

## Part 1

## Base Information

1. Project Title	St. Vrain Regional Trail Extension
2. Project <i>Start/End</i> points or Geographic Area <i>Provided: Map</i>	40.217855, -105.259868; 40.212020, -105.249304
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Town of Lyons
4. Project Contact Person, Title, Phone Number, and Email	Paul Glasgow, Town Planner, 303.823.6622, x25, <a href="mailto:pglasgow@townlyons.com">pglasgow@townlyons.com</a> Erika Archer, Grant Manager, 303.823-6622 x31, <a href="mailto:earcher@townoflyons.com">earcher@townoflyons.com</a>
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>Provided: Concurrence documentation</i>

6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>	
	<input checked="" type="checkbox"/> Local plan:	<p><b>The plan is intended to build upon previous public planning efforts, including, but not limited to, the following plans:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">2000 Parks, Open Space and Trails Post Plan</a> (pgs. 5-8, 14)</li> <li>• <a href="#">2008 Parks, Open Space, and Trails Master Plan</a> (pgs. 25, 70)</li> <li>• <a href="#">2010 Lyons Comprehensive Plan</a> (pgs. 7-8, 42, 75, 79)</li> <li>• <a href="#">2014 Lyons Environmental Sustainability Action Plan</a> (Pg. 18)</li> <li>• <a href="#">2014 Lyons Recovery Action Plan</a> (pg. 80)</li> <li>• <a href="#">2016 Lyons Primary Planning Area Master Plan</a> (pg. i-7)</li> <li>• <a href="#">2016 Parks Flood Recovery Plan</a> (pg. 13, 45)</li> </ul>
	<input checked="" type="checkbox"/> Other(s):	Longmont and Boulder to Lyons Trails

*Provided: Full links and summaries for above public planning documents provided with submittal (in email body).*

7. Identify the project's **key elements**.

<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input checked="" type="checkbox"/> Transit Other: Trail extension and future regional trail connection hiking, cycling, running, cross-country skiing, skateboarding, equestrian, and electric golf cart users, with access to bus and parking areas <input checked="" 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 FC RTP) <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 <input type="checkbox"/> 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? **The St. Vrain Trail Extension addresses local traffic congestion, traffic safety, lack of connectivity to planned future development and regional trails, access to health services, and air quality concerns.**

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

The St. Vrain Regional Trail Extension is planned to serve as a safe mode of active multi-modal transportation to 1) connect the existing trail system to future regional trails and 2) to link to the new development area planned for Lyons’ Eastern Corridor. The location of this section of the trail covered under this project begins at the “Welcome to Lyons” sign at McConnell Drive and continues east, roughly parallel to State Highway 66, and terminates at US Highway 36. Updated design and construction of the extension of trail system will add approx. 3,488 LF of new trail in the Lyons St. Vrain Corridor; grading, landscaping, concrete path, 3 pedestrian bridges for ditch crossings, 6 gates, crossing negotiations and land acquisition, legal fees, signage, seating, seeding, tree protection, and approx. 1750 LF of fencing.

10. What is the status of the proposed project?

This project has reached 30% design in an earlier phase, but will require updated design adjustments. An Environmental Assessment has been completed. This project has been vetted through a public input process, and has been included in multiple planning documents.

It is important to note that this project initially began as a flood recovery project under CPW/LWCF funding with a CDBG-DR match, but was discontinued near the end of 2018 due to the time constraints associated with negotiating the ditch crossings over ditch company easements crossing Town-owned land with the three affected ditch companies, as well as one small land acquisition for a 8,846 sq. ft. parcel in order to divert the trail around Town-owned leased land. Approximately \$88,000 of Town funds have been spent on this project to date (design + legal), none of which will be reimbursed through the previous closed grant & matching funds. The Town is working with legal counsel and understands that the Town can successfully complete the needed three crossing agreements and small parcel acquisition in the time allotted for this TIP grant cycle as this trail extension is a high priority for the town. Legal fees and land acquisition will be covered under the Town Local match portion.

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

Yes  No

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

The Town is requesting that a portion of the funding (\$448,000) be from the Multi-Modal Options Fund. Please see below.

## A. Project Financial Information and Funding Request

1. Total Project Cost		\$1,200,343
2. Total amount of DRCOG Subregional Share Funding Request (federal share)	\$600,171.50	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
MMOF (Multimodal) – (state share)	\$448,102.90	37.33%

Town Share – (local share)	\$152,068.60	12.66%
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)</b>	<b>\$600,171.50</b>	<b>50%</b>

<b>Funding Breakdown (year by year)*</b>						<i>*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.</i>
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>	
<b>Federal Funds</b>	\$75,000	\$472,654.35	\$52,517.15	\$0	<b>\$600,171.50</b>	
<b>State Funds (Multi-modal Grant Funds requested)</b>	\$75,000	\$335,792.61	\$37,310.29	\$0	<b>\$448,102.90</b>	
<b>Local Funds</b>	\$100,000	\$46,861.74	\$5,206.86	\$0	<b>\$152,068.60</b>	
<b>Total Funding</b>	\$250,000	\$855,308.70	\$95,034.30	\$0	<b>\$1,200,343.00</b>	
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design & Legal, ROW Clearance, Add'l ENV	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. 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 Lyons St. Vrain Regional Trail Extension will serve as a critical multi-modal link for the larger vision of the Colorado Front Range Trail and will be used for a variety of purposes and mobilities. Located safely away from vehicle traffic and running parallel to Highway 66 between Highway 36 and McConnell Avenue, the Trail Extension is expected to be used for 255,135 one-way trips for cyclists and foot traffic on an annual basis by 2040, with a critical connection to RTD transit. The Lyons St. Vrain Trail Extension Trail will accommodate commuters and visitors alike with access to employment, shopping, health services, education, and the many outdoor recreational activities that Lyons has to offer.

Local users will come from both the future Eastern Corridor development project in which up to 300 new households and 165 new employment opportunities are planned, adding to the 2,108 existing residents and employees within a one-mile radius of the trail. These people will be able to access critical services via this multi-modal trail, including healthcare, education, shopping, and food.

Visitors from other cities will access the St. Vrain Regional Trail Extension from other municipalities, including Boulder, Longmont and Estes Park. Future and current trails that will be served by this project include Lyons to: Rabbit Mountain, Boulder, St. Vrain Greenway, Hall, Steamboat Mountain, Estes Park, Heil, Picture Rock, and the State Hwy 7 (Lower) which are all a larger vision of the Colorado Front Range Trail. Currently, it is not uncommon to see up to 150,000 visitors to Lyons each year. These visitors utilize our trails to access our parks and waterways, to play softball/baseball, take a romp in the dog park, fish, walk, jog, bike, stroll with their babies, play basketball, tube, picnic, rally at our dirt jump bike park, kayak, swim or take part in numerous other recreational activities. In addition, thousands of cyclists pass through town on their way to the "Fruit Loop" via Apple Valley Road, up the Peak-to-Peak Highway, or visit area open spaces such as Hall Ranch or Heil Valley Ranch Open Spaces. Lyons plays host as a rest stop to numerous bike rides and races each summer including Venus de Miles, Good Sam Bike Jam, Buffalo Classic, MS150, and many more. Thousands more mountain bikers access Heil Valley Ranch and Hall Ranch Trails via the Lyons St. Vrain Corridor Trail. On festival and special event weekends, foot traffic sometimes exceeds 5,000 people. On weekends when RockyGrass, FolkFest, Old Man Winter, Burning Can Beer Festival at Lyons Outdoor Games or numerous other large events take place, this trail will connect visitors to our downtown, music venues, camping areas and other areas of town.

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

The St. Vrain Regional Trail Extension not only provides for increased in-town connectivity, it also provides a critical regional connection to several existing and future regional trail connections. including the State Hwy 7 (Lower) CDOT Trail, Lyons to Rabbit Mountain, Lyons to Boulder, Lyons to Hall, Lyons to Steamboat Mountain, and Lyons to Estes Park. It also provides a critical link to the regional trail system through Longmont connected via the St. Vrain Greenway. This Longmont trail also needs an additional extension in order to reach all the way to Hwy 36/66, where the St. Vrain Trail will end. Once fully connected, however, the St. Vrain Trail Extension is expected to incur similar usage as the existing St. Vrain Greenway Trail to the east in Longmont. Boulder County residents, City of Longmont residents, Hygiene residents, Town of Lyons residents and recreationalists from all over Colorado will use this extended trail system. Trails users from the regional St. Vrain Greenway trail will include walkers, bikers, bird watchers, snow shoers and cross country skiers during winter months, and skaters and roller bladers on the paved portions.

If a regional trail allows cyclists and other multi-modal modes to travel into Lyons from other regional trails, we believe it is not unreasonable that we could easily experience a 25% increase in visiting cyclist and foot traffic as people access the various amenities found in Lyons via multimodal avenues. This is in addition to

expected local users. As a result, Lyons expects that cyclist usage on this trail would increase from 79,828 one-way users in the first year of opening to 214,274 by 2040. Concurrently, pedestrian usage could increase from 34,125 users in the first year to 65,286 by 2040. Due to Lyons numerous visitors, residents, and commuters, the planned St. Vrain Trail Extension is expected to have a significant impact on multimodal travel between Lyons, Longmont, Boulder, and Estes Park.

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

This project primarily benefits the connection to other municipalities within the subregion, but does also provide a portion of otherwise absent safe multi-modal travel for people travelling to Estes Park, which is outside of the Lyons shared subregion.

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

**Problem Statement:** The St. Vrain Regional Trail Extension addresses local traffic congestion, traffic safety, lack of connectivity to planned future development and regional trails, access to health services, and air quality concerns in the following ways:

- 1) **Local Traffic Congestion:** Ute Hwy (66) and Hwy 36 meet in Lyons, with the current Average Daily Traffic Volume at 21,352, with peak volume reaching closer to 35,000 during the summer weekends and festivals, with traffic on the highways often at a standstill. By providing a viable route into town leading to the parks and downtown main street, travelers are more willing leave their gas vehicles at home and cycle into town, instead. This could have a significant impact on the number of vehicles into town. The Town expects that the trail could see upwards of 279,560 users (one way) annually by the year 2040.
- 2) **Traffic Safety:** Due to the heavy traffic as up to 35,0000 people travel on the weekends through Lyons for festivals and on their way to the popular Rocky Mountain National park, cycling along the highway is risky and underserved without bike lanes. Staff is aware of one fatal pedestrian accident on this short stretch of highway through Lyons in the last five years. The corridor has an average of 25 accidents per year, which average 3 injuries per year. The St. Vrain Regional Trail Extension addresses this issue by removing cyclists and pedestrians off the busy highway and onto a dedicated trail system. The Town estimates that it could see more than 699 users (one-way) daily along the new extension and anticipates this could cut traffic accidents measurably.
- 3) **Future Planned Development:** Due to the 2013 Flood, the Town of Lyons lost residential and commercial building space due to floodplain and floodway concerns. As a result, the Town is currently in process of extending utilities to its eastern corridor. The Town is also selling land area to a developer near the junction of US36 and 66. The Town expects that this new development will add 300 additional housing units, with another 40 units within the current Town limits, totaling 340 additional units by 2040. These housing units are expected to average 2.41 people/household, equaling 819. Using Lyons growth rate calculations, the main part of town also expects to see another 120 residents by 2040, bringing the total of new expected residents to 939 for a total population of 2718. Additionally, the Eastern Corridor will also see boosted employment numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 165 additional positions above the original TAZ projections of 260, equaling a total of 425 within a 1-mile radius of the trail by 2040.

(2040 Local Trail Usage) Assuming these 984 additional residents and employees living and working within 1-mile radius of the Eastern Corridor specifically, the following is expected: Cyclists expected  $(984 \times .213 \times .80) = 167$  per day, or 61,200 local cyclists annually by 2040. Pedestrians expected  $(984 \times .213 \times .20) = 42$  per day, or 15,300 annually. This is in addition to the 15,937 local cyclists and 15,937 local pedestrians expected to access the trail at the time of opening. Together, this would equal 77,137 local cyclists

accessing the trail by 2040 and 31,237 pedestrians on the trail by 2040. These would be expected to travel roundtrip, as there is no bus stop currently planned for this development.

The St. Vrain Regional Trail Extension will connect the existing main arterial trail within Lyons to this future development, allowing people multimodal access to the town and surrounding regional areas.

- 4) The St. Vrain Trail Regional Extension will allow multimodal access to multiple healthcare facilities within Lyons, including physical therapy, dentistry, and massage. It will also allow residents and employees in the new planned development area to access Boulder healthcare via an important otherwise lacking connection to transit.
- 5) With a safer way to access the Town of Lyons, travelers are more willing to cycle into Town and beyond. With more cyclists, this would create a reduction of greenhouse gas emissions, which would contribute to the improvement of air quality. Using the numbers calculated in Part 3, the Town expects to reduce greenhouse gas emissions by 206,745 lbs annually by 2040. That's a reduction of more than 2,700,000 lbs of greenhouse gases between the opening of the trail in 2023 and 2040!

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?

This project will make a significant difference in the Town's local economy, health, and safety. The St. Vrain Trail Extension allows people from both the future development of the Eastern Corridor and people travelling from other municipalities to access the Town of Lyons downtown Main St and the RTD Y Route bus stop. This trail provides for increased in-town connectivity and provide regional connections to several future regional trail connections (i.e. the Longmont St. Vrain Greenway, Boulder to Lyons Trail, Rabbit Mountain Open Space to Lyons Trail). On a typical summer weekend, it is not uncommon to see up to 2,000 visitors to our local park system. These visitors utilize our trails to access our parks and waterways, to play softball/baseball, take a romp in the dog park, fish, walk, jog, bike, stroll with their babies, play basketball, tube, picnic, rally at our dirt jump bike park, kayak, swim or take part in numerous other recreational activities. In addition, tens of thousands of cyclists pass through town on their way to the "Fruit Loop" via Apple Valley Road, up the Peak-to-Peak Highway, or visit area open spaces such as Hall Ranch or Heil Valley Ranch Open Spaces. Lyons plays host as a rest stop to numerous bike rides and races each summer including -Venus de Miles, Good Sam Bike Jam, Buffalo Classic, MS150, and many more. Thousands more mountain bikers access Heil Valley Ranch and Hall Ranch Trails via the Lyons St. Vrain Corridor Trail. On festival and special event weekends, foot traffic sometimes exceeds 5,000 people. On weekends when RockyGrass, FolkFest, Old Man Winter, Burning Can Beer Festival at Lyons Outdoor Games or numerous other large events take place, this trail will connect to a critical pathway leading visitors from our parks and parking areas to our downtown, music venues, camping areas and other areas of town. Such improvements will also have a positive impact on the local economy by drawing a greater number of recreational cyclists, fishermen, picnickers, hikers, and park users to Lyons seeking the many recreation amenities the town has to offer. These visitors will directly impact the local economy by eating at local restaurants and coffee shops and purchasing goods from the retail shops. Improvements would encourage property owners to expand their retail and residential square footage. Adding residents in the Downtown would improve the overall retail performance and strengthen the Town budget encouraging reinvestment in other transportation and utility infrastructure.

6. How will connectivity to different travel modes be improved by the proposed project?  
Significantly, this trail passes the Lyons RTD bus stop (Route Y), which is currently the only bus route to and from Boulder from Lyons. Trails users will include walkers, bikers, bird watchers, snowshoers and cross-country skiers during winter months, and skaters and roller bladers on the paved portions, as well as Electric "e-bike" and golf cart users. An important component to this project is that this trail would connect the new development (residential and commercial) in the Eastern Corridor to transit, to which it would otherwise have no access.

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

The Town wishes to apply for the state Multi-Modal Grant via this application.

Other than the local share from the Town, there are no other current funding partnerships for this project. The Town looks forward to cooperating with CDOT and the City of Longmont in the future in order to connect the trail system from Longmont to the St. Vrain Trail extension at Hwy 36.

Additionally, it is important to note that the Town must negotiate three ditch crossings with three separate Ditch Companies: The Highland, The Palmerton, and The Rough & Ready Ditch Companies, all of whom have easements across Town-owned land. In addition, the Town may need to acquire a small parcel of land from the Highland Ditch Company. The Town has begun negotiations with these companies, and has not yet reached resolution. The Town has no reason to believe that negotiations with Palmerton and Rough & Ready will not be successful. Significantly, it is important to disclose that the first round of negotiations with the Highland Ditch Company failed in the previous allotment of time given under the previous grant cycles for this project, under different grantors. Both the CPW/LWCF & CDBG-DR). Under the advice of legal counsel, the Town intends to resume negotiations and believes we will be able to reach a successful conclusion for the trail within the time parameters of the TIP Grant, as a significant amount of work has already been done to this end.

## B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

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

The St. Vrain Regional Trail Extension improves mobility infrastructure for vulnerable populations as a non-vehicular mode of travel, with access to the RTD bus route. Currently, there are approximately 638 people classified as “vulnerable” living within Lyons, most of whom are within the 1-mile radius of the trail. As such, this trail will be an important, accessible multi-modal link to services, education, shopping and employment. Within Lyons are approximately 12 medical-related services (i.e. physical therapy, dental, etc.). Because there are no emergency or physician services within Lyons, however, the RTD is a critical link to medical services within Boulder. With this extension, the St. Vrain Trail expands its reach to people living within a 1-mile radius of the trail project, including the new planned developments (984 additional residents and workers by 2040), providing them safe access to this important bus route. This infrastructure improvement will be a critical improvement for vulnerable populations.

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

Allowing a connection to multimodal travel that meets a future planned regional trail connection from Longmont/Hygiene to Lyons will set the stage for a reduction in congestion, thereby increasing reliability of the existing multimodal transportation network. With a current average daily volume of traffic at 21,352 vehicles – heightened to approx 35,000 on weekends in the high season – the Town expects that by 2040, users will access the trail for 699 daily one-way trips, instead of the highway. This will have a significant effect for travellers during heightened traffic times, especially on weekends during the high seasons (Spring-Fall) and during festivals. The St. Vrain Extension will allow regional users multiple commute options – bus, bicycle, walking, etc. – resulting in a significant increase in the reliability of multimodal travel.

In addition, the Town of Lyons is currently developing land approximately 1.2 miles away from the RTD bus stop in Lyons for both commercial and residential usage. This increase of usage within the corridor along Ute Hwy/66 will add to the congestion. The planned Extension will reach to .5 mile from the new development. Although the St. Vrain Trail does not extend as far out as this new development, future trails from the

development will connect to the trail extension, allowing for an offset of congestion where Hwy 36 meets Ute Hwy/66, thus adding to the reliability of the overall multi-modal system.

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

Currently, travellers heading into Lyons from the East must drive along the shoulder of Ute Hwy/66, next to vehicles travelling 50-60 MPH. Without a bike lane, cyclists are at risk for crash by high-speed vehicles. Currently, there are 11 crashes per year on average along this route, with at least 2 vehicle to pedestrian fatalities in the last 5 years of data. By allowing cyclists to move off the highway through this busy corridor and onto a safe, designated trail system through Lyons, safety and security are greatly increased.

**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 of Lyons is currently building out new sewer and water infrastructure to the new development area using Economic Development Administration and Community Development Block Grant-Disaster Recovery funds. By 2040, approximately 984 new residents and employees are expected to be added to Lyons current population of 2050, most of whom will be within the 1-mile radius of the trail. This increased level of multimodal access will facilitate this growth by providing an important link to education, health services, employment, food, recreation and shopping. Not only will this trail support safe multi-modal travel into Lyons and Boulder, but it will also allow support an expected 214,274 bicycle (one-way) users and 65,286 pedestrian (one-way) users by 2040, which will help drive the local economy and support growth.

[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 of Lyons St. Vrain Trail Extension connects Lyons’ main arterial trail – the St. Vrain Trail, which leads through Lyons’ parks and into the downtown area – to both current and future planned regional trails. This extended trail system will provide access to Longmont, Boulder, and Estes Park, along with multiple other key trail systems. These include the State Hwy 7 (Lower) CDOT Trail, Lyons to Rabbit Mountain, Lyons to Boulder, Lyons to Hall, Lyons to Steamboat Mountain, and Lyons to Estes Park.

One example of the need for clear and direct multimodal regional connectivity is derived from the annual use counts for Longmont’s St. Vrain Greenway trail, where over 2 million user visits per year from residents and tourists are estimated. As a critical connection to the future extension of this regional trail, Lyons would expect to see a large percentage of Longmont trail users visiting Lyons via this trail system.



In addition, the trail extension continues onto the current trail, which passes within 500 ft of the Lyons Park and Ride, which carries passengers to Boulder. This trail provides a portion of a missing link connecting people from Longmont and Boulder on to Estes, safely though Lyons.

[MV objective 4](#)

**Improve or expand the region’s multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?  Yes  No

Describe, including supporting quantitative analysis

**The St. Vrain Trail Extension increases mobility choices for people beyond our subregion as it allows a safe and convenient mode of multi-modal travel into and from Lyons via Hwy 36 and Hwy 66, with connections to RTD transit. This provides a significant expansion of services as it allows people travelling to and from the Eastern Corridor from Longmont and Boulder to access both Lyons services (restaurants, shops) as well as the Park and Ride RTD service to Boulder for medical services, which are underserved in Lyons. It also allows people safe access through Lyons on their way to Estes Park. Mobility choices on the trail will include, but are not limited to, bicycles and e-bikes, running, walking, skateboarding, electric golf carts, and people moving strollers with children – all with access to the RTD Park N’ Ride.**

[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

**With the ability to connect to future planned regional trails to and from Lyons using multimodal, commuters will be encouraged to use non-single occupancy vehicles for travel. With a safer way to access the Town of Lyons, travelers are more willing to cycle into Town and beyond. With more cyclists, this would create a reduction of ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, and other air pollutants, which would contribute to the improvement of air quality. Using the numbers calculated in Part 3, the Town expects to reduce greenhouse gas emissions by 206,745 lbs. annually by 2040. That’s a reduction of more than 2,700,000 lbs. of greenhouse gases between the opening of the trail in 2023 and 2040!**

[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

**Nestled on the edge of the Rockies Lyons hosts a diverse array of hiking trails. People from Boulder and Longmont are expected to use the St. Vrain Trail extension to access trails and open space via Lyons trail network, where hikers can stock up on sustenance before their hike or weary hikers can enjoy a celebratory meal and beverage upon their return to town. This network allows access to multiple Open Space assets, including:**

- Hall Ranch (3,000 acres and 13.5 miles of moderate/difficult trails),
- Heil Valley Ranch / Picture Rock Trail (5,020 acres and 14.5 miles of easy/moderate trails)
- Rabbit Mountain (2,733 acres and 6 miles of easy/moderate trails)

- Lions Gulch Trail
- Button Rock Preserve (accessed 7 miles from Lyons up Hwy 7)

Regional Trails accessed via the St. Vrain Trail Extension include the larger vision of the Colorado Front Range Trail:

- Rabbit Mountain
- Boulder
- St. Vrain Greenway
- Hall
- Steamboat Mountain
- Estes Park
- Heil / Picture Rock
- State Hwy 7 (Lower)

[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

On nice weekends and during festivals, it is not uncommon for Lyons to receive between 2,500 - 5,000 visitors, or up to an estimated 150,000 visitors per year. These visitors love Lyons for its healthy outdoor amenities – kayaking, intertubing, hiking, volleyball, jogging paths, etc. A functional multi-modal path connecting regions not only is expected to significantly increase the number of visitors, but it encourages both locals and visitors alike to develop and continue healthy lifestyles in the great Colorado outdoors! Assuming ~700 use the trail per day, that’s 254,436 trips per year to increase users’ health and vitality through healthy lifestyle habits directly tied to recreation and their commute!

[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

The St. Vrain Trail Extension provides a multi-modal travel connection for vulnerable populations, thus reducing opportunity disparities for people without alternative access to travel. With this extension, the St. Vrain Trail expands its reach to people living east of McConnell and in the future Eastern Corridor Development, providing them safe access to this important bus route. Currently, 638 people classified as vulnerable living in Lyons, most of whom are within 1-mile of the the planned trail extension, including the elderly, minorities, low-income, different abilities, and youth. This number will certainly increase with the new developments planned for Lyons, which will welcome 939 new residents and employees to Lyons’ current population of 2050. This trail extension will allow people with opportunity disparities to more easily and reliably access Lyons’ schools (Elementary, Middle/Senior High), health-related facilities, and healthcare and employemnt in other areas across Boulder County via improved access to the RTD route to Boulder.

[MV objective 14](#)

Improve the region’s competitive position.

8. Will this project help support and contribute to the growth of the subregion’s economic health and vitality?

Yes  No

Describe, including supporting quantitative analysis

A functional multi-modal path connecting regions will significantly increase the number of visitors to Lyons, contributing greatly to the subregion’s economic health and vitality. Considered a “double gateway to the

Rockies”, travellers on their way to Estes Park are more likely to make Lyons a destination, as well, thus attracting visitors from around the world. Visitors use Lyons’ restaurants, pubs, groceries, craft shops, services, etc., thus providing a significant economic boost to the Town’s economy. With a safe connection into Lyons main arterial trail, the town believes that many travelers (at least 31,406/year by 2040) will choose to access Lyons on bike or foot, which encourages longer visits and therefore more exploration of Lyons’ many events and services. The St. Vrain Trail Extension allows people from both the future development of the Eastern Corridor and people travelling from other municipalities to access the Town of Lyons downtown Main St and the RTD Y Route bus stop. In addition, the improvement of the St. Vrain Trail Extension will also have a positive impact on the local economy and is expected to help boost the current number of visitors from 150,000 to 187,000 visitors by 2040, all with access to the many recreation amenities the town has to offer. These visitors will directly impact the local economy by attending events, eating at local restaurants and coffee shops and purchasing goods from the retail shops.

**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
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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	402
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	1850	258	<b>2,108</b>
2040	2718	425	<b>3143</b>

Transit Use Calculations	Year of Opening – Weekday Estimate	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>	20	30
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	7.5
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>	5	7.5
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	<b>10</b>	<b>15</b>
7. Enter the value of <b>{#6 x 15 miles}</b> . (= the VMT reduced per day) <i>The Town is using 15 miles because bus trips from Lyons to the Boulder station are 15 miles.</i>	150	225
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	<b>142.5</b>	<b>213.7</b>

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

The Town believes that the numbers above could significantly increase based on weekend and recreational travel to and from the Town. Currently, the Town experiences up to 150,000 visitors per year, with most visits occurring on weekends as people access events, parks, and the many outdoor recreational activities that Lyons has to offer. If a regional trail allows cyclists and other multi-modal modes to travel into Lyons from other regional trails (such as from Longmont), we believe it is not unreasonable that we could experience a 25% increase in cyclist and foot traffic as people access the various amenities found in Lyons via multimodal avenues. If 25% of these access transit, then we could see the annual transit ridership increase from 29,288 to 35,538 in the year of opening, and to 53,307 in 2040. It is likely that the majority of this increase would be on weekends and in fair weather.

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

Population and Employment numbers are different from the TAZ data provided.

**2020 Population:** Due to the method of calculation, the population of Lyons was underrepresented at 1,045. The Town knows that its current overall population is in fact approximately 2000. Because the 1-mile radius cuts out one small area of Town, staff estimates the population for the 1-mile radius from project at 1850 by 2020.

**2040 Population and Employment:** Projecting out to 2040, the Town has incorporated current development planning. In all, the Town estimates that the Eastern Corridor Development along Hwy 66 will add 300 additional

housing units, with another 40 units within the current Town limits, totaling 340 additional units by 2040. These housing units are expected to average 2.41 people/household, equaling 819. Using Lyons growth rate calculations, the main part of town also expects to see another 120 residents by 2040, bringing the total of new expected residents to 939 for a total population of 2718. Additionally, the Eastern Corridor will also see boosted employment numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 165 additional positions above the original TAZ projections of 260, equaling a total of 425 within a 1-mile radius of the trail by 2040.

Ridership based on 2016 stats provided in RTD Service Standards Analysis – Y Route. Total ridership for 2016 on the Y Route was 29,288, with 1,706 in-service hours. If the same hours are estimated daily, then 32.8 in-service hours per week, or 4.7 in-service hours per day at 17.17 riders per hour.  $4.7 \text{ hrs} \times 17.17 \text{ riders/hr} = 80.5 \text{ riders/day}$ .  $5 \text{ days} \times 80.5 = 402.36$ . Daily increase is estimated at 25%.

## B. Bicycle Use

1. Current weekday bicyclists (in Lyons)	300
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2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	1850	258	<b>2108</b>
2040	2718	425	<b>3143</b>

Bicycle Use Calculations	Year of Opening DAILY Estimate	2040 DAILY Estimate
3. Enter estimated additional one-way bicycle trips <u>on the facility</u> after project is completed. (INCLUDES WEEKENDS)	218	587
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)	109	293.5
5. = Initial number of new bicycle trips from project (#3 – #4)	109	293.5
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)	33	88
7. = Number of SOV trips reduced per day (#5 - #6)	76	205.5
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)	152	411
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	144	390.4
10. If values would be distinctly greater for weekends, describe the magnitude of difference:  The Town believes that weekends would account for a large percentage of increased cyclists to Lyons as this trail would eventually be a major connection point to Longmont’s trail system. The numbers given above, however, take weekends into account.		
11. If different values other than the suggested are used, please explain here:		

## One-way traffic Expected on Trail extension (due to project):

### Cyclists:

Year of Opening:

*Assumptions: 15,914 local cyclists + 24,000/yr visiting cyclists*

- 39,914 annual roundtrips
- 79,828 annual one-way trips; 218 daily one-way trips

2040:

*Assumptions: 77,137 local cyclists + 30,000/yr visitors*

- 107,137 annual roundtrips
- 214,274 annual one-way trips; 587 daily one-way trips

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### BASIS FOR CALCULATION:

**\*Surrounding cities cyclist/pedestrian counts:** The Town does not have data for the number of cyclists that pass through Lyons, as it is outside of DRCOG's usual study area. However, Boulder statistics show that 21.3% of its population rides bicycles or walks to navigate the city, according to the 2016 Benchmarking Report. By contrast, Denver shows that 13% of its population gets around by cycle, walking or transit. As part of this, 6.6% of the population uses bicycles to get to work in Denver according to the Downtown Denver Partnership's annual commuter survey.

### LOCAL NUMBERS

**Current Lyons Local counts:** While not everyone who lives in Lyons works in Lyons, it is not unreasonable to assume that much of the community gets around by walking or bicycle to get around locally (to school, work, events, shops and restaurants). By unofficial observation, the Town believes it is on par with Boulder in this way as all the town is within walking or riding distance from the center of town. Assuming 21.3 % of the population of 2,050 is walking or cycling in Lyons, then the Town has 436 cyclists and pedestrians on foot per day. If we assume half of these are on bicycle, then the Town has 218 local cyclists and 218 local pedestrians per day, or 79,688 local cyclists and 79,688 local pedestrians per year.

(2020 Local Trail Usage) Assuming 20% of these are utilizing the trail to access services in the Eastern Corridor by 2020, then the Town could expect 43 local cyclists and 43 local pedestrians per day utilizing the trail in the year of opening, or 15,914 local cyclists and 15,914 local pedestrians per year

**2040 Population and Employment:** Projecting out to 2040, the Town has incorporated current development planning. In all, the Town estimates that the Eastern Corridor Development along Hwy 66 will add 300 additional housing units, with another 40 units within the current Town limits, totaling 340 additional units by 2040. These housing units are expected to average 2.41 people/household, equaling 819. Using Lyons growth rate calculations, the main part of town also expects to see another 120 residents by 2040, bringing the total of new expected residents to 939 for a total population of 2718. Additionally, the Eastern Corridor will also see boosted employment numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 165 additional positions above the original TAZ projections of 260, equaling a total of 425 within a 1-mile radius of the trail by 2040.

(2040 Local Trail Usage) Assuming these 984 additional residents and employees living and working within 1-mile radius of the Eastern Corridor specifically, the following is expected: Cyclists expected  $(984 \times .213 \times .80) = 167$  per day, or 61,200 local cyclists annually by 2040. Pedestrians expected  $(984 \times .213 \times .20) = 42$  per day, or 15,300

annually. This is in addition to the 15,937 local cyclists and 15,937 local pedestrians expected to access the trail at the time of opening. Together, this would equal 77,137 local cyclists accessing the trail by 2040 and 31,237 pedestrians on the trail by 2040. These would be expected to travel roundtrip, as there is no bus stop currently planned for this development.

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**VISITORS TO LYONS**

**Current Visitors:** Additionally, the Town experiences approximately 150,000 casual visitors per year. These people are either visiting Lyons for events, friends, the great amenities on the way into Rocky Mountain National, or via the many large cycling events that pass through Lyons. Assuming 25% of these are already getting around within Lyons by either bicycle or on foot within Lyons (a larger percentage is being used due to the nature of outdoor events), then the Town currently has 37,500 on bike or on foot per year. This number seems reasonable to staff writing this report from casual observation.

Because a number of these travelers would be on bikes having traveled in from other areas, it seems reasonable to use a 80-20% breakout of bikes to pedestrians. With these assumptions, the Town has 30,000 visiting cyclists and 7,500 visiting pedestrians annually, which breaks down to an average of 82 *visiting* cyclists and 20 *visiting* pedestrians per day.

(Current Visitor Trail Usage) If we assume that at least 80% of the 30,000 visiting cyclists arrived in Lyons from another area via bicycle (and did not bus or use their vehicle to bring their bike), then (30,000 x .80) 24,000/yr visiting cyclists will access Lyons via the new trail. Assuming 15% of the pedestrian visitors within Lyons accessed Lyons from another municipality or area on foot, then the (7,500 x .15) 1,125/yr visitors on foot would use the new trail.

**2040 Visitors Expected Due to Trail Project:** If a regional trail allows cyclists and other multi-modal modes to travel into Lyons from other regional trails (such as from Longmont’s future planned connection), we believe it is not unreasonable that we could experience a 25% increase in visiting cyclist and foot traffic as people access the various amenities found in Lyons via multimodal avenues, or 187,500 visitors by 2040. Assuming 25% of these would be moving though Lyons by either bicycle or on foot within Lyons (a larger percentage is being used due to the nature of outdoor events), then the Town would expect 46,875 on bike or on foot per year.

As above, because a number of these travelers would be on bikes having traveled in from other areas, it seems reasonable to use a 80-20% breakout of bikes to pedestrians. With these assumptions, the Town would have 37,500 visiting cyclists and 9,375 visiting pedestrians annually, which breaks down to an average of 102 *visiting* cyclists and 25 *visiting* pedestrians per day.

(2040 Visitor Trail Usage) If we assume that at least 80% of the 37,500 visiting cyclists arrived in Lyons from another area via bicycle (and did not bus or use their vehicle to bring their bike), then (37,500 x .80) 30,000/yr visiting cyclists will access Lyons via the new trail by 2040. Assuming 15% of the pedestrian visitors within Lyons accessed Lyons from another municipality or area on foot, then the (9,375 x .15) 1,406/yr visitors on foot would use the new trail.

**C. Pedestrian Use**

1. Current weekday pedestrians (include users of all non-pedaled devices)	238
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	1850	258	2108
2040	2718	425	3143

Pedestrian Use Calculations	Year of Opening DAILY Estimate	2040 DAILY Estimate
3. Enter estimated additional weekday pedestrian <u>one-way trips on the facility</u> after project is completed	93	179
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)	46.5	89.5
5. = Number of new trips from project (#3 – #4)	46.5	89.5
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)	13.9	26.8
7. = Number of SOV trips reduced per day (#5 - #6)	32.6	62.7
8. 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)	13	25
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	12.3	23.8
10. If values would be distinctly greater for weekends, describe the magnitude of difference:  The Town believes that weekends would account for a large percentage of increased pedestrians to Lyons as this trail would eventually be a major connection point to Longmont’s trail system. The numbers given above therefore reflect an overall daily average for the year, including weekends.		
11. If different values other than the suggested are used, please explain here:  <b>One-way traffic Expected on Trail extension (due to project):</b>  <b>Foot Traffic:</b>  Year of Opening:  <i>Assumptions: 15,937 local pedestrians + 1,125/yr visitors</i> <ul style="list-style-type: none"> <li>17,062 annual roundtrips</li> <li>34,125 annual one-way trips; 93 daily one-way trips</li> </ul> 2040:  <i>Assumptions: 31,237 local pedestrians + 1,406/yr visitors</i> <ul style="list-style-type: none"> <li>32,643 annual roundtrips</li> <li>65,286 annual one-way trips; 179 daily one-way trips</li> </ul>		
<b>BASIS FOR CALCULATION</b>  <b>*Surrounding cities cyclist/pedestrian counts:</b> The Town does not have data for the foot traffic that passes through Lyons, as it is outside of DRCOG’s usual study area. However, Boulder statistics show that 21.3% of its population rides bicycles or walks to navigate the city, according to the 2016 Benchmarking Report. By contrast, Denver shows that 13% of its population gets around by cycle, walking or transit. As part of this, 6.6% of the		



population uses bicycles to get to work in Denver according to the Downtown Denver Partnership's annual commuter survey.

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Lyons from another municipality or area on foot, then the (7,500 x .15) 1,125/yr visitors on foot would use the new trail at the time of opening.

**2040 Visitors Expected Due to Trail Project:** If a regional trail allows cyclists and other multi-modal modes to travel into Lyons from other regional trails (such as from Longmont’s future planned connection), we believe it is not unreasonable that we could experience a 25% increase in visiting cyclist and foot traffic as people access the various amenities found in Lyons via multimodal avenues, or 187,500 visitors by 2040. Assuming 25% of these would be moving through Lyons by either bicycle or on foot within Lyons (a larger percentage is being used due to the nature of outdoor events), then the Town would expect 46,875 on bike or on foot per year.

As above, because a number of these travelers would be on bikes having traveled in from other areas, it seems reasonable to use a 80-20% breakout of bikes to pedestrians. With these assumptions, the Town would have 37,500 visiting cyclists and 9,375 visiting pedestrians annually, which breaks down to an average of 102 *visiting* cyclists and 25 *visiting* pedestrians per day.

(2040 Visitor Trail Usage) If we assume that at least 80% of the 37,500 visiting cyclists arrived in Lyons from another area via bicycle (and did not bus or use their vehicle to bring their bike), then (37,500 x .80) 30,000/yr visiting cyclists will access Lyons via the new trail by 2040. Assuming 15% of the pedestrian visitors within Lyons accessed Lyons from another municipality or area on foot, then the (9,375 x .15) 1,406/yr visitors on foot would use the new trail.

### D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	1. Persons over age 65	250
	2. Minority persons	33
	3. Low-Income households	32
	4. Linguistically-challenged persons	10
	5. Individuals with disabilities	21
	6. Households without a motor vehicle	12
	7. Children ages 6-17	280
	8. Health service facilities served by project	12 + Boulder

### E. Travel Delay *(Operational and Congestion Reduction) – N/A (No data available)*

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	21,352
2. 2040 ADT estimate	32,028
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations – No data available

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} = <b>Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	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>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference. <b>While we do not have available data, it is worth noting that traffic delays are significant through Lyons during peak times during the summer months, with traffic backing up through town along Ute Hwy past Hwy 36. We believe that this trail extension would provide further encouragement for visitors to access Lyons via multimodal pathways.</b>	
9. If different values other than the suggested are used, please explain here:	

### F. Traffic Crash Reduction (Note: Data includes all Lyons crashes)

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (most recent <b>5-year</b> period of data)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
<b>Fatal</b> crashes	1	
<b>Serious Injury</b> crashes	0	
<b>Other Injury</b> crashes	10	
<b>Property Damage Only</b> crashes	82	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		
<b>Fatal</b> crashes reduced		
<b>Serious Injury</b> crashes reduced		
<b>Other Injury</b> crashes reduced		
<b>Property Damage Only</b> crashes reduced		

### G. Facility Condition ) – N/A

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

3. Average Daily User Volume	0
<b>Bicycle/Pedestrian/Other Facility</b>	
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
<b>H. Bridge Improvements – N/A</b>	
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	0
<b>I. Other Beneficial Variables (identified and calculated by the sponsor) – N/A</b>	
1.	
2.	
3.	
<b>J. Disbenefits or Negative Impacts (identified and calculated by the sponsor) – N/A</b>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	