

# Part 1

# Base Information

1. Project Title	<b>Spruce Mountain Road Bicycle and Pedestrian Improvements</b>
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Perry Park Avenue and Spruce Mountain Road/8720 Spruce Mountain Road See attachment A and H for the Project Maps. Attachment G contains photographs of the project area.
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Town of Larkspur
4. Project Contact Person, Title, Phone Number, and Email	Barbara Allen, Project Manager, 303-681-2324, ballen@townoflarkspur.org

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 \(2040 FCRTTP\)](#)

Local plan: S:\DRCOG\DRCOG SUBREGIONAL COMMITTEE\DRAFT APPLICATION\DRCOG TIP Supporting Docs "Larkspur Sidewalk - Alignment Option A-B" See attachment A for a copy of this document.

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**.

<input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP) <input type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input type="checkbox"/> Roadway Operational	<b>Grade Separation</b> <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Railway <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input checked="" type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Other:
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8. **Problem Statement** What specific Metro Vision-related regional problem/issue will the transportation project address?

Though the Town of Larkspur (Town) is home to 210 fulltime residents and 27 businesses, for eight weekends each summer, the population increases to over 400 full and part-time residents and an additional 10,000 visitors per weekend to the Colorado Renaissance Festival (CRF). The Town is located due north of the Palmer Divide which effects weather condition in the Town. The population and number of visitors is seasonal and also is impacted by weather conditions such as extreme cold, heavy winter snows and thunder, rain and wind storms during the spring and summer.

The Town is rural and has four paved roads: Fox Farm Road, Perry Park Avenue, Spruce Mountain Road and Upper Lake Gulch Road. There is one short segment of existing sidewalk in Town and it is less than 150 feet in length. This sidewalk runs east on Perry Park Avenue and then south on Spruce Mountain Road.

During the summer, the Town has hosted several organized bike rides to include the Tour de Cure and the Wacky Bike Ride. These rides bring between 200 and 500 registered participants and 100 to 200 observers, workers and volunteers. The Town Park can accommodate crowds of this size, but the local roads become clogged and traffic through Town can come to a standstill. The Town hosts the annual Warrior Dash competition which draws over 300 participants and an additional 200 to 300 observers, workers and volunteers. During the CRF and these events the Douglas County Sheriff's Office provides traffic control through Town. Even with this assistance the flow of traffic is affected and local residents avoid the Town and take other routes to access I-25. This can add 10 to 12 miles to a commute out of the area.

Year-around, and with the current CDOT I-25 GAP project, when there is a traffic crash or any road closure on I-25 through the GAP, commuters have learned that they can get off the highway and use Spruce Mountain Road. This results in increased traffic and traffic delays for the residents of the Town and the area.

The DRCOG Metro Vision Regional Objective 7b is designed to connect people to natural resources and recreational areas. This project will provide residents and visitors access to the many amenities in the Town Park and access to the Larkspur segment of the Colorado Front Range trail (CFRT) and the Community Park Loop Trail (CPLT).

The Colorado Department of Parks and Wildlife, and local and regional initiatives have prioritized the completion of missing links in the regional trails and greenways network and improving other multimodal connections to increase the Town parks accessibility.

Summer brings an increase in the number of people in the area, and the year around traffic backup issues are preventing Town and area residents from safely accessing the local recreational amenities and facilities.

Photographs and a detailed description of the trail alignment are available upon request.

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

The purpose of the project is to provide bicyclist and pedestrian users connectivity to and through the primary business district of the Town of Larkspur. The ADA compliant sidewalk will be approximately 0.4 miles long. It will connect the businesses at the intersection of Perry Park Avenue and Spruce Mountain Road with the businesses on the west side of Spruce Mountain Road and Community Park on the east side. The sidewalk terminates at south end of a gravel parking lot at the Town Hall.

Bicyclists and pedestrians ride and walk along the shoulders of Spruce Mountain Road and Perry Park Avenue, which is a safety hazard and does not accommodate our disabled residents/visitors.

This sidewalk will be used by local residents to bike or walk from home to the Community Park and to local businesses for fun and recreation. Allowing pedestrians, adults and children on bicycles, people pushing strollers, and people using mobility devices (crutches, walkers, etc) safe passage. It will be used extensively during the Town festivals, the Music in the Park concerts and other events which require parking in outer areas.

The project will also improve existing drainage conditions at the intersection of Spruce Mountain Road and Perry Park Avenue. It will tie in with a drainage project completed in June 2018 along Spruce Mountain Road. This will ensure that water will not pool on the roadway and sidewalk during storm events.

This project also improves the safety of the intersection of Spruce Mountain Road and Perry Park Avenue by widening the southbound lanes (through lane and turn lane), and by changing the radius of the turn lane. These changes are based on recommendations made by the Douglas County Sheriff's Office.

Spruce Mountain Road will be the backbone for providing access to the new Plum Creek Trail (Larkspur segment of the CFRT), to the existing CPLT, and to the planned Bobcat Trail. The Bobcat Trail will link the elementary school and the CRF to the Spruce Mountain Road Bicycle and Pedestrian Improvements sidewalk, running along the south side of Perry Park Avenue.

The budget includes a 3% per year inflation increase (years 2021, 2022 and 2023). It also includes 2% contingency. The Town plans to complete the design and right-a-way in 2020 through 2021 using Town funds. Construction will start in 2022 and be completed in 2023. DRCOG TIP funds will be used to complete the construction portion of this project.

Length: 0.4 miles long, approximate

Sidewalk: 5 feet wide, made of concrete (ADA compliant, hard surface).

Sidewalk Construction Details:

- The concrete is 4" thick, except where it crosses parking areas and ramps. In these areas, where the sidewalk will be crossed by cars/trucks, it will be 6" thick.
- The concrete will be supported by an aggregate base.
- Retaining walls will be added in 2 areas where there is excessive grading
- Handrails will be added where necessary. There is potentially 1 area where the slope may exceed ADA standards.
- There will be 2.5 foot curb and gutter for the portion of the sidewalk along the Northwest corner of the intersection of Perry Park Avenue and Spruce Mountain Road. Curb and gutter are already in place for the portion of the sidewalk along Spruce Mountain Road.
- The major portion of the route is within the Community Park. The distance from Spruce Mountain Road gives an extra measure of safety for sidewalk users.

Pedestrian Crossings:

- ADA compliant ramps will be included for all street, parking lot entry, and pathway crossings/intersections for the entire length of the project
- As noted above, there will be concrete sidewalks 5' wide (6" thick) at each of the 5 areas where the route crosses the Community Park primary and secondary parking areas.
- The two areas of driveway access will have ADA compliant ramps and surfaces
- Highly visible signage and markings are included for the 2 crosswalks (1 crossing Spruce Mountain Road and 1 crossing Perry Park Avenue).

Existing Bridge: Modified to be ADA compliant (smooth hard surface, pedestrian hand rails, etc.)

Drainage Improvement:

- The new curb and gutter will convey stormwater runoff along the road to designated drainage areas, and reduce the ponding that occurs within the shoulder area at the intersection of Spruce Mountain Road and Perry Park Avenue.
- The existing stormwater inlet will be removed, and will be replaced with 2 new inlets.

Road Safety Improvement

- Widen the southbound lanes at the intersection of Spruce Mountain Road and Perry Park Avenue.
- Improve the turn radius, to allow easier turning for large trucks.

#### **10. What is the status of the proposed project?**

The preliminary engineering and design reports are completed. Once funding is secured, the Town is ready to proceed with final design and engineering; complete right-of-way negotiation and implementation of any needed easements; if needed, complete an IGA with CDOT; and to request competitive bids for construction and start the construction. See attachment B for a copy of this document.

11. Would a smaller federal 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

<b>1. Total Project Cost</b>	<b>\$511,123</b>	
<b>2. Total amount of DRCOG Regional Share Funding Request</b> <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	<b>\$400,000</b>	<b>78%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Regional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
Town of Larkspur	\$111,123	22%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Subregion, or federal)</i>	<b>\$111,123</b>	

<b>Funding Breakdown (year by year)*</b>	*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 2018.				
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$	\$	\$200,000	\$200,000	<b>\$400,000</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$75,000	\$12,500	\$13,623	\$10,000	<b>\$111,123</b>
<b>Total Funding</b>	\$75,000	\$12,500	\$213,623	\$210,000	<b>\$511,123</b>
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design	ROW	CON	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. Regional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the regional significance of the proposed project.

**1. Why is this project regionally important?**

This project will provide a safe and convenient connection between the Douglas County trail system and the El Paso County trail systems. It will also improve accessibility to the businesses on Spruce Mountain Road. Town and area residents and visitors will have easier access to the Town Park and its many recreational amenities, and it will greatly improve accessibility for people with disabilities by providing ADA compliant ramps and hard surface sidewalks.

The Town does not have "transit" through Town, other than motor vehicles, but the Town is looking to the future and the new Travel Center will have a charging station for electric vehicles. A potential location for a Bustang stop has been identified at the I-25 exit at Upper Gulch Lake Road.

For eight weeks each summer the Town experiences a large influx of day users due to the CRF. The CRF has 200 vendors and employees that temporarily call Larkspur home. Most live on the CRF grounds. The Town's population goes from 210 residents to 400 residents. This does not include the overnight and weekly visitors who are staying at the Yogi Bears Jellystone Campground and RV Park (YBJCRP). This facility is expanding from 150 RV/camping spots to 500. Data is not currently available to estimate the impact of this increase on traffic in Town or the increased use of the Town's recreational facilities and amenities.

Annually, from March to October, baseball and softball teams from throughout Douglas County and Northern El Paso County use the ballfield in the Town Park. The ballfield is not lit, but to increase the availability of the ballfield the Town is going to add lights to the ballfield. This will significantly increase playing time and may draw more leagues to Town. Currently, people drive to Town to use this facility. Once the CFRT is complete people could bike or walk to Town.

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

Though this project will primarily benefit the Town, this project will provide trail access to points north and south of Town. The Larkspur segment of the CFRT can be accessed from the Town Park. This trail will have access to the Douglas County Columine Open Space and Trail system, the Spruce Mountain Open Space Trail system, the Greenland Ranch Trail system and the Pikes Peak Regional Council of Governments (PPRCOG) New Santa Fe Regional Trail (NSFRT) located in Palmer Lake.

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

The project will create a connection to the Pikes Peak Region Council of Governments by providing a trail connection to the NSFRTS via the Larkspur segment of the CFRT.

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

This project will provide pedestrian and bicycle users a safe and convenient route through Town and give them options to get out of the lanes of travel on Spruce Mountain Road and Perry Park Avenue.

**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?**

Bicyclists and other park users will have convenient and safe access to local businesses. The improvements will allow people to access the businesses on Spruce Mountain Road via crosswalks and ADA ramps into and out of the Park and on the connecting sidewalks. A bridge in the park will be made ADA compliant and this will allow the disabled users to safely access more areas of the park. The businesses will benefit from the additional visitors. Some businesses are adding outdoor seating areas and increasing their seating capacity to accommodate more patrons.

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

The new sidewalk and curb and gutter will allow people to hike, walk, bike or ride outside the narrow lanes of traffic on Spruce Mountain Road and on a portion of Perry Park Avenue. People with disabilities will have greater access to the park.

Funds will also be used to improve drainage and reduce the accumulation of water on the roadways.

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

In the 2019 budget the Town allocated \$75,000 for this project. This will roll over to the 2020 budget. To bridge the remaining \$25,000 funding gap, in 2021 the Town will allocate \$12,500 in the General Fund Road & Bridge account and in 2022 \$13,623 and in 2023 the final \$10,000 will be allocated for the match for this project. \$11,123 will be absorbed by the Town and added to the the match. This is necessary to fund the 3% inflation factor over the four years of the project, and to provide a 2% contingency fund. Attachment B contains a copy of the detailed breakdown of costs associated with 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).**

There is a lack of a smooth hard surface sidewalks and the roadways are narrow and have minimal gravel shoulders. The addition of the sidewalks and crossings will improve safety and help to maintain the uninterrupted flow of traffic caused by pedestrians and cyclists using the roadway.

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

Though not a true multimodal transportation network project, this project will get bicyclists and pedestrians out of the roadway and off the narrow shoulders and will allow vehicle traffic to flow more smoothly and without the need for frequent or unexpected stops.

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

Though the roadways meet the national standards, they do not provide cyclists and pedestrian users sufficient room to avoid interfering with motor vehicle traffic. In recent years there have not been any significant injuries or fatalities in the Town. In the early 2000's, a person cycling on Perry Park Avenue was hit by a vehicle and eventually died due to the injuries sustained in this crash.

In 2018, a cyclist was struck by a vehicle on Perry Park Avenue and there was also a cyclist/vehicle crash on Highway 105, Highway 105 is not in the Town limits, but the Larkspur Fire Protection District is located in the Town and they had to response to both these crashes.

Removing the bicyclists and pedestrians from the lanes of traffic will help to eliminate the potential for future bodily injuries and fatalities.

According to the DRCOG 2012 report Pedestrian and Bicycle Safety in the Denver Region, "30% of pedestrian crashes occurred on collector/local roads" and "31% of bicycle crashes occurred on collector/local roads". Spruce Mountain Road and Perry Park Avenue fall into this category, collector/local roads"

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

WEIGHT **20%**

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

[MV objective 2](#)

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

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

Yes  No

Describe, including supporting quantitative analysis

The Town has infrastructure for water and wastewater and all the amenities at the Town Park (playground, picnic areas and pavillions, BBQ grates, court sports, ball field, sledding hill, restrooms and drinking water, bike racks, and a large fire pit).

The Town is considering building a new wastewater treatment plan. This will be necessary due to the expansion of the YBJCRP. The campground is expanding from 150 camping/RV spots to 500 spots, and a swimming pool and water park are included in the plans.

The Town is factoring in the age and costs associated with the operation of the current wastewater treatment plant.

The Town is working with DRCOG on a Strategic Plan to help guide the Town through future development. Without annexation, the Town does not have any plans on the horizon to indicate future growth or development.

The Town is also working to update the Master Plan. It should be ready for Council review and approval by June 2020.

[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 Town is landlocked and plans to annex land for an urban center or residential or commercial development are not included in the Master Plan. A travel center is being built at Spruce Mountain Road and Upper Lake Gulch Road. When construction is complete the travel center will have a gas station with a mini-food mart/liquor store and three fastfood restaurants. It is estimated this will add 15 full and parttime job and increase the Town's sales tax collections.

A pipeline construction firm is also building their national headquarter at Spruce Mountain Road and Upper Lake Gulch Road. This will bring 25 new jobs to the Town.

[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 the region for people, goods, or services?

Yes  No

Describe, *including supporting quantitative analysis*

Yes, town and area residents who currently drive their vehicles to the Town Park would have a choice to safely walk or cycle to the Town Park and local businesses. Data from Part 3, Project Data Worksheet, B Bicycle Use estimates that by 2040 the number of cyclists will increase from 30 per day to 75 per day. Pedestrian use will increase from 4 to 15 per day.

[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*

This project will cause minimal impact on the reduction of ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or air pollution. The impact is so minimal that it can not be measure. However, on that occasion that someone chooses to bike to the CRF or one of the other summer/fall activities this would have a very minor impact.

Data collected in Part 3 Project Data Worksheet, Calculations and Estimates, A Transit, Pedestrian User and Bicycle use estimates that pounds of GHG emissions will be reduced by 65% in 2040. Combining the estimate from the Pedestrian user (136 pounds) and the 2040 estimate (345) is calculated to be 65% decrease in GHG emissions.

[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 bulk of this project will be located in the Town Park. The Town Park provides direct access to the TPLT and to the CFRT. The connection to the CFRT it will provide access to the two Larkspur trailheads and to additional trail systems in Douglas and El Paso Counties.

[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*

When the Larkspur Town Park was first envisioned the goal was to get residents out of their homes and to engage in activities that would improve their health and to help them to live an active, healthy lifestyle. The Park has become the hub of most activities in the Town.



This project will give all people, regardless of ability or physical capability, access to the many amenities located in the Larkspur Town Park. It will encourage Town and area residents to use mobility options other than a motor vehicles to access these recreational amenities and activities.

Every day, regardless of weather, approximately 200 people visit the Park. Many people come to play organized team sports or individual sports or pick up games and others to access the trail system located along East Plum Creek.

The ballfield is not lit. To increase the playing time and expand the number of hours available for league play the Town has a project underway to add lights to the ballfield. The sidewalks constructed by this project will give ballfield users options for accessing the park and the ballfield.

[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*

Critical Health Facilities: The Town has a dentist, but that is the only health care provider within 13 miles of the Town. The nearest doctor, medical clinic, urgent care facility or hospital is 13 miles away.

Education: Larkspur Elementary School is 1.3 miles west of Town on Perry Park Avenue. The school uses the Town Park for science classes and for parties and occasional assemblies. The students walk the both directions from and to the school. For safety they are escorted by fire trucks from the Larkspur Fire Protection District (LFPD). If the LFPD receives a call for service they must abandon the escort and the children must continue the journey with their adult chaperones.

Opportunity Disparities: This project will provide ADA compliant ramps and hard surface sidewalks. This will enable people to access the recreational amenities in the Town Park regardless of physical challenges or disabilities. Trying to maneuver through the park on rutty, uneven dirt and gravel paths can be dangerous and limits access to the many amenities in the park. Rain and snow can make the shoulders on Spruce Mountain Road and Perry Park Avenue dangerous for people with disabilities, and significantly limit their ability to access the park or businesses. This forces all pedestrians and bicyclists to use the roadway.

Transportation Connections to Key Destinations and Other Amenities: As previously noted this project will provide connections to the CFRT and CFRT Trailheads, the many Douglas County Open Spaces and Trail Systems and to the NSFTS.

The DRCOG maps available for this program do not contain correct population data, median household income (MHI), or poverty rates for the Town of Larkspur. In 2012, the Colorado Department of Local Affairs completed an MHI study of the Town. At that time the MHI was established at \$30,294. A copy of the letter is available upon request.

A 2017 study conducted by the State of Colorado, Department of Local Affairs, State Demography Office established the follow statistics:

\*Population-210

\*MHI at \$37,188

\*Percentage of the population with and income lower than the poverty line-15.2%.

The DOLA MHI award letter and the case study are available upon request.

In 2017, the Town was awarded Disadvantaged Community status by the Colorado Water Resource and Power Development Authority. That case study established these values at:

\*Population-192

\*MHI-\$44,688

The award letter and business case study are available upon request.

Attachment C contains photographs that depict the proposed sidewalk alignment and they also document the current conditions of proposed project site.

[MV objective 14](#)

**Improve the region’s competitive position.**

8. Will this project help support and contribute to the growth of the region’s economic health and vitality?  Yes  No

Describe, *including supporting quantitative analysis*

The Town is experiencing economic growth with four new businesses preparing to open (the Travel Center Gas Station/Mini Mart & Liquor Store, three new fastfood restaurants, and the pipeline construction firm. In addition, the YBJCRP is expanding from 150 spaces to 500 spaces and adding a water park and a swimming pool.

All these businesses will bring new visitors to the area and they will pay sales tax and or lodging tax. Sun Communities, the owner of the YBJCRP will provide funding for the new wastewater treatment plant and they will pay water and sewer taps fees.

**D. Project Leveraging**

**WEIGHT 10%**

9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?	22%	80%+ outside funding sources ..... High 60-79% .....Medium 59% and below .....Low
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### 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	210	187	397
2040	216	193	409

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
<b>3.</b> Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	66	99
<b>4.</b> Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	16	25
<b>5.</b> Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	16	25
<b>6.</b> = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	<b>34</b>	<b>49</b>
<b>7.</b> Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) <i>(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)</i>	510	735
<b>8.</b> = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	<b>484</b>	<b>698</b>
<b>9.</b> If values would be distinctly greater for weekends, describe the magnitude of difference:  For eight weekends each summer the CRF is in operation. The majority of the people who work at the CRF live onsite and walk or ride a bicycle to their booths/businesses and other amenities and businesses in Town. Every weekend, the CRF brings 10,000 visitor to Town and 99% of them arrive in a motor vehicle. Typically, they spend three to four hours at the CRF.  The CRF draws people from all over Colorado. Frequently, people from Wyoming, New Mexico and Kansas make the drive to the CRF for a day trip or when visiting Colorado on a vacation. Only the total number of visitor to the CRF is available. Statistics about how the visitors come to the CRF or the distance they traveled are not collected.		
<b>10.</b> If different values other than the suggested are used, please explain here:  Unless people live in the 80118 zip code they must commute a minimum of 13 miles each way to be employed in the Town of Larkspur. There are few rental properties in the Town limits. There are no future rental properties planned for development.  This makes calculations using the listed categories unreliable.		

## 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	210	187	397
2040	216	193	409

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.	200	500
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	100	250
5. = Initial number of new bicycle trips from project (#3 – #4)	100	250
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> (or other percent, if justified)	30	75
7. = Number of SOV trips reduced per day (#5 - #6)	70	175
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	140	350
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	133	332
10. If values would be distinctly greater for weekends, describe the magnitude of difference:  It is not anticipated that this project will impact the weekend traffic. Most visitors are driving into Larkspur and returning to their residences by motor vehicle. Larkspur is located 13 miles from the nearest population centers, Castle Rock and Monument, and 35 miles the area urban centers, Denver and Colorado Springs.		
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)	10
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	210	187	397
2040	216	193	409

Pedestrian Use Calculations	Year	2040
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	of Opening	Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	30	100
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> or other percent, if justified)	15	50
5. = Number of new trips from project (#3 – #4)	15	50
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	4	15
7. = Number of SOV trips reduced per day (#5 - #6)	11	35
12. Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	4	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	3	13
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  No significant difference should be observed during the weekends.		
10. If different values other than the suggested are used, please explain here: Due to the long distances that visitors must travel it is not anticipated that they will routinely use the sidewalks created by the project to access the Town or the Town Park.		

## D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		12
3. Low-Income households		31
4. Linguistically-challenged persons		20
5. Individuals with disabilities		19
6. Households without a motor vehicle		0
7. Children ages 6-17		30
8. Health service facilities served by project		1

## 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	3,001
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
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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} = <b>Reduced person hours of delay</b> <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>  This category is not applicable to this project. The focus of this project is to complete a sidewalk to connect Perry Park Avenue and Spruce Mountain Road to the Town Park. The Town does not experience traffic delay except on weekends during the CRF. The Town also experiences minor traffic delays when there is a crash or lane closure on I-25 and motorists use Spruce Mountain Road as an alternate route. Typically, these are short in duration and have little to no impact on traffic.	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.  For eight weeks each summer the amount of traffic on Spruce Mountain Road increases due to visitors to the CRF. This increase in traffic does not significantly impact the Town. The majority of the issue is outside the Town limits on I-25 as motorists must decrease their speed to take the exit onto Spruce Mountain Road. They are going from a 75 MPH speed to 25 MPH in less than .5 miles.	
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 <i>(most recent 5-year period of data)</i>		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).
<b>Fatal</b> crashes	0	
<b>Serious Injury</b> crashes	0	
<b>Other Injury</b> crashes	0	
<b>Property Damage Only</b> crashes	14	
2. Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		
<b>Fatal</b> crashes reduced	0	
<b>Serious Injury</b> crashes reduced	0	
<b>Other Injury</b> crashes reduced	0	
<b>Property Damage Only</b> crashes reduced	10	

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

In Town there are four main roads, Spruce Mountain Road, Perry Park Avenue, Fox Farm Road and Upper Lake Gulch Road. Each road consists of two paved lanes with minimal gravel shoulders. There is a right turn lane at the intersection of Spruce Mountain Road and Perry Park Avenue. The radius of this right turn lane needs to be increased to allow large commercial trucks to make the turn without needing cross into the east bound lane. When completed, this project will correct this issue.

This project will provide bicyclists and pedestrian an option for getting off the roadway and using a smooth hard surface.

3. Average Daily User Volume

3,001

**Bicycle/Pedestrian/Other Facility**

4. Current bicycle/pedestrian/other facility condition

Poor

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

There is one sidewalk in Town of less than 150 feet. This project will provide a smooth, flat hard surface for bicyclists and pedestrians.

There is no direct route through Town or connecting to the businesses. This project will correct this discrepancy.

6. Average Daily User Volume

30

**H. Bridge Improvements**

1. Current bridge structural condition from CDOT

This is not a roadway bridge but a pedestrian bridge in the Town Park. This is not applicable to this application.

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

A bridge in the park is not ADA compliant and this will be corrected as part of this project.

3. Other functional obsolescence issues to be addressed by project

This is not applicable to this application.

4. Average Daily User Volume over bridge

25

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

1. This is not applicable to this application.

2. This is not applicable to this application.

3. This is not applicable to this application.

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*

Yes  No

This is not applicable to this application.

**2. Negative impact on vulnerable populations**

This is not applicable to this application.

**3. Other:**

This is not applicable to this application.