

Part 1

Base Information

1. Project Title **Lochbuie Greenways Trail**
2. Project Start/End points or Geographic Area
Provide a map with submittal, as appropriate
From WCR 37 west along the utility corridor to the Speer Canal, then south along the canal to Stagecoach Avenue (see attached)
3. Project Sponsor (entity that will construct/ complete and be financially responsible for the project)
Town of Lochbuie
Steve Stamey
Town Administrator
(303) 655-9308
sstamey@lochbuie.org
4. Project Contact Person, Title, Phone Number, and Email
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
☐ [DRCOG 2040 Fiscally Constrained Regional Transportation Plan \(2040 FCRTTP\)](#)
6. What planning document(s) identifies this project?
X Local plan: This trail system was identified in the Town's Parks, Trails and Open Space Master Plan, adopted October 2003.
☐ 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: X Bicycle Facility X Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input type="checkbox"/> Roadway Operational	Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study X Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

Multimodal Connectivity

The Town of Lochbuie is located on the west side of I-76 approximately 25 miles northeast of downtown Denver, at the outer edge of the metro area. A significant level of new residential development is occurring west of the original town area, with the only current connection being Baseline Road, which has no shoulders, sidewalks or bike lanes and whose primary function is the movement of vehicle traffic. Thus currently, there is no convenient and safe multimodal connectivity between the two areas.

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

The 1 mile long, 8-foot wide multimodal trail will extend from the new Town of Lochbuie CR 37 streetscape and sidewalk west through a utility corridor to the Speer Canal, and then follow the canal south to Stagecoach Avenue. A future phase will extend the trail to Baseline Road, where it will connect with a future City of Brighton trail that also follows the Speer Canal down to the existing Brighton trail system on Bridge Street

10. What is the status of the proposed project?

The project is currently in the conceptual design phase.

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

X Yes ☐ No

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

Partial funding would be acceptable provided it is sufficient to cover the segment between CR 37 and Bonanza Boulevard, thus providing a nonmotorized connection between the CR 37 trail and Lochbuie Elementary School

A. Project Financial Information and Funding Request

1. Total Project Cost		\$900,000
2. Total amount of DRCOG Subregional Share Funding Request This project is requesting MMOF (Multi Modal Option Funding)	\$450,000	50% 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
Town of Lochbuie	\$450,000	50%
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>		\$450,000 50%

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	\$	\$100,000	\$350,000	\$	\$450,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$100,000	\$350,000	\$	\$450,000
Total Funding	\$	\$200,000	\$700,000	\$0	\$900,000
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other		ENV, Design	Construction		

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.

X

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 Town of Lochbuie is located on the west side of I-76 approximately 25 miles northeast of downtown Denver, at the outer edge of the metro area. A significant level of new residential development is occurring west of the original town area, with the only current connection being WCR 2, which has no bike lanes, shoulders or sidewalks and whose primary function is the movement of vehicle traffic. The Lochbuie Greenway Trail will connect the original town area of Lochbuie and the new development with a multimodal trail that creates a much safer and more inviting environment for pedestrians and bicyclists. In addition, the trail will provide connections to the elementary school in the original town area (Lochbuie Elementary), as well as the new elementary school in the Silver Peaks development (Meadow Ridge Elementary). It will also provide for a connection into the Speer Canal Trail that is a planned facility for the City of Brighton. Finally, the trail will connect to the new Town of Lochbuie CR 37 trail that extends from just north of CR 2 north to the Lochbuie Town Hall. This trail system was identified in the Town's parks, Trails and Open Space Master Plan, adopted October 2003.

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

Yes. The greenways trail will ultimately connect up with the City of Brighton's planned trail along the Speer Canal, which connects down to Brighton's trail system along Bridge Street.

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

Yes. While Phase 1 is entirely within the SW Weld County subregion, ultimately the trail will connect with Baseline Road which is the county line between Weld County and Adams County. As such, because the trail provides a connection across Baseline Road to the planned trail within the City of Brighton, the project benefits the following subregions:

- ADCOG
- SW Weld County

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

The Lochbuie Greenway Trail will connect the original town area of Lochbuie and the new development with a multimodal trail that creates a much safer and more inviting environment for pedestrians and bicyclists. In addition, the trail will provide connections to the existing elementary school in the original town area, as well as the new elementary school in the Silver Peaks development. It will also provide for a connection into the Brighton trail system. Finally, the trail will connect to the new Town of Lochbuie CR 37 trail that extends from just north of CR 2 north to the Lochbuie Town Hall.

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?**

When completed, the greenways trail will provide a much-needed connection between the existing and planned commercial development in the original town area, the Homestead residential area, the existing Lochbuie Elementary School, the new residential development in Silver Peaks and the new Meadow Ridge Elementary School, as well as connecting with the residential and retail developments on the east side of the City of Brighton.

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

Today, there are currently no nonmotorized facilities connecting the original town area, the new developments on the west side of Lochbuie, and the residential and retail developments in east Brighton. The project is the first step in creating a nonmotorized connection between those areas, thus providing an alternative to driving for the residents of both communities.

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

This project will be jointly funded between SW Weld County COG and the Town of Lochbuie.

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)**.

Baseline Road currently has no shoulders and no sidewalks, creating an unsafe environment for pedestrians and bicyclists. Without the greenways trail, vulnerable (nondriving) populations would continue to have no other choice but to walk along Baseline Road to connect between the original town area and the residences in Silver Peaks; with it they would have a safe connection in a much more inviting environment, which in addition to addressing the infrastructure need for vulnerable population, will help to encourage more mobility among it by providing a viable connection between two areas where none previously existed

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

While the various individual developments in Lochbuie (new and old) have sidewalks along most of their internal roads, the Town currently lacks a trails network to connect those developments. This project provides the needed east-west backbone connection between developments, which will help to encourage use of the existing nonmotorized facilities within them. Furthermore, the east end of the greenways trail connects to the new trail along WCR 37, which will help encourage the use of that facility, as well.

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

Baseline Road currently has no shoulders and no sidewalks, creating an unsafe environment for pedestrians and bicyclists. Without the greenways trail, all pedestrian and bicycle travel between the residences in Silver Peak and the original town area would continue to have no other choice but to walk along Baseline Road. With it they would have a safe connection in a much more inviting environment.

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? X Yes ☐ No

The greenways trail connects the new growth areas on the west side of town with the commercial development in the original town area. The current project provides a connection within the existing developed areas of town. When subsequent phases are constructed, the trail will connect the existing developments with all of the planned development in Silver Peaks, as well as the development in Brookfield on the south side of Baseline Road.
Current Population Served by the Greenways Trail: 6,000
2040 population served by the Greenways Trail: 8,900

[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? X Yes ☐ No

While Lochbuie is not a designated Urban Center, the planned new development in the Town of Lochbuie is primarily single family homes, and the greenways trail will provide a multimodal connection between those new developments, the existing elementary school (Lochbuie Elementary) and the commercial development in the original town area.

[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? X Yes ☐ No

The greenways trail will connect to the City of Brighton trail system planned for the Speer Canal south of Baseline Road, so the project will provide a multimodal opportunity for residents in the Adams County subregion as well as the SW Weld County subregion.

[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? X Yes ☐ No

The greenways trail will fill a void in the nonmotorized system for the Town of Lochbuie, providing residents with an opportunity to walk or bike between areas of the community that currently have no nonmotorized facilities connecting them. Shifting people from their vehicles to bicycle or pedestrian modes will have a net positive effect on air pollutants; based on discussions with Town of Lochbuie staff, it is estimated that the greenways trail will decrease Baseline Road traffic by 1 percent, or approximately 75 vehicles per day.

[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? X Yes ☐ No

The greenways trail will connect to the City of Brighton trail system planned for the Speer Canal south of Baseline Road, so the project will provide a multimodal opportunity for residents in the Adams County subregion as well as the SW Weld County subregion.

[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? X Yes ☐ No

The greenways trail will provide a dedicated facility for Town residents to walk, run or bicycle in a safe and enviting environment.

[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? X Yes ☐ No

The 2010 census indicated that approximately 40 percent of the households in Lochbuie are classified as lower income, so providing reliable transportation connections is an important aspect of the Town's transportation system. The greenways trail will provide a connection to both of the elementary schools in Lochbuie (Lochbuie Elementary and Meadow Ridge Elementary), as well as a connection to the commercial area in the original town area, so it meets this demonstrated need.

[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? X Yes ☐ No

Reasonably priced housing is a critical need in the metro area. Because Lochbuie is located on the outer fringe of the metro area, home prices tend to be lower than elsewhere in the metro area. The planned new development in the Town of Lochbuie is primarily single family homes, so the town will continue to meet this demonstrated need. This project provides an important amenity that will connect this housing stock to the town’s two elementary schools and to the commercial area in the original town area

D. Project Leveraging		WEIGHT	10%
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	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	6,000	100	6,100
2040	8,900	200	9,100

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:
N/A

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

This area is not served by transit.

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	6,000	100	6,100
2040	8,900	200	9,100

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.	100	250
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)	50	125
5. = Initial number of new bicycle trips from project (#3 – #4)	50	125
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)	15	38
7. = Number of SOV trips reduced per day (#5 - #6)	35	87
8. Enter the value of {#7 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	70	175
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	66.5	166.25
10. If values would be distinctly greater for weekends, describe the magnitude of difference: The nature of the greenways trail lends itself to significantly higher recreational use on the weekends. Use projections could be 2 to 3 times higher than above on summer weekends.		
11. If different values other than the suggested are used, please explain here: N/A		

C. Pedestrian Use

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

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	6,000	100	6,100
2040	8,900	200	9,200

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)	8	15
7. = Number of SOV trips reduced per day (#5 - #6)	17	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	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	6.65	13.3
9. If values would be distinctly greater for weekends, describe the magnitude of difference: N/A		
10. If different values other than the suggested are used, please explain here: The nature of the greenways trail lends itself to significantly higher recreational use on the weekends. Use projections could be 2 to 3 times higher than above on summer weekends.		

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	1. Persons over age 65	415
	2. Minority persons	3,460
	3. Low-Income households	685 out of 1,750
	4. Linguistically-challenged persons	615
	5. Individuals with disabilities	690
	6. Households without a motor vehicle	70 out of 1,750
	7. Children ages 6-17	1,830
	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	N/A
2. 2040 ADT estimate	N/A
3. Current weekday vehicle hours of delay (VHD) (before project)	N/A

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	N/A
5. Enter value of {#3 - #4} = Reduced VHD	N/A
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)	N/A
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	N/A
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*)

Fatal crashes	N/A
Serious Injury crashes	N/A
Other Injury crashes	N/A
Property Damage Only crashes	N/A

2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

CRF = 0.44 (CRF Clearinghouse value for signalization, all crash types and severity)

Fatal crashes reduced	N/A
Serious Injury crashes reduced	N/A
Other Injury crashes reduced	N/A
Property Damage Only crashes reduced	N/A

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*).

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. N/A	
3. Average Daily User Volume	N/A

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. Bicycles and pedestrians must travel along Baseline Road under existing conditions to travel between the Silver Peaks area and the original town area. Baseline Road has a 45 mph speed limit with 0-2 foot gravel shoulders and no sidewalks. The greenway trail will provide a nonmotorized trail connection that is separate from Baseline Road and provides a safe and more inviting environment for pedestrians and bicyclists.	
6. Average Daily User Volume	N/A

H. Bridge Improvements

1. Current bridge structural condition from CDOT

N/A

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

N/A

3. Other functional obsolescence issues to be addressed by project

N/A

4. Average Daily User Volume over bridge

N/A

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

None.

3. Other:

None