Part 1 Base Information

1. Project Title	**Jefferson County Bike Plan Update**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	The project updates the Jefferson County bike plan within unincorporated Jefferson County and integrates existing bike plans for the incorporated areas and adjoining areas outside of the County.
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Jefferson County
4. Project Contact Person, Title, Phone Number, and Email	Steve Durian, Trans.& Eng. Director, 303-271-8498, sdurian@jeffo.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:	Jeffco Bike Plan, Jeffco Pedestrian Plan
☐ 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?

Jefferson County's existing bike plan does not reflect the current concepts in bike planning or incorporate recent planning efforts by other jurisdictions within the subregion, which results in recommended facilities that are not feasible to achieve and a disconnected bike network for the subregion. Jefferson County and the DRCOG region will benefit from a plan that seeks robust public and stakeholder input, incorporation of recent subregional planning efforts, and best practices from across the U.S. to implement more effective and achievable bike infrastructure.

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

The bike plan update would utilize a consultant to facilitate public input and provide expertise in evaluating alternatives for feasible bike infrastructure for the diverse environments that exist in the County, varying from mountain areas to suburban contexts.

10. What is the status of the proposed project?
Currently the County has a bike plan that was adopted in 2012. Several neighboring jurisdictions: Wheat Ridge, Arvada, Lakewood, and Westminster, have updated their plans and the proposed plan will integrate these efforts to create a connected, comfortable, and convenient bicycle network in the subregion.

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	**$250,000**	**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 Road & Bridge Fund	$50,000	20%
Great Outdoors Colorado	$25,000	10%
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$75,000**	

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	$175,000	$	$	$	**$175,000**
State Funds	$	$	$	$	**$0**
Local Funds	$75,000	$	$	$	**$75,000**
Total Funding	$250,000	$0	$0	$0	**$250,000**
4. Phase to be Initiated	Study	Choose an item	Choose an item	Choose an item	

Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other					

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?

A bike master plan for the county will help the county to prioritize and to coordinate bike infrastructure in the subregion. The current plan does not consider many facilities beyond bike lanes and shoulders. Many of these facilities are not recommended in the forthcoming AASHTO Bicycle Facilities updated standards. Many of the corridors included in Jeffco's existing bike plan have planned infrastructure that is not feasible to achieve, and this has created expectations from the public that are not realistic. Furthermore, much of the infrastructure that has been constructed is not consistent with the existing plan, and, therefore, the plan should be updated to reflect current conditions. Finally, many of the municipalities within the subregion and neighboring the subregion have adopted bike plans and constructed infrastructure that creates incongruency between jurisdictions and suggests facilities not reflected int the current plan.

2. Does the proposed project cross and/or benefit multiple **municipalities and/or population centers**? If yes, which ones and how?
The project would create a master plan covering the entire county including all population centers within unincorporated Jeffco. By coordinating with the bike plans from the municipalities, there will be better integration between communities in terms of facility types, project timing, and implementation.

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

Several neighboring jurisdictions: Wheat Ridge, Arvada, Lakewood, and Westminster, have updated their plans and this project would integrate these efforts to create a connected, comfortable, and convenient bicycle network in the subregion. It would also consider adopted plans from neighboring subregions, such as Denver and Boulder, to better coordinate infrastructure updates.

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

The project will update the county's bike master plan and involve public and stakeholder input. The result will be a bike plan that will enable the county to construct bike infrastructure that better serves the community in a feasible manner.

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 completed project will allow the County to more effectively and efficiently utilize its funding resources in the construction of future infrastructure. Once constructed, the infrastructure will provide a more diverse mobility system throughout the County to serve the people and businesses of Jefferson County.

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

An updated bike and pedestrian plan will provide the tools needed to identify and prioritize future projects to build an integrated multimodal network throughout the County.

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

It is likely that the County will provide the entire local match from its Road & Bridge Fund however the project may also qualify for Great Outdoors Colorado funding to supplement the local match. During the planning process all local jurisdictions and CDOT will be invited to participate in and contribute existing planning documents to the process.

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).**

Since the proposed plan would cover the entire unincorporated county, it will improve access and connectivity to vulnerable populations and provide more multi-modals choices for these populations to access health services.

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

The project will lead to numerous multimodal projects and create first/last-mile connectivity to transit within the county including the West and Gold rail lines. For a small investment in the plan, the long-term result will be a more effective and reliable multimodal network within the County and the region.

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

Many of the roadways within the County lack adequate bike infrastructure. This project will create the plan that will allow for future construction of this multimodal infrastructure and provide safer mobility options for the travelling public.

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*

Because the project will identify alternatives within the local contexts throughout Jefferson County, these alternatives will be appropriate and complimentary to the urban-level infrastructure already in place or planned for the future.

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*

The project will be completely focused on creating a wide-ranging network of multimodal connections throughout the County including urban centers and key destinations.

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*

Because the project will identify opportunities to tie into the bike networks either existing or planned in neighboring counties, it will be ideally suited to increase mobility choices to travelers to and from other subregions.

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*

By planning for future multimodal infrastructure, the project will contribute to the long-term reduction in greenhouse gas emissions and air pollutants by providing attractive bike facilities as a mobility option other than the automobile.

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 project will incorporate recommendations from the Jeffco Trails Plan, which identifies missing links in the regional trail network. This project will help prioritize projects that can improve non-motorized access to the extensive open space networks throughout Jefferson County.

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*

By nature, a bike network provides opportunity for active transportation choices to residents within the County. The project will identify and plan for the construction of the infrastructure that will enable these healthier mobility options.

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*

For many residents, automobile travel is not an option due to income, age, or physical limitations. The proposed project will plan for additional mobility options beyond the automobile and allow for these individuals to live a fuller life and access opportunities without the need to drive a vehicle.

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*

By planning for multimodal infrastructure, the project will provide the groundwork to construct infrastructure that will connect residents, employers, and retail throughout the county and to other counties. This improved connectivity will substantially contribute to the economic health of the region.

D. Project Leveraging

WEIGHT **10%**

9.	What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	30%	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	571753	202559	**774312**
2040	630029	202559	**832588**

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	0
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	571753	202559	**774312**
2040	630029	202559	**832588**

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)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	571753	202559	**774312**
2040	630029	202559	**832588**

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	152867
	2. Minority persons	0
	3. Low-Income households	7.9%
	4. Linguistically-challenged persons	0
	5. Individuals with disabilities	0
	6. Households without a motor vehicle	0
	7. Children ages 6-17	97797
	8. Health service facilities served by project	0

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of **{#3 - #4} =** Reduced VHD	0
6. Enter value of **{#5 X 1.4}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	0
7. **After project peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). *If applicable, denote unique travel time reduction for certain types of vehicles*	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> *(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	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0
Bicycle/Pedestrian/Other Facility	
4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	The new plan will improve inter-jurisdictional coordination.
2.	The new plan will reflect AASHTO recommendations for bike infrastructure
3.	The new plan will have context-sensitive infrastructure reflective of the diverse geography of Jefferson County.

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:	