

Part 1

Base Information

| | |
|---|--|
| 1. Project Title | US 36 Bikeway Extension |
| 2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i> | US 36 Bikeway Bridge (near Avista Hospital) to W. Flatiron Crossing Drive |
| 3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>) | Town of Superior |
| 4. Project Contact Person, Title, Phone Number, and Email | Alex Ariniello, Public Works Director, 303-499-3675x111, alexa@superiorcolorado.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 \(2040 FCRTTP\)](#)

Local plan: Superior Trails Plan

Other(s): DRCOG Active Transportation Plan (Autry Park Segment)

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

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

| | |
|--|---|
| <input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP) <input type="checkbox"/> Transit Other: Transit Priority Lanes <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input type="checkbox"/> Roadway Operational | Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input checked="" type="checkbox"/> Bicycle <input checked="" 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"/> Other: |
|--|---|

8. **Problem Statement** What specific Metro Vision-related regional problem/issue will the transportation project address? *The US 36 Bikeway Extension project will address regional multi-use trail connections along the US 36 multi-modal corridor. The project will directly connect Superior's new 150-acre mixed-use Downtown Superior development with Broomfield's Flatiron Crossing and Interlocken mixed-use developments. By connecting to the US 36 Bikeway, the project will allow Superior residents to access the BRT stations at McCaslin and Flatiron Crossing. The project will also connect several multi-family developments in Superior with Monarch High School, Monarch K-8 and Avista Hospital in Louisville. The Autry Park portion of the trail will provide US 36 Bikeway users with an important connection to the extensive Superior and Boulder County multi-use trail networks. The project thus directly relates to the DRCOG Metro Vision Theme of "A Connected Multimodal Region" with Outcomes*

- The regional transportation system is well-connected and serves all modes of travel.*
- The transportation system is safe, reliable and well-maintained.*

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

This project would construct a 10 ft.-wide multi-use concrete trail along the south side of US 36 from the existing US 36 Bikeway bridge (near Avista Hospital) east under the US 36/88th Street bridge. The trail would then turn south along the east side of 88th Street and Rock Creek Parkway and then east through Autry Park to an existing underpass of W. Flatiron Crossing Drive. The total project length would be about 9,000 feet.

10. What is the status of the proposed project? *Conceptual Design*

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

Yes No

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

A. Project Financial Information and Funding Request

| | | |
|--|---|--|
| 1. Total Project Cost | | \$2,500,000 |
| 2. Total amount of DRCOG Subregional Share Funding Request <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i> | \$2,000,000 | 80% 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 |
| Town of Superior | \$500,000 | 20% |
| | | |
| | | |
| | | |
| Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i> | \$0 | |

| | | | | | |
|--|--|----------------|----------------|----------------|--------------------|
| 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 2018.</i> | | | | |
| | FY 2020 | FY 2021 | FY 2022 | FY 2023 | Total |
| Federal Funds (Regional) | \$200,000 | \$1,800,000 | \$0 | \$0 | \$2,000,000 |
| Federal Funds (Subregional) | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funds | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | |
|---|-----------|--------------|-----|-----|--------------------|
| Local Funds | \$50,000 | \$450,000 | \$0 | \$0 | \$500,000 |
| Total Funding | \$250,000 | \$2,250,000 | \$0 | \$0 | \$2,500,000 |
| 4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i> | Design | Construction | | | |

5. By checking this box, the applicant’s Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



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 US 36 Bikeway Extension project will provide regional multi-use trail connections along the US 36 multi-modal corridor. By connecting to the US 36 Bikeway, the project will allow Superior residents to access the BRT stations at McCaslin and Flatiron Crossing. The project will also connect several multi-family developments in Superior with Monarch High School, Monarch K-8 and Avista Hospital in Louisville. The Autry Park portion of the trail will provide US 36 Bikeway users with an important connection to the extensive Superior and Boulder County multi-use trail networks. (see Figures A & B)*
2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how? *The project provides connections to Louisville & Boulder County. Louisville residents can use the 88th St/Rock Creek Parkway portions of the trail to Access Autry Park and the Rock Creek Trail which connects to the extensive Boulder County trail network located west of McCaslin Blvd. and eventually to the Rocky Mountain Greenway. Superior students can use the 88th St/Rock Creek Parkway portions of the trail to access Monarch High School and Monarch K-8.*
3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how? *The project provides a connection to the City & County of Broomfield Subregion. Broomfield residents (and other US 36 Bikeway users) can use the Autry Park portion of the trail to access the Rock Creek Trail which connects to the extensive Boulder County trail network located west of McCaslin Blvd. and eventually to the Rocky Mountain Greenway. In addition, Superior residents can use the Autry Park portion of the trail to access Flatiron Crossing, Interlocken Business Park, the US 36 Bikeway headed to the east and the Flatiron BRT station.*
4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)? *The US 36 Bikeway Extension project will address regional multi-use trail connections along the US 36 multi-modal corridor. The project will directly connect Superior's new 150-acre mixed-use Downtown Superior development with Broomfield's Flatiron Crossing and Interlocken mixed-use developments. By connecting to the US 36 Bikeway, the project will allow Superior residents to access the BRT stations at McCaslin and Flatiron Crossing. The project will also connect several multi-family developments in Superior with Monarch High School, Monarch K-8 and Avista Hospital in Louisville. The Autry Park portion of the trail will provide US 36 Bikeway users with an important connection to the extensive Superior and Boulder County multi-use trail networks. The project thus directly relates to the DRCOG Metro Vision Theme of "A Connected Multimodal Region" with Outcomes*
 - *The regional transportation system is well-connected and serves all modes of travel.*
 - *The transportation system is safe, reliable and well-maintained.*
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 project will provide safe pedestrian and bike connections among residential, employment, retail and recreation areas facilitating trip making by alternative modes, which use less energy than vehicular modes. Businesses in Downtown Superior and Flatiron Crossing will benefit by the ease of alternative mode access by Superior and Broomfield residents.*

6. How will connectivity to different travel modes be improved by the proposed project? *Superior residents will be able to safely bike or walk to the McCaslin and Flatiron BRT Stations, encouraging use of public transit.*
7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project. *The attached letters of support from Boulder County, Louisville and the City and County of Broomfield indicate support of the project from neighboring jurisdictions.*

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 project will provide connections to several multi-family developments in Superior (Bell Flatiron, Saddlebrooke and Downtown Superior) facilitating sustainable alternative mode travel to employment, retail and recreation areas. These developments will also be connected by the project to health services available in Downtown Superior and in Avista Hospital and nearby medical facilities.*
2. Describe how the project will **increase reliability of existing multimodal transportation network**. *The project will be a multi-use all-weather concrete trail maintained to the same high standards as the US 36 Bikeway. It will not be subject to auto congestion or major incidents typically found on highway facilities.*
3. Describe how the project will **improve transportation safety and security**. *The project will provide a separated 10-ft. wide concrete trail connecting the US 36 Bikeway near Avista Hospital with the W. Flatiron Crossing Drive underpass. No major roadway at-grade crossings will be needed although there will be three at-grade crossings of local streets. It will provide a “safe route to school” for all Superior students living east of 88th Street and desiring to bike or walk to Monarch High School of Monarch K-8 located north of US 36 in Louisville. Currently there is no walk on the east side of 88th Street so students must cross 88th Street (which carries 9,000 vehicles per day) twice to walk or bike to these schools.*

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? *The project will directly connect Superior’s new 150-acre mixed-use Downtown Superior development with Broomfield’s Flatiron Crossing and Interlocken mixed-use developments. By connecting to the US 36 Bikeway, the project will allow Superior residents to access the BRT stations at McCaslin and Flatiron Crossing. The project will also connect several multi-family developments in Superior with Monarch High School, Monarch K-8 and*

Yes No

Avista Hospital in Louisville. The Autry Park portion of the trail will provide US 36 Bikeway users with an important connection to the extensive Superior and Boulder County multi-use trail networks.

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? *The project will provide multi-use trail connections between Superior and Louisville and the City and County of Broomfield. Destinations served included Autry Park, Monarch High School, Monarch K-8, Avista Hospital, Downtown Superior, Bell Flatiron (existing multi-family development) Flatiron Crossing, Interlocken Business Park and the McCaslin and Flatiron Crossing BRT Stations.*

Yes No

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? *The project will provide multi-use trail connections between Superior and Louisville and the City and County of Broomfield. The project will provide connections to the McCaslin and Flatiron Crossing BRT Stations facilitating first and final mile connections of the Flatiron Flyer Regional BRT services to residents and employers of Superior, Louisville and Broomfield.*

Yes No

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? *The project is expected to reduce greenhouse gas emissions by 260.3 lbs. per day upon project opening; and 356.4 lbs. per day in 2040. See Part 3 A, B & C for greenhouse gas emission reduction calculations.*

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? *The Autry Park portion of the trail will provide Broomfield residents and employees, and US 36 Bikeway users with an important connection to the extensive Superior and Boulder County multi-use trail networks.*

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? *The project will provide Superior residents with 9,000 feet of multi-use trail expanding their*

Yes No

opportunities for walking, biking and other recreational activities. It will extend the regional US 36 Bikeway facilities expanding the opportunities for US 36 Bikeway users. It will provide access to the amenities located in Autry Park to Louisville, Broomfield and other US 36 Corridor communities. The Autry Park portion of the trail will provide connections to the Superior and Boulder County trail networks to Broomfield and other US 36 Corridor communities.

[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

The project will provide multi-use trail connections between Superior and Louisville and the City and County of Broomfield. Destinations served included Autry Park, Monarch High School, Monarch K-8, Avista Hospital, Downtown Superior, Bell Flatiron (existing multi-family development) Flatiron Crossing, Interlocken Business Park and the McCaslin and Flatiron Crossing BRT Stations.

[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? *The project will directly connect Superior’s new 150-acre mixed-use Downtown Superior development with Broomfield’s Flatiron Crossing and Interlocken mixed-use developments, supporting and enhancing the housing, employment and recreational opportunities of these important urban centers. By connecting to the US 36 Bikeway, the project will allow Superior residents to access the BRT stations at McCaslin and Flatiron Crossing.*

Yes No

D. Project Leveraging

WEIGHT 10%

| | | |
|---|-----|---|
| 9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have? | 20% | 80%+ outside funding sources High 60-79%Medium 59% and belowLow |
|---|-----|---|

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 | 18,411 | 17,415 | 35,826 |
| 2040 | 27,895 | 21,697 | 49,592 |

| Transit Use Calculations | Year of Opening | 2040 Weekday Estimate |
|--|-----------------|-----------------------|
| 3. Enter estimated additional daily transit boardings after project is completed. (Using 50% growth above year of opening for 2040 value, unless justified) <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. (Example: {#3 X 25%} or other percent, if justified) | 5 | 7 |
| 5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: {#3 X 25%} or other percent, if justified) | 5 | 7 |
| 6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5) | 10 | 16 |
| 7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service) | 90 | 144 |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 85.5 | 136.8 |
| 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 – 400 bicyclists per day on US 36 Bikeway in Broomfield

2. Population and Employment

| Year | Population within 1 mile | Employment within 1 mile | Total Pop and Employ within 1 mile |
|------|--------------------------|--------------------------|------------------------------------|
| 2020 | 18,411 | 17,415 | 35,826 |
| 2040 | 27,895 | 21,697 | 49,592 |

| Bicycle Use Calculations | Year of Opening | 2040 Weekday Estimate |
|--|-----------------|-----------------------|
| 3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed. | 200 | 300 |
| 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) | 100 | 150 |
| 5. = Initial number of new bicycle trips from project (#3 – #4) | 100 | 150 |
| 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) | 30 | 45 |
| 7. = Number of SOV trips reduced per day (#5 - #6) | 70 | 105 |
| 8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor) | 140 | 210 |
| 9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.) | 161.5 | 199.5 |
| 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) | 50 |
| 2. Population and Employment | |

| Year | Population within 1 mile | Employment within 1 mile | Total Pop and Employ within 1 mile |
|------|--------------------------|--------------------------|------------------------------------|
| 2020 | 18,411 | 17,415 | 35,826 |
| 2040 | 27,895 | 21,697 | 49,592 |

| 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 | 100 | 150 |
| 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) | 50 | 75 |
| 5. = Number of new trips from project (#3 – #4) | 50 | 75 |
| 6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified) | 15 | 22 |
| 7. = Number of SOV trips reduced per day (#5 - #6) | 35 | 53 |

| | | |
|--|------|-------|
| 12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i> | 14 | 21.2 |
| 8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.) | 13.3 | 20.14 |
| 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: | | |

D. Vulnerable Populations

| Use Current Census Data | Vulnerable Populations | Population within 1 mile |
|----------------------------|---|--------------------------|
| | 1. Persons over age 65 | 696 |
| | 2. Minority persons | 3382 |
| | 3. Low-Income households | 192 |
| | 4. Linguistically-challenged persons | 96 |
| | 5. Individuals with disabilities | 195 |
| | 6. Households without a motor vehicle | 53 |
| | 7. Children ages 6-17 | 2638 |
| | 8. Health service facilities served by project | 9 |

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 (*most recent 5-year period of data*)

| | |
|-------------------------------------|---|
| Fatal crashes | 0 |
| Serious Injury crashes | 0 |
| Other Injury crashes | 0 |
| Property Damage Only crashes | 0 |

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*).

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

| | |
|---|---|
| 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

3. Other: