Part 1 Base Information

1. Project Title	Feasibility Study for the Northern Jeffco Colorado Front Range Trail (CFRT) Segment
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Approximately Mile Marker 3 to Mile Marker 11 of State Highway 93 from North Table Mountain Park to the Jefferson County/Boulder County line.
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Jeffco Open Space (JCOS)
4. Project Contact Person, Title, Phone Number, and Email	Hillary King, Research and Grants Coordinator, 303-271-5924, hking@jeffco.us
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:	Colorado Front Range Trail Gap Analysis 2017 (attached with supporting documentation package) Jeffco Trails Plan 2019 (in development) Jefferson County Countywide Transportation Plan 1998, 2014 Addendum, pg. 26 Jefferson County Bicycle Plan 2012 Jefferson County Pedestrian Plan 2012 JCOS Mesas Region Management Plan 2017, pg. 18 City of Arvada Blunn/Pioneer Master Plan Final Report 2015, pg. 26 City of Arvada Parks, Trails, and Open Space Master Plan 2016, pg. 7
	☒ Other(s):	Colorado the Beautiful Initiative, one of Colorado's 16 Priority Trail Projects Colorado Front Range Trail Comprehensive Implementation Plan 2007, pg. 8 CDOT WestConnect Coalition Planning and Environmental Linkages (PEL) Study May 2018, pg. 43
	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 Feasibility Study for the Northern Jeffco CFRT Segment will address several Metro Vision-related issues. Namely, the Study will identify the optimal trail alignment that improves the connectedness and safety of the Denver metro area's multimodal network and promotes healthy and active choices by connecting residents and visitors with natural resources, trails, parks, and open spaces.

The Feasibility Study Area encompasses a roughly 4-mile stretch of Highway 93 between Jefferson County Open Space's (JCOS's) North Table Mountain Park and the Jeffco/Boulder County line. Despite being a major transportation corridor between Golden, Arvada, and Boulder, Highway 93 does not have a bicycle lane or adjacent pedestrian trail. Cyclists can legally ride on Highway 93 but doing so is harrowing; the road is highly congested with over 21,000 average daily vehicle trips per day, and it will continue to be congested through the coming decades. Several sections have only one traffic lane in each direction, making it dangerous for vehicles to safely pass cyclists. Pedestrians have no safe alternative. The CFRT will remedy these issues, creating a safe multimodal trail between major urban centers in Jefferson and Boulder counties.

The CFRT was initially conceived of in 2003 by Colorado State Parks, Colorado citizens, and other stakeholders. The goal of the CFRT is to create a nearly 900-mile, multimodal trail along the Front Range from Wyoming to New Mexico. Once complete, the CFRT will connect 15 cities, 14 counties, and numerous smaller communities. This ambitious project will create a tourism and recreation legacy for Colorado. Because this project plays such a critical role in the state's recreational and economic future, it was named as one of the 16 highest priority trail projects in 2016 as part of the Colorado the Beautiful Initiative launched by former Governor Hickenlooper and the Division of Natural Resources (DNR). The vision of the Initiative was that every Coloradan would live within 10 minutes of a trail, park, or green space within a generation. The CFRT's impact on Coloradans' access to a safe multimodal recreation opportunity made it stand out among nearly 200 trail project recommendations. Close to one-third of the CFRT is complete, leaving critical gaps such as the roughly 4-mile segment between North Table Mountain Park and the Jeffco/Boulder County line.

A detailed feasibility study is the next meaningful phase in closing the Northern Jeffco CFRT segment. Completion of the Study will position the project partners to begin design and construction of this critical gap in a visionary multimodal trail that will ultimately benefit multiple subregions across the Front Range.

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

The Feasibility Study for the Northern Jeffco CFRT Segment will identify multimodal trail alignment alternatives along Highway 93 between mile marker 3 at North Table Mountain Park to mile marker 11 at the Jeffco/Boulder

County line (see attached map). The Study will include recommendations regarding trail alignment, width, surfacing, access points, road crossings, and required easements. A critical component of the scope is determining connections between the Northern Jeffco CFRT segment and existing trails. It is particularly important to identify linkages to completed segments of the CFRT, including the segment between the Cities of Golden and Arvada and the Coalton Trail in southern Boulder County. The Study will also identify ways to connect the Northern Jeffco CFRT segment to other modes of transportation such as RTD bus lines to enhance mobility choices in the Jefferson County Subregion and beyond.

High-level costs for design, permitting, and construction will also be developed. Once complete, the Study will functionally be a 30% design plan. It will serve as the basis of design for work to be undertaken in the next phase of the Northern Jefferson County CFRT project. The estimated total project cost is $250,000.

The Feasibility Study's driving principles will dovetail with the DRCOG Metro Vision outcomes including growing and enhancing multimodal connections between urban centers within the Jefferson County Subregion and neighboring Subregions (e.g., the Boulder County Subregion); increasing transportation system safety and reliability; and connecting people to natural resource areas, open space, parks, and trails.

10. What is the status of the proposed project?

While very preliminary work has been done on the feasibility of the roughly 4-mile trail segment, previous planning efforts will serve as a strong foundation for the Study. Colorado State Parks (CSP) established the overall vision for the trail in the *2003 CFRT Corridor Plan*. Important to note is that CSP did not identify specific alignments in the *CFRT Corridor Plan*, recognizing that local governments would need to consider their growth and development plans, environmental considerations, and transportation plans in conjunction with trail alignment planning. In 2017 JCOS, the City of Arvada, Republic Services of Golden, and others collaborated on a high-level analysis of potential trail alignments in Northern Jeffco. Because the ultimate goal of the CFRT is to connect communities via a multimodal trail system, the analysis identified potential linkages to existing trails, parklands, and other recreational opportunities.

The Colorado Department of Transportation (CDOT) conducted their own high-level analysis of potential multimodal transportation improvements along the C-470/US Highway 6/State Highway 93 corridor in 2018. This analysis, titled the *WestConnect Coalition Planning and Environmental Linkages (PEL) Study*, identified the need for a trail along the east side of Highway 93. CDOT made specific alignment recommendations based on the location of existing and planned subdivisions, existing trails, and land use of properties adjacent to the highway. CDOT stated that "[f]uture planning for the CO 93 Trail should be closely coordinated with efforts to implement the Colorado Front Range Trail in the vicinity and additional trails to be developed by Boulder and Jefferson County Open Space or other agencies" (pg. 43). The Feasibility Study for the Northern Jeffco CFRT Segment will build directly off the PEL recommendations.

The Feasibility Study will also build off the *Arvada Parks, Trails, and Open Space 2016 Master Plan* and the 2015 *Arvada Blunn/Pioneer Master Plan*. Both plans identified the community's desire for new trails and connections between existing trails on Arvada and JCOS properties. Specifically, the *Blunn/Pioneer Master Plan* included a concept drawing of a pedestrian underpass under Highway 93 with a trail connecting JCOS's White Ranch Park to trails around Blunn Reservoir. A concept map in the *Arvada Parks, Trails, and Open Space 2016 Master Plan* named the CFRT as a potential north/south connection along Highway 93 and identified potential pedestrian underpasses at strategic connection points with other Arvada trails.

The plans discussed above are all conceptual; the Feasibility Study for the Northern Jeffco CFRT Segment will be the detailed, actionable culmination of these earlier efforts, preparing the project partners to pursue full design and construction.

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		**$250,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$100,000**	**40%** 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**
Jefferson County Open Space	$50,000	20%
City of Arvada	$50,000	20%
The Trust for Public Land	$50,000	20%
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$150,000**	60%

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	$0	$0	$0	**$0**
State Funds	$100,000	$0	$0	$0	**$100,000**
Local Funds	$150,000	$0	$0	$0	**$150,000**
Total Funding	$250,000	$0	$0	$0	**$250,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Study	Choose an item	Choose an item	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?

The Colorado Front Range Trail (CFRT) is a legacy project that will connect millions of Coloradans along the Front Range via a nearly 900-mile multimodal trail. It is important not only to the Jefferson County Subregion, but also to the state of Colorado. In 2015, former Governor Hickenlooper and the Division of Natural Resources (DNR) launched the Colorado the Beautiful Initiative. The vision of the Initiative was that every Coloradan would live within 10 minutes of a trail, park, or green space within a generation. Hickenlooper and DNR reviewed nearly 200 trail project recommendations in 2016, looking for the top 16 critical trail segments that would "protect Colorado's outdoors, connect people to the outdoors, and link outdoor areas in Colorado" (*2016-2026 Statewide Trails Strategic Plan*). Recognizing the CFRT's unparalleled impact on Coloradans' access to a safe multimodal recreation opportunity and the state's economic future, Hickenlooper and DNR named it as one of the 16 critical trail projects.

The concept for the CFRT was initially developed in 2003 by Colorado State Parks (now Colorado Parks and Wildlife), citizens across the state, and other stakeholders. The CFRT will ultimately connect 15 cities, 14 counties, and a multitude of smaller communities. According to the *2016-2026 Statewide Trails Strategic Plan*, projections show that 75% of the state's population growth will occur along the Front Range (pg. 9). The Colorado State Demography Office forecasts that Colorado's population could reach nearly 8.6 million by 2050, including 7.1 million people along the Front Range. Jefferson County alone is expected to add roughly 700,000 people by 2050. As more people move to the state, the demand for outdoor recreation opportunities and transportation alternatives will grow. The CFRT will connect with other local multimodal networks, feeding Coloradans' appetitie for more opportunities to walk, run, and bike miles upon miles of unbroken trail. The CFRT will also create opportunities for organized bike and pedestrian races, boosting tourism and economic growth.

Approximately two-thirds of the CFRT has yet to be completed, leaving several gaps including one between JCOS's North Table Mountain Park and the Jeffco/Boulder County line. The population within one (1) mile of the Northern Jeffco CFRT Segment gap will grow from 13,032 in 2020 to 20,851 in 2040, an increase of roughly 60%. Employment within one (1) mile will reach 7,464 in 2020 and 13,136 in 2040. This population lives and commutes along Colorado State Highway 93, a major north/south transportation corridor between Golden, Arvada, and Boulder. Highway 93 is highly congested, with an estimated average daily traffic volume (ADT) of 21,000. The ADT is estimated to reach 35,000 in 2040, an increase of 60%. The Regional Transportation District (RTD) currently has one bus line, the GS, that runs between Golden and Boulder. The GS line had an estimated 107,866 total boardings in 2016. Assuming that boarding numbers are much higher on weekdays than on weekends, this averages out to roughly 415 boardings per day. This is not nearly enough to combat the growing congestion on Highway 93. The need for multimodal transportation alternatives between Golden, Arvada, and Boulder is critical.

Closing the Northern Jeffco CFRT Segment gap will help relieve the traffic congestion along Highway 93 and provide pedestrians and cyclists a safe, multimodal alternative for traveling between the urban centers of Golden, Arvada, and the City of Boulder. A trail alignment feasibility study is the next meaningful phase in closing the gap. The Feasibility Study for the Northern Jeffco CFRT Segment will provide the Jefferson County Subregion the opportunity to coordinate the design of this segment with existing multimodal transportation plans, trails, and planned growth and development. The Study will also identify linkages with other modes of travel such as the RTD Park-N-Ride at Highway 72 and Highway 93, enabling travelers to easily transer from trail to bus.

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

Connecting multiple municipalities and population centers is the driving force behing this project.The Feasibility Study Area stretches along Highway 93 from the City of Golden, to the City of Arvada, and beyond to the Jeffco/Boulder County line. Golden and Arvada have fairly robust local trail networks, but trail connections across the project area are few and far between. The Arvada Trails Master Plan identified the need for more north/south multimodal trail connectivity in particular. The 3-mile Fairmount Trail connects Golden and Arvada but there is no other major north/south transportation connection in the project area besides Highway 93, which is woefully inadequate and wildly unsafe for pedestrian and bicycle use. The Feasibility Study will identify the optimal trail alignment for a north/south connection to complete the Northern Jeffco CFRT Segment and connect Golden and Arvada to southern Boulder County. The Northern Jeffco CFRT Segment will also connect to the 14-mile Ralston Creek Trail that stretches east to west across Arvada, the 65-mile Peaks to Plains Trail running east to west along Clear Creek, and the 100-mile Rocky Mountain Greenway, creating a multidirectional trail network that benefits millions of additional people outside the immediate project area.

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

The project will directly benefit the Boulder County Subregion by identifying trail linkages with the Coalton Trail, a completed segment of the CFRT. The Coalton Trail connects to the US-36 Bikeway at McCaslin Boulevard. The US-36 Bikeway begins near the Sheridan RTD Light Rail Station in Wesminster and ends at the Table Mesa RTD Station in the City of Boulder. By connecting the Northern Jeffco CFRT Segment to the Coalton Trail, cyclists and pedestrians will have access to over 20 miles of continuous multimodal trail between Golden and the City of Boulder. Commuters and recreationalists will benefit enormously from having a safe transportation alternative to Highway 93 that encourages healthy and active choices and connects people to nature. A multimodal trail will also benefit both the Jefferson County and Boulder County Subregions by reducing greenhouse gas (GHG) emissions at a time when air quality in the Denver metro area is worsening. Once the Northern Jeffco CFRT Segment is built, GHG emissions will be reduced by an estimated 393 pounds initially and 526 pounds in 2040.

By laying the groundwork to complete the Northern Jeffco CFRT Segment, the Feasibility Study will also ultimately benefit the 13 other Front Range counties traversed by the CFRT including Larimer, Weld, Adams, Denver, Arapahoe, Douglas, El Paso, Pueblo, Custer, Huerfano, and Las Animas. The completion of each individual trail segment brings the greater vision of the CFRT closer to fruition, connecting millions of people across dozens of cities, counties, and smaller communities.

The completed CFRT will also link with the visionary 65-mile Peaks-to-Plains Trail (P2P) that connects four counties (Adams, Denver, Jefferson, and Clear Creek) and seven cities (Denver, Arvada, Wheat Ridge, Golden, Idaho Springs, Georgetown, and Silver Plume). By connecting to the P2P, the CFRT's impact broadens east to west across the plains, foothills, and mountains.

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

The Feasibility Study for the Northern Jeffco CFRT Segment will address several Metro Vision-related issues. Namely, the Study will identify the optimal trail alignment that improves the connectedness and safety of the Denver metro area's multimodal network and promotes healthy and active choices by connecting residents and visitors with natural resources, trails, parks, and open spaces.

The Feasibility Study Area encompasses a roughly 4-mile stretch of Highway 93 between Jefferson County Open Space's (JCOS's) North Table Mountain Park and the Jeffco/Boulder County line. Despite being a major

transportation corridor between Golden, Arvada, and Boulder, Highway 93 does not have a bicycle lane or adjacent pedestrian trail. Cyclists can legally ride on Highway 93 but doing so is harrowing; the road is highly congested with over 21,000 average daily vehicle trips, and it will continue to be congested through the coming decades. Several sections have only one traffic lane in each direction, making it dangerous for vehicles to safely pass cyclists. Pedestrians have no safe alternative. The CFRT will remedy these issues, creating a safe multimodal trail between major urban centers in Jefferson and Boulder counties.

The CFRT was initially conceived of in 2003 by Colorado State Parks, Colorado citizens, and other stakeholders. The goal of the CFRT is to create a nearly 900-mile, multimodal trail along the Front Range from Wyoming to New Mexico. Once complete, the CFRT will connect 15 cities, 14 counties, and numerous smaller communities. This ambitious project will create a tourism and recreation legacy for Colorado. Because this project plays such a critical role in the state's recreational and economic future, it was named as one of the 16 highest priority trail projects in 2016 as part of the Colorado the Beautiful Initiative launched by former Governor Hickenlooper and the Division of Natural Resources (DNR). The vision of the Initiative was that every Coloradan would live within 10 minutes of a trail, park, or green space within a generation. The CFRT's impact on Coloradans' access to a safe multimodal recreation opportunity made it stand out among nearly 200 trail project recommendations. Close to one-third of the CFRT is complete, leaving critical gaps such as the roughly 4-mile segment between North Table Mountain Park and the Jeffco/Boulder County line.

A detailed feasibility study is the next meaningful phase in closing the Northern Jeffco CFRT Segment. Completion of the Study will position the project partners to begin design and construction of this critical gap in a visionary multimodal trail that will ultimately benefit multiple subregions across the Front Range.

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 Outdoor Industry Association estimates that Colorado's outdoor recreation economy generates $28 billion in consumer spending, $9.7 billion in wages and salaries, and $2 billion in state and local tax revenue. Non-motorized, multimodal trails are an enormous draw to people living in, moving to, and visiting Colorado. Trail recreation is also considered a gateway activity that encourages people to explore and participate in other types of outdoor recreation. Completing segments of the CFRT and expanding Colorado's trail network increases the demand for goods and services provided by the outfitter industry. The increased demand creates more job opportunities in the outdoor recreation industry as new and expanding business move to and invest in Colorado. Recreationalists on the CFRT will also be drawn to local businesses such as coffee shops, restaurants, and breweries. Local businesses' customer base will broaden as people have a safe, convenient transportation alternative via the CFRT and its connections to other travel modes.

Having safe, convenient access to employment, health services, recreation, community amenities, and housing not only draws people to Colorado but also helps retain them in the workforce. An estimated 7,464 people will work within one mile of the Feasibility Study Area by 2020. That number will increase to 13,136 by 2040. The completed Northern Jeffco CFRT Segment will create a safe transportation alternative between Golden, Arvada, and Boulder for commuters, providing them some relief from the traffic congestion on Highway 93. Commuting on the Northern Jeffco CFRT Segment can help local employees improve their physical and mental health as they have a chance to clear their minds before or after work.

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

The entire purpose of this project is creating connectivity to different travel modes and enhancing the Jefferson County Subregion's multimodal transportation network via a visionary pedestrian and bicycle trail. The Feasibility Study will identify key linkages between the Northern Jeffco CFRT Segment and existing local trails such as the Ralston Creek Trail in Arvada and the Coalton Trail in southern Boulder County. The Northern Jeffco CFRT

Segment will address a particularly critical gap in the Subregion's multimodal trail network. With the exception of the 3-mile Fairmount Trail between Golden and Arvada, the project area is nearly devoid of major north/south trail connections. There is also no alternative north/south trail connection east of the project area along Ward Road or Indiana Street. Without the Northern Jeffco CFRT Segment, Highway 93 is the only major north/south transportation corridor between Golden and Boulder, and it is not a safe option for cyclists or pedestrians. The trail alignment identified in the Feasibility Study will close the north/south trail connectivity gap with a safe grade separation for cyclists and pedestrians.

Linkages with RTD bus routes will also be evaluated to improve connections between travel modes in Jefferson County and neighboring subregions. The Study will specifically examine potential linkages between the Northern Jeffco CFRT Segment and the RTD GS bus line. The GS bus stops at a select number of locations along Highway 93, including the RTD Park-N-Ride station at the intersection of Highway 93 and Highway 72. By connecting the trail to the bus route, commuters in the project area will have the option of riding their bike or walking to the Park-N-Ride to catch the bus rather than driving to the small parking lot that fills up very quickly.

This project will also enhance connectivity with travel modes across multiple regions. The Feasibility Study will position project partners to design and construct the Northern Jeffco CFRT Segment, bringing the state of Colorado one step closer to completing the nearly 900-mile long CFRT. Once complete, the CFRT will offer pedestrians and cyclists across the Front Range an unparalled multimodal recreation experience. Fifteen cities, 14 counties, and multiple smaller communities will be connected through one of the largest trails recreation projects in Colorado.

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

Because the Northern Jeffco CFRT Segment must cross lands owned and managed by Jefferson County and the City of Arvada, partnership between the two governments is critical to ensuring the success of this project. The CFRT partnership between JCOS and the City of Arvada began in 2017. JCOS, Arvada, and other stakeholders developed a high-level analysis identifying potential trail alignments, access points, easements, and road crossings. JCOS and the City of Arvada believe so strongly in the importance of this project that they have committed $100,000 toward funding the next meaningful phase, the detailed Feasibility Study.

To help ensure the successful completion of the Feasibility Study, the Trust for Public Land (TPL) has joined the project partnership. Since 1972, TPL has been dedicated to "creating parks and protecting land for people, ensuring healthy, livable communities for generations to come." TPL's new Colorado Community Trails Program has offered an investment of up to $50,000 to accelerate this project. TPL has 30+ years of experience working with local governments to accomplish visionary trails, parks, and open spaces and hopes to bring that expertise to the Northern Jeffco CFRT. Recognizing that the CFRT will create a multigenerational legacy trail system, they have agreed to partner with JCOS and Arvada on this 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).**

Traveling between the major urban centers along Highway 93 can be a major hardship for vulnerable populations living within one mile of the Northern Jeffco CFRT project area and beyond. An estimated 15 households within a one-mile radius have no motor vehicle. There is currently no safe, dedicated bicycle or pedestrian infrastructure

on Highway 93. The RTD GS line only runs on weekdays and is therefore only a partial solution for households that don't have a vehicle. Taking the bus or paying for peer-to-peer ridesharing such as Uber or Lyft may also not be financially feasible for the 26 low-income households in the project area.

The Feasibility Study for the Northern Jeffco CFRT Segment will lay the groundwork for a free-to-use, multimodal transportation alternative to Highway 93. Low-income households and households without a motor vehicle will have pedestrian and bicylce access to myriad employers, businesses, community amenities, recreation, and two health and human service centers located within a one-mile radius of the Feasibility Study Area. The Feasibility Study will also identify opportunities for connections with existing Americans with Disabilities Act (ADA) - accessible transportation modes such as sidewalks, RTD routes, and multimodal trails to improve mobility infrastructure for the vulnerable populations in the area. This will expand access to services and amenities for 254 individuals with disabilities, 556 persons over the age of 65, and 1,337 children between the ages of 6 and 17, in addition to the other vulnerable popultions mentioned above.

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

Communities across the Denver metro area have invested heavily in creating a multimodal transportation network that includes bicycle and pedestrian trails. However, many trails dead-end at community boundaries, creating several gaps. The project will increase connectivity reliability of the existing multimodal transportation network by closing the Northern Jeffco CFRT Segment and linking it to existing trails. The optimal trail aligment will include connections to the Ralston Creek Trail, Fairmount Trail, and Coalton Trail among others, allowing cyclists and pedestrians to move freely between urban centers in Jefferson County and neighboring subregions.

The project will also improve capacity reliability along Highway 93 by reducing the number of single occupancy vehicle (SOV) trips and vehicle miles traveled (VMT) per day. Highway 93 currently has an average daily traffic volume (ADT) of 21,000. The ADT is expected to reach 35,000 in 2040. Once the Northern Jeffco CFRT Segment is complete, there will be an estimated 394 weekday one-way bicycle trips during the year of opening and 788 trips in 2040. This will result in an estimated 276 reduced SOV trips per day during the year of opening and 552 reduced SOV trips per day in 2040. Estimated bicycle use of the Northern Jeffco CFRT Segment will also reduce the number of VMT per day by 552 in the year of opening and by 1,104 in 2040. Pedestrian use of the Northern Jeffco CFRT Segment will also help improve capacity reliability on Highway 93. There will be an estimated 539 weekday pedestrian one-way trips in year of opening and 722 trips in 2040. The number of SOV trips will drop by 189 per day in year of opening and 253 trips in 2040. VMTs will be reduced by 76 in year of opening and 101 in 2040.

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

Between 2011 and 2016, 207 crashes, including 49 injuries, 3 fatalities, and 155 property damage only crashes were reported on Highway 93 between MM4 and MM8. The majority of these crashes (145) did not occur at an intersection. DRCOG identified the segment of Highway 93 between Highway 58 and Highway 72 as a highly congested corridor in 2017. Per CDOT data, Highway 93 has an average daily traffic (ADT) rate of 21,000. DRCOG projections show the rest of Highway 93 between Highway 72 and the Jeffco/Boulder County line also becoming a congested corridor by 2040 with an ADT of 35,000.

Cyclists can legally ride on Highway 93 but doing so is harrowing; many sections of the highway have only one traffic lane in each direction and the shoulders are narrow, making attempts to pass highly dangerous. Additionally, several industrial companies are located along this stretch of Highway 93, and large commercial trucks travel this road daily. Increased numbers of vehicles on the road in the coming decades will make conditions even more risky for cyclists and motorists alike.

The CFRT will create a multimodal transportation alternative for bike commuters traveling between Golden, Arvada, and Boulder, mitigating some of the projected congestion on Highway 93 and reducing the risk of bicycle/vehicle accidents. Prior to constructing the Northern Jeffco CFRT Segment, the Feasibility Study will identify the safest trail alignments, road crossings, and connections with existing trails to ensure that CFRT users are safe and the flow of traffic on Highway 93 is not impeded. Connecting the CFRT with other existing trails will also encourage cyclists and pedestrians to travel by trail and avoid other roads in the subregion.

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*

Over the past few decades, Colorado has become a popular destination to live and work. Over 70,000 people moved to Colorado in 2017 alone. Much of this growth is concentrated in the Denver metro area and along the Front Range. An estimated 20,496 people will live and work within a one-mile radius of the project area in 2020. This number will reach an estimated 33,987 people in 2040, an increase of roughly 60%. With no sign that Colorado's population growth rate will substantially decline, the *2040 Metro Vision Regional Transportation Plan* (MVRTP) notes the need for individual urban centers to absorb future growth, particularly in areas where urban-level infrastructure already exists or where plans for infrastructure and service expansion are in place.

The project will help facilitate future growth in urban areas by improving these areas' ability to absorb future growth. None of the land within the immediate project area is considered urban, and the Northern Jeffco CFRT Segment won't connect directly to Golden and Arvada's urban centers. However, the Northern Jeffco CFRT Segment will improve connectivity between the urban centers by creating a new multimodal network with linkages to the Ralston Creek Trail, the Peaks to Plains Trail, and the US 36 Bikeway (via the Coalton Trail). Multimodal connections between urban centers help move people, services, and goods. The Northern Jeffco CFRT Segment and broader trail network will be particularly beneficial for moving people. Highway 93 is currently the only north/south transportation corridor that connects Golden, Arvada, and Boulder. The Northern Jeffco CFRT Segment will create an alternative to Highway 93 to help people move between the urban centers in Golden, Arvada, and Boulder. Multimodal trails enable people to travel between home, school and work; engage in a healthy lifestyle by walking or bicycling between destinations; and access community services and amenities. The capacity of existing transportation infrastructure will gradually fail to accommodate these needs. Multimodal transportation alternatives will allow growth to continue in urban centers with declining infrastructure.

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

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

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

As housing and employment increase in urban centers and Colorado's existing transportation infrastructure fails to keep pace with unforseen growth, multimodal transportation alternatives will become critical for moving people, goods, and services across the Denver metro area and surrounding region. Bicycle and pedestrian trails help meet this need and provide several other benefits. Multimodal trail networks encourage healthy lifestyles through pedestrian and cycling activity, improving physical and mental health; provide transportation options for reaching home, school, and work; reduce vehicle congestion on roadways; and connect communities, key destinations, health services, public spaces, and amenities.

An estimated 20,496 people will live and work within a 1-mile radius of the project area by 2020. By 2040, that number will reach 33,987. These people will be spread out across roughly four miles between Golden, Arvada, and the Jeffco/Boulder County line. The Feasibility Study for the Northern Jeffco CFRT Segment will establish a multimodal network between major Jefferson County urban centers such asthe City of Golden and the City of Arvada. The Study will also identify trail alignments to connect Golden and Arvada to Boulder County via the Coalton Trail, a segment of the CFRT that is already in place. This network of multimodal trails will also connect people to key outdoor recreation destinations such as North Table Mountain Park, Blunn Reservoir, Long Lake Regional Park, and many others.

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*

Mobility choices for people, goods, and services between the City of Golden and the Jeffco/Boulder County line are largely limited to vehicle transport along Highway 93. Accordingly, Highway 93 is highly congested; the average daily traffic volume (ADT) is roughly 21,000. This number is expected to reach 35,000 by 2040. An RTD bus route ("GS") runs along Highway 93 on weekdays from roughly 5:30am to 7:30pm. Approximately 107,000 people boarded the GS in 2016, providing minimal relief to the vehicle congestion. There is no safe, direct multimodal trail for pedestrians and cyclists between Golden and Boulder. Bicyclists can legally ride on Highway 93, but the road was not built to safely accommodate bicycle traffic. Pedestrians on Highway 93 are limited to walking on the shoulder.

The Feasibility Study for the Northern Jeffco CFRT Segment will establish the foundation for closing this critical gap in the region's multimodal transportation system. Completion of the Northern Jeffco CFRT Segment will absolutely increase mobility choices, allowing pedestrians and cyclists to safely travel along a direct route between Golden, Arvada, and the Jeffco/Boulder County line. The Feasibility Study will also identify connections with existing Americans with Disabilities Act (ADA) -accessible transportation modes such as sidewalks, RTD routes, and other multimodal trails to expand mobility infrastructure for vulnerable populations in the project area and beyond.

The project will also expand mobility choices in the Boulder County Subregion by identifying linkages with the Coalton Trail, which connects to the US-36 Bikeway at McCaslin Boulevard. The US-36 Bikeway begins near the Sheridan RTD Light Rail Station in Wesminster and ends at the Table Mesa RTD Station in the City of Boulder. By connecting the Northern Jeffco CFRT Segment to the Coalton Trail, cyclists and pedestrians will have access to over 20 miles of continuous multimodal trail between Golden and the City of Boulder.

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*

The Northern Jeffco CFRT Segment will improve air quality and reduce greenhouse gas (GHG) emissions by decreasing the number of single occupancy vehicle (SOV) trips and vehicle miles traveled (VMT) per day. Highway 93 currently has an average daily traffic volume (ADT) of 21,000. The ADT is expected to reach 35,000 in 2040. Once the Northern Jeffco CFRT Segment is complete, there will be an estimated 394 weekday one-way bicycle trips during the year of opening and 788 trips in 2040. This will result in an estimated 276 reduced SOV trips per day during the year of opening and 552 reduced SOV trips per day in 2040. Estimated bicycle use of the Northern Jeffco CFRT Segment will also reduce the number of VMT per day by 552 in the year of opening and by 1,104 in 2040. Pedestrian use of the Northern Jeffco CFRT Segment will also reduce the number of SOVs and VMTs. There will be an estimated 539 weekday pedestrian one-way trips in year of opening and 722 trips in 2040. The number of SOV trips will drop by 189 per day in year of opening and 253 trips in 2040. VMTs will be reduced by 76 in year of opening and 101 in 2040. Based on these estimates, GHG emissions will be reduced by an estimated 596 pounds initially after project completion and 1,144 pounds in 2040.

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*

The Northern Jeffco CFRT Segment is one of the last remaining gaps in the middle section of the CFRT. The Feasibility Study will identify the optimal trail alignment to complete the Northern Jeffco CFRT Segment and connect Golden and Arvada to southern Boulder County. Completed segments of the CFRT already exist at the south and north ends of the project area: the Fairmount Trail between the City of Golden and the City of Arvada and the Coalton Trail in southern Boulder County.

A specific focus of the Feasibility Study will be the need for a north/south trail connection across the project area. The 3-mile Fairmount Trail connects Golden and Arvada, but there is no trail between Arvada and the Jeffco/Boulder County line. The primary north/south transportation connection in the project area is Highway 93, which is woefully inadequate and wildly unsafe for pedestrian and bicycle use. The Northern Jeffco CFRT Segment will fulfill the need for a north/south multimodal trail and also connect to the 14-mile Ralston Creek Trail that stretches east to west across Arvada, creating a multidirectional trail network that benefits thousands of additional people outside the immediate project area.

A connection between the Fairmount Trail and the Northern Jeffco CFRT Segment will provide direct access to JCOS's North Table Mountain, a 1,997-acre park with over 17 miles of trails. Arvada's *Blunn/Pioneer Master Plan* included a concept drawing of a pedestrian underpass under Highway 93 with a trail connecting JCOS's White Ranch Park to trails around Blunn Reservoir. Pedestrians and cyclists on the Northern Jeffco CFRT Segment will also be able to access Arvada's Pattridge Open Space that has additional hiking and biking trails.

MV objective 10	**Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The heart and soul of this project is expanding Coloradans' access to trails and the myriad benefits outdoor recreation brings. Participating in outdoor recreation is known to improve the mind, body, and spirit. Walking, running, or cycling on trails reduces health risks of physical inactivity such as obesity and chronic diseases (e.g., cardiovascular disease, Type II diabetes, high blood pressure, certain cancers, osteoporosis). People who are more physically fit are also generally less prone to illness. Regular physical activity is also known to reduce the severity of many mental health disorders including depression and anxiety.

Residents are more likely to take advantage of outdoor recreation opportunities when access points are located nearby, hence the Colorado the Beautiful Initiative vision to have every Coloradan living within 10 minutes of a green space, park, or trail. An estimated 13,032 people will live within a one-mile radius of the project area by 2020. This population will reach 20,851 by 2040. These residents currently have access to local trail networks within Golden and Arvada, but no trail links these communities to the vast open spaces in Northern Jeffco or neighboring subregions such as Boulder County. The Northern Jeffco CFRT Segment will add roughly four miles of new trail where project area residents can enjoy healthy, nature-based activities along the stunning backdrop of the Northern Front Range. But the true beauty of the completed Northern Jeffco CFRT Segment will be its linkages to the 14-mile Ralston Creek Trail, 15-plus miles of trails at North Table Mountain Park via the 3-mile Fairmount Trail, the 18-mile US 36 Bikeway via the Coalton Trail in Boulder County, and ultimately the nearly 900-mile long CFRT. Hikers, runners, and cyclists will be challenged to push their limits, exploring mile after mile of unbroken trail. Even people who aren't interested in hiking or cycling for their own merits can benefit from this project and lead a more active lifestyle. The Northern Jeffco CFRT Segment's proximity to open spaces, reservoirs, ponds, and lakes will attract nature photographers, bird watchers, and citizen scientists. Moreover, the Northern Jeffco CFRT Segment and the broader trail network it connects to will be free to use! Residents of all ages, incomes, and physical abilities will have no financial barrier to enjoying this legacy project for decades to come.

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*

One of the most powerful aspects of the Northern Jeffco CFRT Segment is the accessibility to people of all ages, incomes, and physical abilities. Roughly 2,800 vulnerable people live within a one-mile radius of the project area. As estimated 15 households have no motor vehicle and approximately 26 households are low income. Highway 93 is the only viable transportation corridor between the City of Golden and Boulder County. There is no safe, dedicated pedestrian or bicycle access on Highway 93, so transportation options are limited to vehicles and the RTD GS bus line, which only runs on weekdays. Taking the bus or paying for peer-to-peer ridesharing several days a week to travel between, home, school, and work may not be financially feasible for these 41 vulnerable households. The lack of bus access on weekends may also impact individuals' abilities to get to work or reach the two health and human service centers in the area.

The Feasibility Study for the Northern Jeffco CFRT Segment will lay the groundwork for a free-to-use, multimodal transportation alternative adjacent to Highway 93. Vulnerable individuals and households will have pedestrian and bicylce access to myriad employers, businesses, community amenities, recreation, and two health and human service centers located within a one-mile radius of the Feasibility Study Area. The Feasibility Study will also identify opportunities for connections with existing Americans with Disabilities Act (ADA) -accessible transportation modes such as sidewalks, RTD routes, and multimodal trails to improve mobility infrastructure for the vulnerable populations in the area. This will expand access to services and amenities for 254 individuals with

disabilities, 556 persons over the age of 65, and 1,337 children between the ages of 6 and 17, in addition to the other vulnerable popultions mentioned above.

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*

Outdoor recreation is one of the largest economic industries in the state of Colorado. The Outdoor Industry Association estimates that Colorado's outdoor recreation economy generates $28 billion in consumer spending, $9.7 billion in wages and salaries, and $2 billion in state and local tax revenue. Expanding outdoor recreation opportunities via the Northern Jeffco CFRT Segment and its trail connections will attract economic growth through tourism, investment in the outdoor gear industry, and patronage of local businesses such as coffee shops, breweries, and restaurants. Having safe, convenient access to miles of multimodal trails will also be highly attractive to people looking to live or work in the Jefferson County Subregion. Proximity to open space, parks, and trails improves physical and mental well-being and enhances quality of life. Multimodal trails also improve the Subregion's ability to absorb future growth, taking some pressure of the existing, aging transportation infrastructure.

Once the Northern Jeffco CFRT Segment is constructed, Colorado will be one step closer to completing the CFRT. The completed trail will be a major tourism attractant, drawing pedestrians and cyclists in from around Colorado and across the country. The Northern Jeffco CFRT Segment will have some of the most spectacular views along the length of the trail, with rolling hills between Golden, Arvada, and Boulder and the Northern Front Range Mountain Backdrop to the west. The Northern Jeffco CFRT Segment will also offer people of all ages, incomes, and physical abilities to enjoy nature, close enough to the Denver metro area to be convenient but far enough away to still find peace and relaxation.

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	60%	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	0
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	**0**	**0**	**0**
2040	**0**	**0**	**0**

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. *(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	107
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	**13,032**	**7,464**	**20,496**
2040	**20,851**	**13,136**	**33,987**

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.	394	788
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)	394	788
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)*	118	**236**
7. = Number of SOV trips reduced per day (#5 - #6)	276	552
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	**552**	1,104
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	524	1,049
10. If values would be distinctly greater for weekends, describe the magnitude of difference: 150% - 200% greater usage on weekends		
11. If different values other than the suggested are used, please explain here: For #4, no off-street facilities exist, so diversions are anticipated to be negligible.		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	**13,032**	**7,464**	**20,496**
2040	**20,851**	**13,136**	**33,987**

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	539	722
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)*	269	361
5. = Number of new trips from project (#3 – #4)	270	361
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)*	81	108
7. = Number of SOV trips reduced per day (#5 - #6)	189	253

12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	**76**	**101**
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	72	95
9. If values would be distinctly greater for weekends, describe the magnitude of difference: 150% - 200% greater usage on weekends		
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	556
	2. Minority persons	682
	3. Low-Income households	26
	4. Linguistically-challenged persons	0
	5. Individuals with disabilities	254
	6. Households without a motor vehicle	15
	7. Children ages 6-17	1,337
	8. Health service facilities served by project	2

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	21,000
2. 2040 ADT estimate	**35,000**
3. Current weekday vehicle hours of delay (VHD) (before project)	N/A

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	3	
Serious Injury crashes	49	
Other Injury crashes	0	
Property Damage Only crashes	155	
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	6	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	19	

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.

N/A

3. Average Daily User Volume	21,000

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor

5. Describe current condition issues and how the project will address them.

Cycling is legally allowed on Highway 93, but this is a highly congested transportation corridor with an average daily traffic volume of 21,000, creating risky conditions for cyclists and pedestrians. There are an estimated 107 current weekday bicycle trips on Highway 93. The project will identify the optimal alignment for a multimodal trail running roughly adjacent to Highway 93, improving safety for cyclists, pedestrians, and motorists.

6. Average Daily User Volume	107

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	
3. Other:	