

Part 1

Base Information

1. Project Title	US Highway 40 Complete Street Project				
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Project extends from US Highway 40 at Violet Street westward to I-70, approximately 1.75 miles in length. (See attached location map)				
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City of Golden				
4. Project Contact Person, Title, Phone Number, and Email	Steve Glueck, Community and Economic Development Director, sglueck@cityofgolden.net , 303-384-8095				
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal -Attached</i>			
6. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> Local plan:	City of Golden Complete Streets Plan			
	<input checked="" type="checkbox"/> Other(s):	West Colfax Urban Renewal Plan			
7. Identify the project's key elements .					
<table border="0"> <tr> <td> <input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational </td> <td> Grade Separation <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other: </td> </tr> </table>				<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational	Grade Separation <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address? West Colfax Avenue (US Highway 40) in Golden is part of the DRCOG Regional Roadway System. This portion of West Colfax Avenue functions as a rural highway with no suitable pedestrian and bicycle facilities and inadequate operational characteristics including uncontrolled access points, and inadequate drainage facilities. The adjacent and nearby land uses include substantial employment and moderate income neighbors, as well as the nearby (but not reasonably accessible) W Line transit station at the Jefferson County Government Station. The improvement of this corridor will benefit pedestrians and bicyclists by creating safe opportunities to travel along and cross the roadway, and to have better access to schools, public facilities, transit, and open space and recreation. The improvement will benefit motorists by improving the safety both at intersections and by reducing vehicular conflicts for adjacent commercial properties.					

9. What is the status of the proposed project?

The Project Concept has been reviewed with traffic studies and capacity analysis presented to CDOT staff since 2015. Right of Way base mapping is complete. No formal design work has been completed.

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.

Although not preferred, given the overall length of the corridor and the change in probable design to the west of the intersection with Heritage Road, it would be possible to phase certain aspects of the project. By phasing certain edge treatment elements, and concentrating the first phase between Rooney Road and Heritage Road, the phasing could be divided with roughly 60% of the project in the initial phase (\$4.2 million) and the balance in a second phase.

A. Project Financial Information and Funding Request

1. Total Project Cost	\$7,000,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$5,600,000	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
City of Golden	\$700,000	10%
Golden Urban Renewal Authority	\$700,000	10%
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$1,400,000	

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	\$0	\$600,000	\$5,000,000	\$	\$5,600,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$0	\$200,000	\$1,200,000	\$	\$1,400,000

Total Funding	\$0	\$800,000	\$6,200,000	\$0	\$7,000,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>		Design	Construction	Choose an item	
5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.					<input checked="checked" type="checkbox"/>

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?

The West Colfax Corridor is critical to the City of Golden both as a vital transportation corridor, but also as the most important future economic development corridor for revitalization of the southern portion of the community. Improving the safe and convenient accessibility of the corridor for motorists, local transit users, pedestrians, bikes, and adjacent and nearby neighborhoods and businesses is one of our greatest community needs. This project will substantially enhance the safety and quality of life for the area while providing a building block for the long-term vision for the entire corridor.

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

The benefits of the project will accrue to unincorporated Jefferson County and Lakewood in addition to Golden by virtue of enhanced connections to those areas, as well as for motorists traveling there.

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

Not specifically.

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

The construction of these improvements will address the lack of pedestrian and bike facilities, will correct a small section of Lena Gulch floodplain roadway overtopping immediately south of the Heritage Road intersection, will address roadway drainage problems from uphill areas, provide access control through targeted center medians, and address a CDOT identified safety issue at Rooney Road.

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?**

By enhancing and increasing safety for all users, the design and ultimate construction of this project will provide a significant benefit to both people and businesses. The West Colfax corridor abuts neighborhoods with measurable vulnerable populations, as well as several small businesses, regional rail transit, a charter school, and an employment center. Allowing safe alternative transportation choices will improve the entire area and encourage investment.

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

The project will improve connectivity by all modes to the nearby RTD W Line end of line station. The project will also provide a safe convenient connection between the corridor and nearby residential populations and the employment center. Local bus service and vehicle access to parking facilities at the rail station are improved. The project will also create missing connections from residential and employment areas to regional recreation opportunities and Jefferson County open space parcels.

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

The primary partners in the project are CDOT, Golden, and the Golden Urban Renewal Authority (GURA). CDOT has been in discussions with Golden for some time about this corridor, including a prior sidewalk TAP grant project to the east. CDOT has also identified the intersection of Rooney Road and West Colfax as eligible for a safety project. Golden and GURA will jointly fund the local match for the full project.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

The immediate vicinity of the corridor includes four health service facilities (Centura, Panorama Medical, Acel Rehabilitation Center, and VA medical office), the Jefferson County Human Services Department and the Jefferson County Workforce Center. Access to those plus the larger nearby Jefferson County government complex is critical to vulnerable populations. The corridor improvements will provide improved access and safety for vehicles, pedestrians, and bicyclists and will significantly benefit these groups.

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

The lack of convenient comfortable pedestrian and bicycle access to the nearby rail station is a substantial limitation on ridership. The lack of safe usable pedestrian and bike facilities along the corridor prevent residents and employees in the area from choosing alternatives to SOV travel.

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

The addition of bike and pedestrian facilities, roundabouts and center medians improves the safety for all modes of travel. Based on crash modification factor research, the installation of roundabouts can be expected to provide a 53 percent reduction in intersection crashes. Installation of central medians can be expected to reduce pedestrian related incidents by 25 percent. Additional proposed improvements can be expected to reduce overall vehicular crashes by 11 percent.

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

WEIGHT **20%**

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

[MV objective 2](#)

Contain urban development in locations designated for urban growth and services.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

☒ Yes ☐ No

Describe, including supporting quantitative analysis

The project is located within the Golden Urban Growth Area and is surrounded by Areas of Significant change as documented in the Golden Comprehensive Plan. The project is immediately adjacent to a major employment center and residential concentrations and near many government services. The project improves the reliability of US 40 which will provide for reliable multimodal connections to services and employment opportunities.

MV objective 3	Increase housing and employment in urban centers.	
<p>2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project will enhance existing connections for vehicles, pedestrians and bicycles to regional trail facilities, the nearby Jefferson County Government Center, residential neighborhoods, the employment center, a charter school, the downtown Golden urban center, and major regional open space and recreation corridors to the west. (see attached map of trails, open space, and attractions).</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 4	Improve or expand the region's multimodal transportation system, services, and connections.	
<p>3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project will enhance pedestrian and bicycle connections along an important transportation corridor (West Colfax) that serves as an important east/west regional connector through the entire metro area. In addition, it will enhance reliability of local transit service in the area and to the W Line station.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 6a	Improve air quality and reduce greenhouse gas emissions.	
<p>4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>Although a specific quantitative analysis has not been performed, the type of operational, safety and bike and pedestrian improvements should result in a shift to alternative modes for nearby populations and an associated air quality benefit.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 7b	Connect people to natural resource or recreational areas.	
<p>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?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project improves pedestrian and bicycle connections to and from the existing US 6 and C-470 regional trails which connect directly to the project at the Rooney Road intersection. These trails in turn provide direct access to popular nearby open spaces such as Jefferson County's Apex and Mathews Winters Open Space areas, Green Mountain and south Jeffco trails, Lookout Mountain, Clear Creek Canyon, and City of Golden recreational facilities such as Splash!, Fossil Trace Golf Course, the whitewater park along Clear Creek, and other local parks.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 10	Increase access to amenities that support healthy, active choices.	
<p>6. Will this project expand opportunities for residents to lead healthy and active lifestyles?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project will enhance existing pedestrian and bicycle facilities and connections, which should expand opportunities for walking and cycling for access to services and transportation facilities, as well trail and recreation opportunities.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

MV objective 13		Improve access to opportunity.	
<p>7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project will create more reliable and safer multi-modal connections to a charter school, major employment center, large retail center, the Jefferson County Government Center, RTD W Line end-of-line station, and regional trail system.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
MV objective 14		Improve the region's competitive position.	
<p>8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The project will provide catalytic opportunities for targeted development and redevelopment, including such important properties as the Gateway Village center at I-70, the redevelopment of Heritage Square, the Interplaza Center at the east end of the project, and several in-fill redevelopment parcels.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
D. Project Leveraging			WEIGHT 10%
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sourcesHigh 30-59%Medium 29% and belowLow	

Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings

0

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5,664	4,548	10,212
2040	5,806	4,931	10,737

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

100

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5,664	4,548	10,212
2040	5,806	4,931	10,737

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.	60	90
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	30	45
5. = Initial number of new bicycle trips from project (#3 – #4)	30	45
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} (or other percent, if justified)	9	13
7. = Number of SOV trips reduced per day (#5 - #6)	21	32
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	42	64
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	39.9	60.8
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Weekend use is approximately three times greater than average weekday use. Recreational biking between Morrison and Golden and to open space areas is significant. The connections to Apex, Mathews Winters, and Green Mountain Open Space traverses the project and experiences greater usage on the weekends		
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)	110
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5,664	4,548	10,212
2040	5,806	4,931	10,737

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	50	80
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)	25	40
5. = Number of new trips from project (#3 – #4)	25	40
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)	7	12

7. = Number of SOV trips reduced per day (#5 - #6)	18	28
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	7.2	11.2
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	6.84	10.64
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	954
	2. Minority persons	1207
	3. Low-Income households	1238
	4. Linguistically-challenged persons	727
	5. Individuals with disabilities	874
	6. Households without a motor vehicle	187
	7. Children ages 6-17	1333
	8. Health service facilities served by project	4

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	19,400 (East end)
2. 2040 ADT estimate	22,500 (east end)
3. Current weekday vehicle hours of delay (VHD) (before project)	???

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	
5. Enter value of {#3 - #4} = Reduced VHD	
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)	
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (*most recent 5-year period of data*)

Fatal crashes	2
Serious Injury crashes	3
Other Injury crashes	7
Property Damage Only crashes	68

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*).

2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

Fatal crashes reduced	1
Serious Injury crashes reduced	2
Other Injury crashes reduced	5
Property Damage Only crashes reduced	51

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. Currently, shoulders are minimal or do not exist. This condition does not allow for emergency parking or area for driver avoidance maneuvers. Pavement has thermal cracking throughout, block cracking in the majority of areas, and alligator cracking in some areas. Pavement will generally be reconstructed.	
3. Average Daily User Volume	19,400

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	poor
5. Describe current condition issues and how the project will address them. Apart from short stretches of sidewalk near Zeta Street and Rooney Road, there are literally no pedestrian facilities or designated bike facilities on the corridor. Walking or biking at the edge of the travel lanes on this roadway is not a viable alternative.	
6. Average Daily User Volume	210

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 <i>(identified and calculated by the sponsor)</i>	
1.	In addition to direct transportation goals achieved by the project, the improvements will substantially benefit the redevelopment of the area, improving the availability of employment, housing, and shopping/service opportunities, thereby providing tax benefits to the state, county, and city.
2.	The project will alleviate minor roadway flood plain overtopping near Heritage Road, and also substantially lessen or remove roadway impacts to adjacent commercial properties between Zeta Street and Rooney Road.
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	