Part 1 Base Information

1.	Project Title	**Colfax Avenue Shared-Use Path west of I70**
2.	Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Begins at the eastern extent at the existing shared-use path under the I70 bridge, extends to McIntyre Street. Starts again at Nile Court and extends to the western terminus at Poppy Street.
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?

The project will improve multimodal mobility along an existing auto-dominated corridor and provide improved last-mile access to the nearby West Line light rail corridor. The project will improve mobility for those with physical disabilities and low-income and senior populations, improve access to employment and economic centers, and reduce dependency on travel by automobile.

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

The project scope includes construction of an 8-foot wide shared-use path along the north side of Colfax in two segments. The first segment begins at the existing shared-use path under the I70 bridge, crosses the I70 off-ramp at Colfax Avenue, and extends to Lupine Street, then between Lupine and McIntyre Streets. The second segment

begins at Nile Court, extends through Wolf Park belonging to the Pleasant View Metro District and then along Colfax Avenue to Pike Street. The shared-use path alignment then crosses Pike Street in an attached alignment to Poppy Street at the project's western terminus.

10. What is the status of the proposed project?
Jefferson County's pedestrian facility priority project list identifies this segment of Colfax as the top priority within unincorporated Jefferson County. The shared-use path is identified on the County's bike and pedestrian plans. A prior phase of the larger US6/Colfax corridor shared-use path project was completed in 2018 with a TAP grant.

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

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

A. Project Financial Information and Funding Request

1. Total Project Cost		**$1,250,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$875,000**	**70% 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	$335,000	26.8%
City of Golden	$30,000	2.4%
Pleasant View Metro District	$10,000	0.8%
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$375,000**	

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	$	$875,000	$	$	**$875,000**
State Funds	$	$	$	$	**$0**
Local Funds	$	$375,000	$	$	**$375,000**
Total Funding	$0	$1,250,000	$0	$0	**$1,250,000**
4. Phase to be Initiated	Choose an item	CON	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?

The Colfax Avenue and US 6 corridor have long been identified as the top priority corridor to complete missing shared-use paths. The demand for pedestrian and bicycle use is high along this corridor and the completion of the shared-use path along US 6 to the west of this project has demonstrated that if a shared-use path is provided, pedestrians and cyclists will use the corridor.

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

The proposed project is partly located within Golden and connects to existing sidewalks on Colfax within Lakewood further to the east. The shared-use path connects commercial and residential areas within Golden and unincorporated Jeffco west of I70 to the Denver West and Colorado Mills retail and office areas of Lakewood to east of I70.

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

The project does not directly connect to another subregion; however, by completing a multimodal corridor along Colfax and US 6, the shared-use path would be a connection to the West Light Rail line station west of Johnson Road which, in turn, connects to the greater Denver area.

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 provide a much-needed pedestrian amenity along a high-traffic corridor connecting residential and commercial areas between Golden and Lakewood. The shared-use path will also serve cyclists who would otherwise be forced to use less direct routes. The shared-use path also serves to connect to the West Line light rail station near US 6 and Johnson Road thereby making the transit service more viable.

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?

There are multiple businesses along Colfax Avenue that currently can only effectively be accessed by automobile. A shared-use path along this segment of Colfax Avenue will open up additional modes of transportation including pedestrianism, cycling, and access to transit that is currently not easily achievable. The shared-use path would also provide improved multimodal access to businesses not directly fronting on this portion of Colfax Avenue by completing a missing link to the greater Colfax Avenue/US 6 corridor including the larger commercial area east of this location in Lakewood.

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

As previously described, the shared-use path project will provide connectivity that does not currently exist to pedestrians and cyclists along the corridor and transit along the RTD West Line light rail.

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

The project is located within CDOT right-of-way with portions annexed by the city of Golden. A portion of the shared-use path alignment is located within Wolf Park owned and operated by the Pleasant View Metro District.

Jefferson County will provide the local match along with contributions from the City of Golden and the Metro District.

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 shared-use path project would provide improved mobility to residential areas north and south of Colfax Avenue including more direct access to West Line light rail and access to businesses and employment areas for pedestrians and cyclists. There are 10,156 residents and 1462 jobs within a 1-mile radius of this proposed project. There are 6,141 jobs within 2-mile biking radius of this proposed project.

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

This project would extend recently constructed shared-use path improvements further to the west on US6 and Colfax Avenue and connect to existing shared-use path east of I70 thereby completing shared-use path improvements along the north side of the Colfax Avenue/US 6 corridor. The completion of the shared-use paths along this corridor will more effectively bring pedestrians and cyclists from the surrounding residential and commercial areas to the West Line transit station at US 6 and Johnson Road.

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

Currently the missing shared-use path segments create a barrier to safe pedestrian and bike movement. Many pedestrians walk through landscaping or utilize the existing shoulder within the roadway. Cycling can be extremely intimidating along this segment of Colfax Avenue and many cyclists avoid the corridor altogether due to lack of separate travel facilities. The shared-use path will make travel along the corridor for these user groups much safer and more effective.

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 this shared-use path is located within developed commercial and residential areas, the project would provide multimodal options and connectivity to transit that will create options along what is otherwise auto-oriented roadway. This shared-use path will help to contain urban development not only in the direct vicinity of the project but also other areas along the West Line light rail.

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*

By completing a shared-use path along a major urban corridor this project will contribute to making the vicinity more viable for housing and employment within the nearby residential and commercial areas on both sides of I70. Due to the project's close vicinity to the West Line transit, there will be benefits to locations along the West Line by providing more effective last mile connectivity. There are 1,000 people who live and work within two miles of the project and 36% of jobs within 10 miles of residents who live within one mile of the project work east of the project, which may provide opportunity to use the West line to get to work in employment centers such as downtown Denver.

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*

This project completes a shared-use path along a corridor that currently is dominated by automobile-oriented transportation options. The shared-use path is critical to establishing multimodal options on the corridor and completing a connection to the West Line transit station at US 6 and Johnson Road. The West line is the Golden gateway to many subregions, such as Denver County, Adams County (via B Line connection), and Douglas County (via south line connections).

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 project would provide multimodal options that currently are not viable along an auto-dominated corridor and also provides improved access to West Line light rail transit.

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*

Because the multi-use path connects directly to Wolf Park, it provides direct access to this open space asset. The project is also within easy walking distance to Westblade Park and the Camp George West with its trailhead to South Table Mountain open space.

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 project will allow increased access for pedestrians and cyclists and allow better use of transit without requiring the use of an automobile. Because of its vicinity to park and open space, the project would serve as access to these facilities from transit or directly from nearby residences, office locations, and businesses.

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*

Currently there is no reliable and safe travel option along this segment of Colfax Avenue for those without access to an automobile. Completion of the shared-use path along Colfax Avenue and US 6 will provide a reliable multimodal route along the corridor an connect to the West Line light rail station at US 6 and Johnson Road and thereby provide access to employment centers including downtown Denver. There are several vulnerable populations within one mile of this project: 10% are over the age of 65; 15% are minority; 7% are at or below the Federal poverty level; and 20% are children.

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*

This project will contribute to local economic vitality within the surrounding employment and commercial areas at Denver West and Colorado Mills. Due to the project's close vicinity to the West Line light rail, the economic benefit of providing walkable and bikeable transportation to this transit line will extend beyond the immediate vicinity to areas along the transit corridor and downtown Denver.

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	10156	1462	**11618**
2040	10232	1462	**11694**

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: There is no bus route along this segment of Colfax Avenue		

B. Bicycle Use

1.	Current weekday bicyclists	30
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	10156	1462	**11618**
2040	10232	1462	**11694**

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.	30	60
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)*	15	30
5. = Initial number of new bicycle trips from project (#3 – #4)	15	30
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)*	4.5	**9**
7. = Number of SOV trips reduced per day (#5 - #6)	11	21
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	22	42
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	21	40
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)	50
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	10156	1462	**11618**
2040	10232	1462	**11694**

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	100
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	50
5. = Number of new trips from project (#3 – #4)	25	50
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)*	7.5	15
7. = Number of SOV trips reduced per day (#5 - #6)	18	35

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	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	6.8	13.3
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	1067
	2. Minority persons	1657
	3. Low-Income households	681
	4. Linguistically-challenged persons	173
	5. Individuals with disabilities	400
	6. Households without a motor vehicle	Unknown
	7. Children ages 6-17	2008
	8. Health service facilities served by project	7

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	30000
2. 2040 ADT estimate	38250
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	Unknown	
Other Injury crashes	32	
Property Damage Only crashes	74	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	1	
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	n/a
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	Poor
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	80

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	
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:	