

Part 1

Base Information

1. Project Title	Wadsworth Blvd Widening: 48th Ave to I-70	
2. Project Start/End points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	From the W 48th Avenue Intersection to the eastbound ramps for I-70	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City of Wheat Ridge	
4. Project Contact Person, Title, Phone Number, and Email	Mark Westberg, Project Supervisor, 303-235-2863, mwestberg@ci.wheatridge.co.us	
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>If yes, provide applicable concurrence documentation with submittal</i>	
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:	Wadsworth Corridor Subarea Plan (2007) at http://www.ci.wheatridge.co.us/DocumentCenter/View/564/Wadsworth-Corridor-Subarea-Plan?bidId=
	<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:
- 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?

Wadsworth Boulevard is a critical piece of infrastructure, to both the City of Wheat Ridge and Jefferson County, providing the only continuous north-south connection thru the eastern portion of Jefferson County. Due to the strategic location and economic development along Wadsworth Boulevard, this segment of the corridor experiences severe congestion during peak travel times resulting in increased traffic and safety concerns. In addition, multimodal facilities are non-existent along this segment of Wadsworth.

By continuing the current Wadsworth widening project to I-70 and to the Clear Creek Trail, a critical gap in the County's transportation network and in the multimodal facilities will be closed. The additional capacity will reduce traffic congestion, improve air quality, provide multimodal transportation options, and improve the quality of life for residents in the region.

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

The scope of work for the segment of Wadsworth from W. 48th Avenue to the eastbound ramps for I-70 mirrors the improvements that are planned for the area to the south (from 35th to 48th). These elements include:

- 1) An additional travel lane in each direction that will start and end at the eastbound ramps for Interstate 70.
- 2) A 10' wide multi-use path on the east side of the street, that is separated either vertically or horizontally from the street and will provide a direct, ADA compliant, multimodal connection, that is currently non-existent, to the regional Clear Creek Trail and major activity centers in Arvada.
- 3) An 8' wide sidewalk on the west side of the street, that is separated either vertically or horizontally from the street and will provide a direct, ADA compliant, multimodal connection, that is currently non-existent, to the entrance of Johnson Park and major activity centers in Arvada.
- 4) A center median that prevents left- and u-turns within the limits of this project.
- 5) Street and pedestrian lighting along both sides of the street.

10. What is the status of the proposed project?

Widening Wadsworth Boulevard is a top priority for the City of Wheat Ridge. For this reason, the extension from W 48th Avenue to the I-70 ramps has already been included in the environmental, design, and ROW acquisition phases of the current Wadsworth Widening project.

The Template EA is expected to be completed and signed in a few months. The decision document is expected to be a FONSI and is expected to be completed by mid-2019.

The conceptual plans were completed during the preparation of the Template EA. The preliminary plans were started last year and will be completed in a few months. The construction plans are expected to be finalized by the end of the year.

The pre-acquisition work has started and the ROW acquisitions are expected to begin this summer and be completed by the end of the year.

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.

A. Project Financial Information and Funding Request

1. Total Project Cost	\$6,600,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$5,280,000	80% 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
City of Wheat Ridge	\$1,320,000	20%

	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$1,320,000	

Funding Breakdown (year by year)*					
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$	\$2,045,000	\$3,235,000	\$	\$5,280,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$851,000	\$256,000	\$213,000	\$	\$1,320,000
Total Funding	\$851,000	\$2,301,000	\$3,448,000	\$0	\$6,600,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	CON	Choose an item	Choose an item	Choose an item	
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.	<input checked="" type="checkbox"/>				

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?

Wadsworth Boulevard is a critical multimodal corridor for Jefferson County. As the only major regional arterial that extends thru eastern Jefferson County, Wadsworth connects key economic activity centers within the County and beyond. Wadsworth uniquely connects C-470 to US 36 which provides opportunities for regional and statewide travel. Widening Wadsworth will enhance accessibility to the DRCOG Urban Center in the heart of Wheat Ridge. Additionally, the project will improve the connection to northern Jefferson County by making I-70 more accessible. Currently, trips through the corridor are 85% regional and only 15% local.

The project will add a multi-use path on the east side of Wadsworth which will provide active transportation connections to regional trail systems, including the Clear Creek Trail, which is part of the Peaks to Plains Trail system. The Peaks to Plains system connects to all the major trail systems in northern Jefferson County, the mountains, and beyond, providing limitless, recreation and multimodal connection opportunities. Adding sidewalk on the west side of Wadsworth provides a direct multimodal connection to the City of Arvada and the new G-Line station in Olde Town Arvada. The project will transform Wadsworth Boulevard into a multimodal hub within Jefferson County.

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

The project will connect the City of Wheat Ridge to key activity centers in the City of Arvada include Olde Town Arvada and the Arvada Center. The northern boundary of the project is adjacent to Arvada. Increasing capacity on Wadsworth will reduce congestion and improve travel time reliability for trips to and from Arvada. The project will also provide affordable multimodal transportation options to Arvada which will provide equitable access to employment opportunities, medical facilities, educations institutions, recreational activities, and other amenities in Arvada, including the new G-Line commuter rail. The Wadsworth corridor is also a major north-south transportation corridor between Arvada and Lakewood , connecting to the Federal Center US Highway 6, the BelMar development, the W-Line and the Colfax corridor.

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

The project enhances the the connection from the heart of Wheat Ridge to I-70/I-76, providing direct, improved access to the Denver and Adams subregions. The multi-use path creates active transportation connections to the entire DRCOG regional trail system and beyond through its connection to the Clear Creek Trail, part of the Peaks to Plains trail system.

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

As noted above, the problems with the corridor include access on and off eastbound I-70, safety, congestion, and a lack of multimodal facilities. Adding a third southbound lane starting at the off-ramp for eastbound I-70 will eliminate the need for the ramp traffic to merge onto Wadsworth Boulevard. The additional lane will allow the ramp traffic to smoothly make the transition from the interstate to Wadsworth and reduce accidents caused by unsafe merging.

Traffic wanting to turn onto eastbound I-70 currently creates heavy congestion on Wadsworth. During peak travel times, traffic often backs up more than half a mile south of the eastbound on-ramp. In addition, traffic

wanting to turn left at 52nd Avenue also creates heavy congestion on Wadsworth. During peak travel times, traffic often backs up south of the eastbound on-ramp.

Traffic wanting to travel north on Wadsworth often stays in the inside lane and weaves to the outside lane at the eastbound on-ramp location in an attempt to avoid both queues of traffic exasperating the congestion and causing traffic accidents.

By adding the third northbound lane, the project will alleviate the congestion by providing a dedicated lane to access the eastbound on-ramp. As a result, traffic wanting to continue north after the on-ramp will be able to bypass the vehicles waiting to get on the eastbound on-ramp without weaving in and out of traffic. The reduction in weaving will decrease the number of accidents near the on-ramp.

Wadsworth currently has major gaps in multimodal facilities. As one of the most important corridors in the County, it is important for Wadsworth to provide equitable, affordable, and healthy transportation options. One of the primary goals of this project is to transform Wadsworth Boulevard into a multimodal hub where all modes of transportation will have high-quality infrastructure. The project will provide ADA compliant bicycle and pedestrian infrastructure which will provide active transportation connections to employment opportunities, key activity centers, and other amenities that will enhance the quality of life in County.

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 encourage additional patronage to nearby businesses by reducing the frequent congestion on Wadsworth Boulevard that discourages drivers from using the corridor. The proposed improvements have already resulted in interest in the redevelopment of commercial and residential projects in the area. The redevelopment projects will enhance economic development in Wheat Ridge which will, in turn, have positive economic benefits to the County.

Additionally, the increased capacity on Wadsworth will reduce cut-through traffic in nearby neighborhoods. As a result, the attractiveness and perceived safety of the neighborhoods will be improved. In particular, 48th Avenue on both sides of Wadsworth experience cut-through traffic during peak travel times. Both local streets have received traffic calming treatments in the past with somewhat limited effectiveness. On the west side, 48th Avenue will be limited to right-in/right-out. On the east side, a cul-de-sac will be added to 48th Avenue with direct vehicular access to Wadsworth being eliminated. Pedestrian/bicycle access will still be provided.

Enhancing streetscape and multimodal infrastructure will improve aesthetics and encourage more recreational activities in the area by providing connections to regional trail systems. According to the National Association of City Transportation Officials (NACTO), enhanced multimodal facilities can result in higher retail sales and increased property values. For this reason, multimodal transportation is a strategic investment of taxpayer money that will improve the economic vitality of the community.

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

Wadsworth connects to the G-Line commuter rail and W-Line light rail. The project will reduce congestion along the primary access point to the new G-Line station in Olde Town Arvada and other significant developments and activity centers in northern Jefferson County. The enhanced access to the G-Line station will allow people to easily access downtown Denver, Denver International Airport, and other important destinations within the DRCOG region and the County.

Reduced congestion along Wadsworth will improve travel time reliability for the #76 bus line which provides transit access to eastern Jefferson County, including Jefferson County offices via the W-Line. Additionally, the new multimodal infrastructure will address First Mile/Last Mile barriers that may prevent people from accessing transit. The reduced congestion and improved accessibility to transit will improve transit ridership in the area.

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

The City is committed to working with regional agencies to create a project that will be mutually beneficial to the entire County. The City of Wheat Ridge has collaborated with CDOT and RTD on the environmental and design phases of the project.

CDOT has pledged to contribute \$4.1 million that was previously allocated to resurfacing Wadsworth and upgrading two traffic signals on the corridor towards the construction of the overall project including this segment.

The City has been working with RTD on the transit stop locations and will incorporate queue jumps at the two major intersections of 38th and 44th Avenue within the current Wadsworth project to prioritize transit operations.

The City has also been closely working with the Wheat Ridge Sanitation District and the Wheat Ridge Water District to upgrade their facilities within the limits of the project. Both of the Districts have agreed to fund the sanitation and water upgrades in the project area.

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)**.

As mentioned previously, the ADA compliant active transportation infrastructure will provide equitable and affordable transportation options to key activity centers, transit routes, and regional recreation opportunities. The locations of some bus stops are being revised to make transfers between routes easier.

There are also 7 health facilities within 1 mile of the project area. The proposed improvements provide direct multimodal access to the 4 facilities that are adjacent to Wadsworth. In addition, Lutheran Hospital, a major regional health facility, is located on 38th Avenue a little more than a mile from the project area. The hospital and other supporting health facilities on 38th Avenue are directly connected to the proposed improvements via both sidewalks and transit.

The vulnerable populations within the project area will benefit from improved pedestrian connectivity and enhanced access to the G-Line. The TAZs within 1-mile of the project area have the following total vulnerable populations:

1. Persons over age 65 - 1,690
2. Minority persons - 115
3. Low-Income Households - 690
4. Linguistically-challenged persons - 339
5. Individuals with disabilities - 1,387
6. Households without a motor vehicle - 339
7. Children ages 6-17 - 1,306

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

Reducing congestion will improve the reliability of the #76 bus line along Wadsworth by providing better on-time performance. Improved transit facilities south of the project area will further improve transit service on Wadsworth. The addition of the detached concrete sidewalks will enable people across all spectrums of age, ability, and socioeconomic status to access affordable and reliable transportation options.

Currently, narrow, unsafe, dirt pathways are the only bicycle and pedestrian infrastructure in the project area. The pathways get muddy after rain and snow storms causing the pathways to be inaccessible. Additionally, the paths are inaccessible during the winter because they get covered with plowed snow from the street.

Implementing detached, wide, concrete sidewalks will provide a multimodal transportation options that will be accessible in any weather condition.

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

The addition of the third lanes will reduce the weaving and merging movements that currently occur at the eastbound I-70 ramps.

The addition of the medians will prevent uncontrolled left- and u-turns within the project area. U-turns are often made at the south end of the existing median which causes safety concerns for the area due to inadequate sight distance to the south.

A pedestrian signal is being investigated near the 47th Avenue intersection. The signal would provide a raised refuge area in the middle of the street to enhance pedestrian safety while reducing the impacts of the signal on traffic by having the crossing done in two stages. Pedestrian signals reduce pedestrian fatalities by providing a safe location for pedestrians to cross the street.

The addition of the street and pedestrian lights will increase the perceived comfort and safety of walking and bicycling in the project area at night.

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 project is in close proximity to a DRCOG Urban Center in the heart of Wheat Ridge which extends from 35th to 45th just three blocks to the south. Improving the capacity, streetscape, and multimodal facilities along Wadsworth is part of the city's multi-pronged approach to encouraging development within the Urban Center. The Wadsworth Corridor in Wheat Ridge has seen several significant compact infill redevelopment in recent years and several more are in the planning stages. The new multimodal transportation facility will support these compact development patterns.

The project has been designed to accommodate all travel modes, vehicles, trucks, busses, bicycles and pedestrians. This segment of Wadsworth provides a direct connection from the Urban Center to the Clear Creek

Greenbelt. In addition, the project connects to two RTD rail facilities, numerous bus lines, the Clear Creek Trail, the Federal Center to the south and the Arvada Center to the north.

The Urban Center was rezoned to Mixed-Use Commercial in 2012 which allows higher density, reduces parking requirements, encourages the development of vibrant urban development. At this time, over 600 units of higher density housing are under construction or in process to get permits. The Wadsworth Corridor is seeing a diversity of housing reinvestment adjacent to and with two blocks of the corridor: 2 market rate multi-family rental project are under construction; 2 affordable age restricted multi-family rental projects have been completed in the last 10 years; a small-lot SF for sale project was completed in the last 5 years; one for sale townhome project is under construction and a second for sale townhouse project is going through a rezoning/subdivision/site plan approval process. An additional 80,000 SF of retail/restaurant facilities have also been constructed or are also in process.

The local water and sewer districts are planning to upgrade their facilities along Wadsworth to accommodate the increased densities within the Urban Center.

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 city's commitment to investing in infrastructure on Wadsworth has spurred several redevelopment projects within the Urban Center. Projects include:

- 1) Two senior housing projects with a total of 138 units have been completed east of Wadsworth on 44th Avenue.
- 2) Two market-rate apartment buildings are under construction near 38th Avenue. These two projects have a total of 396 units and are the first market-rate apartments constructed in Wheat Ridge in over 30 years. Both feature parking garages to ensure efficient land utilization.
- 3) An 89-unit townhome development is starting construction just west of Wadsworth along 44th Avenue.
- 4) On 38th Avenue, a commercial development with 80,000 SF ofd retail and restaurant space, including a Lucky's Market, is completed or under construction.

The City continues to receive inquiries from prospective developers interested in locating within the Urban Center. After the Wadsworth project is complete, the City anticipates continued interest in additional redevelopment projects within the Urban Center.

The proposed improvements within the project area provide connections to destinations with the Urban Center (including groceries, banks, schools, churches, a post office) and provides direct multimodal connections to the regional Clear Creek Trail and the DRCOG Urban Center at Olde Town Arvada. The improvements will finally allow people to comfortably and safely connect to the places where they live, work, and play in the Urban Center. The project also helps to connect the following urban centers: Federal Center, BelMar, Colfax/Wadsworth, Wheat Ridge Town Center, and Olde Town Arvada.

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

Currently, Wadsworth Boulevard does not have any multimodal facilities within the project area. The proposed multi-use path on the east side of Wadsworth will provide pedestrians and bicyclists with a safe, accessible facility that provides connections to regional activity centers and other multimodal facilities. The multi-use path

will provide a direct connection to the Clear Creek Trail, which is part of the Peaks to Plains trail system. A count done in November 2016 showed 351 users along the Clear Creek Trail.

The project will also add sidewalk on the west side of Wadsworth which will provide a regional connection to the City of Arvada. The connection to Arvada will enhance accessibility to the new G-Line station and to key activity centers in Arvada, including Olde Town Arvada. The connection the G-Line will provide access to downtown Denver, the Denver International Airport, and other important regional destinations within the DRCOG region and the County.

The multimodal infrastructure will solve First Mile/Last Mile barriers by providing safe active transportation facilities near major transit stops.

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

The project will reduce congestion which will incrementally help to improve all aspects of air quality. The total pounds of GHG emissions is expected to be 84 at opening year and 168 in 2040.

Improving the multimodal facilities along the corridor will also make the use of the commuter rail and other alternative modes of transportation more attractive. Encouraging mode changes will reduce the amount of vehicles on the road which will, in turn, improve air quality.

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 multimodal connections the project creates will enhance connections to outdoor recreation. The new multi-use path and sidewalk will provide multimodal access to regional trail systems. The new direct connection to the Peaks to Plains trail system will connect Wheat Ridge to all the other major trail systems in the DRCOG region, the mountains, and beyond. The Clear Creek Trail also connects the heart of Wheat Ridge to the Clear Creek Greenbelt, a 300 acre naturally preserved area along Clear Creek that runs the length of Wheat Ridge. Additionally, the improved regional connections to the G-line and Arvada will provide access to regional recreational areas and natural resources.

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

The addition of ADA compliant multimodal facilities along Wadsworth will encourage healthy behavior by giving direct access for bicyclists, pedestrians, and other users to the regional Clear Creek Trail. The Clear Creek Trail connects the heart of Wheat Ridge to the Clear Creek Greenbelt and major recreational facilities within the City, including the Wheat Ridge Recreation Center.

There are several parks in close proximity to the project which offer unique recreational and health opportunities for the community. Creekside Park has numerous ballfields which will encourage residents to engage in sports and other recreational activities. Johnson Park is part of the greenbelt, a 300 acre naturally preserved area along

Clear Creek, and provides regional recreational activities that can improve fitness. Anderson Park is being upgraded to include additional amenities including a new pool and other outdoor fitness activities. Prospect Park is also currently being updated with new fitness-oriented amenities.

This project provides direct access from the heart of Wheat Ridge to the Clear Creek Trail which connects to all of the above recreation facilities. This greatly increases the ability of residents to access these facilities using non-vehicular modes of transportation.

The enhanced multimodal facilities will encourage more people to walk, bike, and take transit which has been proven to reduce stress and help people maintain a healthy body weight. Additionally, the connections to recreational facilities provide hiking, sports, and other activities.

The project will also enhance accessibility to medical facilities, government services, and academic institutions in both the Cities of Arvada and Wheat Ridge.

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 proposed sidewalk on the west side of Wadsworth will provide a continuous, ADA compliant, multimodal connection to the City of Arvada and the new G-Line station at Olde Town Arvada. The G-Line provides access to downtown Denver, the Denver International Airport, and other important regional education, medical, and employment destinations.

As mentioned previously, the ADA compliant active transportation infrastructure will provide equitable and affordable transportation options to key activity centers, transit routes, and regional recreation opportunities. The locations of some bus stops are being revised to make transfers between routes easier.

Additionally, by providing opportunities for people to walk, bike, or take transit, the project will help solve mobility barriers within the community by providing affordable and accessible transportation options for people who do not own a car and/or are unable to drive.

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 area is one of the primary commercial corridors in Wheat Ridge. The city's commitment to investing in infrastructure on Wadsworth has spurred several redevelopment projects near the corridor enhancing economic development in the County. Improving the capacity, streetscape, and multimodal connections along this corridor are part of the city's multipronged approach to increase the economic health and vitality of Wheat Ridge.

In 2016, a \$33 million ballot initiative to redevelop three key areas, including Wadsworth, within the City and Anderson Park was approved. The ballot initiative demonstrates Wheat Ridge residents' commitment to economic development by showing the investment the City is making to build major economic activity centers. Keeping Wheat Ridge economically healthy and vital helps boost the entire County since Wheat Ridge serves as the gateway into eastern Jefferson County from the east along I-70.

The project will also maximize the regional investment in infrastructure. The region has invested millions of dollars in the commuter rail and improving other major transportation facilities near the project. Funding this segment of Wadsworth helps other transportation infrastructure projects become more accessible and efficient.

D. Project Leveraging	WEIGHT	10%
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sourcesHigh 30-59%Medium 29% 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	45
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	15,476	10,181	25,657
2040	19,490	11,103	30,593

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) Provide supporting documentation as part of application submittal</i>	5	10
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)	5	10
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>	45	90
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	42	85
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:		

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

RTD bus Route 76: Wadsworth Boulevard is the only route that serves the area of Wadsworth between 48th Avenue and I-70. There were 45 boardings at the four stops located between 44th Avenue and I-70 according to 2014 boarding information. While Route 76 is a well utilized cross-town bus route serving Wadsworth from Broomfield to the Southwest Plaza Mall at Bowles Avenue in Lakewood, at this time the area just south of I-70 does not generate a significant number of boardings. This is likely to increase with the installation of facilities along Wadsworth. The overall Wadsworth Boulevard Widening project will improve operations for Route 76, and will likely lead to a ridership increase as well, especially as this area would become better connected to the Clear Creek Trail system.

B. Bicycle Use

1. Current weekday bicyclists	0
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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	15,476	10,181	25,657
2040	19,490	11,103	30,593

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.	50	100
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. <i>(Example: {#3 X 50%} or other percent, if justified)</i>	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	50	100
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. <i>(Example: {#5 X 30%} (or other percent, if justified)</i>	30	60
7. = Number of SOV trips reduced per day (#5 - #6)	20	40
8. Enter the value of {#7 x 2 miles}. (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor)</i>	40	80
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	38	76
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Volumes would likely be more than double on weekends in this area as the project would better connect the surrounding neighborhoods to the Clear Creek Trail system. This is important, as there are far more recreational cyclists on weekends.		
11. If different values other than the suggested are used, please explain here: CDOT has bicycle count locations around the state, including one just west of Wadsworth on the Clear Creek Train. The most recent count was taken on November 13, 2016, and 350 bikes were counted on this day. This project assumed that there are no cyclists that ride along Wadsworth in this area. With the Wadsworth Boulevard Widening Project between 48th Avenue and I-70, there are expected to be far more bicycle riders in the area, assumed at 50 per day during the opening year and 100 per day by 2040, as there are currently no other close connections to the Clear Creek Trail system. Additionally, there are numerous areas for cyclists to travel to along Wadsworth and into the adjacent neighborhoods.		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	10
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	15,476	10,181	25,657
2040	19,490	11,103	30,593

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	20	30
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route <i>(Example: {#3 X 50%} or other percent, if justified)</i>	0	0
5. = Number of new trips from project (#3 – #4)	20	30
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. <i>(Example: {#5 X 30%} or other percent, if justified)</i>	6	9
7. = Number of SOV trips reduced per day (#5 - #6)	14	21
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>	5	8
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	4	7
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Volumes would likely be slightly higher on weekends in this area as the project would better connect the surrounding neighborhoods to the Clear Creek Trail system for recreational walking along the trail system.		
10. If different values other than the suggested are used, please explain here: There are very few pedestrians that currently walk along Wadsworth Boulevard between 48th Avenue and I-70 as there are no sidewalks. Very narrow dirt paths immediately adjacent to the curb and retaining walls are currently used by pedestrians. With the Wadsworth Boulevard Widening Project between 48th Avenue and I-70, there is expected to be more pedestrian activity in the area, assumed at 20 per during the opening year and 30 per day by 2040, as there are currently no other close by connections to the Clear Creat Trail system.		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	1,690
	2. Minority persons	115
	3. Low-Income households	690
	4. Linguistically-challenged persons	339
	5. Individuals with disabilities	1,387
	6. Households without a motor vehicle	339
	7. Children ages 6-17	1,306
	8. Health service facilities served by project	14

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	47,700
2. 2040 ADT estimate	60,500
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:
 Crash data for the years 2011 to 2013 and 2010 to 2014 were provided by Wheat Ridge and CDOT respectively. CDOT's Safety Assessment Report SH-121A: MP 15.00 to MP 16.80 (CDOT, 2015) gives a crash rate over 5 years of 7.86 crashes per million vehicle-miles. CDOT's Crashes and Rates on State Highways 2012 (CDOT, 2012) reports crash rates on Wadsworth at 44th Avenue of 11.20 per million vehicle-miles. While this figure is from the roadway segment just south of this project, traffic backs up from 44th Avenue to the project area on southbound Wadsworth. This rate is significantly higher than the 2012 CDOT average of 2.76 for highway type "Other Principal Arterial." The corridor has a high crash rate, and high potential for worsening safety due to the poor existing roadway configuration. The CDOT 2012 data show that 67 percent of crashes in this area are rear-end. Over 25 percent of crashes resulted in injuries

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)	
Fatal crashes	0
Serious Injury crashes	0
Other Injury crashes	0
Property Damage Only crashes	0
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)	
Fatal crashes reduced	0
Serious Injury crashes reduced	0
Other Injury crashes reduced	0
Property Damage Only crashes reduced	0

G. Facility Condition

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

Roadway Pavement

1. Current roadway pavement condition	Fair
2. Describe current pavement issues and how the project will address them. Existing asphalt pavement has visible cracks and wear. As part of this project, Wadsworth Boulevard would be widened and re-paved from the intersection with W 48th Avenue to the eastbound ramps for I-70.	

3. Average Daily User Volume	0
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Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. Very narrow dirt paths immediately adjacent to Wadsworth between the curb and retaining walls are currently used by pedestrians.	
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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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No increase in VMT is expected as a result of the implementation of this project.

2. Negative impact on vulnerable populations

No negative impacts on vulnerable populations would be expected as a result of the implementation of this project

3. Other: