

## Part 1

## Base Information

1. Project Title	Wadsworth Blvd Widening: 48 <sup>th</sup> Ave to I-70
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	From the W 48 <sup>th</sup> Avenue Intersection to the eastbound ramps for Interstate 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?  Yes  No  
*If yes, provide applicable concurrence documentation with submittal*

6. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>
	<input checked="" type="checkbox"/> Local plan: Wadsworth Corridor Subarea Plan (2007) at <a href="http://www.ci.wheatridge.co.us/DocumentCenter/View/564/Wadsworth-Corridor-Subarea-Plan?bidId=">http://www.ci.wheatridge.co.us/DocumentCenter/View/564/Wadsworth-Corridor-Subarea-Plan?bidId=</a>
	<input type="checkbox"/> Other(s):

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

7. Identify the project's **key elements**.
- |   |   |
|---|---|
| <input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP)<br><input type="checkbox"/> Transit Other:<br><input checked="" type="checkbox"/> Bicycle Facility<br><input checked="" type="checkbox"/> Pedestrian Facility<br><input checked="" type="checkbox"/> Safety Improvements<br><input checked="" type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP)<br><input type="checkbox"/> Roadway Operational | <b>Grade Separation</b><br><input type="checkbox"/> Roadway<br><input type="checkbox"/> Railway<br><input type="checkbox"/> Bicycle<br><input type="checkbox"/> Pedestrian<br><input type="checkbox"/> Roadway Pavement Reconstruction/Rehab<br><input type="checkbox"/> Bridge Replace/Reconstruct/Rehab<br><input type="checkbox"/> Study<br><input type="checkbox"/> Design<br><input type="checkbox"/> Other: |
|---|---|

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

Wadsworth Boulevard is a critical piece of infrastructure to both the City of Wheat Ridge and the Denver region. Wadsworth Boulevard provides multimodal connections to major infrastructure investments in the DRCOG region including the Clear Creek Trail, the Peak to Plains Trail System, and the new G-line commuter rail. The road also connects Wheat Ridge with major activity centers in the City of Arvada. Due to the strategic location and economic development around Wadsworth Boulevard, there have been increased traffic and safety concerns on the corridor.

Because of Wadsworth Boulevard's regional significance, the City of Wheat Ridge has already made a substantial investment in roadway improvements on Wadsworth. The Wadsworth widening project from 35th Avenue to

48th Avenue has already been approved as a TIP roadway capacity project. All modes of transportation will experience the benefits of additional capacity Wadsworth Boulevard. As a result, the city has decided to continue widening the road to close critical gaps in the region's transportation network. The additional capacity will reduce traffic, improve air quality, provide multimodal transportation options, and improve quality of life for residents in the region.

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

The project extends all of the benefits of the Wadsworth Widening project from W 48th Avenue to the eastbound ramps for Interstate 70. These elements include:

- 1) An additional travel lane in each direction that will start or end at the eastbound ramps for I 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. The path will provide a direct, ADA compliant, multimodal connections to the regional Clear Creek Trail and major activity centers in the area.
- 3) An 8' wide sidewalk on the west side of the street, that is separated either vertically or horizontally from the street. The sidewalk will provide a direct, ADA compliant, multimodal connection to the entrance of Johnson Park and Arvada's sidewalk system.
- 4) A center median that prevents illegal 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 original Wadsworth Widening project. The project is currently in the design and environmental phases. The Template EA is expected to be completed and signed in early 2019, with the decision document expected by mid-2019. The conceptual plans were completed the Template EA documentation and the preliminary plans will be started in late October 2018.

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

Yes  No

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

Even though the scope of the project cannot be reduced, a smaller amount of Regional funds would be acceptable. The city is planning to request Sub-Regional funds that will provide the necessary funding needed to complete the project.

**A. Project Financial Information and Funding Request**

<b>1. Total Project Cost</b>	<b>\$6,600,000</b>	
<b>2. Total amount of DRCOG Regional Share Funding Request</b> <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	<b>\$3,300,000</b>	<b>50%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Regional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
Subregional	\$1,980,000	30%
City of Wheat Ridge	\$1,320,000	20%
	\$	0%
	\$	0%

	\$	0%
	\$	0%
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Subregion, or federal)</i>	<b>\$3,300,000</b>	

<b>Funding Breakdown (year by year)*</b>		<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.</i>			
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$	\$2,045,000	\$3,235,000	\$	<b>\$5,280,000</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$851,000	\$256,000	\$213,000	\$	<b>\$1,320,000</b>
<b>Total Funding</b>	\$851,000	\$2,301,000	\$3,448,000	\$0	<b>\$6,600,000</b>
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	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. Regional significance of proposed project

WEIGHT **40%**

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

1. Why is this project regionally important?

Wadsworth Boulevard is a critical multimodal corridor for the DRCOG region. As the only major regional arterial west of the I-25, Wadsworth connects key economic activity centers within Denver and beyond. Wadsworth uniquely connects C-470 to US 36 which provides opportunities for regional and statewide travel. Widening Wadsworth would enhance accessibility to the DRCOG Urban Center in the heart of Wheat Ridge. Additionally, the project will improve the connection to the greater DRCOG region by making the I-70/76 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 Trails and the Peaks to Plains. The Peaks to Plains system connects all the major trail systems in the DRCOG regions, the mountains, and beyond, providing limitless, recreation and multimodal connection opportunities. Adding sidewalk on west side of Wadsworth will provide 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 in the DRCOG region. .

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

The project will connect key activity centers in the City of Arvada with the rest of the region. The northern boundary of the project area is adjacent to the City of Arvada. Increasing capacity on Wadsworth will reduce congestion and improve travel time reliability for trips to Arvada. The project will also provide affordable multimodal transportation options to Arvada which will provide equitable access to employment opportunities, medical facilities, educational institutions, recreational activities, and other amenities in Arvada.

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

The project enhances the connection from the heart of Wheat Ridge to the I-70, 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 and Peaks to Plains trail systems.

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

Adding a third southbound lane at the off-ramp of the I-70 will eliminate the need for traffic to merge onto Wadsworth Boulevard. The improved roadway will allow traffic to smoothly make the transition from the interstate to Wadsworth and reduce accidents caused by unsafe merging.

Traffic waiting to turn onto the I-70 currently creates heavy congestion on Wadsworth. During peak travel times, traffic can back up more than half a mile south of the on-ramp. To get out of the traffic jam, cars will weave in and out of traffic exasperating the congestion and causing traffic accidents. By adding capacity for northbound traffic, the project will alleviate the congestion by providing a designated turn lane to access the I-70 on-ramp. As a result, traffic waiting to turn left after the on-ramp will be able to bypass the vehicles waiting to get on the interstate 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 region, 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 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 the region.

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. The proposed improvements have already resulted in interest in the redevelopment of commercial and residential projects in the area. The redevelopment project will enhance economic development in Wheat Ridge which will, in turn, have positive economic benefits to the region.

Additionally, the increased capacity will reduce through-traffic in nearby neighborhoods. As a result, the attractiveness and perceived safety of the neighborhoods will be improved.

Enhancing multimodal infrastructure will 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?

The project will reduce congestion along the primary access point to the new G line station in Olde Town Arvada and other regionally significant developments and activity centers. The enhanced access to the G line station will allow people to easily access downtown Denver, Denver International Airport, and other important destinations with the DRCOG region

Reduced congestion along Wadsworth will improve travel time reliability for the #76 bus 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 region. 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 for resurfacing Wadsworth and upgrading two traffic signals on the corridor towards the construction of the project.

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)**.

The ADA compliant active transportation infrastructure will provide equitable and affordable transportation options to key activity centers, transit routes, and regional recreation opportunities.

There are also 7 health facilities within 1 mile of the 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 38<sup>th</sup> Avenue a little more than a mile from the project area. 38th Avenue is directly connected to the proposed improvements.

The vulnerable populations within the project area will benefit from improved pedestrian connectivity and enhanced access to the commuter rail. 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, 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 in plowed snow from the street. Implementing detached, concrete sidewalk will provide a weather-resistant multimodal transportation option that will be accessible in any weather condition.

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

The addition of the medians will prevent illegal 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.

A pedestrian signal is being investigated near the 47th Avenue intersection. The signal would provide a platform in the middle of the crosswalk to enhance pedestrian safety while reducing the impacts of the signal on traffic. Pedestrian signals reduce pedestrian fatalities by providing a safe facility 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. 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 Urban Center was rezoned to Mixed-Use Commercial in 2012 which allows higher density, reduces parking requirements, encourages the development of vibrant urban communities. At this time, over 600 units of higher density housing are under construction or in process to get permits. 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 planned 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 near the corridor. Project 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 that are in development near 38th Avenue. These two projects have a total of 396 units.
- 3) A 90-unit townhome development is undergoing entitlements for development just west of Wadsworth.
- 4) On 38th Avenue, a commercial development with 80,000 SF of retail and restaurant space is under construction.

These projects are only a few of the economic development projects the Wadsworth improvements have influences. After the project is complete, the city is anticipating additional REdevelopment projects in the area.

Additionally, the proposed improvements within the project area provide direct multimodal connections to the regional Clear Creek Trail and the DRCOG Urban Center at 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 the region 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 will provide pedestrians and bicycles 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 a popular trail system in the region. 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.

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.

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 vehicle 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 improve multimodal access to regional trail systems. The 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, the I-70, 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 behaviour by giving direct access to 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 Recreation Center.

There are several parks in close proximity to the project which offer unique recreational and health opportunities for the community. The 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 is being upgraded to include additional amenities including a new pool and other outdoor fitness activities. Prospect Park is also being updated with new fitness-oriented amenities. Improved access to the parks from Wadsworth will provide residents with ample fitness and wellness opportunities.

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 destinations.

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.

The project will also enhance accessibility to medical facilities, government services, and academic institutions by connecting Ward Road with regional activity centers like downtown Denver.

**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*

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 region. 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 within the city was approved. The ballot initiative demonstrates Wheat Ridge’s commitment to economic development by showing the investment the city is making to build major economic activity centers within the city. Keeping Wheat Ridge economically healthy and vital helps boost the entire DRCOG region since Wheat Ridge serves as the gateway into the Metro area from the west along I-70.

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

**D. Project Leveraging**

**WEIGHT 10%**

9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?	20%	80%+ outside funding sources ..... High 60-79% .....Medium 59% and below .....Low
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## Part 3

# Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

## A. Transit Use

1. Current ridership weekday boardings	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. (Using 50% growth above year of opening for 2040 value, unless justified) <i>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. (Example: <b>{#3 X 25%}</b> or other percent, if justified)	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.) (Example: <b>{#3 X 25%}</b> or other percent, if justified)	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	5	10
7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)	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:  Transit ridership is generally less on weekends across all of RTD's service types and individual routes. The proposed project will not impact transit ridership.		
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 Wadsworth and Bowles Avenue in Lakewood, the area just south of I-70 does not generate a significant number of boardings. This is likely to increase some with the Wadsworth Widening Project between 35th Avenue and 48th Avenue. The Wadsworth Boulevard Widening between 48th Avenue to I-70 would provide improved operations for Route 76, and would likely lead to a slight 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. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	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. (Example: <b>{#5 X 30%}</b> (or other percent, if justified)	30	60
7. = Number of SOV trips reduced per day (#5 - #6)	20	40
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	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 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 (Example: <b>{#3 X 50%}</b> or other percent, if justified)	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. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	6	9
7.	= Number of SOV trips reduced per day (#5 - #6)	14	21
12.	Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	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 on the east side of Wadsworth and the sidewalk on the west side is approximately three feet in width with vegetation that hangs over from above.  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
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} = <b>Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.  
No 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 widening 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 (most recent 5-year period of data)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
<b>Fatal</b> crashes	0	
<b>Serious Injury</b> crashes	0	
<b>Other Injury</b> crashes	0	
<b>Property Damage Only</b> crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		
<b>Fatal</b> crashes reduced	0	
<b>Serious Injury</b> crashes reduced	0	
<b>Other Injury</b> crashes reduced	0	
<b>Property Damage Only</b> 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	47,000

**Bicycle/Pedestrian/Other Facility**

4. Current bicycle/pedestrian/other facility condition	Fair
5. Describe current condition issues and how the project will address them. There are very few cyclists and pedestrians that currently use Wadsworth Boulevard between 48th Avenue and I-70 as there are no sidewalks on the east side of Wadsworth and the sidewalk on the west side is approximately three feet in width with vegetation that hangs over from above.  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	
6. Average Daily User Volume	10

**H. Bridge Improvements**

1. Current bridge structural condition from CDOT N/A	
2. Describe current condition issues and how the project will address them. N/A	
3. Other functional obsolescence issues to be addressed by project N/A	
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)*

<b>1.</b> Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
No increase in VMT is expected as a result of the implementation of this project.	
<b>2.</b> Negative impact on vulnerable populations	No negative impacts on vulnerable populations would be expected as a result of the implementation of this project
<b>3.</b> Other:	