Part 1 — Base Information

1.	Project Title	**West 32nd Avenue – Eldridge Street to Ford Street**
2.	Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	The project will begin at Eldridge Street and end at Ford Street in Golden.
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, Jeffco Capital Improvement 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?

This segment of West 32nd Avenue currently lacks bike lanes. The road currently serves as one of the most popular bicycle routes between Denver and Wheat Ridge to the east and Golden to the west despite the lack of adequate multimodal facilities. The project would add bike lanes on both sides of the road and vehicular turn lanes where determined to be needed.

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

The project would add four-foot wide bike lanes to both side of an approximately 2.7 mile segment of West 32nd Avenue. Turn lanes will be added where required, however this will likely be in few locations, if any.

10. What is the status of the proposed project?

The project is currently on the County's Capital Improvement Plan awaiting funding.	

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		**$5,000,000**

2. Total amount of DRCOG Subregional Share Funding Request	**$4,000,000**	**80%** of total project cost

3. Outside Funding Partners *(other than DRCOG Subregional Share funds)* List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
Jefferson County Road & Bridge Fund	$1,000,000	20%
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$1,000,000**	

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	$	$	$	$4,000,000	**$4,000,000**
State Funds	$	$	$	$	**$0**
Local Funds	$	$	$	$1,000,000	**$1,000,000**
Total Funding	$0	$0	$0	$5,000,000	**$5,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Choose an item	Choose an item	choose an item	CON	

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?

West 32nd Avenue is a well-travelled bike corridor connecting downtown Denver to downtown Golden. Many recreational cyclists use the route as an alternative to Clear Creek Trail to ride to Lookout Mountain. One of the most common requests received by the County from cyclists in Jefferson County and throughout the region is to provide improved cycling facilities along West 32nd Avenue. Evidence of the popularity and accessibility of West 32nd Avenue by cyclists is the use of the road in major professional cycling races that have occurred over the last several years and its inclusion in the Jeffco Regional Bike Wayfinding Plan.

2. Does the proposed project cross and/or benefit multiple **municipalities and/or population centers**? If yes, which ones and how?
The project is mostly within unincorporated Jefferson County with its western terminus in Golden. It is also a heavily used corridor between Wheat Ridge and Golden that connects to Denver further east. The road will see significantly more demand as population increases in the metro area and the already heavily-used Clear Creek Trail experiences increasing use. Additionally, W 32nd Ave will provide an alternative route to connect to the Mouth of the Canyon access to the Peaks to Plains Trail.

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

The proposed project is completely within Jefferson County, however the road serves as a segment of a larger bicycle and vehicular travel route from downtown Denver to downtown Golden. Because the project would compliment the Clear Creek trail by reducing demand on that trail, there would be indirect benefits to users travelling to and from the nearby Adams County segment of this trail system.

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 reduce vehicular and bicycle conflicts and improve the comfort of vulnerable bicyclists by creating a dedicated bicycle facility. Congestion created by speed differentials between motorists and bicyclists and inadequate pacing space should reduce congestion as well.

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 existing roadway has been in its current two-lane configuration lacking shoulders since it was built. The project would create bike lanes to separate cyclists from vehicles, especially heavy truck traffic using the road to access Coors Brewery properties.

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

The project will separate bicycles from vehicles which will make it a safer and more comfortable route for cyclists and more efficient for heavy freight traffic accessing the Coors Brewery.

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

The local match for the project will be provided by Jefferson County, however there will be coordination with Golden staff to ensure that the road will meet the needs of its diverse users.

B. DRCOG Board-approved Metro Vision TIP Focus Areas		WEIGHT	**30%**

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

   The project would provide improved mobility options along this segment of W 32nd Avenue. This project will not provide pedestrian facilities, so it will not serve some of the vulnerable populations within the 1-mile radius of this project. However, according to US Census Burau data, 9% of the population within 1-mile is at or below the Federal poverty level and these improvements may improve access to the 9,975 jobs in Golden and to at least nine health services.

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

   West 32nd Avenue experiences a large volume of bicycle traffic and the lack of bike lanes make the route challenging and intimidating for many cyclists. The addition of bike lanes will create a separation between vehicles and bikes, thereby making the route more usable and reliable as a multimodal corridor.

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

   The project will provide bike facilities that do not exist currently. This will provide safer separation between cyclists and vehicles. The project will also provide turn lanes where needed that will reduce rear-end crashes.

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*

   By providing improved bicycle facilities, the project will improve access between Golden, Wheat Ridge, and downtown Denver and reduce the reliance on automobile access between these population and job centers. This will support efforts to increase housing and employment in these centers and reduce urban sprawl.

[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 improvement of the road will support bicycle connectivity between downtown Golden, Wheat Ridge, and 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*

Because W 32nd Avenue is one of only a few direct connections between downtown Golden and Denver, the road is a critical multimodal corridor for bicycling. Bicycle counts from 2016 indicate an average of 63 riders per day, with around 50 riders on weekdays and 150 riders on weekend days

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 providing improved bike infrastructure, the project will reduce reliance on vehicular traffic and associated pollutants. In the first years of these project, 38 pounds of GHG may be reduced. By 2040, it is anticipated that there will be around 71 pounds of GHG emissions reduced.

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 increase accessibility to open space areas along Clear Creek in Golden, Lookout Mountain west of Golden, and Crown Hill Park east of this location on West 32nd Avenue. The use of the road currently supports high volumes of cyclists and with these improvements, it is expected that more bike usage will result. This will also help reduce some of the heavy weekend use experience on the Clear Creek Trail which runs parallel to the north of West 32nd Avenue.

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 providing bike lanes, the project will fill a gap and extend multimodal infrastructure from the east. This will provide opportunities for active travel options not just along 32nd Avenue but also free up capacity for users of the nearby Clear Creek Trail.

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*

This project will provide improvements and accessibility for pedestrians, it will improve connectivity between population areas and employment centers in downtown Golden and new development at Clear Creek Crossing in Wheat Ridge According to data from LEHD, 128,707 people are employed and live within the 1-mile radius of this project. This presents a tremendous opportunity to encourage more people to reduce their use of a SOV and increase their use of bicycle to commute.

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*

The project will provide improved mobility between Golden, Wheat Ridge, and Denver. The project will also provide additional connectivity to the future Peaks-to-Plains trail west of Golden which has been identified by the Governor's office as a key component in attracting tourism to the state.

D. Project Leveraging		WEIGHT **10%**
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sources ....High 30-59% ....Medium 29% and below ....Low

<table>
<tr><td>Part 3</td><td colspan="2">Project Data Worksheet – Calculations and Estimates
(Complete all subsections applicable to the project)</td></tr>
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A. Transit Use

1. Current ridership weekday boardings	n/a, not a transit project

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	16804	9975	**26779**
2040	16922	9975	**26897**

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	50

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	16804	9975	**26779**
2040	16922	9975	**26897**

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.	25	50
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*)	7.5	15
5. = Initial number of new bicycle trips from project (#3 – #4)	18	35
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)*	5.4	**10.5**
7. = Number of SOV trips reduced per day (#5 - #6)	13	25
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	39	75
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	37.5	71.25
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Bicycle counts from 2016 indicated that weekend volumes are 3x higher than weekday volumes.		
11. If different values other than the suggested are used, please explain here: #8: 3 miles used as most cyclists continue through this roadway segment.		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	n/a, no pedestrian facilities available
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	16804	9975	**26779**
2040	16922	9975	**26897**

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

Use Current Census Data	**Vulnerable Populations**	**Population within 1 mile**
	1. Persons over age 65	2551
	2. Minority persons	2301
	3. Low-Income households	1552
	4. Linguistically-challenged persons	310
	5. Individuals with disabilities	1347
	6. Households without a motor vehicle	Unknown
	7. Children ages 6-17	2929
	8. Health service facilities served by project	9

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	2751
2. 2040 ADT estimate	2806
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	15
Property Damage Only crashes	13

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	2
Property Damage Only crashes reduced	1

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	Poor

2. Describe current pavement issues and how the project will address them.

3. Average Daily User Volume	2751

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor

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

Does not currently exist

6. Average Daily User Volume	64

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:	