

APPLICATION OVERVIEW

The **Non-MPO Multimodal Options Fund (MMOF) Call for Projects** will **open on September 3, 2019**, with applications **due no later than noon on October 24, 2019** to Todd Cottrell at tcottrell@drcog.org.

- To be eligible to submit, at least one person from your agency must attend the mandatory TIP training workshop to be held on Wednesday September 11, 2019, from 9-11am at the Idaho Springs City Hall **OR** have attended one of the previous TIP training back in the fall of 2018. An agenda will be posted and emailed one week before the September 11 training.
- Projects requiring CDOT concurrence (on a CDOT roadway or within their ROW) must provide their official response with the application submittal. The CDOT concurrence request is due to CDOT no later than September 27, with CDOT providing a response before the applications are due. The CDOT concurrence form was emailed with the application.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than October 1, 2019.
- The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

APPLICATION FORM OUTLINE

The 2020-2023 TIP Non-MPO MMOF application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review submitted applications for eligibility and review and rank eligible applications that request funding. The recommendations will then be made to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT, if applicable. Part 1 will not be scored.

Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

Scoring Methodology: Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

Section A. Significance of Proposed Projects 40%

High	The project will significantly address a clearly demonstrated major problem and benefit people and businesses.
Medium	The project will either moderately address a major problem or significantly address a moderate-level problem.
Low	The project will address a minor problem.

Section B. Metro Vision TIP Focus Areas 30%

High	The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network, and benefit a large number and variety of users (including vulnerable populations*).
Medium	The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network, and benefit a moderate number and variety of users (including vulnerable populations*).
Low	The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network, and benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives 20%

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

High	The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.
Medium	The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.
Low	The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

Section D. Leveraging of non-MMOF funds (“overmatch”) 10%

Scores are assigned based on the percent of outside funding sources (non-MMOF funding). For example, with a required minimal match of 50%, applications will receive a “medium” score if they provide a minimum of 60% match, in accordance to the table below.

% of Outside Funding	High	80% and above
	Medium	60-79%
	Low	50-59%

Part 3 | Project Data – Calculations and Estimates

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

Part 1

Base Information

1. Project Title	Peaks to Plains (P2P) Trail-Clear Creek Greenway: Canyon Segment Phase 2	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	This \$5,850,000 million project includes an approximately .75-mile segment of ten foot wide concrete trail and multiple creek access locations for visitors. The segment runs from approximately Mile Post 259.49 near the west end of US 6 Tunnel #6 to approximately Mile Post 258.96 at the west side of Tunnel 6. Please see attached map.	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	Clear Creek County	
4. Project Contact Person, Title, Phone Number, and Email	Martha Tableman, Open Space Coordinator, 303-679-2305, mtableman@co.clear-creek.co.us	
5. Does this project touch CDOT Right-of-Way or involve a CDOT roadway?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence email documentation with submittal</i>	
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)	
	<input checked="" type="checkbox"/> Local plan:	Jefferson County Comprehensive Master Plan, Central Mountains Area Plan Jefferson County Countywide Transportation Plan Jefferson County Bike & Pedestrian Plans 2014-2019 Jefferson County Open Space (JCOS) 5-Year Master Plan 2017 Clear Creek County Master Plan 2017 JCOS Mouth of Clear Creek Canyon Master Plan 2016 Town of Georgetown Comprehensive Plan 2014 Peaks to Plains Trail Signage Plan 2006 JCOS Clear Creek Canyon Trail Feasibility Study 2005 Clear Creek County Greenway Plan 2005 Parks, Recreation, Open Space and Tourism Element of the Clear Creek County Master Plan/Open Space Master Plan 2000 Jeffco Open Space Trails Corridor Plan 1990 Clear Creek County Inter-County Non-Motorized Corridor Plan
	<input checked="" type="checkbox"/> Other(s):	Colorado the Beautiful Initiative, one of Colorado's 16 Priority Trail Projects Peaks to Plains Trail Project Blog

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

7. Identify the project's key elements.

- Transit Capital
- Transit Operating
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Operational

Grade Separation

- Bicycle
- Pedestrian
- Pavement Reconstruction/Rehab (related to B/P)
- Bridge Reconstruct/Rehab (related to B/P)
- Study
- Design
- Other:

8. Problem Statement What specific problem/issue will the transportation project address?

The .75-Mile Peaks to Plains Trail - Clear Creek Greenway: Canyon Segment Phase 2 (the "Project") will address several key transportation issues as follows:

The Project will expand the regional transportation system and improve connectivity and safety by providing presently unavailable modes of travel in Clear Creek Canyon. Currently, bicycling and pedestrian activity is prohibited on U.S. 6 in Clear Creek Canyon due to blind curves, 5 dimly lit tunnels, extremely narrow shoulders, over 400 heavy quarry trucks per day, and significant casino bus and casino-goer traffic. The physical geography of the Canyon: vertical rock canyon walls, a turbulent Clear Creek, and steep road embankments- results in no opportunities for multimodal passage through the area outside of road right-of-way except for the completed 3.75 mile segment that mid-Canyon that crosses the County line. The Peaks to Plains Trail (P2P) provides an alternative for multimodal connection through the Canyon. The construction of the trail between Tunnel 5 and up and around Tunnel 6 extends the trail available and will eliminate the last barrier in the Clear Creek County portion of the Peaks to Plains Trail.

The P2P Trail, a 65-mile trail that goes from the confluence of the Clear Creek and the Platte River east to Loveland Pass, is seen as a the east- west sister to the Front Range Trail. Regionally, once completed, the P2P Trail connects the MPO portion of DRCOG with the western Non-MPO portion allowing hikers and cyclists to travel more easily. P2P Trail is a trail that not only has regional, but also statewide significance as it will serve the 3+ million Denver metro region residents of the largest urban population center in the State of Colorado and allow them to connect with trails that travel to other parts of the State. Connecting 4 counties of the Denver metropolitan region and 7 cities, with an elevation change of over 1 mile from the Continental Divide at Loveland Pass to the South Platte Greenway in Adams County, the P2P Trail is part of a greater, 200-mile, statewide, trail route. Once complete, someone could land at Denver International Airport, hop on their bicycle, and head westward on the P2P Trail connecting with the Western Slope trail systems in Summit, Eagle and Garfield Counties crossing some of Colorado's renowned landscapes, and end up at the hot springs at Glenwood Springs or alternatively follow the reverse route. Once completed, this trail will rival many of the world's best cycling routes and offer visitors a true Colorado experience.

To the east from Clear Creek Canyon through the City of Golden to Adams County, 16 miles of the P2P Trail are already constructed, highly valued, and heavily used by area residents daily. This Project will expand this critical multimodal connectivity.

Through the 35 miles of the P2P Trail in Clear Creek County where the trail is identified as the Clear Creek Greenway, the ultimate goal is to have a separated dedicated 10 ft wide concrete trail wherever possible. Portions of the P2P Trail as envisioned are built in Clear Creek County. In other portions, cyclists and hikers can

achieve connectivity using a combination of road shoulder bike lanes and frontage roads. However connectivity to the east does not exist when one reaches Clear Creek Canyon which is the most challenging stretch of the entire P2P Trail to build. Because of the bicycle prohibition and the very narrow shoulders, passage through the Canyon is problematic except where Clear Creek and Jefferson Counties have built a dedicated trail mid Canyon. Clear Creek Canyon is a critical gap in achieving the vision of the P2P Trail. The gap in trail is without alternative (i.e. one cannot just take the road.)

It has been estimated that the remaining P2P Trail gap is 10.5 miles through Clear Creek Canyon. There are 3.5 miles in Jefferson County that is currently under design or construction has begun. A 5.5-mile gap will remain in Jefferson County. In Clear Creek County, once this Project is completed, a 1.25 mile segment in the Canyon will remain. However, once this Project is completed, the trail will go around the final tunnel, Tunnel 6, in Clear Creek County enabling users to move through the entire Clear Creek County portion of the Canyon without restrictions.

The existing condition for motorists and recreationalists is hazardous in the Canyon. Visitors utilize unimproved, narrow dirt shoulders of US 6 to access the Creek. This has created an incredibly hazardous and extremely dangerous situation with pedestrians scrambling across multiple lanes of traffic and/or trying to move along narrow shoulders to reach the Creek and climbing routes. Close coordination between the Colorado Department of Transportation (CDOT) and Clear Creek County to develop the P2P Trail and manage recreational usage in the Canyon addresses a two-fold goal: moving vehicles through the Canyon safely and providing a safe experience for recreation visitors. This Project is a win-win for connectivity and safety for Denver metro area residents and visitors alike!

The Project will expand connectivity to the diverse natural resource areas, open space, parks and trails valuable to the region. These areas are currently difficult to access although they are close to the metro area.

Near to Denver metro area residents, Clear Creek Canyon has the potential to provide residents and visitors with easy and convenient access to all that it has to offer. The Canyon offers incredible recreational and natural resource assets which contributes to the region's attractiveness to people and companies looking for a place to locate. It is a truly unique environment where people can play in or near the Creek itself, rock climb a wide variety of routes meeting the needs of beginners to experts, view wildlife including a resident Bighorn Sheep herd, and cycle or walk alongside the Creek. Between Jefferson and Clear Creek Counties, the Canyon is the center of significant open space lands managed by the Counties. About 9,000 acres are protected. The Creek itself and the Peaks to Plains Trail form the backbone. It is home to the Bighorn Sheep, Bald Eagles, Golden Eagles, other raptors and aquatic species of fish, etc. Between Jefferson and Clear Creek Counties, the Canyon is the center of significant open space lands managed by the Counties. About 9,000 acres are protected. The Creek itself and the Peaks to Plains Trail form the backbone.

However, bicycle and pedestrian access to the Project area for nearly 3 million Denver metro region residents and visitors is nearly non-existent and by vehicle, dangerous. Providing an alternative way for cyclists and walkers/hikers to move through the corridor will change that by offering connectivity and safety enhancements. By constructing a safe trail that allows users to follow the Creek without interfacing with traffic, the Project will offer a built and natural environment that supports healthy and active choices.

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

The P2P Trail -Clear Creek Greenway Canyon Segment Phase 2 is about ¾ mile of trail (1.5 miles roundtrip) that connects with the completed 3.75 miles of trail heading downstream through Clear Creek County and into Jefferson County. (See attached map which shows the proposed project area. The maps also show photographs of the previously built trail.) The Project runs from approximately Mile Post 259.49 just east of the Tunnel 5 Oxbow Trailhead parking lot (where Phase 1 ends) to approximately Mile Post 258.96 upstream west of Tunnel 6. The trail will begin just east of the Tunnel 5 Oxbow Parcel Trailhead parking lot, on the west side of Tunnel 5. As it

goes upstream, the trail will go below the tall parking lot retaining wall next to the Creek. It will then go under the US 6 bridge following along the Creek up to and around Tunnel 6 ending on the west side of Tunnel 6 a short distance beyond the Tunnel. At that point, users will be able to rejoin US 6 via rock steps. (With future funding, the trail will continue along Clear Creek and cross under US 6 in an underpass similar to that built in the previous phase) and then cross the Creek a second time by a bridge to take users to a trailhead at the intersection of US 6 and Highway 40. As was done in Phase 1, the GOCO funded River Corridor segment, a 10 foot wide concrete trail will be built wherever possible. It may only be narrowed where the Canyon's geography presents no other options.

Having completed Phase 1 trail construction in Clear Creek Canyon, much has been learned about how to successfully "thread the needle" and place a 10 ft. wide trail on a steep embankment between a Creek and a highway. In the stretch between Tunnels 5 and 6, much of the trail will be built on an engineered bench created with retaining walls as the terrain between US 6 and the Creek is steep and narrow. The portion that goes under the Tunnel 5 bridge will be built on micro-piles to minimize impacts on the Creek and ensure sustainability of the trail in face of natural forces. Closer to Tunnel 6, the Creek bank widens providing more room for the trail and enabling less costly trail construction. The trail then turns north and follows the bench created by the old railroad grade around the rock outcrop through which Tunnel 6 goes. This will make trail building easier. Along about two-thirds of the bench, it is wide enough to accommodate the trail and provide opportunities for trail users to stop to enjoy the scenery, watch wildlife on the rocks and rafters going by, rock climb on the cliffs, and participate in other recreational activities such as picnicking. It will also enable the creation of additional Creek access for fisherman and others. On the west end, the railroad bed has deteriorated and the area becomes steeper and narrower which will require construction of trail that is more engineered. The attached map identifies proposed trail types for various sections of the trail. In addition, typical trail cross sections are illustrated with actual photographs of those trail types in the existing completed section of trail.

This Project's goal is to extend the existing trail expanding user's opportunities by providing additional trail to explore as well as more places to access the Creek easily. It will also facilitate safer movement of pedestrians and cyclists between Tunnels 5 and 6 which is a segment currently closed to cyclists and dangerous for pedestrians. Construction of this next trail segment, $\frac{3}{4}$ miles of trail, is estimated to cost about \$5.85 million due to the complexity of trail construction in the Canyon. The complexity of the trail to be constructed has resulted in an increase in costs from initial estimates. Clear Creek County has \$3.35 million secured for construction. (Letters from funders are available upon request.) With an \$500,000 from DRCOG MMOF funds, the County will be able to build \$3.85 million worth of trail.

As indicated, the engineers estimate shows the total project cost as exceeding available funds. Thus, Clear Creek County had the entire Project cleared by CDOT and FHWA and has broken it into three segments. Contractors have been asked to submit bids that show the cost for each segment as well as the Project as a whole. Bids are due October 25, 2019. The bids will provide Clear Creek County with the "true" cost of the Project as a whole and each of the segments. Based on the bid information, Clear Creek County will be able to determine how much trail can be built with available funds. We will provide this information to DRCOG. It is anticipated that we will be able to get under the Tunnel 5 bridge and part way upstream. The design is flexible enough to allow us to modify where we will end this Phase.

We are asking DRCOG for \$500,000 in Non-MPO Multi-Modal Option Funds to work on the western segment (Alt 2 Segment on the map.) that goes around Tunnel 6. To complete the .33 miles around Tunnel 6 is estimated to be \$600,000 as it follows the old railroad grade. \$500,000 will allow us to get most of the way around and we are hoping there will be some cost savings as this the "easiest" segment to build. It will allow us to build the most trail for the money. While there would be a gap between the Base Bid and the Tunnel 6 segment, it is our feeling that the desire to "complete the gap" will facilitate fundraising for the remainder.

Through the length of the Canyon, the County owns the land proposed for the trail or has an IGA with CDOT

defining the process to be pursued to build in CDOT right-of-way.

10. What is the status of the proposed project?

The Project has received all needed approvals and clearances from CDOT and FHWA to proceed. The Project was advertised for prequalification of contractors, two passed, and have been asked to submit bids. Bids are due October 25, 2019 and the lowest bid will be awarded the contract. As engineer estimates show the entire project costing more than current funding, bidders have been asked to provide 4 different bids which will allow the County to know what the entire Project will cost and to determine how much can be done with available funds. Receipt of additional funds from DRCOG will enable more of the project to be built. It has been proposed that the DRCOG funding be used to go around Tunnel 6 as it will enable to the construction of the greatest amount of trail for the money available.

The Clear Creek County Board of Commissioners has provided support for this Project as well as other elements of the P2P Clear Creek Greenway Trail for many years. This Project includes a commitment from the County of \$120,000 of Conservation Trust Funds towards construction. (They provided \$105,520 the Project's design which matched \$422,080 in CDOT TAP funding.) The County is joined by Great Outdoors Colorado(GOCO), Colorado Parks and Wildlife Trails Program, Colorado the Beautiful Grant as well as CDOT TAP funds. Together these funding sources provide a \$3.35 million match to the \$500,000 grant being sought from DRCOG. The first Phase of trail construction in the Canyon received funding from GOCO, Gates Family Foundation as well as the County.

11. Would a smaller DRCOG-allocated 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.

What can be done with a grant for less than the \$500,000 requested will depend on the bids received on October 25, 2019 and what they tell us about the amount of trail that can be built with available funds. They will also provide us with greater detail on what the various segments will cost to build. Without that specific information, we can postulate that there are several options as to how to use a lesser amount. One approach would be to use the lesser funding to extend the segment which goes from the Tunnel 5 Oxbow Trailhead upstream. The amount of additional trail that could be built will depend on the funding amount. Alternatively, the lesser funding could be used to build a portion of the trail around Tunnel 6. Given that trail segment is less costly to build due to its placement on the old railroad grade, this approach would result in more trail being built. Upon receipt of the bids, we will calculate some alternatives based on the "true" costs and provide them to DRCOG.

A. Project Financial Information and Funding Request

1. Total Project Cost

The **minimum** request of state funds is \$75,000 for infrastructure projects (MMOF + match equals a **minimum** total project cost of least \$150,000) and \$12,500 for non-infrastructure (includes transit) projects (MMOF + match **minimum** total project cost at least \$25,000).

\$3,850,000

2. Total amount of State MMOF Funding Request
(May not exceed 50% of the total project cost)

\$500,000

13%
of total project cost

3. Outside Funding Partners (other than State MMOF funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Great Outdoors Colorado (GOCO)	\$2,000,000	52%
CPW Trails Program	\$250,000	6%
CPW Colorado the Beautiful	\$500,000	13%
CDOT TAP Grant	\$480,000	12%
Clear Creek County Conservation Trust Funds	\$120,000	3%
Total amount of funding provided by other funding partners (private, local, state, federal)	\$78,210,000	

Funding Breakdown (year by year)*	*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$730,000	\$	\$	\$	\$730,000
State Funds	\$ 2,500,000	\$500,000	\$	\$	\$3,000,000
Local Funds	\$120,000	\$	\$	\$	\$120,000
Total Funding	\$3,350,000	\$500,000	\$0	\$0	\$3,850,000
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	CON	CON	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.



Part 2 Evaluation Criteria, Questions, and Scoring

A. Significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the significance of the proposed project.

1. Why is this project important?

Clear Creek County has 35.5 miles of the 65-mile P2P Trail corridor within its jurisdiction. As presented in the 2005 Clear Creek Greenway Plan, the Greenway (the Clear Creek County portion of the P2P Trail) serves as a backbone of the County of 9,000 residents which is reliant upon tourism and recreation as a critical economic generator. A key gap in achieving this Countywide connection and its links both east and west is getting the Trail constructed through Clear Creek Canyon.

The P2P Trail: Clear Creek Greenway Canyon Segment Phase 2 will provide pedestrian and cycling access upstream from Tunnel 5 Oxbow Trailhead to and around Tunnel 6 which is the last tunnel in Clear Creek County preventing safe and easy passage. Its completion will be another key building block in eliminating the remaining gap in the Peaks to Plains Trail in Clear Creek Canyon from Golden to Idaho Springs. Completion of each building block brings us closer to the reality of providing a visionary trail which will offer residents and visitors the opportunity to experience the beauty of Colorado on bicycle and foot for many generations into the future. The Colorado General Assembly said it best in the 1988 special recognition, Joint Resolution No. 2: "Clear Creek Canyon possesses irreplaceable economic, educational, cultural, biological, and open space attributes of state and regional significance."

Research has shown that opportunities to interact with nature enriches people's lives; trails such as the Peaks to Plains Trail offer a way for them to deepen their relationship with the natural world. The image of the Peaks to Plains Trail is a 65-mile corridor serving the 3 million residents of the Front Range, the largest urban population center in the State. Connecting four counties (Adams, Denver, Jefferson and Clear Creek) and 7 cities/towns (Denver, Arvada, Wheat Ridge, Golden, Idaho Springs, Georgetown and Silver Plume), with an elevation drop of over 1 mile from Loveland Pass at the Continental Divide to the South Platte Greenway in Adams County, the Peaks to Plains Trail is easily accessible and provides many recreational opportunities. It also connects with the trail systems built west of the Continental Divide.

The P2P Trail's east-west axis in the middle of the Front Range metro area means that it easily connects to other trail systems that go north-south and criss-cross the metro area. The P2P Trail's 65-mile broader connectivity to trails in our State means that when the trail is completed a person could feasibly land at Denver International Airport and travel by bicycle or walk any or all of a 200-mile trail to Glenwood Springs traversing some of the most spectacular landscape Colorado has to offer! Addressing this Project's missing link of the P2P Trail means transforming trail connectivity between the Western Slope and the Eastern Plains of Colorado as much as within our region.

Governor Hickenlooper shared the commitment to the P2P Trail and the desire to close the missing gap through the designation of this corridor as one of Colorado's 16 highest priority trail projects in the Colorado the Beautiful Initiative, rising to the top over 200 other proposals. As a part of the associated Colorado the Beautiful Grant program, this Project received \$500,000.

This Project is a small but necessary step towards completing the portion of the P2P Trail that goes through Clear Creek Canyon. As discussed previously, the Canyon represent the key gap in achieving the vision of the P2P Trail connecting the plains to the Continental Divide and beyond. Jefferson County is working at closing the gap in their portion of the Canyon. Clear Creek County is doing similarly. Realizing this grand vision and a legacy

trail project of statewide and regional significance will require the expenditure of tens of millions of dollars in partnership with a multitude of organization to close this gap. Each Project undertaken will expand the areas where individuals and families can safely enjoy the Canyon.

Located immediately to the east of Clear Creek County, Jefferson County Open Space (JCOS) estimates it serves 6.9 million visitors annually who enjoy the 258 miles of trail in its 28 parks. The JCOS 2011 statistically valid citizen survey indicated that these as the most frequent activities in their parks: hiking/walking (87%), enjoying the scenery (59%), wildlife viewing (40%), picnicking (33%) and mountain biking (29%). Similar types of usage can be expected in the Clear Creek County portion of the Canyon. As it is further from the Denver metro area, one can assume that there are fewer visitors. However, as visitors seek less crowded areas, they are willing to travel farther and Clear Creek County, specifically the Canyon, is a modest distance. The P2P Trail in Clear Creek County is receiving significant usage as evidenced by the often full parking lot at the Tunnel 5 Oxbow Trailhead and the numerous cars parking along US 6 as various users seek access to the many climbing routes and Creek access. In addition, the rock climbing areas in Clear Creek County's portion of the Canyon are in constant use. We do not have quantifiable numbers, but anecdotally we know that the usage is heavy from reports from users. Climbers can be seen using all of the various routes. In addition, many users of the P2P Trail in Clear Creek County originate in Jefferson County either at the Mayhem Gulch Trailhead or the Big Easy Trailhead,

Our partner in developing the P2P Trail through Clear Creek Canyon, Jefferson County Open Space has done a number of Clear Creek Canyon Park user surveys to find out concerns, needs and wants. While these surveys were done at the other end of the Canyon from this Project, one can extrapolate that users through the length of the Canyon have similar needs and concerns. In the summer of 2016, four park visitor intercept surveys were conducted at the Mouth of Clear Creek Canyon. Nearly 250 people completed the survey, providing Jefferson County Open Space staff with a good understanding of park visitors' concerns and desires for the development of the Peaks to Plains Trail and associated amenities. 25% of the respondents' zip codes captured as part of the survey were from Denver. Visitors from six different states across the United States accounted for 3% of the survey results, leaving 72% from across the Denver metro region, some from nearby Golden, others from Adams and Arapahoe Counties. A full 60% said they visit the area more than 10 times per year, lending to the anecdotal evidence of the popularity of Clear Creek Canyon and the need for improved facilities.

Visitors were asked what factors negatively affect the existing Clear Creek Canyon experience. Not surprisingly, 36% noted lack of parking and 31% noted poor trail access. Interesting as well, there was almost an even split on what mode of transportation visitors used in accessing the park between walking/bicycling and automobile. Close to 25% of respondents were 60 or older, which is an important data point in monitoring the projected 200% increase of older adult population in our metro region by 2040. Supporting facilities which are ADA-compliant will be essential.

The DRCOG region has one of the highest rates of bicycle use in the nation and a strong bicycling culture. Supporting on-going efforts to promote clean, optional modes of travel through the construction of concrete recreational trails not only for bicyclists, but also disabled persons with limited mode options need to be made through support for projects like the P2P Trail- Clear Creek Canyon Segment Phase 2.

Construction of the P2P Trail will provide the recreation users who are currently pursuing recreational activities in Clear Creek Canyon despite the difficulties in parking, Creek access, moving through the corridor, etc. a safe alternative. By providing safe and separated pedestrian and cycling pathways, the potential for recreational users and vehicles conflicts will be reduced. According to the NTSDB, the addition of sidewalks to a roadway has the potential to reduce vehicle crashes impacting pedestrians or cyclists by 70%.

It is important to note is that there is no data included in Part 3 on most categories as there are no people living within one mile of the project. It is in a canyon with open space land to the south and a rock quarry to the north. However, the Canyon is a key regional open space destination for those seeking recreation close to home. Thus, it

will have a wider impact beyond the immediate Project area, particularly because of the multimodal bicycle and pedestrian connection the P2P Trail in close proximity to the Denver metro region. With the completion of each segment, the P2P Trail's ability to provide recreational opportunities for metro areas residents especially vulnerable populations expands. By driving a bit farther, these populations can experience "more wild" nature without a significant investment in time and money. In the last two years, Clear Creek County has begun to get trail counts for the Greenway and other key trails. This is a start but clearly there is an on-going need to collect more data through observational, interactive, and trail count surveys to get a better sense of usage.

Connecting people to recreation opportunities close to home is central to the Colorado lifestyle, and is what makes living in our region and this state so special. It's what is attracting so many people and businesses to move here. This Project, as a part of the effort to complete the entire Peaks to Plains Trail, will make more recreational opportunities possible enriching the lives of Colorado's citizens.

This Project can also contribute to improving the health of Colorado's citizens. By providing more recreational opportunities for people of all ages close to the Denver metro area, it will be easier for them to pursue recreational activities. Data shows that moving from a sedentary to physically active lifestyle will save anywhere from \$340 to \$2,500 per year in health care costs.

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

The entire 65-mile Peaks to Plains Trail will pass through seven cities and towns (Denver, Arvada, Wheat Ridge, Golden, Idaho Springs, Georgetown and Silver Plume) across four counties (Adams, Denver, Jefferson and Clear Creek). The on-going investment by those entities in completing and maintaining their portions of the P2P Trail reflects the value of the entire project to the counties, municipalities and recreation districts. Completion of each segment increases the return on investment to all entities along the trails length. Each benefits by the ability of users to cross from one jurisdiction to another by foot or on bicycle which increases recreational options for their citizens and brings visitors to their communities.

3. Does the proposed project cross and/or benefit another county? If yes, which ones and how?

The Peaks to Plains (P2P) Trail crosses 4 counties in the Denver metro area (Clear Creek, Jefferson, Denver and Adams). This trail corridor is not only regionally important, but of statewide significance due to the incredible connectivity between urban centers and the natural environment it provides. The P2P Trail is a direct, multimodal link for the 3+ million Denver metro area residents to the Clear Creek Greenway Canyon Segment (the Clear Creek County portion of P2P Trail). The completed Canyon segment attracts many people and with the completion of each segment attracts more. The Peaks to Plains Trail provides a regional benefit and is an asset to the DRCOG region as it provides connectivity through the region on foot and bicycle that cannot be understated. This Project will allow metro area residents from all 4 counties the opportunity to connect with nature in a difficult to access segment of the P2P Trail.

The Project will extend the longest completed segment of trail in Clear Creek Canyon which crosses the county line between Jefferson and Clear Creek Counties. Constructed with significant funding from GOCO through the River Corridor Initiative as well a money from Jefferson County Open Space, Clear Creek County, Clear Creek County Open Space, and the Gates Family Foundation, the current 3.75 miles crosses the Clear Creek/Jefferson County line and provides many recreational opportunities along its length. The additional length will be enjoyed by users as they will have places to view rafters go by, access rock climbing routes, watch wildlife including Big Horn Sheep, and escape the noise associated with US 6.

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

The .75-Mile P2P Trail Clear Creek Greenway Canyon Segment Phase 2 (the "Project") will address the transportation problem described earlier by completing another segment of the Peaks to Plains Trail, specifically

reducing the gap in Clear Creek Canyon. By moving closer to providing connectivity from the Denver metro area on the east to Loveland Pass and beyond on the west, the reality of all that can be achieved is closer to becoming a reality. One will see the following:

*The Project will expand the regional transportation system and improve connectivity and safety, serving all modes of travel.

Currently, bicycling and pedestrian activity is prohibited on U.S. 6 in Clear Creek Canyon due to blind curves, 5 dimly lit tunnels, extremely narrow shoulders, and over 400 quarry trucks daily, and significant casino bus and visitor traffic. The physical geography of the Canyon: vertical rock canyon walls, turbulent Clear Creek and steep road embankments, results in no opportunities for multimodal passage through the area outside the road right-of-way. There is no other alternative for multimodal connection through the Canyon without the Peaks to Plains Trail.

The vision of the P2P Trail is a 65-mile trail of not just regional, but also statewide significance that will serve the 3+ million Denver metro region residents of the largest urban population center in the State of Colorado. It will connect 4 counties of the Denver metro region and 7 cities, with an elevation change of over 1 mile from the Continental Divide at Loveland Pass to the South Platte Greenway in Adams County. The P2P Trail is part of a greater, 200-mile, statewide, long-haul trail route. It's incredible to imagine that someone could feasibly land at Denver International Airport, hop on their bicycle, and head westward on the P2P Trail, connect with the Summit, Eagle and Garfield Counties' trail networks across some of Colorado's premier landscapes, to soak in the hot springs of Glenwood Canyon, and vice versa. Once completed, this trail will offer visitors a truly quintessential Colorado experience.

The existing condition for motorists and recreationalists is hazardous in the Canyon. Visitors utilize unimproved, narrow dirt shoulders of US 6 to access the Creek. This has created an incredibly hazardous and extremely dangerous situation with pedestrians scrambling across multiple lanes of traffic and/or trying to move along narrow shoulders to reach the Creek and climbing routes. Completing the trail will provide a safe alternative for users.

*The Project will offer a built and natural environment supporting healthy and active choices.

Without regional trail connectivity and offerings of all modes of travel, our region's residents suffer a diminished quality of life. Governor Hickenlooper's Colorado the Beautiful Initiative begun in 2015 highlighted the benefit of getting Colorado's residents connected with their natural environment. The Peaks to Plains Trail was included in that initiative as one of the 16 highest priority trail projects in the State, was identified for its high value in connecting the millions of Denver metro area residents to healthy outdoor activities which make living in our State so special. The vision of Colorado the Beautiful Initiative is that within a generation, every Coloradan will live within 10 minutes of a park, trail, or vibrant green space. This Project aims to help make that vision a reality.

An expansion of the reliability of the bicycle and pedestrian network, through this Project, will allow for never-before-experienced access to regionally significant open space by trail. Upholding a quality of life for metro area residents, that is connected to nature, is imperative for strong, vibrant communities and a regional economy.

Colorado Department of Transportation (CDOT) traffic counts report that currently an estimated 4 million motorists travel on U.S. 6 through Clear Creek Canyon annually. The Denver metro region is expected to grow by more than 1 million new residents by 2040 which will result in increased travel through Clear Creek Canyon. This expectation makes this Project, and further closing of the missing gap in Clear Creek Canyon, critical to our region to create a more meaningful regional multimodal network for persons of all ages and abilities that is connected to natural resource areas in key recreational destinations.

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?

Except where the first Phase of this project has been completed, currently there is no safe physical passage by bicycle or foot on or adjacent to US 6 in Clear Creek Canyon. The steep canyon walls currently make that impossible, as does the prohibition of bicycle or pedestrian activity within US 6 right-of-way due to the narrow shoulders, five dimly lit tunnels and blind curves with prolific quarry trucks and casino bus traffic. The Project will make possible bicycle and pedestrian access to a stretch of a key regional recreation destination in the Canyon and connecting with the existing trail that goes from Clear Creek County into Jefferson County. It will allow infinitely safer access to areas currently utilized by visitors who traverse the area on steep, dirt road embankments along Clear Creek. The Project and the completed portion which heads downstream are relatively close to Idaho Springs, 3 miles west, and Floyd Hill neighborhood about 2 miles south, and easily accessed by Front Range residents, whose residents will be able to enjoy the amenity before or after work, and, of course, on weekends. With the completion of this Project, users who live and work in the Denver metro area will have ready access to play along Clear Creek Canyon and to connect westward on the trail towards Idaho Springs and beyond.

By providing an alternative safe means for cyclists, hikers, rock climbers and fisherman, to move through the Canyon, the Project will also contribute to safe passage for local businesses such as the Albert Frei & Sons Quarry and large passenger buses transporting Black Hawk and Central City casino patrons through the Canyon.

The Outdoor Industry Foundation has estimated active outdoor recreation contributes over \$10 billion to Colorado's economy and nearly \$500 million in annual state tax revenue. The P2P Trail, in many segments, currently offers world class recreational opportunities close to the Denver metro area. Its further expansion will undoubtedly contribute to the local economy in both the support of the outdoor gear industry and local businesses such as coffee shops and restaurants.

Once this Project as well as the other efforts to close P2P Trail gap in Clear Creek Canyon are completed, they will contribute to the establishment of a regional transportation system that is well connected and serves all modes of travel, and a system that is safe and reliable. The resulting Trail will allow deeper access to Clear Creek Canyon, a world-class, key regional destination for recreation, part of what makes living in our region and state so special. It also provides bicycle and pedestrian access where it is currently either illegal or physically prohibited due to the rugged terrain in the Canyon. The expansion of the actual physical infrastructure of the P2P Trail is a substantial contribution to the region's ability to thrive and prosper.

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

The Clear Creek County portion of the P2P Trail in Clear Creek Canyon currently is isolated from other travel modes other than the personal motor vehicles or buses or vans used by recreational groups (e.g. recreation centers, groups, churches). With the development of the P2P Trail through Idaho Springs 3 miles further west, and up through the Canyon, those wishing to connect with the P2P Trail will have the option of riding Bustang or Greyhound to Idaho Springs and connecting to the Canyon segment from there. Clear Creek County also runs a shuttle bus called The Prospector which runs a fixed route through the County. This will enable those in the west end of the County to get to Idaho Springs and ultimately connect with the Canyon. When the entire gap within the Canyon is closed, access will be available from Golden and the Denver metro area.

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

Funding for this project comes from multiple sources. Initial grants from CPW's Trails Program (\$250,000) as well as CDOT's TAP funds (\$480,000) enabled the Project to obtain significant funding (\$2 million) from Great Outdoors Colorado (GOCO) Connect Initiative by providing matching funds along with the County's \$120,000

from the Conservation Trust Fund. Being a portion of the Peaks to Plains Trail designated in 2016 by Governor Hickenlooper as one of 16 of Colorado’s highest priority trail corridors in the state as part of the Colorado the Beautiful Initiative helped this Project receive the GOCO funding as well as funding from the CPW Colorado the Beautiful grant (\$500,000). The Albert Frei and Sons Quarry also contributed \$30,000 of quarry materials as an in-kind donation. Funding for the design of the trail came from CDOT TAP funds (422,080) and Clear Creek County Conservation Trust Funds (\$105,520).

The funding for this Project builds on the partnerships developed in the design and construction of Phase 1. Jefferson County Open Space and Clear Creek County Open Space jointly submitted the GOCO River Corridor Initiative grant application to build 3 miles of trail (2 miles in Jefferson County and 1 mile in Clear Creek County). The successful grant application led to a joint construction project which resulted in cost savings to all involved as well as consistency in design and construction. Clear Creek County is still working cooperatively with Jefferson County Open Space through a contract to maintain the Clear Creek County Segment of Phase 1. As Jefferson County Open Space has equipment and staff located at Mayhem Gulch, it makes more sense for them to conduct maintenance activities for the entire completed trail segment.

In addition, this Project as well as Phase 1 was supported by the Clear Creek Greenway Authority and the Town of Idaho Springs as they pursued separate efforts to construct additional segments of the Peaks to Plains Trail - Clear Creek Greenway through Clear Creek County.

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 importance of this Project is that it will offer bicycle and pedestrian access along Clear Creek through Clear Creek Canyon to vulnerable populations which does not exist today except in the very center of the Canyon. This trail project is not only improving the mobility infrastructure for vulnerable populations, it is expands what is available in the middle of the Canyon. Bicycle and pedestrian activity along US 6 is currently prohibited. CDOT has deemed it too dangerous with the road’s narrow shoulders, 5 dimly lit tunnels and blind curves. Despite this unsafe condition, people continue to use the narrow road shoulders to access climbing routes, fish, and other recreational activities. This Project will extend the existing trail segment allowing safe passage. The resulting trail will meet the standards of both the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities, as well as the Americans with Disabilities Act (ADA).

The 2010-2014 American Community Survey data notes that the non-institutionalized population of individuals with disabilities is almost 270,000, or almost 10 percent of the region’s total population, and growing as the population ages. It is important to remain committed to the goal of providing infrastructure able to be enjoyed by individuals with disabilities. This Project embodies this commitment; it will provide an expanded opportunity for citizens with disabilities to explore Clear Creek Canyon. It will be an affordable opportunity that can be enjoyed relatively easily.

A regional transportation system that serves users of all modes of travel also helps ensure people of all ages, income levels and abilities have access to recreational facilities such as Clear Creek Canyon and the P2P Trail. From the Clear Creek County end of the Canyon, access is primarily by motor vehicles. Possible bus transportation options currently exist in Idaho Springs via Bustang, Greyhound, and the County's Prospector shuttle. When the trail is completed downstream through the Jefferson County portion of the Canyon users will be able to connect with RTD buses, light rail and other transportation modes available in the metro area.

Denver regional green spaces, such as Clear Creek Canyon Park, play a critical role in improving public health.

Nature is seen as providing an important health service to many. Over the past 40 years, research has demonstrated that spending time in nature has a remarkably positive impact on personal health. This includes improved physical health through exercise. Reduction in stress and improved mental well-being are key contributors that a trail project such as this can provide. Expanding the opportunity for users to move through the central part of Clear Creek Canyon has the potential to positively effect the health of the Denver metro region as they explore the area.

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

Currently, reliable, multimodal options are limited, forcing people to utilize vehicles only to access the Canyon and predominately park in illegal, unsafe conditions as parking is a scarce commodity in the Canyon. By providing more trail length to enjoy and ultimately building the trail through the entire length of the Canyon, increased reliability of the existing multimodal transportation network will result. In addition, by providing a means for recreational users to safely move through the Canyon, motorists on US 6 such as freight movement, quarry trucks and casino buses frequenting the Canyon will find a safer transportation corridor. Create safe passage through the Canyon will markedly change the safety and reliability of travel through the area.

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

The Project will provide off-street bicycle and pedestrian infrastructure beyond what exists today and it will be easily travelled, safe and convenient. By creating separation from vehicular highway traffic, the safety is exponentially increased for bicycle and pedestrian activity, as well as wheelchair users, and those walking with strollers or other manual, wheeled devices.

Bicycle and pedestrian activity has been prohibited on US 6 for many years. Due to blind curves, five dimly lit tunnels and the lack of road shoulder in many places, CDOT has been exempted from providing a bicycle or a pedestrian passageway within highway right-of-way. Despite these regulations, pedestrians and bicyclists still utilize US 6 to recreate, including parking along the shoulders wherever it is possible on both sides of the highway, and walking alongside traffic to get to their destination. Recreationalists, including climbers, anglers, kayakers, whitewater rafters, gold prospectors, picnickers, and passers-by, make illegal u-turns, dangerously close to moving traffic, causing a hazard for motorists passing by and compromising safe visibility of on-coming traffic. The result is safety hazards for both recreationalists and motorists along the sharp, blind curves of US 6.

Furthermore, in addition to non-commercial motorists, this stretch is a daily route for large, commercial vehicles such as 400 plus gravel trucks per day traveling to and from the Albert Frei & Sons Quarry at the upper limits of the Canyon, and buses transporting Black Hawk and Central City casino patrons. Providing a separate trail will reduce the potential for the recreational users to mix with the traffic. In addition, the resulting connectivity to established parking areas at trailheads will reduce shoulder parking.

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*

This Project will contribute to the future growth of the Denver metro regional and statewide trail system. The plans for Clear Creek Canyon in terms of infrastructure and service expansion are in place (as evidenced in the Jefferson County Bicycle & Pedestrian Plan, the 2014-2019 Jeffco Open Space 5-Year Master Plan and the Clear Creek County Greenway Plan). Expanding the active transportation network by including low stress facilities such as the P2P Trail in Clear Creek Canyon, is in close alignment with the transportation-focused Metro Vision objectives.

Funding this Project and supporting the completion of the P2P Trail aligns with the Metro Vision aspirational goals for regional planning, influencing the region's ability to connect its residents to the natural environment and recreational amenities which one associates with the active Colorado outdoor lifestyle.

The Metro Vision 2040 Plan outlines the priority of supporting the development of amenities such as the P2P Trail in Clear Creek Canyon, as they are tied to a healthy, active lifestyle and high quality of life. Such facilities are regional assets with great economic benefit in attracting employers leading to vibrant communities. Similar to transit-oriented development, regional greenway-oriented development can be a catalyst for positive growth in our region.

By funding the construction of Phase 2 in Clear Creek County' portion of Clear Creek Canyon, the missing gap in the P2P Trail in Clear Creek Canyon will be smaller and momentum to close the gap will be sustained.

Further underscoring the critical need to close the gap is that the urban-level infrastructure of this Trail already exists. The full 16 miles of existing trail from the City of Golden to the confluence of the P2P with the South Platte Greenway in Adams County to the east is already enjoyed by metro area residents by an estimated millions annually. With efforts underway by Jefferson County to build the trail from the Mouth of the Canyon up, the gap is becoming smaller and the momentum to complete the connection will increase.

Ultimately, when the gap is closed, having a mix of transportation options and amenities conveniently available and leading to popular destinations, in urban and town centers, and at transit stations, can make walking and bicycling more feasible, resulting in a much safer condition for both visitors and motorists along US 6 through Clear Creek Canyon.

[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*

While this Project would further close the gap in a critical link of the regional bicycle and pedestrian network, its impact on housing and employment in urban centers is minimal. The actual construction project will provide employment including the requirement to provide job training. The trail itself will support cycling shops and other entities that support hiking, fishing and other recreational opportunities. The amount which could be attributed to this project and even to the Peaks to Plains Trail as a whole is hard to quantify.

The 2040 Metro Vision Regional Transportation Plan identifies the importance of investments in key transportation facilities and services, which, in turn, facilitate tourism. Once the P2P Trail is completed, users will be able to use the multimodal connection from Denver International Airport and Denver Union Station to the Golden Station along the West Light Rail line, as well as key highway connections (Interstate-70, Highway 58 and

US 6), link the Peaks to Plains Trail in Clear Creek Canyon directly to the densest population in urban centers.

Additionally, the Metro Vision Regional Transportation Plan acknowledges the importance of filling gaps and connecting people to desirable destinations using modes of transportation such as bicycle and pedestrian facilities.

[MV objective 4](#)

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

3. Will this project help increase mobility choices within and beyond the region for people, goods, or services?

Yes No

Describe, *including supporting quantitative analysis*

This Project will increase and expand the mobility choice of bicycling, running and walking within the region, and beyond for people. A key tenet in the Metro Vision Plan is to improve bicycle and pedestrian accessibility. Strategic initiatives outlined in the plan include: increasing transportation for vulnerable populations such as older adults, people with disabilities, and low-income populations.

One of the goals of the P2P Trail is to provide recreational opportunities that address the needs of mobility-limited populations. The completed section which provides 4-miles of trail from west of Tunnel 5 in Clear Creek County east to the Big Easy in Jefferson County completed in 2017 complies with both the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities as well as the American with Disabilities Act (ADA). This Project will also meet those standards.

The P2P Trail, and this Project, is expanding the Denver metro region’s off-street bicycle and pedestrian facilities by offering an accessible choice for residents to connect with the natural environment in a spectacular setting. As mentioned previously, it is important to note that through the majority of the Canyon there currently is no option for bicycling or walking along US 6. Bicycle or pedestrian activity has been prohibited on US 6 for many years. Due to blind curves, 5 dimly lit tunnels and the lack of road shoulder, CDOT has been exempted from providing a bicycle or a pedestrian passageway within highway right-of-way.

Per the Metro Vision Plan, by 2040, the region’s population is projected to increase by 37 percent and the number of active transportation trips is projected to increase by 46 percent. This Project will expand off-street bike and pedestrian opportunities that are enjoyable, safe and convenient in Clear Creek Canyon.

Finally, this Project aims to aid in managing the traffic impediments in Clear Creek Canyon, such as the multitude of cars illegally parked along the narrow shoulders of Highway 6, to allow for free and clear movement of freight and goods within and beyond the region. It will also reduce the number of pedestrians traveling along the shoulders.

[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 P2P Trail through Clear Creek Canyon will reduce Greenhouse Gas emissions by providing recreational opportunities closer to home for the 3 + million residents of the Denver metro area. Obtaining a realistic estimate is not possible at this time. As population increases across the Denver metro region, residents want to recreate close to home, due to busy lives and heavily congested interstate traffic to the High Country. Less miles travelled will result in less greenhouse gas emissions.

As outlined in the Metro Vision Plan, protection of the environment is a key tenet in developing the region’s multimodal transportation system. Denver region’s unique setting and natural environment are among its greatest assets. Mountain views and an abundance of natural amenities and outdoor recreation opportunities have helped spur steady and sustained growth in the region for decades. This Project will allow visitors to enjoy an open space asset of regional importance while minimizing contributions to air pollution by choosing to recreate closer to home. Once completed, the P2P Trail will enable residents to connect to their recreation destination by foot or bicycle rather than using motor vehicles.

Interconnected regional trails and a greenway system are essential, although several missing links remain, such as the P2P Trail in Clear Creek Canyon. Per the DRCOG Metro Vision Transportation Plan, there are over 1,500 miles of multiuse trails in the region. The region values and connects people to its diverse natural resource areas, open space, parks and trails. Our region needs a safe and resilient natural and built environment in order to protect the quality of the region’s air. This Project will contribute to achieving this multi-part goal.

[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

This Project will shrink the gap/missing link in Clear Creek Canyon for a critical east-west 65-mile trail corridor of regional and statewide significance. In 2016, Governor Hickenlooper designated the Peaks to Plains Trail one of 16 of Colorado’s highest priority trail corridors in the state as part of the Colorado the Beautiful Initiative, having competed with over 200 other priority trail corridors.

The P2P Trail connects to two other Colorado’s 16 highest priority trail corridors in the state: the 100-mile Rocky Mountain Greenway and the 876-mile Colorado Front Range Trail, both crossing through multiple counties in the Denver metro region. The immediate Project area of the P2P also currently connects to over 84 miles of existing trail for metro region residents to enjoy. To the west, it also connects to the trail network that goes across the Continental Divide and on through Summit County to Eagle County and beyond to the west as well as the trail connections that go north-south on the western slope.

With the completion of this Project, the 65-mile corridor will be more than 50% complete, with much of the mileage in Clear Creek County passable on frontage road but not dedicated off-street trail. The remaining Clear Creek Canyon Segment gap would be reduced to just 7 miles of trail to be built. Each step to narrow the gap will increase the pressure to make it happen.

Part of the Metro Vision goal of prioritizing the completion of missing links in the regional trail network and improving multimodal connections to increase park accessibility, such as access to Clear Creek Canyon by way of the Peaks to Plains Trail will be aided by funding 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

Expanding opportunities for residents to lead healthy and active lifestyles by being able to easily access nature and associated recreational activities is a central tenet of greenways. By funding this next segment of the P2P Trail upstream in Clear Creek County portion of the Canyon, millions of the region’s residents will be able to enjoy a direct connection to open space in the spectacular setting of Clear Creek Canyon. Clear Creek County has over

700 acres of Open Space in the Canyon that connects with over 12,000 acres of Open Space in Jefferson County. The P2P Trail will allow people to experience these lands whether by viewing them or exploring them. Clear Creek County has focused funding and staff resources on protecting these lands and building the P2P Trail along the Creek to provide access. Connections to places like Clear Creek Canyon, by way of the P2P Trail, and this Project, provide people the opportunity to participate in a variety of recreational pursuits that support physical and mental health and wellness.

This Project will enable safe, convenient and enjoyable access to open space and healthy habits for visitors of all ages and abilities. With an ADA-compliant, hard surface 10-foot wide concrete trail accessed from the Tunnel 5 Oxbow Trailhead and multiple creek access locations where families can gather to play in the Creek, this Project will expand the opportunities to be outdoors which is one of the key attributes that makes living in the Denver region so special.

There are numerous quality of life benefits associated with walking and bicycling. The Denver region is widely recognized as a model of livability and health. Our residents are regularly ranked among the nation’s most physically fit; however, increasing rates of chronic illnesses such as diabetes and obesity, and an aging population threaten to undermine the region’s health and quality of life.

Obesity rates in the State are projected to more than double by 2030. One in four Colorado children are overweight or obese. Obese children and adolescents are more likely to become obese adults. Walking and bicycling, on a trail such as the P2P Trail, can be one factor in helping to reduce or mitigate stress, obesity and chronic disease. The Project will offer another place in the Canyon for multi-generational families to enjoy time together picnicking, hiking and biking surrounded by nature. It is a transformational Project in that respect.

Recognizing the importance of the built environment’s influence on physical activity, mobility choices, and access to the natural environment and how that supports the opportunity to lead healthy and active lifestyles throughout the region guides the vision of a "greenway trail" that goes from one end of Clear Creek County to the other. First proposed in 1990, the Clear Creek Greenway is now part of a larger vision, the Peaks to Plains Trail, that links the Denver metro region to the mountains to the west and beyond. As a part of the region’s extensive network of parks, trails and open spaces, this Project in the Canyon will contribute to our residents’ quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as committing to creating a built environment that supports physical activity opportunities is an essential part of the Metro Vision Plan.

[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*

In the short term, this Project will do little to reduce disparities in health, education, income and opportunity through the development of reliable transportation connections. Once the entire, P2P Trail is built and the gap in Clear Creek Canyon is eliminated, opportunities to will exist.

[MV objective 14](#)

Improve the region’s competitive position.

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

Yes No

Describe, including supporting quantitative analysis

Clear Creek Canyon and the P2P Trail running through it, provides a wide variety of recreational opportunities and natural resource assets to those who live in the region as well as those who come to visit. Because of its proximity and easy accessibility to outdoor recreational opportunities, the region is one of the most livable and vibrant in the United States as evidenced by the steady stream of people and companies moving to the region. This directly translates into helping the region compete for jobs and people. Additionally, the P2P Trail meets AASHTO and ADA guidelines, making it universally accessible to people of all ages, incomes and abilities which increases the opportunities available. As a tourism destination attractive to visitors worldwide who travel to the region, and more specifically, Clear Creek Canyon, to hike, bicycle, fish, climb, photograph, raft Clear Creek, this Project brings recreation and hospitality dollars into the region which contributes to the region’s economic health and vitality. Expanding accessibility to regional tourism assets, such as Clear Creek Canyon for residents and visitors alike is critical to continued economic health. As the Metro Vision Plan states, “our region must remain competitive on the global stage through wise investments that improve access for people and businesses while maintaining and improving the quality of life that remains our region’s core strength.” Investments in infrastructure, such as this Project, offer opportunities for all residents to share and contribute to sustained regional prosperity.

D. Project Leveraging		WEIGHT 10%
9. What percent of outside funding sources (non-DRCOG-allocated State MMOF funding) does this project have?	87%	80%+ outside funding sources High 60-79% Medium 50%-59% Low

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	0	0	0
2040	0	0	0

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:		
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	0	0	0
2040	0	0	0

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.	0	0
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)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
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)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

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	0	0
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)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
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)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

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>	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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	
2. Minority persons		0
3. Low-Income households		0
4. Linguistically-challenged persons		0
5. Individuals with disabilities		0
6. Households without a motor vehicle		0
7. Children ages 6-17		0
8. Health service facilities served by project		0

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	2
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Serious Injury crashes	4
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Other Injury crashes	7
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Property Damage Only crashes	89
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2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

Fatal crashes reduced	0
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Serious Injury crashes reduced	0
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Other Injury crashes reduced	0
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Property Damage Only crashes reduced	0
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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*).

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

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

4. Current bicycle/pedestrian/other facility condition	Choose an item
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5. Describe current condition issues and how the project will address them.

6. Average Daily User Volume	0
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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 <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	