

Part 1

Base Information

1. Project Title	Coal Creek/Rock Creek Regional Trails Connection at 104 th Street
2. Project Start/End points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	This project begins at the Coal Creek regional trail at Empire Rd. and follows 104 th Street South to the Rock Creek regional Trail at Rock Creek Farm, Sterns Lake Trailhead.
3. Project Sponsor (entity that will construct/ complete and be financially responsible for the project)	City of Louisville, CO.
4. Project Contact Person, Title, Phone Number, and Email	Megan Davis, Deputy City Manager, 303-335-4539, mdavis@louisvilleco.gov

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 \(2040 FC RTP\)](#)

X Local plan:

- City of Louisville Parks, Recreation, Open Space and Trails Plan
<http://www.louisvilleco.gov/home/showdocument?id=1538>
- Jointly Owned Boulder County-Lafayette-Louisville Open Space Management Plan
<https://assets.bouldercounty.org/wp-content/uploads/2017/03/jointly-owned-lafayette-louisville-open-space-management-plan.pdf>
- City of Lafayette Parks, Recreation and Open Space Plan
<https://www.cityoflafayette.com/1330/2019-PROST-Master-Plan#2012>

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 FC RTP)	<input type="checkbox"/> Roadway
<input type="checkbox"/> Transit Other: Transit Priority Lanes	<input type="checkbox"/> Railway
X <input type="checkbox"/> Bicycle Facility	<input type="checkbox"/> Bicycle
X <input type="checkbox"/> Pedestrian Facility	<input type="checkbox"/> Pedestrian
<input type="checkbox"/> Safety Improvements	<input type="checkbox"/> Roadway Pavement Reconstruction/Rehab
<input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP)	<input type="checkbox"/> Bridge Replace/Reconstruct/Rehab
<input type="checkbox"/> Roadway Operational	<input type="checkbox"/> Study
	<input type="checkbox"/> Design
	<input type="checkbox"/> Other:

8. **Problem Statement** What specific Metro Vision-related regional problem/issue will the transportation project address?

The proposed project will provide a multimodal use option through a corridor where a continuous bike/pedestrian facility does not currently exist. The project would connect two heavily used regional trails, and will help ensure that the regional transportation system is well-connected and serves all modes of travel. The trail connection offers a continuous trail connection between two important regional trails – the 14-mile Coal Creek Regional Trail (est. 1990) and 12-mile Rock Creek Trail (map in Attachment 1), traveling along 104th Street, which is a busy roadway that bisects SH 42/Empire Road, Dillon Road and the Northwest Parkway. There is currently a shoulder but no bike lane on 104th Street between Dillon Road and Empire Road. The two regional trails which would be connected are also utilized as connections by the broader region, linking into the City and County of Broomfield trail system to the south, Superior to the south west and the City of Lafayette to the north and east.

This trail would provide a new multimodal travel option along this heavily travelled corridor with approximately 19,000 ADT at Dillon Road and 104th St. The two regional trails which will be connected by this trail also see heavy use. According to trail counters the Coal Creek Trail at Empire Road (which is the northern connection point) there are 374 bikes/day on weekends, 231 bikes/weekday and approximately 100,000 annual bicycle users alone (not counting walkers/hikers). The Rock Creek Trail sees between 66,000-123,000 total users of all kinds per year. This high usage demonstrates that this project will provide another important connection for residents in the region to these regional trails.

In addition, the project will help enhance the region's quality of life, by increasing access to trails and open spaces in multiple communities. The collaborative implementation of this trail reflects our region's values, in that it protects and connects people to its diverse natural resource areas, open space, parks and trails. The trail connection will link people to open space areas, which are jointly owned by the participating jurisdictions. The two Cities of Louisville and Lafayette and Boulder County have worked for many years to acquire open spaces in these areas, for the purposes of preservation, agricultural heritage and recreation. We have worked collaboratively on completing regional connections to and through these open spaces, and therefore have significant experience and strong relationships to support this project. The trail connection will link people to open space areas, which are jointly owned by the participating jurisdictions.

The proposed alignment respects local plans, and leverages existing IGAs to further multi-jurisdictional collaborative efforts of preservation, recreation and multimodal transportation alternatives. This trail has been identified as a top priority for collaboration with Boulder County Parks and Open Space by the Cities of Louisville and Lafayette for several years.

The trail will improve multimodal connections to Louisville's largest job center, the Colorado Tech Center, and provide a bicycle/pedestrian trail link that connects with the US 36 bikeway and Flatiron Flyer BRT. The trail will provide a connection to the south for Lafayette residents for transportation and recreation purposes. It will give people access to open space and recreational opportunities without getting in their car.

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

The project is to construct a primarily soft-surface/crusher fines (concrete in some small sections), 8 foot wide, separated multi-use trail that links the regional Coal Creek Trail, which extends from Louisville and Superior to Lafayette, to the Rock Creek Trail which connects Boulder and Broomfield County trail systems (Attachment 2). The trail will be constructed on publicly owned Open Space lands and, if needed at select locations, within public road right of way. It will consist of 2.6 miles of new trail that will travel through several jointly-owned Open Space properties. These properties are managed for multiple purposes with a high emphasis on Agriculture. However, the plans for these properties identify a potential trail connection along the 104th Street corridor. The trail will be set back as far as possible from the road to provide a separated, open space experience, however in some areas agriculture operations and other uses will necessitate the use of right of way closer to the road.

The northern portion of the trail connection will be at Empire Rd. and the Coal Creek Trail, where it will then travel east and south along the Louisville cemetery, cross SH 42, and continue south along 104th St. Currently the anticipated alignment for the trail will be on the east side of Empire Rd/104th St, however, during design this may change slightly in areas, including the area near the Louisville cemetery. A new signal at SH 42 and 104th Street (which has been designed and funded, and will be installed this year/2019) has been configured to support the trail

alignment and necessary pedestrian crossings. The trail will continue south along the east side of 104th Street on the Mayhoffer 15 Open Space property, where it will parallel the agricultural activities on the Boulder County Land Venture property to the intersection of Dillon Road and 104th. At this point, there may be a need for some concrete sections and curb and gutter infrastructure due to existing easement and private property lines. Another signal is planned for installation at this intersection, with accommodations designed in for the trail crossing.

From Dillon Road, the trail continues to travel south along the east side of 104th, on the Boulder County Rock Creek Farm property, crosses the bridge over the NW Parkway (where a concrete sidewalk currently exists) and enters the Carolyn Holmberg Preserve. The trail will follow the Open Space on the east side until it reaches the parking lot at Sterns Lake. Just north of the parking lot there is a ditch crossing and wetland area which will require a small bridge and boardwalk area.

A map of the proposed alignment can be found in Attachment 3. A detailed conceptual budget estimate can be found in Attachment 4.

10. What is the status of the proposed project?

The project is in the planning stage and a conceptual alignment has been identified. It is identified in the **Jointly Owned Boulder County-Lafayette-Louisville Open Space Management Plan** adopted by Boulder County and the partner cities in 2004. This management plan provides land management guidance for an assemblage of ten protected properties that span 950 acres in southeastern Boulder County. The three partner agencies have worked collaboratively to identify a conceptual alignment on these publicly owned lands, as detailed above. The infrastructure at the road crossings (Dillon Road and Empire Road) are currently being constructed in partnership with the Louisville Colorado Technology Center (CTC) to include signals with pedestrian crossings designed to accommodate trail implementation. The design for the project will be completed by the project partner communities by the end of 2020, and the communities would like to begin construction in 2021-2022.

The City of Louisville Open Space Master Plan contemplates the development of a trail to connect the Coal Creek Regional Trail and the Rock Creek Trail through the City of Louisville, Lafayette and Boulder County properties that lie between. The City of Lafayette Parks, Recreation and Open Space Plan (2014) also includes the trail connection as a priority. An Intergovernmental Agreement between the three agencies enabled the development of the Coal Creek/Rock Creek Trail system and the City's participation in regional planning efforts for future alternative transportation tax funding. As a result, there have been significant connectivity improvements and numerous future possibilities for improving the existing trail system, with projects such as the 104th Street trail connection.

The project will require site survey and environmental studies to be complete, and the Boulder County Parks and Open Space Rock Creek Farm management plan will be amended to reflect the alignment of the trail.

The City of Lafayette has budgeted their match funds for the project in their 2021-22 CIP, The City of Louisville has match funding included in its 6 year CIP plan that would support the improvements, and Boulder County Parks and Open Space has included match funding for the project in their 5-year CIP plan as well. Grant funds will allow completion of the project.

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?

If a smaller amount of funding were provided, the trail could not be completed. The full benefit of the trail is to connect the two regional trails, and this would be lost if only certain segments of the project were completed.

The City of Louisville requests consideration for State Multi-modal options funding for this project.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$950,000.00
2. Total amount of DRCOG Regional Share Funding Request <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	\$475,000.00	50% of total project cost
3. Outside Funding Partners (other than DRCOG Regional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Boulder County Subregion	\$475,000	50%
City of Louisville	\$158,333.33	16.67%
City of Lafayette	\$158,333.33	16.67%
Boulder County	\$158,333.33	16.67%
Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i>	\$950,000	100%

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 2018.				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds (Subregional)	\$0	\$0	\$475,000	\$0	\$475,000
Local Funds	\$85,000	\$0	\$390,000	\$0	\$475,000
Total Funding	\$85,000	\$0	\$865,000	\$0	\$950,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design		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?

The project adds multimodal capacity to a roadway adjacent to a major job center with 5,000 employees in the City of Louisville. Nearly half (48%) of workers commuting into Louisville, and to the CTC, are traveling from the US 36 corridor. This trail connection provides a bus/bike option for people to get off the bus at the Flatiron Station and ride their bike to the CTC in a direct manner.

The proposed trail provides an important pedestrian and bicycle connection to two major regional trails that connect Lafayette, Louisville and Broomfield. The Coal Creek and Rock Creek Trails each see approximately 100,000+ users per year (Trail count data in Attachment 5). The trailhead serving the Rock Creek Trail had 110,519 visits in 2017 and Lafayette's 2017 daily Coal Creek Trail counts indicate daily usage as high as 500 users per day, and 11,000 users per month.

The trail addresses the transportation needs for more north/south multimodal connections within the corridor including providing a safe, reliable alternate mode connection from Lafayette to Louisville and on to Broomfield. The trail will provide linkages to the Cities of Lafayette and Louisville to Boulder County's most heavily visited Open Space; Rock Creek Farm, which in 2017 received 157,999 visits. The trail will provide outdoor opportunities to several communities throughout the region, as well as access to active outdoor recreation in the form of walking, hiking and biking.

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

Yes, this trail benefits the Cities of Lafayette, Louisville, the Town of Superior, Boulder County and City and County of Broomfield. For all of these communities, the trail provides a direct link that extends the regional trail connection opportunities. For Lafayette, it provides a safe and direct opportunity for residents to connect the Coal Creek Trail to the Rock Creek Trail and Open Space and to access Open Space that the City has jointly purchased. For Louisville it provides an important multimodal transportation connection for individuals working at the CTC, as well as the opportunity for residents to link the Coal Creek Trail to the Rock Creek Trail and Open Space, and increases access to Open Space that the City has jointly purchased. For Superior, commuters and recreational users will have a more comprehensive regional trail network that can be accessed from the Coal Creek trail right in their community. And the trail will link Broomfield open spaces and trails with the Boulder County regional trails network and open spaces.

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

Yes, this project includes both the Boulder County and Broomfield County subregions by connecting regional and local trails within both subregions.

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 add a new bicycle and pedestrian facility along 104th Street, where no contiguous connection currently exists. The trail will connect two regional trail systems that serve as backbone trails for their communities in making local trail connections.

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 trail will have a direct impact on the CTC in Louisville, the largest employment center in this community, which houses approximately 5,000 employees per day. The trail connection allows these businesses and their employees to have direct access to two major regional trail systems, to have better bicycle commuting facilities, and improved walkability to local open space and recreational areas. In addition, the trail addition would support connections to downtown Louisville and Lafayette. This trail will improve upon the existing physical infrastructure by adding this facility to the existing roadway.

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

Residents, visitors and employees in the area will now have alternate modes options available, and improved access to major job centers and regional transit lines. The bicycle and pedestrian trail expansion will allow for connections to regional transit including the Flatiron Flyer BRT on US 36 at East Flatiron Station, and will be connected to major urban and job centers. People will be able to bike or walk to open spaces for recreational purposes where they previously had to drive.

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

This project represents a multi-jurisdictional partnership between two subregions and three entities. The Cities of Lafayette and Louisville will partner with Boulder County to construct the trail, and execute an IGA for maintenance for the ongoing management of the facility. The City and County of Broomfield has been actively involved in the alignment discussions, and are working with the project partners to identify additional connections and facilities that would further leverage this investment.

Letters of support available in Attachment 6.

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)**.

This project could provide a connection to regional transit for individuals who do not own a car but wish to work at the CTC, which is a major job center. It provides a safe and direct bicycle connection to the US 36 bikeway and US 36 BRT. There is currently no transit connectivity to the CTC, but approximately 45% of the employees at this location come from areas to the east, and primarily along the US 36 corridor. This would make a connection by bike to the US 36 Flatiron Flyer BRT.

As depicted on the map, this trail runs along Open Space and commercial/industrial development, and therefore is not surrounded by heavily populated areas. Within one mile of the area there are vulnerable individuals that will benefit from this mobility option: 825 persons over 65, 718 minority persons, 473 linguistically challenged persons and 2112 individuals with disabilities and 940 children aged 6 – 17. In addition, there are 494 low-income households and 164 households without a motor vehicle. With over 5,700 individuals with potential mobility challenges, this additional mode of transportation will greatly improve upon current conditions.

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

This provides a reliable multimodal facility by adding a separated bike and pedestrian trail along 104th Street and connecting the Coal Creek and Rock Creek regional trail corridors. For individuals who live or work within the area, this will provide a permanent, continuous facility for multimodal use. In addition, the trail provides a north/south connection between the Coal Creek and Rock Creek trail systems, providing a reliable, accessible connection within in close proximity to the Cities of Louisville and Lafayette. The two trails do not converge until much farther east in Erie, which is a significant distance for users in and around 104th Street.

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

The project will improve transportation safety by removing cyclists from the roadway and providing a separated trail for bicycle use. The current vehicle use, at 19,000 ADT, and lack of bicycle lanes or contiguous walking path creates an unsafe situation and poor experience for these users. The addition of a continuous multi-use path will improve safety for all modes of travel by separating pedestrian uses to the new trail. The project also utilizes safe pedestrian crossings at major intersections that will be installed in conjunction with new traffic signals.

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

[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

This project supports the objective of increasing multimodal enhancement along corridors, in this case by adding a separated bicycle and pedestrian facility to enhance the use of alternate modes. The proposed trail connects with several urban centers, including the City of Louisville’s CTC and downtown, downtown Lafayette, the Town of Superior through the Coal Creek Trail, and the City and County of Broomfield trail system through the Rock Creek Trail. In addition, the trail will directly link into the East Flatiron Parkway Park-n-Ride, allowing people from around the metro area to access these key destinations and explore this extensive regional trail system.

[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

This project will allow for the use of a new mobility choice – walking or bicycling – along the 104th St. corridor. It will provide a new trail connection between two of Boulder County’s heaviest used regional trail systems, Coal Creek and Rock Creek.

[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?

Based on the trail usage on the Rock Creek and Coal Creek trails, there will be a reduction in ozone, greenhouse gas emissions, carbon monoxide and particulate matter due to the increase in people riding their bikes or walking along this corridor vs. driving. The GHG reductions from bicycle use on the trail would be approximately 78 lbs. in the first year, and 5.2 lbs. from pedestrians. The trailhead at Stearns Lake received 110,519 vehicle visits in 2017, which indicates a very high number of users are driving to the trailhead. This project will provide a connection that will support more people in the region walking, hiking or bicycling to the trailhead instead of driving.

Yes No

[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?

This trail is critical in completing a Louisville/Lafayette connection from the Coal Creek to Rock Creek Regional Trails. The trails currently converge several miles to the east in Erie, but some of the heaviest use is in Louisville at Empire Rd, which is the northern starting point for this connection. The trail will not only provide connections for commuters and regional travelers, but will also provide a direct connection to one of Boulder County Parks and Open Space most popular parks, Rock Creek Farm. In addition, the communities have invested in open spaces throughout the area that are not currently accessible to recreational use. This trial connection will provide transportation and recreational uses on these open space areas (three properties) that have active agricultural uses, giving users the opportunity to see the benefits of these open space assets in preserving agriculture and natural resources in our community.

Yes No

[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?

With an estimated 200,000 users on the two regional trails that will be connected by this trail, this provides significant opportunity to help residents in numerous neighboring communities lead a healthy and active lifestyle. The trail will provide the ability to connect these two trails, and easily access a large open space area that allows hiking, biking, birdwatching, fishing, picnicking and other outdoor activities that enhance physical and mental health.

Yes No

[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?

The project provides access by bike or walking to regional trails and open space areas. This provides a trail connection to open space amenities, as well as jobs and other amenities for people who do not own a vehicle. The trail is an easy, accessible grade that will provide an alternate transportation option for people of most ages and abilities.

Yes No

Within one mile of the area there are vulnerable individuals that will benefit from this mobility option: 825 persons over 65, 718 minority persons, 473 linguistically challenged persons and 2112 individuals with disabilities and 940 children aged 6 – 17. In addition, there are 494 low-income households and 164 households without a

motor vehicle. Individuals without a motor vehicle will have another option to access employment at the CTC, and children within a mile of this area will have a safe path to bike or walk to school.

[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

The trail will give more people the opportunity to experience our region using alternate modes, including bikes and on foot. It will support access to open space areas from public transit, at the RTD Park n Ride in Broomfield. It will provide a bicycle connection for commuters that work or live in Louisville and Lafayette, instead of driving their car. Open Spaces and trails are a significant economic draw for our region, and this trail will expand the opportunities to bike or hike to and from businesses within Louisville and Lafayette, as well as the broader region.

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?		80%+ outside funding sourcesHigh 60-79%Medium 59% and belowLow
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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
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020			
2040			

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. 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>		
4. 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>		
5. 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>		
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)		
7. Enter the value of {#6 x 9 miles} . (= 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>		
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)		
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 231 (on connecting trail)
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,716	8,011	22,727
2040	15,491	8,433	23,924

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
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3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	115.5	127.1
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)	57.75	63.55
5. = Initial number of new bicycle trips from project (#3 – #4)	58	64
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)	17	19
7. = Number of SOV trips reduced per day (#5 - #6)	41	45
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	82	90
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	77.9	85.5
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)	78
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,716	8,011	22,727
2040	15,491	8,433	23,924

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	39	43
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)	19.5	21.5
5. = Number of new trips from project (#3 – #4)	19.5	21.5
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)	5.85	6.45
7. = Number of SOV trips reduced per day (#5 - #6)	13.65	15.05
8. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	5.46	6.02
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	5.2	5.72

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:

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
	Use Current Census Data	1. Persons over age 65
2. Minority persons		718
3. Low-Income households		494
4. Linguistically-challenged persons		473
5. Individuals with disabilities		2112
6. Households without a motor vehicle		164
7. Children ages 6-17		940
8. Health service facilities served by project		

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

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

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

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction 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>	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 (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.
3. Other functional obsolescence issues to be addressed by project
4. Average Daily User Volume over bridge

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

No

3. Other: