

## FY 2016 and 2017 DRCOG TDM Pool Application Form

### A. GENERAL INFORMATION

Agency Legal Name	36 Commuting Solutions
Address	287 Century Circle, Suite 103
City/State/Zip Code	Louisville, CO 80027
Website	//36commutingsolutions.org

Identify and provide contact information for:

Person authorized to enter into contracts		Project manager for proposed activity(ies) <i>Only if different from authorized person (e.g., consultant)</i>	
Name	Audrey DeBarros	Name	
Title	Executive Director	Title	
Address	287 Century Circle, Suite 103	Address	
City, State, ZIP	Louisville, CO 80027	City, State, ZIP	
Phone	303.604.4383	Phone	
Email	audrey@36commutingsolutions.org	Email	

**1. Project Title**  
Broomfield/Sheridan Station Bike-n-Ride Shelters Capital Construction and Operations

**2. Primary Project Type** *(select one)*  
Indicate which project type is your primary focus and majority of budget (>50%):

**Non-infrastructure** (marketing, outreach, transit passes, etc.)

**Infrastructure** (permanently installed, vehicles, bicycle parking, etc.)

Applicant is committed to have a maintenance plan in place for the proposed infrastructure.

**3. Project Description** *(concise abstract limited to 500 characters)*  
Construct and operate a Bike-n-Ride bike shelter at the Sheridan and Broomfield BRT stations.

**4. Project Overview** *(limited to 1,500 characters)*  
Describe your project and what it is going to do. Do not include background information or justification language.

The project will design, construct and operate one Bike-n-Ride shelter on the <EB/WB> side of the Sheridan Station and the <westbound> side of the Broomfield station. The objective is to provide secure bike parking at the two US 36 Bus Rapid Transit stations to address a first and file mile barrier to using transit along US 36. Bike-n-Ride shelters are the #1 corridor-wide recommendation in the US 36 First and Final Mile Study and were further analyzed in the Northwest Corridor SCI grant. The project will be implemented by constructing and operating two Bike-n-Ride shelters to provide long-term and secure bike parking. We will coordinate the construction of these shelters with a shelter being constructed in Superior. An integrated marketing communications program will be implemented to raise awareness and grow utilization.

**5. Project Innovation**  
Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region.*

We are working at a corridor level with multiple jurisdictions, RTD and CDOT to expand secure bike parking at RTD's FasTracks BRT corridor. Bike-n-Ride shelters extend the reach of transit, expand bicycling travel use, and promote the linkage between modes of travel. We plan to utilize the existing backend administration Boulder County is already operating for three shelters, demonstrating project readiness and implementability. 36 Commuting Solutions is working with corridor communities to expand the program outside of Boulder County, along US 36. The project has the unique proximity to the US 36 Bikeway. Timing for this

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project will support increased cycling to the stations and help to mitigate limited bike carrying capacity on buses.

### 6. Project Tasks

List and briefly describe (below) the specific key tasks you will complete in order to successfully implement and finish your project. *(Tasks will be referenced in Section F Timeline)*

Task #	Task	Description
Task 1: <i>(required)</i>	<b>Calculation and Compilation of Project Results.</b>	Establish procedures for obtaining “before and after” travel habit information from participants. Conduct pre- and/or post-surveys or implement routine tracking procedures. <i>(Details of methodology to be provided in Question #18)</i>
Task 2.	<b>Conduct RFP process</b>	Develop, disseminate, evaluate and select a contractor to construct the two shelters.
Task 3:	<b>Convene stakeholder group</b>	Convene RTD, CDOT (as needed), Broomfield, Westminster, Superior and Boulder County staff (as needed) to determine construction logistics, coordination, timing, etc.
Task 4:	<b>Determine backend administration</b>	Work with Boulder County staff to expand their existing backend administration to allow 36 Commuting Solutions to administer the bike shelters for the entire US 36 corridor.
Task 5:	<b>Construction Project oversight</b>	Oversee the contractor, obtaining appropriate local government/RTD approval permitting and construction of the shelters.
Task 6:	<b>Develop communications plan</b>	Develop and implement an integrated marketing communications plan to build awareness for the shelters, working in partnership with Way to Go, RTD and local government staff.
Task 7:	<b>Contract oversight</b>	Serve as the primary pointperson to oversee the contract administration, staffing, billing, evaluation, etc.
Task 8:	<b>Public education</b>	Conduct ongoing public outreach and education to increase utilization of the bike shelters.
Task 9:	<b>Shelter maintenance</b>	Maintain and operate the two shelters.
Task 10:	<b>Evaluation</b>	Complete an evaluation at the end of year 1 and a program evaluation at the end of year 2.

### B. PROJECT TRAITS

**7.** What is the geographic target area (overall and/or specific sites) for the project? Is there anything unique about this geographic area? *Provide a map of the service area noting specific sites if applicable.*

The geographic target area is the US 36 corridor between Boulder and Westminster, bus also facilitates cycling from the corridor to DUS. Specifically, we will focus this grant on employees and residents located near the Broomfield and Sheridan stations. We will also coordinate with Superior on the implementation and public outreach for the opening of their shelter. The US 36 corridor will have six US 36 Bus Rapid Transit stations which are evolving over time to become multi-modal hubs for the adjacent land use.

**8.** Non-local government applicants are required to submit a letter of support from the applicable local government (s) where the project is located. Please confirm you have met/corresponded with the local jurisdiction(s) where your project is located and attach the letter of support.

- Yes, I confirm and have **provided letter(s) of support.**
- N/A Applicant is a local government.

**9.** Who is your target audience? Are there any unique demographic or socioeconomic traits of your target population?

Our target audience are US 36 commuters who live or work near the Broomfield and Sheridan stations.

**10.** Will you be specifically reaching out to any minority or low-income population groups or areas?

Yes  No

*If yes, please describe.*

One of Broomfield's mobile home parks is about a quarter mile from the BRT station, allowing greater access to jobs and education.

**11.** When will you be ready to start the project? Describe any unique logistical aspects of getting the project started and

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implemented.

We will be ready to start the project immediately after funds are awarded. The shelter locations have already been sited on RTD property and are approved by RTD.

**12.** Will your project be timed or linked with a major roadway construction project?  Yes  No

*If yes, which project, and describe the linkage? (e.g., promoting non-SOV travel modes during construction period)*

The US 36 Express Lanes Project and the launch of US 36 BRT service in early 2016 is a multi-modal project whereby increased capacity to securely store bicycles at the US 36 BRT stations is needed. Addressing first and final mile connections through the bike-n-Ride shelters is a critical issue to extend the reach of transit and to facilities bicycling travel in the corridor.

**13. Transit service relation**  Yes  No

Will your project be timed or linked to a **new** major transit project?

*If yes, what transit project, and describe the linkage?*

US 36 Bus Rapid Transit will open early 2016 and it is one of the RTD FasTracks corridors. The Bike-n-Ride shelters will provide secure, long-term bike parking, will address the #1 corridor-wide first and final mile connectivity issue and will improve access to the US 36 BRT service by bicycle.

*For non-infrastructure projects:* Will your project promote or incentivize new or existing transit?  Yes  No

*If yes, please explain.*

*For infrastructure projects types:* Will your project support transit by providing a direct link to transit or by providing multimodal connectivity or support to transit?  Yes  No

*If yes, please explain.*

Bike shelters at each of the US 36 BRT stations is the #1 corridor-wide recommendation of the US 36 First and Final Mile study to improve safe and secure bicycle parking at the stations. The shelters provide a direct multi-modal connection to transit by increasing the availability of secure bike parking at the stations.

**14.** List any organization that is a **financial** (cash or in-kind) partner with you in this project. Is the partnership currently in place? Please explain. *A letter of commitment must be provided by each financial partner.*

36 Commuting Solutions has long-standing relationships with the partners involved in this grant application. RTD is providing the property in which the shelters will be sited. The City & County of Broomfield and the City of Westminster are contributing to the local match via cash contribution. Boulder County will allow 36 Commuting Solutions to expand their existing backend administration to serve the rest of the US 36 corridor communities.

**15.** Describe how you will collaborate with (or your project will link to) **Way to Go's** TDM efforts. *(All applicants are required to meet with Way to Go staff to determine potential opportunities to collaborate on projects in some capacity prior to submitting your application.)*

36 Commuting Solutions is a part of the DRCOG TDM Partnership and works very closely with DRCOG staff to implement TDM services in our region. We will include the Way to Go logo on the program webpage. We will also include the Way to Go logo in the program video and flyer, or other promotional materials we develop. Lastly we will list Way to Go as a partner in media relations for the project.

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### C. PROJECT BENEFITS – SOV TRIP and VMT REDUCTION POTENTIAL

The CMAQ program supports two important goals of the U.S. Department of Transportation: *improving air quality and relieving congestion*. The TDM Pool is focused on the reduction of SOV trips and associated VMT reduction.

The project review panel will consider the reliability of assumptions listed in Question 16 and the clarity of the justifications. Upon project completion, all project awardees must calculate benefits (trips reduced and VMT reduced) as part of their project evaluations in order to receive final reimbursements for their projects.

*Example procedures for tracking project benefits include:*

- *Before and after (pre- and post-) surveys of project participants' travel habits*
- *On-going tracking (e.g., web-based) of participant travel habits from the time they join (e.g., **My Way to Go** tool)*
- *Post-project reporting of RTD transit ridership changes on specific routes.*

If you need assistance, contact DRCOG staff. **Example methodologies to predict benefits will be available on the DRCOG website.**

#### 16. Trip and VMT reduction potential

- a) The following project attributes will lead to a **reduction of single occupant vehicle (SOV) trips and vehicle miles of travel (VMT)**. Provide a number and justification for each **applicable** project attribute listed below (*Provide attachments where necessary*).

Project Area Attributes	Amount	Justification	Source of data
1) Residents and employees you <b>expect to reach or contact</b>	25,000	Marketing and outreach program in Westminster, Broomfield and with RTD.	
2) Residents and employees you <b>expect to participate</b> (e.g., sign up, register, receive passes, become members, etc.)	62	Each shelter can hold 31 bicycles.	Existing shelter design.
3) Current percent of <b>residents</b> driving alone to work	85 %	ACS Commute Data	Northwest Corridor SCI grant
4) Current percent of <b>workplace employees</b> driving alone to work	%		
5) Average trip distance of target population currently driving alone ( <i>in miles</i> )	10.1 miles		
6) A. Program will be active:	days per year	for        years	
or B. Facility will be available:	365 days per year	for 10 years	
7) Other:			

- 8) Other pertinent information that supports the attributes provided above (*past results, unique project team skills, case studies/research based on similar project types, etc.*).

- b) (Optional) If desired, you may calculate an **estimate of number trips reduced, and/or the VMT reduced** as a result of this project. The estimates can be for an average day, or for a year. *Provide an explanation of how you calculated the estimates, including formulas and all specific assumptions below, or in an attachment.*

**Trip Reduction Estimate:**

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**VMT Reduction Estimate:**

360,691 over the two-year grant, but there are long-term VMT benefits of this infrastructure. So to get VMT reduction:

1. Determine distance of auto trip (round trip) that is now a transit trip, D. D=20.2
2. Determine distance of bike trip distance (round trip) from transit stop to workplace, d. d=2
3. Estimated number of commuters making shift, C. C=62 commuters
4. Estimated number of days per week of shift, S. S=3 days per week

$\{(D+d) \times S\} \times C =$  Weekly VMT reduction

Multiply by 48 weeks to get annual reduction

**17. Has your organization been awarded funds in recent DRCOG TDM Pool cycles?**

**FY 2012/2013 Cycle Project?**

Yes

No

**Project name: 36 Prize Riders**

*If yes, was the project completed?*

Yes

No

Are the annualized VMT reduction results reported for this project from the *Result Tracking Table* the best available?

Yes

No

*If no, please provide updated information:*

**FY 2014/2015 Cycle Project?**

Yes

No

**Project name: US 36 Bus Rapid Transit Education Program**

Do you believe your project will meet the level of VMT reduction predicted in the original application?

Yes

Briefly describe progress made on specific implementation tasks:

36 Commuting Solutions is working with RTD staff to educate the public about US 36 BRT through an integrated marketing communications program. We are also reducing traffic congestion by offering free RTD 10-Ride ticketbooks to US 36 solo drivers during the summer ozone season. Pre and post surveys are being conducted to measure the program effectiveness.

**18. Related to Task 1 in Question #6, describe the procedures for how you plan to calculate and compile actual post-project results. (At a minimum, project awardees must conduct a survey, capturing pre- and post-travel habits of project participants to determine results.)**

We will conduct prep and post participation surveys to evaluate the effectiveness of the program to increase RTD ridership.

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### D. PROJECT FUNDING REQUEST AND BUDGET

**Total federal request must be at least \$80,000 and a maximum of \$300,000.** (Note: No more than \$100,000 can be requested for bicycle/pedestrian travelway portion of project.)

1. Budget Overview	2016	2017	Total
A. <b>Enter the CMAQ Federal Funds requested</b> , for each year (tab through columns to generate automated calculations)	\$129,300	\$129,323	\$258,623
B. Required 17.21% Local Match*	\$26,878	\$26,883	\$53,761
C. Total Project Cost (federal plus required local match)	\$156,178	\$156,206	\$312,384

\* **How will you make your required local match?** Cash, in-kind, both?

2

**What percentage of your local match is in-kind?** (e.g., 100%, 75%, 25%, 0%)

0 %

If you plan to use any in-kind, you must complete an in-kind request form as part of this application.

In-kind forms and instructions will be provided at the applicant training.

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### E. BUDGET DETAILS

Provide a general description and an amount of the expenses you expect to charge to this CMAQ project.

**NOTES:**

- The table below is a regular Word table (not a locked form). Additional rows may be inserted, if needed.
- **You will need to input and calculate all amounts—this table does not automatically calculate.**
- Reminder: Federal procurement rules must be followed.

Position	Hrly. Rate	# of Hrs.	Total Amt.	(For future use - <b>Do not</b> input in this column)
<b>A. Salaries</b> List each position, hourly rate, and total anticipated hours ( <i>over a 2-year period</i> ).				
<i>Sample: Administrator</i>	\$50	100	\$5,000	
Executive Director	\$87.65	250	\$21,912.50	
Planner	\$56.13	600	\$33,678	
Communications staff person	\$45.48	300	\$13,644	
<b>B. Media</b> Do not list specific media outlets, but provide general descriptions, such as "Fall newspaper campaign".				
<b>C. Incentives</b>				
<b>D. Equipment</b>				
<b>E. Production</b> Printing, mailings, etc.				
Fact sheet printing			\$750	
Promotional marketing materials			\$2,000	
Webpage and application form development			\$2,500	
<b>F. Consultants</b> List any subcontractors by function rather than name.				
Graphic designer			\$2,500	
Videographer			\$4,000	
Photographer			\$1,000	
<b>G. Costs associated with physical infrastructure or vehicles</b>				
3 Bay shelter structure (walls, door, roof, etc.)			\$133,000	
Shelter and sign installation (labor)			\$11,400	
Solar assembly and installation			\$6,000	
Door control components (materials and installation)			\$16,000	
LED lighting			\$3,000	
Electrical installation			\$5,000	
Site design, engineering drawings			\$18,000	
Concrete flatwork (materials and labor)			\$24,000	
Construction management and materials testing			\$2,000	
Network communications (materials, install)			\$2,500	

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<b>H. Other</b> Annual Maintenance and Operations Costs		
Data plan	\$1,500	
Utilities	\$2,000	
Misc. repairs	\$4,000	
Cleaning	\$199.50	
<b>TOTAL</b>	\$312,384	
<b>(Calculate and enter amount manually - should equal <u>Row C Total</u> in Budget Overview in Section D)</b>		



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### F. TIMELINE

Complete the timeline below, indicating the months applicable to each task. Your project will begin upon receipt of your contract.

1. The tasks in the timeline should correspond to those identified in **Question 6** (*Project Overview Details*).
2. Copy each task (from **Question 6**) into the blank text box below the task # (see example).
3. Place an "X" in the applicable month(s) to each task.

*(place an 'X' in the applicable month)*

	Year 1												Year 2																
	(FY2015)			FY2016									FY2017									(FY2018)							
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Task 1	Task 1												Task 1																
Calculation and Compilation of Project Results	X																												
Task 2	Task 2												Task 2																
Conduct RFP process for shelter construction and select vendor	X	X																											
Task 3	Task 3												Task 3																
Convene stakeholder group	X	X	X	X	X	X	X	X	X	X	X				X			X			X				X				
Task 4	Task 4												Task 4																
Determine backend administration	X	X	X	X	X	X	X	X	X																				
Task 5	Task 5												Task 5																
Construction project oversight								X	X	X	X	X																	
Task 6	Task 6												Task 6																
Develop communications plan					X	X	X																						
Task 7	Task 7												Task 7																
Contract oversight	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Task 8	Task 8												Task 8																
Public education							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Task 9	Task 9												Task 9																
Shelter maintenance and operations													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Task 10	Task 10												Task 10																
Evaluation													X	X												X	X	X	



# Introducing the **flatiron flyer**



## **New RTD service begins early 2016**

**Connecting Denver, Westminster, Broomfield, Boulder and everywhere in-between**

The Flatiron Flyer is RTD's new bus rapid transit service that will give riders a more reliable and convenient commute option. Bus riders can park at one of the 4,200 parking spaces at six convenient Park-n-Rides along US 36 and expect a bus every 4–12 minutes, depending on location. Regular, reliable bus service will get you through traffic with the help of express lanes and smart highway design.

**Priority transit lanes:** 18 miles of express lanes for buses and HOVs

**Smart highway design:** US 36 will have overhead signs that display real-time highway conditions, allowing the bus to move into the best lane to avoid traffic.

**Bus on shoulder:** Safe and wide shoulders were built to give the Flatiron Flyer an alternative lane to use to avoid traffic delays.

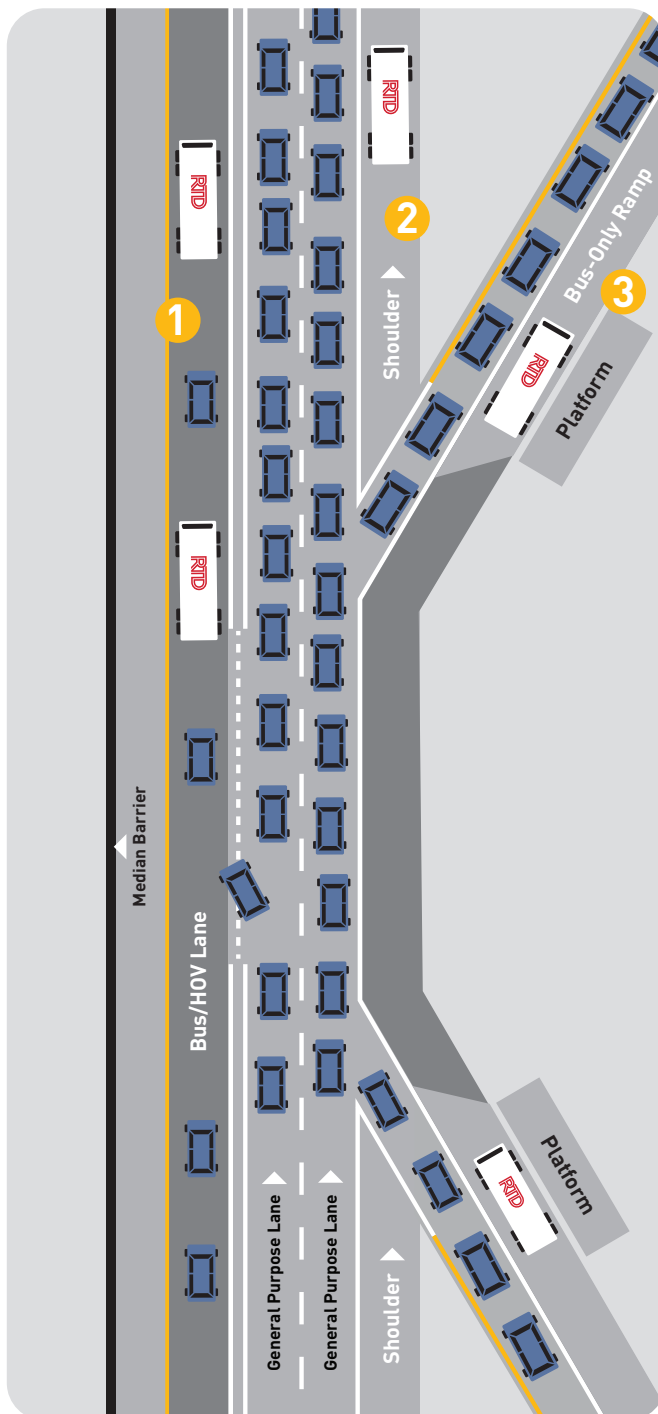
**New buses and new stations:** You will know when the Flatiron Flyer is pulling into the station by its distinctive design. Additionally, comfortable, new stations with ticket vending machines and electronic information displays will be installed for maximum convenience.



# Stay on schedule and get through traffic on the Flatiron Flyer

## Coming in 2016, a quicker trip on U.S. 36 with new transit lanes

Bus routes that operate on congested roadways are difficult to keep on schedule unless they have some help. We're changing the commute on U.S. 36 by putting your bus in the priority lane, literally. The Flatiron Flyer will give you more frequent bus service and increased reliability with a few helpful changes.



### 1 Express lanes for a faster trip

The Flatiron Flyer will travel on 18 miles of express lanes between Denver and Boulder. The new express lanes are the result of collaboration between CDOT and RTD and will accommodate HOV 3+ and RTD buses. By keeping the bus out of the general traffic lanes, the Flatiron Flyer will avoid traffic delays and travel more quickly. **Express lanes will result in fast, reliable, and more predictable bus service.**

### 2 Using the shoulder to avoid delays

The Flatiron Flyer can get around traffic jams by using the shoulder, too. Bus on shoulder is new to Colorado, but is a tried-and-true transit solution. CDOT and RTD collaborated to ensure that the new highway included shoulders built to accommodate the weight and width of buses. **A safe and wide shoulder gives buses an alternative lane to use to avoid traffic delays.**

### 3 Bus-only exit ramps

Beginning in 2010, bus-only ramps were constructed. These ramps help buses avoid long traffic delays at exit ramps and on ramps. **With bus-only ramps, RTD can get you on and off the highway more quickly.**

# Flatiron Flyer

Connecting Denver, Westminster, Broomfield, Boulder and everywhere in-between

The Flatiron Flyer is a new rapid transit service scheduled to launch in early 2016 that will provide reliable, predictable, and comfortable bus service between Denver and Boulder. It's an efficient, quick, and environmentally friendly commute option.

## How it works

- Route** The Flatiron Flyer will travel 18 miles between downtown Denver and Boulder, with varying levels of service at six Park-n-Rides along U.S. 36.
- Rapid transit** The Flatiron Flyer will travel in the new express lanes and will also be able to travel on the shoulder to bypass slow-moving traffic, resulting in a quicker trip.
- Frequency** During peak hours, riders can expect a bus every 4–12 minutes and every 15–29 minutes during off-peak hours.
- Stations** The Flatiron Flyer will have enhanced, updated stations at the Park-n-Rides with large, modern shelters, digital bus arrival/departure displays, and self-service ticket vending machines.

## About the vehicles

- Vehicle** 45' MCI D4500 commuter coaches
- Fuel type** Ultra low-sulfur clean diesel
- Luggage compartments** Approximately 750 cubic feet of storage space
- Seating** 57 seats
- Wheelchair accessible** Equipped with a wheelchair lift and two wheelchair securement spaces
- Bike storage** Can carry up to 8 bikes









June 12, 2015

Audrey DeBarros  
Executive Director  
36 Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, Co 80027

RE: Broomfield support for DRCOG TDM Pool Application for Bike n Ride Shelter

Dear Audrey;

I am writing to express Broomfield's strong support for the TDM Pool Application seeking funding for design, construction and operation of a Bike n Ride Shelter to be located at the Broomfield BRT Station. Upon adoption of our 2016 budget \$31,000 is expected to be available for our portion of the local match.

We have been part of the process to develop and refine a plan for Bike n Ride Shelters at all US 36 BRT Stations. This application supports that network by requesting a shelter at both the Broomfield station and the Sheridan Station, building on the network Boulder and Boulder County have begun to implement. Many people think of the US 36 Corridor as a Boulder to Denver corridor, but there are also strong commuting patterns between the communities along it.

A Bike n Ride shelter at the Broomfield Station will be successful for a number of reasons:

- It is proximate to Arista, a maturing transit oriented development. Cyclists can make the short ride from their homes to the station, or to jobs located there.
- The location adjacent to the US 36 Bikeway will attract trips from further away - Interlocken's employee and resident base can jump on it from numerous first and final mile connecting points and be at the station in approximately 15 minutes.
- Siting the station on the west-bound platform makes it proximate to both our core residential development, and nearby apartments at Harvest Station.
- The Broomfield BRT station is a key hub for local bus connections. Combining the ability to cycle to a local bus which connects to regional travel will attract a new market of riders that will be able to utilize safe and weather proof bike storage to expand their non-motorized commuting choices.

Broomfield is positioned to grow our multi-modal capacity. The update to our Comprehensive Plan has just kicked off. One of its four themes is enhancing multi-modal transportation throughout the community. Our consultant Request for Proposals includes a specific task to find ways to maximize the use of US 36 Bus Rapid Transit and the US 36 Bikeway and plan for final mile connections to stations by local bus, bikes and walking.

Thank you for submitting the Bike n Ride Shelter on behalf of us, and continuing your leadership role in facilitating partnerships between US 36 jurisdictions.

Sincerely,

A handwritten signature in blue ink that reads "Debra A. Baskett". The signature is fluid and cursive.

Debra A. Baskett  
Transportation Manager



## WESTMINSTER

June 15, 2015

Audrey DeBarros, Executive Director  
36 Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, CO 80027

City of Westminster  
Department of  
Community Development

4800 West 92nd Avenue  
Westminster, Colorado  
80031

303-658-2400  
FAX 303-706-3922

Re: DRCOG TDM Pool Application – Bike-n-Ride Shelter

Dear Audrey:

This letter shall serve as a firm commitment from the City of Westminster to provide a local match for the DRCOG TDM Pool Application for the design, construction and operation of a Bike-n-Ride shelter to be located at the Westminster Center Station, located in the City of Westminster. The City will allocate \$31,000 for this purpose within the 2016 budget.

Westminster City Council and staff are delighted to participate in this effort to enhance multi-modal travel in the vicinity of the US 36 Corridor. The City Council has targeted *Ease of Mobility* as one of its Strategic Plan goals, and the Council has also budgeted money to conduct a “Connectivity and Mobility” study in 2015-16. This opportunity to gain a Bike-n-Ride shelter at the most heavily used transportation hub in the City seems to fit perfectly with the Council’s Strategic Plan goal. Staff is most appreciative of the funding opportunity provided by DRCOG, and we are furthermore grateful to 36 Commuting Solutions for your role in coordinating the TDM Pool application and your proposed administration of the operation of the shelter for the foreseeable future.

Westminster staff are excited about the significant advancements that the City has made over the past few years in accommodating bicycle travel within the City’s boundaries. The publication of our Bicycle Master Plan in 2011 set the stage for the steady implementation of many on-street improvements over the following years. The proposed Bike-n-Ride shelter at Westminster Center Station would be a great step in promoting transportation options in our City and all along the US 36 Corridor. Thank you for your leadership in helping the City to realize an *Ease of Mobility*!

Sincerely,

David R. Downing, P.E.  
City Engineer





June 8, 2015

Melina Dempsey, Bicycle, Pedestrian & TDM Planner  
Denver Regional Council of Governments  
1290 Broadway, Suite 700  
Denver, CO 80203-5606

Dear Ms. Dempsey:

This letter is to express RTD's support for a TDM Pool application by 36 Commuting Solutions for two Bike-n-Ride secure bike parking shelters at the US 36-Broomfield Park-n-Ride and the US 36-Sheridan Park-n-Ride.

RTD is committed to multimodal access to our transit facilities and these projects will offer RTD patrons high-quality, secure bike parking as an alternative to taking bikes on buses. Based on counts of customers bringing bikes on buses in recent years, the US 36 corridor sees the highest amount of bikes loaded onto buses in RTD's service area. The growing demand for transporting bikes on buses is on the brink of exceeding RTD's bike carrying capacity. These bike shelters are well-used at the US 36-Table Mesa and 8<sup>th</sup> and Coffman Park-n-Rides and we believe that the proposed shelters will be successful, particularly with the Flatiron Flyer coming on line in 2016.

RTD has worked closely with 36 Commuting Solutions and the local jurisdictions to find a location at the Park-n-Rides for these shelters, but need to have additional dialogue to finalize those locations. Therefore, while we are in support of these projects, we are offering conditional support pending definitive determination of a location for the bike parking shelters.

If I can provide any additional information, please contact me at (303) 299-2448.

Sincerely,

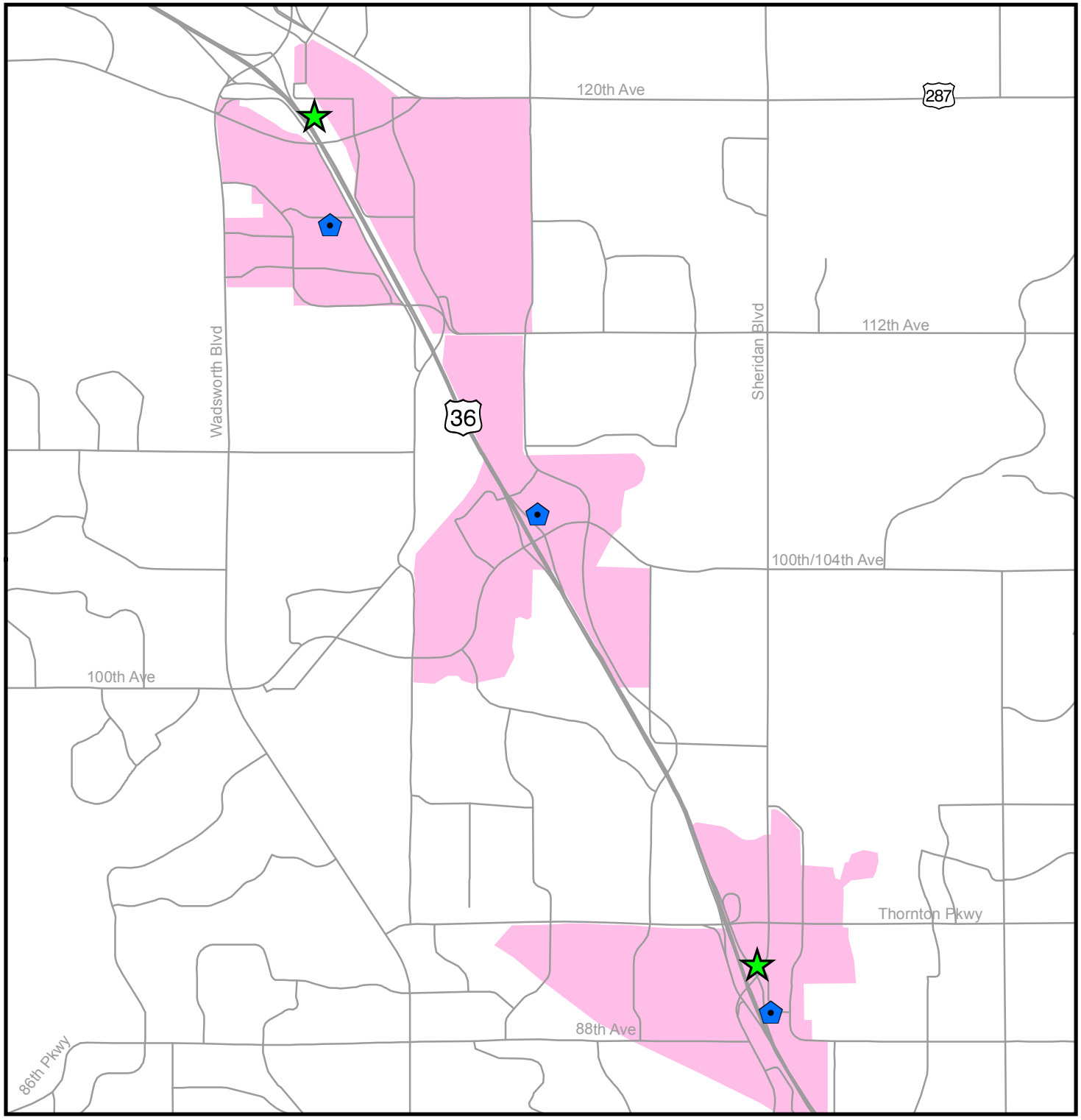
A handwritten signature in blue ink, which appears to read "William Van Meter", is written over a horizontal line.

William Van Meter  
Assistant General Manager, Planning





cc: Bill Sirois, Transit Oriented Communities Senior Manager  
Genevieve Hutchison, Transportation Planner III

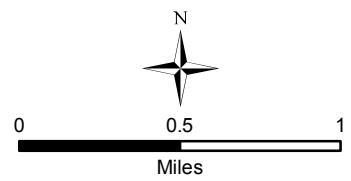


# 36 Commuting Solutions Project #1



## LEGEND

- Project Location 
- Urban Center Area 
- Rapid Transit (Current) 
- Rapid Transit (Future) 



**SOURCE DATA:**  
Enter all data sources here, included base map information

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Projection: State Plane Colorado Central, NAD 83 (feet)