

Part 1

Base Information

1. Project Title

Parker Road (SH83) Multi-Use Trail/Sidewalk

2. Project Start/End points or Geographic Area

Provide a map with submittal, as appropriate

West side of Parker Road, Twenty Mile Road on the north to Hess Road on the south



3. Project Sponsor (entity that will construct/ complete and be financially responsible for the project)

Town of Parker

4. Project Contact Person, Title, Phone Number, and Email

Chris Hudson, P.E., Public Works Manager, 303.805.3203, chudson@parkeronline.org

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?

Yes No

If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)
	<input checked="" type="checkbox"/> Local plan: Town of Parker Parks, Recreation & Open Space Master Plan 2018-2022 (pg. 20) Town of Parker Open Space, Trails and Greenways Master Plan (2010) (pg. 23)
	<input type="checkbox"/> Other(s): <i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>

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

- Rapid Transit Capacity (2040 FC RTP)
- Transit Other: Local to Regional
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FC RTP)
- Roadway Operational

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab
- Study
- Design
- Transportation Technology Components
- Other:

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

Parker Road (SH83) is a regionally significant highway and transportation corridor. The southern portion of Parker Road within the Town has had scattered development patterns over the past two decades. Development is slowly filling in critical trail and sidewalk gaps; however, mobility challenges still exist for the existing Country Meadows neighborhood and subdivisions to the south. This residential neighborhood developed in the mid-1980's is adjacent to this proposed multi-use trail connection. Country Meadows currently lacks adequate pedestrian and bicycle facilities and connectivity to the local transit route 483 and employment/shopping area at the intersection of Parker Road and Twenty Mile Road/Hilltop Road. Pedestrian and bicyclists are required to utilize Parker Road (a posted 55 mile per hour road) to access this area.

This lack of mobility options for pedestrians and bicyclists creates a daily challenge affecting transit riders and residents with jobs in the area. The need for this improvement exists as evidenced by a dirt social path from the Country Meadows neighborhood to this important area to the north. The project will also include a spur multi-use trail to the Cherry Creek Regional Trail at the Town of Parker's McCabe Meadows trailhead. This connection will connect a core commercial area in Parker with this important regional trail that will also enhance access to other subdivisions to the south. This critical corridor improvement will provide safe and efficient access, improved multi-modal mobility choices, and increased local and regional interconnectivity.

The following link to a Google Earth map provides supplemental viewing of the project and context of the project limits:



Parker Rd Trail_Sidewalk_FINAL 10-31-2018.kmz

9. What is the status of the proposed project?

The Town of Parker engaged a consultant in 2018 to complete a conceptual design of the project. The Town has budgeted funding to advance the design in 2019.

See Attachment A – Parker Rd Multiuse Trail 30% Plans

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

Yes No

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

A. Project Financial Information and Funding Request

1. Total Project Cost	\$2,000,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$1,000,000	50% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Applicant/Town of Parker Contribution	\$1,000,000	50%
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$1,000,000	

Funding Breakdown (year by year)*	<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>				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$0	\$0	\$0	\$0	\$0
State Funds (SB-1)	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Local Funds	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Total Funding	\$0	\$2,000,000	\$0	\$0	\$2,000,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>		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?

Parker has undertaken the development of an extensive trail and connecting sidewalk system throughout the Town to provide local and regional connectivity, mobility, safety and enjoyment. This project is extremely important to the Town as growth continues in proximity of this project; so does the need to ensure all residents and visitors have safe, comfortable and easy access to sidewalks and/or trails, and mobility options to employment, transit or recreation. This project constructs a significant segment of needed sidewalk connectivity.

Because this trail segment will be new, we do not have perfect quantitative data for how many users will use the connection.

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

No; however, the proposed multi-use trail is on a regional transportation corridor with transit stops. In addition, the proposed trail will have a connection to the Cherry Creek Regional Trail which connects the Pinery and Franktown areas to Downtown Denver traveling approximately 32 miles.

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

No, the proposed multi-use trail will be constructed entirely within the Town of Parker. As stated previously, the proposed trail is a missing link to the overall connectivity along Parker Road (State Highway 83) and will include a connection to the Cherry Creek Regional Trail providing access to Downtown Denver and the Pinery and Franktown areas to the south.

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

This project will complete a missing segment along Parker Road for several existing and/or new residential and/or commercial developments under construction. The segment of trail will connect the residential areas located to the south with the regional commercial areas and transit located to the north.

Currently, pedestrian and bicyclists are required to utilize Parker Road (a posted 55 mile per hour road) to access this area. The proposed segment of trail will not only provide a safe connection, but will also allow access to the Cherry Creek Regional Trail system.

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?

Investment in bicycle and pedestrian infrastructure has been linked to various community-wide benefits. Spanning from increased safety for all transportation modes to heightened property values, these benefits can have a positive impact on everyone, not just regular users of the local bicycle and pedestrian network.

This project will provide a number of direct benefits to area residents and businesses. The project has the potential to save auto fuel and maintenance costs, reduce air pollution, and create positive health impacts by encouraging people to use alternative transportation. The proposed connection will open up a direct way for

people to ride or walk to work. In addition, the connection to the Cherry Creek Regional Trail offers additional commuter and recreational benefits.

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

The top priority/objective of this project is to encourage different travel modes beyond the traditional motorized vehicle. This proposed multi-use trail will take cars off of congested roadways and provide access to public transportation hubs and regional trails.

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

None. The Town of Parker is hoping to complete this multi-use trail with Town of Parker funding and Senate Bill 1 multi-modal funding. This proposed multi-use trail is adjacent to State Highway 83 (Parker Road).

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).

Providing greater access and connectivity to alternative transportation provides a significantly decreased transportation cost option for vulnerable populations. The Town has identified six (6) health related facilities within a mile of the proposed project that will have improved accessibility for vulnerable populations.

The project will directly connect to the Cherry Creek Regional Trail, which might also offer greater opportunity for low-income households to access the regional trail system by bicycle.

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

This connection will provide access to safe, connected, and comfortable low-stress trails, creating a more reliable transportation network because more people prefer low-stress alternative transportation options. As mentioned earlier, it will directly connect a core commercial area with the southern portion of the Town and ultimately the downtown area of Parker. In addition, the project would provide a multi-modal connection to the RTD 483 bus route that does not exist today.

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

The new multi-use trail will connect many low-stress regional and local trail networks that are much safer and more preferred than on-street options. This segment of Parker Road sees over 40,000 vehicles per day and is projected to increase to over 50,000 vehicles per day in the next 20-years. A dirt social path has developed adjacent to the roadway due to pedestrian use. During inclement weather, these users may walk on the shoulder of Parker Road which is a posted 55-MPH facility. There is an increased vulnerability of cyclists and pedestrians compared to motor vehicle occupants. Safety is of paramount concern when evaluating and planning improvements such as this project - for an active transportation network.

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

WEIGHT **15%**

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

This project is located within an area that has older development mixed with new higher density development. The project will connect the existing residential areas with the existing and under construction commercial centers. These proposed improvements to Parker Road directly support growth in the central and southern part of the Town of Parker including the historic downtown.

[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

This project is located in a fast growing area of the Town of Parker with both residential and commercial development taking place. The sidewalk will not only connect the existing residential with two different commercial centers, it will also connect to the Cherry Creek Trail. This will provide a safe and reliable multimodal connection.

[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 project will connect to both the Cherry Creek Regional Trail and RTD 483 bus route. These connections have the potential to increase multi-modal transportation options beyond the Town of Parker.

[MV objective 6a](#)

Improve air quality and reduce greenhouse gas emissions.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Yes No

Describe, including supporting quantitative analysis

By linking to the Cherry Creek Regional Trail and the RTD 483 bus route, this project could reduce greenhouse gas emissions by creating greater access to off-street regional trails, urban centers, and recreational destinations.

[MV objective 7b](#)

Connect people to natural resource or recreational areas.

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? Yes No

Describe, including supporting quantitative analysis

The project will create a connection between the Cherry Creek Regional Trail and areas within the Town that are currently not easily accessible. Over 100,000 people each year ride the segment of the Cherry Creek Regional Trail that will connect to this project.

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

Investing in and promoting bicycling and walking within a community can produce significant benefits related to health and safety. The project will connect a portion of the Town with the Cherry Creek Regional Trail.

MV objective 13

Improve access to opportunity.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Yes No

Describe, including supporting quantitative analysis

The project will link to a core commercial area in the Town of Parker, the Cherry Creek Trail and the RTD 483 bus route. It will connect populations to the ever-growing Denver regional trail network and link them to health service facilities in the area.

MV objective 14

Improve the region’s competitive position.

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

Describe, including supporting quantitative analysis

The project will link to a core commercial area in the Town of Parker, the Cherry Creek Trail and the RTD 483 bus route. It will connect populations to the ever-growing Denver regional trail network.

D. Project Leveraging

WEIGHT 15%

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 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	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	13362	7449	20811
2040	13912	7935	21847

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>	0	0
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>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <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>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Please note that the population data in Part 3.A. are different than the data in Part 3.B., Part 3.C, and Part 3.D. Part 3.A. data is taken from the closest RTD bus stop to the project. Part 3.B., Part 3.C., and Part 3.D. data are calculated based on the overall project geography and are the most representative data.		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	13362	7449	20811

2040	13912	7449	21847
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Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	30	50
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	10	20
5. = Initial number of new bicycle trips from project (#3 – #4)	20	30
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)	6	9
7. = Number of SOV trips reduced per day (#5 - #6)	14	21
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	28	42
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	27	40
10. If values would be distinctly greater for weekends, describe the magnitude of difference: It is anticipated that weekend use of the multi-use trail would be higher due to typical Parker area weekend use of the Cherry Creek Trail system (which has significantly higher weekend use). The project improvements link to the Cherry Creek Trail.		
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)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	13362	7449	20811
2040	13912	7935	21847

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	40	80
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)	10	20
5. = Number of new trips from project (#3 – #4)	30	60

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)	9	18
7. = Number of SOV trips reduced per day (#5 - #6)	21	42
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	8	17
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	8	16
9. If values would be distinctly greater for weekends, describe the magnitude of difference: It is anticipated that weekend use of the multi-use trail would be higher due to typical Parker area weekend use of the Cherry Creek Trail system (which has significantly higher weekend use). The project improvements link to the Cherry Creek Trail.		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		1209
3. Low-Income households		386
4. Linguistically-challenged persons		101
5. Individuals with disabilities		0
6. Households without a motor vehicle		108
7. Children ages 6-17		2601
8. Health service facilities served by project		6

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 (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0

<p>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></p>	0
<p>8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.</p>	
<p>9. If different values other than the suggested are used, please explain here:</p>	

F. Traffic Crash Reduction

<p>1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)</p>	<p>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>).</p>				
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Fatal crashes</td> <td style="width: 20%; text-align: center;">0</td> </tr> </table>			Fatal crashes	0	0
Fatal crashes			0		
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Serious Injury crashes</td> <td style="width: 20%; text-align: center;">0</td> </tr> </table>			Serious Injury crashes	0	0
Serious Injury crashes			0		
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Other Injury crashes</td> <td style="width: 20%; text-align: center;">0</td> </tr> </table>			Other Injury crashes	0	0
Other Injury crashes			0		
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Property Damage Only crashes</td> <td style="width: 20%; text-align: center;">0</td> </tr> </table>			Property Damage Only crashes	0	0
Property Damage Only crashes			0		
<p>2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)</p>					
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Fatal crashes reduced</td> <td style="width: 20%; text-align: center;">0</td> </tr> </table>	Fatal crashes reduced	0	0		
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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	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0
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

0

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

1.

2.

3.

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

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

Yes No

2. Negative impact on vulnerable populations

3. Other: