8. Health service facilities served by project	73

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	54,546 – 69,885 along the corridor
2. 2040 ADT estimate	92,000
3. Current weekday vehicle hours of delay (VHD) (before project)	830

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:
Current ADT is taken from DRCOG traffic counts and these numbers show counts from along the corridor, please see the associated map for further detail.

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	1	
Serious Injury crashes	140	
Other Injury crashes	407	
Property Damage Only crashes	2,342	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
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	Fair
2. Describe current pavement issues and how the project will address them. n/a	
3. Average Daily User Volume	64,000

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. Currently there are gaps within the network for pedestrian & bicycle connectivity and facilities that present unsafe, indirect or uncomfortable design. The study will evaluate the existing network and identified areas to eliminate network gaps for pedestrians and bikers and upgrade facilities for improved routing, safety and/or comfort.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT N/A	
2. Describe current condition issues and how the project will address them. N/A	
3. Other functional obsolescence issues to be addressed by project N/A	
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 None	
3. Other: None	

Part 4 Special Considerations

Complete all answers with a YES/NO/UNSURE, and an explanation as warranted. Part 4 is not scored but will assist in project recommendation.

1. Is the project a construction- or implementable- ready project?
   No, this project will identify recommendations for implementation to address the outlined concerns and needs for the area.

2. Are there challenges with the project (right-of-way, environmental, utilities, etc.)?
   a. If yes, explain the challenge and how agency plan to address.
   Yes, a key challenge for this multijurisdictional work is working collaboratively across boundaries.

3. Are there other environmental or controversial issues associated with the project?
   Unsure, the study may uncover environmental or controversial issues but these are not known at this time.

4. Does the project or program benefit more than just the sponsoring agency and considered subregionally significant/transformative?
   Yes, the project will benefit multiple jurisdictions and has the potential to reduce congestion on CDOT infrastructure as well as improve both ridership and operations for RTD services.

5. Does the agency have capacity and expertise to manage a federal project?
   a. Explain experience, approach, etc.
   Yes. Director has extensive project management experience including various federally funded projects. Engineering consultant assistance will be procured to provide design, environmental clearance and construction administration services.

6. Is the project a next logical phase of a project funded in previous TIP cycles?
   No, this is the beginning of work that will lead to future identified needs.

7. Of the partnerships described in Section A, Question 7, are the partnerships providing funding?
   a. Describe the partnerships and funding of such.
   Englewood has coordinated funding with CDOT and the other city partners. The city and county of Denver has provided a letter of concurrence.

8. Are there any other "special considerations" the committee should consider in evaluating the application?
   No.