

DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Boulder County Subregion
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$8,329,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: November 28, 2022 until January 27, 2023, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- If a submitted application in Calls #1-3 was not funded, and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 2022
- **Project Affirmation:** 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant's responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

Scoring Methodology: Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

Section A. Subregional Impact of Proposed Projects..... 25%

Projects will be evaluated on the degree to which they address a significant subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

| | |
|---|---|
| 5 | The project benefits will substantially address a major subregional problem and benefit people and businesses in multiple communities. |
| 4 | The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community. |
| 3 | The project benefits will either moderately address a major subregional problem or significantly address a moderate -level subregional problem. |
| 2 | The project benefits will moderately address a moderate -level subregional problem. |
| 1 | The project benefits will address a minor subregional problem. |
| 0 | The project does not address a subregional problem. |

Section B. Metro Vision Regional Transportation Plan Priorities 60%

The TIP's investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it's in the applicant's interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

| | |
|---|---|
| 5 | The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area. |
| 4 | The project provides demonstrable significant benefits in the 2050 MVRTP priority area. |
| 3 | The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area. |
| 2 | The project provides demonstrable modest benefits in the 2050 MVRTP priority area. |
| 1 | The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area. |
| 0 | The project does not provide demonstrable benefits in the 2050 MVRTP priority area. |

Section C. Project Leveraging (“overmatch”) 5%

Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

| Score | % non-Subregional Share funds |
|-------|-------------------------------|
| 5 | 60% and above |
| 4 | 50-59.9% |
| 3 | 40-49.9% |
| 2 | 20-39.9% |
| 1 | 10.1-19.9% |
| 0 | 10% |

Section D. Project Readiness 10%

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

| | |
|---|---|
| 5 | Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated. |
| 4 | Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated. |
| 3 | Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated. |
| 2 | Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated. |
| 1 | Few mitigation or readiness activities have been demonstrated. |
| 0 | No mitigation or readiness activities have been demonstrated. |

Project Information

| | | |
|--|--|--|
| 1. Project Title | CO 93 South Foothills Bikeway Feasibility Study | |
| 2. Project Location <i>Provide a map, as appropriate (see Page 1)</i> | Start point: CO 93 MM 13.5- Intersection of CO 93 and CO 170 (Marshall Drive) End point: CO 93 MM 10.5 – Boulder County-Jefferson County line OR Geographic Area: Click or tap here to enter text. | |
| 3. Project Sponsor <i>(entity that will be financially responsible for the project)</i> | Boulder County | |
| 4. Project Contact Person: | | |
| Name: Alexandra Phillips | Title: Bike Planner | |
| Phone: 303 441 4520 | Email: aphillips@bouldercounty.org | |
| 5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i> | |
| 6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i> | If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: | |
| | Local/Regional/Subregional plan: | Planning Document Title: WestConnect Coalition PEL Study, Boulder County Transportation Master Plan 2020 update, Denver Regional Active Transportation Plan (page 38) Adopting agency (local agency Council, CDOT, RTD, etc.): CDOT, DRCOG, Boulder County Commissioners Provide date of adoption by council/board/commission, if applicable: Final Study, May 2018, Jan, 2019, Feb. 2020 |
| | Please describe public review/engagement to date: | The WestConnect PEL Study had a telephone town hall in 2016 and 2107, and two rounds of public open houses in 2018. During Boulder County's Transportation Master Plan update (adopted 2020) an online survey was widely distributed, the results of which showed that people that live in Boulder County rate the need for physical protected or separated bikeways as a high priority (page 19, figure 18). In person public meetings were held in City of Boulder, City of Longmont and City of Louisville. See figure 1 and 2 in the supplemental materials for more information on the survey. |
| | Other pertinent details: | WestConnect PEL recommended a separated bike facility along CO 93 and a grade separated bike and pedestrian crossing at the intersection of CO 93 and CO 128. See figure 3 in supplemental materials. CO 93 is a key connection in the 2022 Jefferson County Bike Plan (page 28). The Boulder County CO 93 bikeway would connect to important planned and existing bike infrastructure in Jefferson County. Jefferson County Parks is in the planning stages of a trail on CO 93 from North Table Mountain to 58 th Avenue. The CO 93 alignment was one of the alignments studied in the Colorado Front Range Trail Feasibility Study initiated by Colorado |

| | | |
|--|--|---|
| | | <p>Parks and Wildlife in 2003. The study evaluated alignment alternatives for a trail that will eventually extend from New Mexico to Wyoming. The recommended alignment for the Colorado Front Range Trails Feasibility Study does not include CO 93 at this time, due to the transportation focus, rather than a recreational focus. The focus of this application is transportation. The study noted that a bike facility on CO 93 would tie into an existing concrete trail in Jefferson County.</p> <p>This CO 93 bikeway study project could serve as a section of the Rocky Mountain Greenway trail. The vision of the Rocky Mountain Greenway trail is to ultimately connect the three Front Range National Wildlife Refuges (Rocky Mountain Arsenal, Two Ponds and Rocky Flats) with Rocky Mountain National Park through a multi-use, regional trail system and to provide equitable access to Federal public lands. A recommended alignment for the trail has not yet been developed.</p> |
|--|--|---|

7. Identify the project's key phases and the anticipated schedule of phase milestones.

(phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)

| Phases to be included: | Major phase milestones: | Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY) |
|---|--|--|
| | <input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both | |
| REQUIRED FOR ALL PHASES | Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable) | 10/2026 |
| <input type="checkbox"/> Design | Design contract Notice to Proceed (NTP) issued (if using a consultant): Design scoping meeting held with CDOT (if no consultant): FIR (Field Inspection Review): FOR (Final Office Review): | Enter Date Enter Date Enter Date Enter Date |
| <input type="checkbox"/> Environmental | Environmental contract Notice to Proceed (NTP) issued (if using a consultant): Environmental scoping meeting held with CDOT (if no consultant): | Enter Date Enter Date |
| <input type="checkbox"/> Right-of-Way | Initial set of ROW plans submitted to CDOT: Estimated number of parcels to acquire: <input type="text" value="Enter Number"/> ROW acquisition completed: | Enter Date Enter Date |
| <input type="checkbox"/> Construction | Required clearances: Project publicly advertised: | Enter Date Enter Date |
| <input checked="" type="checkbox"/> Study | Kick-off meeting held after consultant NTP (or internal if no consultant): | 01/2027 |
| <input type="checkbox"/> Bus Service | Service begins: | Enter Date |
| <input type="checkbox"/> Equipment Purchase (Procurement) | RFP/RFQ/RFB (bids) issued: | Enter Date |

| | | |
|---|--------------------------------------|------------|
| <input type="checkbox"/> Other Phase not Listed Describe: Describe | First invoice submitted to CDOT/RTD: | Enter Date |
|---|--------------------------------------|------------|

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

CO 93 has strong demand for bicycle travel but is currently a major gap in the Boulder County-Jefferson County bicycle network.

Boulder County has a goal to provide safe, comfortable, and direct bicycle connections between communities within the county as well as inter-regional connections to adjacent counties and communities. CDOT has identified CO 93 as a “Tier 1 High Demand Corridor” due to existing bicycle use, connectivity to the transportation network, crash rates, and bicycle level of stress. DRCOG has identified the corridor as a “Future Regional Active Transportation Corridor” in its Active Transportation Plan, and Boulder County has identified the need for a separated or protected bicycle facility as part of its 2020 Transportation Master Plan Update.

Despite this strong need, the existing shoulders do not meet the agencies’ current standards or mobility goals.

Perceived bicycle safety has been quantified by a Level of Traffic Stress (LTS) rating system to describe which types of bicycle facilities will appeal or be comfortable to which types of users:

- LTS 1- Suitable for children
- LTS 2- A level of traffic stress that most adults can tolerate, suitable for the “interested but concerned.”
- LTS 3- A level of traffic stress acceptable to those classified as “enthused and confident.”
- LTS 4- A level of stress acceptable only to those classified as “strong and fearless.”

(Source: Northeastern University, <https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/>)

Due to traffic volume, speed, and percentage of trucks, the existing shoulders of CO 93 are an LTS 4 high stress facility and are essentially unrideable by all but the most fearless riders.

CDOT’s recently completed WestConnect PEL identified the following problems that were specific to cycling on CO 93:

- Multimodal operations and bicyclist comfort and safety are impacted when drivers must slow down and shift over into the other lane to pass bicyclists on CO 93 due to the lack of adequate shoulders for bicycle travel.
- The relatively high volume of bicyclists and pedestrians crossing CO 93 at the CO 128 traffic signal (City of Boulder Open Space & Mountain Parks High Plains Trail) delays vehicular traffic with pedestrian push button activation.
- Lack of sidewalks and pedestrian crossing opportunities contribute to multimodal conflicts and operational issues at bus stops along CO 93.

These problems are likely to only worsen with time; the WestConnect PEL reports that traffic volumes are expected to increase by as much as 60% by 2040 (page 26-27).

[Boulder County’s Traffic Crash analysis](#) identified the most common types of bicycle crashes in unincorporated Boulder County as: “Hit From Behind” (rear end), “Passing Bike,” and “Right Turn Into Bike” - all crash types that can occur with bicyclists using the shoulders of CO 93.

A CO 93 bikeway would create a safe and comfortable bicycle connection between Boulder County and Jefferson County; the proposed project would take the first significant step towards making this goal a reality.

9. Identify the project's **key elements**. A single project may have multiple project elements.

Roadway

☐ Operational Improvements

Grade Separation

☐ Roadway

☐ Railway

☒ Bicycle

☒ Pedestrian

Regional Transit¹

☐ Rapid Transit Capacity (2050 MVRTD)

☐ Mobility Hub(s)

☐ Transit Planning Corridors

☐ Transit Facilities/Service (Expansion/New)

☒ **Safety Improvements**

Active Transportation Improvements

☒ Bicycle Facility

☒ Pedestrian Facility

☒ **Air Quality Improvements**

☐ **Improvements Impacting Freight**

Multimodal Mobility (i.e., accommodating a broad range of users)

☒ Complete Streets Improvements

☒ **Study**

☐ **Other**, briefly describe: Click or tap here to enter text.

¹For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above).

DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.

The project is a feasibility study to identify and evaluate alternative alignments for a low stress bikeway that could be a combination of protected shoulder and hard-surface multi-use path that would parallel CO 93 (South Foothills Highway) between CO 170 and the Jefferson County line. The anticipated project outcome is the identification of a preferred bikeway alignment and preliminary construction cost estimate. The hard-surface facility would be plowed in winter and maintained for travel year-round. The development of the preferred alignment will be based on many factors including right-of-way, topography, connections to other bikeways, intersection crossings and environmental constraints such as wetlands and archeological sensitive areas.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

[The WestConnect PEL Study](#) completed by CDOT looked at the CO 93 corridor and recommended a separate bike facility along CO 93. identified issues with the existing shoulders and recommended a separate bike facility (page 41) and see supplemental materials figure fda

The WestConnect PEL Study also identified the following problems that were specific to cycling on CO 93:

- Multimodal operations and bicyclist comfort and safety are impacted when drivers must slow down and shift over into the other lane to pass bicyclists on CO 93 due to the lack of adequate shoulders for bicycle travel.
- The relatively high volume of bicyclists and pedestrians crossing CO 93 at the CO 128 traffic signal (City of Boulder Open Space & Mountain Parks High Plains Trail) delays vehicular traffic with pedestrian push button activation.
- Lack of sidewalks and pedestrian crossing opportunities contribute to multimodal conflicts and operational issues at bus stops along CO 93.

These problems are likely to only worsen with time; the WestConnect PEL reports that traffic volumes are expected to increase by as much as 60% by 2040 (page 26-27).

The Boulder County Transportation Master Plan (2020 Update) identified the need for a multiuse path, labeled as B10 in Strategy One on page 22 in [TMP summary report](#). The next phase of the project is to complete a feasibility study to identify the preferred bikeway alignment and a preliminary construction cost estimate.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

☐ Yes ☒ No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: [Click or tap here to enter text.](#)

Outline the differences between the scope outlined above and the reduced scope: [Click or tap here to enter text.](#)

| Project Financial Information and Funding Request (All funding amounts in \$1,000s) | | |
|--|---------------------|---|
| <i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i> | | |
| Total amount of Subregional Share Funding Request (in \$1,000's) <i>(Not to exceed 90% of the total project cost)</i> <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹ | \$314 | 89.71% of total project cost |
| Match Funds (in \$1,000's) List each funding source and contribution amount. | Contribution Amount | % Contribution to Overall Project Total |
| Boulder County | \$31 | 8.9% |
| Cyclists 4 Community | \$5 | 1.4% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Total Match <i>(private, local, state, regional, or federal)</i> | \$36 | 10.3% |

| | | |
|----------------------|--|--------------|
| Project Total | | \$350 |
| Notes: | 1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds. | |

| Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above) <i>To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.</i> | | | | |
|--|--|-----------------|----------------|--------|
| | FY 2025 | FY 2026 | FY 2027 | Total |
| DRCOG Requested Funds | \$Enter Amount | \$Enter Amount | \$314 | \$ 314 |
| CDOT or RTD Supplied Funds ² | \$Enter Amount | \$Enter Amount | \$Enter Amount | \$ 0 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$Enter Amount | \$Enter Amount | \$36 | \$ 36 |
| Total Funding | \$ 0 | \$ 0 | \$ 350 | \$ 350 |
| Phase to be Initiated | Choose an item. | Choose an item. | Study | |
| Notes: | 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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 a recommended minimum 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. | | | |
| Affirmation: | By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/> | | | |

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

25%

Provide **qualitative and quantitative** responses to the following questions on the subregional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? *Relevant quantitative data in your response is required.*

The Average Annual Daily Traffic (AADT) volume for this section of CO 93 is 17,000 vehicles per day (vpd). See figure 6 in supplemental materials. According to DRCOG modeling (and shown in the Boulder County TMP), the number of trips between Jefferson County and Boulder are expected to increase by approximately 20,000 daily trips by the year 2040. The predicted increase in motorized traffic would deter even the most confident riders. The posted speed limit is 55 MPH, but actual traffic speeds can range from 45-70 MPH.

This road is listed as a Tier 1 [CDOT High Demand Bicycle Corridor](#). See figure 3 in supplemental materials. These corridors are identified to help in the decision-making process of allocating resources to improve bicycling throughout the state. Those roads listed as Tier 1 are the highest priority.

Currently, only the most highly confident cyclist would ride this road. Highly confident cyclists make up 4% or less of the total categories of cyclist. Once built, this project would give options and real choices for travel to all categories of cyclists, including the interested but concerned, which makes up the largest category at 60% of the total population of cyclists and people interested in becoming cyclists.

The bikeway will provide better access to the four existing bus stops on CO 93.

The bikeway would close the gap in bike infrastructure between the DRCOG-designated urban centers Downtown Boulder, 28th/30th Streets BVRC, University Hill, Candelas and Golden Downtown and will provide a real alternative to single occupant vehicle (SOV) travel. The DRCOG data tool shows a projected 1000 job increase by 2050 within ½ mile of the project. This job growth underscores the need for this project that would provide a way to bike commute to those jobs and not rely on SOV travel.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

This project, once constructed, could eliminate, or greatly reduce the multimodal conflicts listed in the WestConnect PEL. The multimodal conflicts listed on page 13 of the PEL are:

- Multimodal operations and bicyclist comfort and safety would no longer be impacted because motorists would no longer need to cross the centerline when passing bicyclists in order to provide the 3 ft minimum separation
- An underpass at CO 128 would allow the high volume of bicyclists and pedestrians to crossing CO 93 safely and not cause delays to vehicular traffic.
- The bikeway would fill the need for sidewalks to access bus stops along CO 93.

The proposed project is a feasibility study that would identify a preferred alignment and preliminary cost estimate for a separated bikeway on CO 93 between CO 170 and the Boulder County-Jefferson County line. This facility would connect to planned improvements in Jefferson County and create a Level of Traffic Stress 1-rated facility, the safest rating for a bicycling route, and would appeal to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders.

The absence of bike crashes on CO 93 highlights that almost all types of cyclists avoid this route because of very real and present dangers and complete lack of adequate and safe bike facility. A safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of “Hit From Behind” and “Passing Bike” crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of improved at-grade crossings. The hard surface 3-mile bikeway would be plowed in winter allowing for year-round access to cyclists, including those with e-bikes. The existing shoulders are often littered with debris year-round and snow in winter.

A separated bikeway would achieve a Level of Traffic Stress 1 rating, the safest rating for a cycling route, and would give safe access to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

This project would provide a direct multimodal connect between the extensive bike infrastructure in the City of Boulder, through unincorporated Boulder County to existing and planned bike infrastructure in Jefferson County.

[Jefferson County’s Bicycle Plan](#) lists two plans for projects that when constructed would connect to the CO 93 project. The projects are: P4, a nine-mile Shared Use Path and M67; a three-mile bike lane.

This project would give Jefferson County cyclists a direct connection to Eldorado Canyon State Park which is located in Boulder County. This project would connect the City of Boulder Open Space & Mountain Parks High Plains Trail, which connects to the town of Superior. The town is classified as a DRCOG Urban Center. This project would also provide bike access to the Flatirons Vista Trail. (Currently the only way to bike from Boulder to the High Plains trail or Flat Iron Vista trails is on a rough mountain bike trail which requires a mountain or gravel bike and is often inaccessible in the winter due to snow and ice or mud.)

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

| | DI & EJ Population Groups | Number within ½ mile | % of Total | Regional % |
|---|---|----------------------|------------|------------|
| Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer) | a. Total population | 2294 | - | - |
| | b. Total households | 894 | - | - |
| | c. Individuals of color | 388 | 17% | 33% |
| | d. Low-income households | 77 | 9% | 9% |
| | e. Individuals with limited English proficiency | 2 | 0% | 3% |
| | f. Adults age 65 and over | 256 | 11% | 13% |
| | g. Children age 5-17 | 283 | 12% | 16% |
| | h. Individuals with a disability | 98 | 4% | 9% |
| | i. Households without a motor vehicle | 20 | 2% | 5% |
| | j. Households that are housing cost-burdened | 323 | 36% | 32% |

For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “‘cost-burdened’ means a household that spends more than thirty percent of its income on housing.”

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis*:

There are more cost burdened households in the project area than the region overall. Transportation costs is often a large part of a household’s budget due to the high cost of car ownership. The CO 93 bikeway project could save these cost burdened households a significant amount of money. Using the DRCOG region average of 25.5 miles per day per person (Source: DRCOG, <https://metrovision.drcog.org>), and the IRS mileage rate of 59¢ per mile, individual annual transportation costs for private vehicle travel come to \$4,200- \$5,200 per year. The Victoria Transport Policy Institute (<http://www.vtpi.org/tca/tca0501.pdf>) has estimated the cost of bicycle commuting at 5-15¢ per mile, or roughly six times cheaper than motor vehicle travel. However, these cheaper modes are of little use if they are not safe and reliable. Vulnerable populations that cannot drive would be able to increase mobility using the bikeway. In recent years, there have been small programs to provide low-income people with e-bikes, which can increase their travel range over a conventional bicycle but without the cost of a car. [The state](#) Energy Office is in the process of greatly increasing the ebike programs for low-income individuals

5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
Improve the diversity and livability of communities: **This bikeway project will help cost burdened households** by providing significantly less expensive transportation. The cost burdened households could travel on the bikeway to destinations and/or use the bikeway to safely and easily access transit stops.
Improve and expand the region's multimodal transportation system, services, and connections: This project this project will open up bicycle travel to those who are interested but concerned about safety and unwilling to risk their lives biking on a shoulder of the existing highway with 17,000 AADT and 50-70 mph traffic (the posted speed limit is 55 MPH). The Bikeway project will improve bicycle and pedestrian accessibility by providing a safe bikeway where currently none exists. The project will improve interconnections of the multimodal transportation system within and beyond the region for people. People within the City of Boulder will have a safe bikeway to bike and walk on to access Jefferson County's trails and destinations. Jefferson County residents will be able to access the City of Boulder's extensive trail system and important destinations, including job sites, and also be able to access Eldorado State Park without the dependence on or the need to pay for a single occupant vehicle.
Operate, manage, and maintain a safe and reliable transportation system: A safe and reliable transportation system is about more than just high-speed roads for motorized vehicles. This bikeway project will provide a more complete transportation system.
Improve air quality and reduce greenhouse gas emissions: The bikeway project will allow people to travel by bike which does not produce any greenhouse gas emissions.
Connect people to natural resource and recreational areas: The bikeway will connect to the extensive bikeway and trail system in the City of Boulder, Eldorado State Park, The High Plains Trail (which connects to the town of Superior) and to trails and bikeways in Jefferson County. The increased access to trails and bicycle facilities will create a more complete and connected active transportation system and will increase safe and convenient active transportation options for all ages and abilities.

Through the [Boulder County Comprehensive Plan](#), Boulder County has intergovernmental agreements with the City of Boulder to ensure development is focused in existing urbanized areas. Unincorporated Boulder County is largely zoned for rural land use. Together, these strategies preserve the rural character of unincorporated Boulder County and focus development in urban areas where existing services exist. Channeling housing and employment development into Boulder County's urban areas is contingent on creating strong transportation connections between these urban centers which serve as the arteries for economic activity. It is widely recognized that private dollars follow public investment.

The bikeway would close the gap in bike infrastructure between the urban centers of the City of Boulder and Golden, and this project would provide options and real choices of travel to single occupancy vehicles.

- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
This project would directly address the DRCOG Metro Vision Transportation-Related Objectives of: Improve and expand the region's multimodal transportation system, services, and connections, Improve the capacity of the multimodal regional roadway system, Improve bicycle and pedestrian accessibility. connecting people to natural resource and recreational areas and improve multimodal linkages to and between the region's parks, open spaces, and developed areas.

- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*

This project would close the gaps and connect a plethora of bikeways and trails stretching from the north end of the City of Boulder to the Jefferson County line that give bike and foot access to Eldorado State Park, Flat Irons Vista Trail, the High Plains trail, and the Marshall Mesa trail. These trails all connect to other trail networks. Because of all these connections this project would greatly improve access to multiple opportunities. The project would also improve access to transportation connections by providing foot and bike access to the four bus stops within the ½ mile buffer of the project.

6. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Does the project connect two or more urban centers?*
- Is there a transit stop or station within ½ mile of the project limits?*
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?*

☐ Yes ☒ No If yes, please provide the name: [Click or tap here to enter text.](#)

☒ Yes ☐ No If yes, please provide the names: City of Boulder, City of Golden

Bus stop: ☒ Yes ☐ No If yes, how many:4

Rail station: ☐ Yes ☒ No If yes, how many: [Click or tap here to enter text.](#)

☐ Yes ☒ No

If yes, provide a link to the relevant planning document:

If yes, provide how the area is defined in the relevant planning document:

| Provide households and employment data* | 2020 | 2050 |
|--|------|------|
| Households within ½ mile | 894 | 971 |
| Jobs within ½ mile | 1855 | 2934 |
| Household density (per acre) within ½ mile | .08 | .08 |
| Job density (per acre) within ½ mile | .18 | .26 |

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis:*

The number of jobs within a ½ mile of the project will increase by 1,000 by 2050. Without a strong active transportation network it will result in more greenhouse gases being produced by commuters. This project will improve transportation between downtown Boulder, a DRCOG defined urban center and unincorporated Boulder County and into Jefferson County. The project would connect the DRCOG designated Urban Centers of Boulder Downtown Boulder, 28th/30th Streets), University Hill, Candelas and Golden Downtown.

7. Describe how this project will improve **access and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.**

The project will connect with CU Boulder, the largest university in the state, the National Institute of Standards and Technology (NIST), National Renewable Energy Laboratory (NREL) and to Colorado School of Mines. The project will also connect to the planned CU South campus. The DRCOG data tool shows that by 2050 there will be 1,000 more jobs within a ½ mile of the project area which will mean more jobs in the City of Boulder, a subregional destination and key employment center. This project will provide multimodal access to those jobs to those living along the project's length. A few of those jobs may be outside the key employment center but on the project's length and therefore workers can use the project's bikeway to commute to their jobs.

| B. MVRTP Priorities | | WEIGHT | 60% |
|--|---|--------|-----|
| <ul style="list-style-type: none"> <u>Qualitative and quantitative</u> responses are REQUIRED for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. <u>To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.</u> (see scoring section for details). Quantitative data from DRCOG is available here. Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed. Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible. | | | |
| Multimodal Mobility | Provide improved travel options for all modes. (drawn from 2050 MVRTP priorities ; federal travel time reliability, infrastructure condition, & transit asset management performance measures ; & Metro Vision objective 4) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc. | | |
| | <ul style="list-style-type: none"> What modes will project improvements directly address? <input checked="" type="checkbox"/> Walking <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway Operations <input type="checkbox"/> Other: Click or tap here to enter text. List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): The project would provide a place for people to walk and access bus stops, the shared use path with be designed for cyclists and plowed in winter. The bikeway will contribute to safety and roadway operations by alleviating the traffic delays and safety concerns of the at-grade crossing at CO 128. Will the completed project be a complete street as described in the Regional Complete Streets Toolkit? <u>This data is available in the TIP Data Tool.</u> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe how it implements the Toolkit's strategies in your response. Does this project improve travel time reliability? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project improve asset management of active transportation facilities and/or transit vehicle fleets? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | |

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

This study is the needed first step to provide the only hard surface bikeway that would be maintained for year round use along this corridor. Currently, biking on the road is dangerous and attempted by only 4% of riders (the highly confident riders as defined in the Regional Active Transportation Plan). The same plan identifies CO 93 as not having an on-street bike facility (page 14). The plan also shows that 66-71% of cyclists would feel comfortable riding on the facility that would result from this project. See figure 5 in supplemental materials. The project would directly connect to the [Boulder County managed Eldo Shuttle](#) and RTD's GS four bus stops along the project's length.

The project addresses Metro Visions' Objective 4 in the following ways:

- Improving access to recreational and physical activity opportunities
- Built environment influences physical activity, mobility choices and the natural environment.
- Expansion of opportunities for residents to healthy and active lifestyles
- roads will enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of mode of transportation
- Increase safe and convenient active transportation options for all ages and abilities
- Collaboration with local governments to address the transportation needs of mobility limited populations in transportation and land use planning (under ideas for implementation in Metro Vision)

| | | | | | | |
|---|--|-----------|------------|-------------|--------------|------------------------|
| Air Quality | Improve air quality and reduce greenhouse gas emissions. (drawn from 2050 MVRTP priorities ; state greenhouse gas rulemaking ; federal congestion & emissions reduction performance measures ; Metro Vision objectives 2, 3, & 6a) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc. | | | | | |
| | <ul style="list-style-type: none"> Does this project reduce congestion? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project reduce vehicle miles traveled (VMT)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project reduce single-occupant vehicle (SOV) travel? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | |
| Emissions Reduced (kg/day) | | CO | NOx | VOCs | PM 10 | CO₂e |
| | | .615 | .011 | .022 | .017 | 0 |
| Use the FHWA CMAQ Calculators or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet. Note: if not using the FHWA Calculators, please note your methodology in your narrative below. | | | | | | |

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

Providing a year-round bike facility where none exists now will greatly increase the number of bicycle and pedestrian trips.

No bike counts for CO 93 exist. CDOT has not done counts on this road. To calculate the current number of bicyclists, counts from comparable roads that are only ridden by the highly confident category of cyclist were used. North 95th Street in unincorporated Boulder County has a 24 AADT count for cyclists. While the motorized traffic volume is much lower on the N. 95th St it is a comparable facility from a cyclist level of traffic stress perspective. Strava heat map data showing bike use was also examined to confirm comparable numbers of cyclists on CO 93 and other roads.

A 60% increase over current riders is expected for opening day with a 71% increase over the current (pre project) number of bicyclists by 2050. The percentages were used based on the types of cyclists in the Denver Region as shown in the DRCOG Active Transportation Plan (page 11 and shown in supplemental materials). The numbers generated using these percentages were comparable to actual counts collected by CDOT's permanent counters on the US 36 Bikeway.

No pedestrian counts for CO 93 exist and due to existing conditions of the complete lack of pedestrian facilities the current pedestrian count would be expected to be extremely low to nonexistent. This project would provide a safe pedestrian facility to access the trailheads along the project length, the bus stops and the Eldo shuttle. This project would result in a pedestrian facility where none currently exists which would result in a significant increase of pedestrians.

The Eldo Shuttle is going into its fourth year of operations. The shuttle runs from late May through the fall. The main shuttle pick-up and drop-off point is at the CDOT parking lot at the northern terminus of this project. This project would provide a safe pedestrian access to and from the shuttle stop.

| | |
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| Regional Transit | <p>Expand and improve the subregion's transit network. (drawn from 2050 MVRTP priorities, Coordinated Transit Plan, RTD's Regional Bus Rapid Transit Feasibility Study) Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc. <i>Note:</i> For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.</p> |
|-------------------------|--|

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?*
- ☐ Yes ☒ No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
- ☐ Yes ☒ No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?
- ☐ Yes ☒ No
- Does this project improve connections between transit and other modes?
- ☒ Yes ☐ No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
- ☐ Yes ☒ No If yes, who will operate the service: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
- ☒ Yes ☐ No

Question: Describe how this project improves connections to or expands the subregion's transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.
Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).

Many transit riders access bus stops by walking and bicycling or would like to; creating a protected bike facility will provide a safe access to the bus stops. The bikeway would give safer access to the RTD GS route with four stops along the project's length and the Boulder County managed Eldo Shuttle with a stop at the northern terminus of the project

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|---------------|---|------------------------|---|----------------------|----|------------------------------|----|--|--|--------------------------------|-----------------------|---|---|--------------------------------|---|------------------------------|---|--------------------------------------|---|
| Safety | Increase the safety for all users of the transportation system. (drawn from 2050 MVRTP priorities , Taking Action on Regional Vision Zero , CDOT Strategic Transportation Safety Plan , & federal safety performance measures) Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc. | | | | | | | | | | | | | | | | | | | | | | | | |
| | Items marked with an asterisk (*) below are available in the TIP Data Tool. | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> Does this project address a location on the DRCOG High-Injury Network or Critical Corridors or corridors defined in a local Vision Zero or equivalent safety plan?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project implement a safety countermeasure listed in the countermeasure glossary? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td colspan="2"> Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route </td> <td rowspan="5"> Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology). </td> </tr> <tr> <td>Fatal crashes</td> <td>1</td> </tr> <tr> <td>Serious Injury crashes</td> <td>7</td> </tr> <tr> <td>Other Injury crashes</td> <td>55</td> </tr> <tr> <td>Property Damage Only crashes</td> <td>78</td> </tr> <tr> <td colspan="2"> Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above) </td> <td>Provide the methodology below:</td> </tr> <tr> <td>Fatal crashes reduced</td> <td>0</td> <td rowspan="4"> There have been no bike crashes on the CO 93, which shows that the road is a complete gap in bike infrastructure. </td> </tr> <tr> <td>Serious Injury crashes reduced</td> <td>0</td> </tr> <tr> <td>Other Injury crashes reduced</td> <td>0</td> </tr> <tr> <td>Property Damage Only crashes reduced</td> <td>0</td> </tr> </table> | | | Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route | | Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology). | Fatal crashes | 1 | Serious Injury crashes | 7 | Other Injury crashes | 55 | Property Damage Only crashes | 78 | Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above) | | Provide the methodology below: | Fatal crashes reduced | 0 | There have been no bike crashes on the CO 93, which shows that the road is a complete gap in bike infrastructure. | Serious Injury crashes reduced | 0 | Other Injury crashes reduced | 0 | Property Damage Only crashes reduced | 0 |
| Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route | | Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology). | | | | | | | | | | | | | | | | | | | | | | | |
| Fatal crashes | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Serious Injury crashes | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| Other Injury crashes | 55 | | | | | | | | | | | | | | | | | | | | | | | | |
| Property Damage Only crashes | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above) | | Provide the methodology below: | | | | | | | | | | | | | | | | | | | | | | | |
| Fatal crashes reduced | 0 | There have been no bike crashes on the CO 93, which shows that the road is a complete gap in bike infrastructure. | | | | | | | | | | | | | | | | | | | | | | | |
| Serious Injury crashes reduced | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| Other Injury crashes reduced | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| Property Damage Only crashes reduced | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in Taking Action on Regional Vision Zero. Please include quantitative information, including any items referenced above, in your response. <i>Note that any improvements on roadways must be on the DRCOG Regional Roadway System.</i></p> <p>The absence of bike crashes on CO 93 highlights that almost all types of cyclists avoid this route because of very real and present dangers and complete lack of adequate and safe bike facility. A safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of the two more common bike crashes on Boulder County's unincorporated roads: "Hit From Behind" and "Passing Bike" crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of improved at-grade crossings. The hard surface 3-mile bikeway would be plowed in winter allowing for year-round access to cyclists, including those with e-bikes. The existing shoulders are often littered with debris year-round and snow in winter.</p> <p>The Taking Action on Regional Vision Zero document reports that twenty percent of survey respondents in the Denver region ranked "inadequate or missing bikeways" as one of their top three traffic safety concerns.</p> <p>Taking Action on Regional Vision Zero lists a separated bikeway as a countermeasure.</p> | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Freight | <p>Maintain efficient movement of goods within and beyond the subregion.</p> <p>(drawn from 2050 MVRTP priorities; Regional Multimodal Freight Plan; Colorado Freight Plan, federal freight reliability performance measure; Metro Vision objective 14)</p> <p>Examples of Project Elements: roadway operational improvements, etc.</p> |
|----------------|--|

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a **Freight Focus Area**?*
☐ Yes ☒ No If yes, please provide the name: [Click or tap here to enter text.](#)
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
☐ Yes ☒ No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
☒ Yes ☐ No
- Check any items from the [Inventory of Current Needs](#) which this project will address:
☐ Truck Crash Location ☐ Rail Crossing Safety ([eligible locations](#))
☐ Truck Delay ☐ Truck Reliability
Please provide the location(s) being addressed: [Click or tap here to enter text.](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
☐ Yes ☒ No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The proposed project is located on the Tier 2 Regional Highway Freight Vision Network. The Regional Multimodal Freight Plan identified several “Needs and Issues” for the Northwest Metro Freight Focus Area, including the safety of local truck movements and residential delivery demand and multimodal and nonmotorized traveler safety. The CO 93 Bikeway will address non-motorized traveler safety by relocating bicyclists from the existing shoulder to a safer facility.

| Active Transportation | Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc. | |
|--|---|-----------------------|
| Items marked with an asterisk (*) below are available in the TIP Data Tool. | | |
| <ul style="list-style-type: none"> Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally-defined priority corridor?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project improve active transportation choices in a short trip opportunity zone?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. | | |
| Bicycle Use NOTE: if constructing a new facility, report bike usage along closest existing alternative route To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file. | | |
| 1. Current Average Single Weekday Bicyclists: | 24 | |
| Bicycle Use Calculations | Year of Opening | 2050 Weekday Estimate |
| 2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed. | 168 | 201 |
| 3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below) | 16.8 | 20 |
| 4. = Initial number of new bicycle trips from project (#2 – #3) | 151 | 181 |
| 5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below) | 15 | 18 |
| 6. = Number of SOV trips reduced per day (#4 - #5) | 136 | 163.00 |
| 7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below) | 272 | 326 |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 258.40 | 309.70 |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text. | | |
| 10. If different values other than the suggested are used, please explain here: For number 3 above (number of bicycle trips diverted from other routes). Because there are not other routes to divert from only 10% was used in the calculation. This also reflects the large number of new bicycle trips this project would create because of the large amount of cyclists who prefer or only ride on bikeways. For number 5 above only 10% of trips will divert from non- SOV modes because of the regional nature of the facility and because SOV travel is currently by far the dominant mode. It is expected that the vast majority of new bicycle trips will be from SOV drivers changing their mode of travel to biking. | | |
| Pedestrian Use NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file. | | |
| 1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs): | 1 | |
| Pedestrian Use Calculations | Year of Opening | 2050 Weekday Estimate |
| 2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed | 20 | 50 |
| 3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below) | 2 | 5 |
| 4. = Number of new trips from project (#2 – #3) | 18 | 45 |

| | | |
|---|-------|-------|
| 5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below) | 2 | 5 |
| 6. = Number of SOV trips reduced per day (#4 - #5) | 16.00 | 40 |
| 7. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below) | 6 | 16 |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 5.70 | 15.20 |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text. | | |
| 10. If different values other than the suggested are used, please explain here: For number 3 above only 10% will divert pedestrians from other routes because there are no other pedestrian routes that would not require significant out of direction travel. For number 5 above only 10% of trips will divert from other non SOV modes because of the regional nature of the facility and because SOV travel is the dominant mode. It is expected that the vast majority of new pedestrian trips will be from SOV drivers changing their mode of travel to walking. | | |

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

CO 93, the location of this project, is labeled as a future active transportation corridor in the Denver Regional Active Transportation Plan. This project is shown in the Boulder County Transportation Master Plan (see figure 7 in supplemental materials). This project is the first major step in moving it from a future to an existing active transportation corridor.

The project would connect the City of Boulder and Downtown Boulder to Jefferson County and thus close a significant gap in infrastructure. Currently only the 4% of cyclists categorized as “highly confident” in the Denver Regional Active Transportation Plan would consider riding CO 93, and those highly confident riders usually choose to ride it at specific times when traffic will be lighter than normal. This project would open up this important connection to the somewhat confident and the interested but concerned riders, which make up 71% of all riders. Please see Air Quality section for details on bike and pedestrian count methodology.

This project would allow confident and interested but concerned cyclists to use a bike as transportation to a multitude of recreational and job focused centers on both the northern and southern ends of the project. On the northern end of the project: Eldorado Canyon State Park, job centers in Boulder (NIST/NOAA, downtown, CU-Main, and the forthcoming East Campus (CU SOUTH),) and many City of Boulder Open Space and Mountain Parks (OSMP) trails. On the southern end of the project: Colorado School of Mines, jobs in Golden, the new Candelas development, White Ranch (Jefferson County Parks and Open Space) and Golden Gate Canyon State Park.

This project would connect [Jefferson County's Bicycle Plan](#) for plans for two projects that when constructed would connect to the CO 93 project. The projects are: P4, a nine-mile Shared Use Path and M67; a three-mile bike lane.

| | | | |
|--|-------|------------------------------------|------------|
| C. Project Leveraging | | WEIGHT | 5% |
| What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i> | | 60%+ outside funding sources | 5 pts |
| | | 50-59.9% | 4 pts |
| | | 40-49.9% | 3 pts |
| | | 20-39.9% | 2 pts |
| | | 10.1-19.9% | 1 pt |
| | 10.3% | 10%..... | 0 pts |
| D. Project Readiness | | WEIGHT | 10% |
| Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay. | | | |
| Section 1. Avoiding Pitfalls and Roadblocks | | | |
| a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A (for projects which do not require engineering services) If yes, please type in the engineer's name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted: Click or tap here to enter text. Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date: <ul style="list-style-type: none"> Utilities: Click or tap here to enter text. Railroad: Click or tap here to enter text. Right-of-Way: Click or tap here to enter text. Environmental/Historic: Click or tap here to enter text. Other: Click or tap here to enter text. | | | |
| b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If this project is for construction, please note the NEPA status: Choose an item. | | | |
| c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A | | | |
| d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A | | | |

- e. Have other stakeholders in your project been identified and involved in project development?

☒ Yes ☐ No ☐ N/A

If yes, who are the stakeholders?

City of Boulder, Jefferson County, Cyclists 4 Community, Bike Jeffco

Please provide any additional details on any of the items in Section 1, if applicable.

The vice chair of Bike Jeffco, Charlie Myers said about this project: "We see this as one of the most important projects in the last decade - up there with the 36 Bikeway but even more scenic".

Section 2. Local Match Availability

- a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

☒ Yes ☐ No

Please describe:

Boulder County is providing \$31,000 of the local match. Cyclists 4 Community has written a letter of commitment to donate \$5,000 towards the local match to show their strong support for this project. C4C advocates for safer roads and bikeways as part of a multi-modal, network, and safe system and raises funds for cycling safety. C4C's strong support is due to the safety and multimodal components of this project.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

☒ Yes ☐ No

Please describe:

The total local match for this project is \$36,000. The local nonprofit named Cyclists 4 Community (C4C) have committed \$5,000 to the local match to show their strong support for this project. C4C advocates for safer roads and bikeways as part of a multi-modal, network, and safe system and raises funds for cycling safety. C4C's strong support is due to the safety and multimodal components of this project. The remaining \$31,000 is in Boulder County's Capital Improvement Program and the project is on the Boulder County sales tax list which was recently renewed by Boulder County voters.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

☒ Yes ☐ No

- b. Has the public had access to translated project materials in relevant languages for the local community?

☒ Yes ☐ No

Please describe:

The proposed project appears in the Boulder County Transportation Master Plan. During development of the plan the county held several in person public meetings in Longmont, Boulder and Louisville. A written public comment period was also held. County staff also met with bicycle advocacy groups and other interested parties.

A Survey that was developed during the Transportation Master Planning process was available in Spanish and English. Facebook ads and posts were designed to target the County's Spanish speaking population. Of the 1955 total responses, 75 were in Spanish.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

☒ Yes ☐ No ☐ N/A

Please provide any additional details on the items in Section 3, if applicable.

City of Boulder Open Space and Mountain Parks is an adjacent landowner and is aware of the project, and if the project is funded, would be an integral part of project stakeholder team, along with other adjacent property owners.

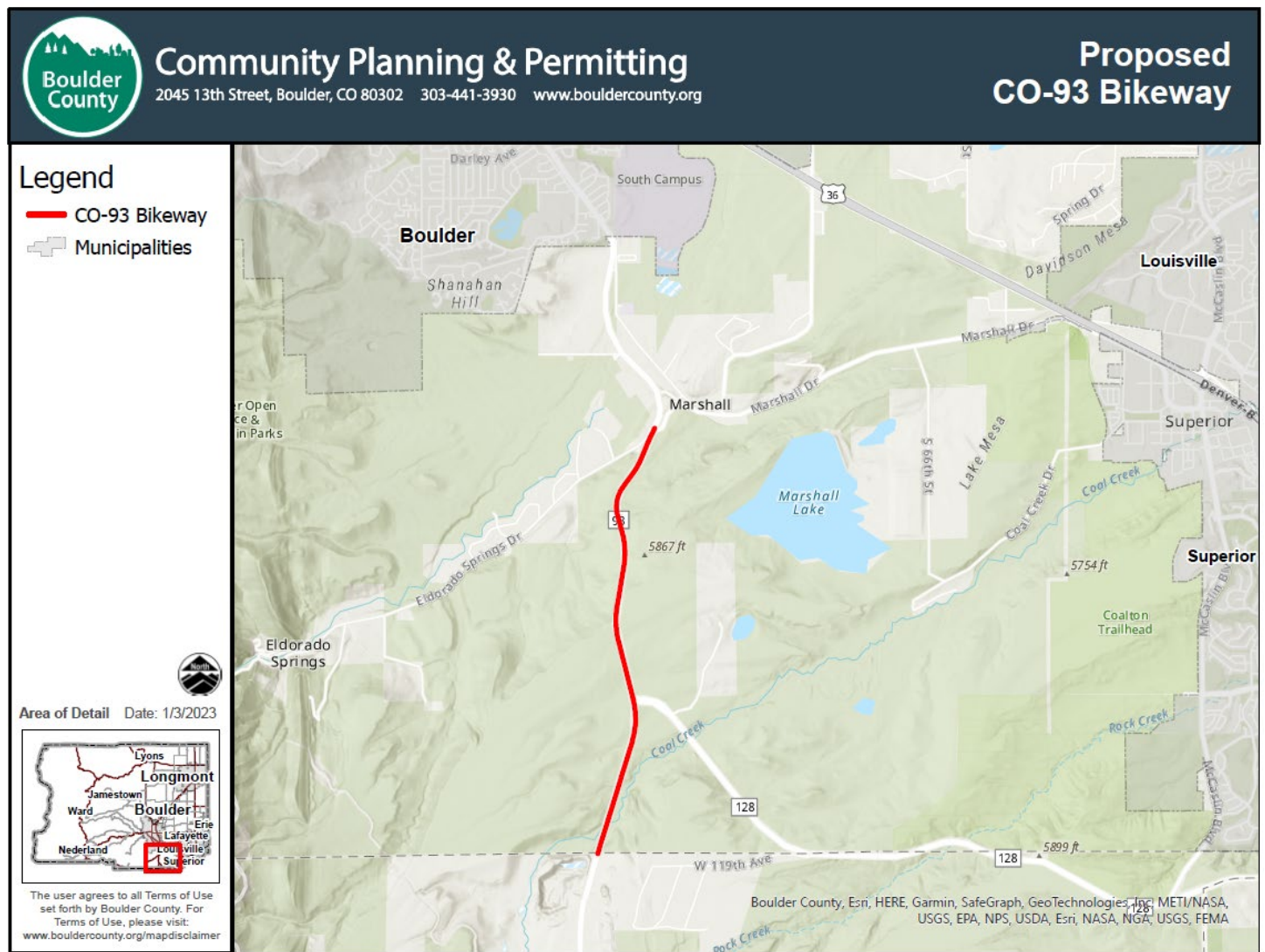
As part of public engagement for the Boulder County Transportation Master Plan (TMP) update surveys were widely distributed. When asked to rate biking priorities the responses showed very clear priorities for shoulder improvements and separated facilities. The respondents were asked to rate the top transportation priorities. The need to enhance biking and walking facilities were rated in the top three. Respondents were also asked to select their top three priorities for improving bicycling in Boulder County. Over half of respondents selected increasing the number of separated facilities as one of their top three priorities overall and by respondents that self-identified as people with disabilities, Hispanic or Latino, low income or as an older adult

The survey was available electronically, in paper copy, and via telephone. The county used a variety of forums to distribute and advertise the survey, including: two news releases, email to the county's extensive listserv of interested citizens, posted on the TMP Update page on the county's website, sent to the Inclusive Planning Steering Committee, a link in banner within Transit App (an app widely used by transit riders), posted on social media platforms, Facebook ads directed at Spanish speakers and posted to 79,251 NextDoor members. There was a total of 1,955 survey responses, 75 of which were in Spanish. See supplemental materials for more information on the survey.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

Location Map



Cost Estimate

| CO 93 South Foothills Bikeway Feasibility Study | | |
|---|-------------------|--------------|
| Start point: CO 93 MM 13.5- Intersection of CO 93 and CO 170 (Marshall Drive) | | |
| End point: CO 93 MM 10.5 – Boulder County-Jefferson County line | | |
| | | % of overall |
| Project Management | \$ 20,000 | 6% |
| Existing conditions and utility inventory | \$ 25,000 | 7% |
| Public involvement including public meetings and addressing comments received | \$ 30,000 | 9% |
| Stakeholder coordination | \$ 50,000 | 14% |
| Alternative development and evaluation criteria development for process to pick recommended alignment | \$ 70,000 | 20% |
| Recommended alignment | \$ 10,000 | 3% |
| Conceptual design | \$ 120,000 | 34% |
| Environmental documentation (Wetland evaluation and inventory of environmental constraints) | \$ 25,000 | 7% |
| Total | \$ 350,000 | 100% |

CDOT Concurrence Response:



COLORADO Department of Transportation

Region 4
Regional Director's Office
10601 10th Street
Greeley, CO 80634-9000

December 20, 2022

Alexandra Phillips
Bike Planner
Boulder County
PO Box 471
Boulder, CO 80306

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Subregional Call FY24-27

Dear Alexandra Phillips:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with Boulder County's application for the DRCOG Subregional FY24-27 TIP Call. This concurrence applies only for the CO 93 South Foothills Bikeway Feasibility Study project, in the event this project is selected by DRCOG as a subregional project in this Call. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for right-of-way, utilities, and environmental. All costs associated with clearances including right-of-way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at: http://www.coloradodot.info/business/designsupport/bulletins_manuals.

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with CDOT specialty units, please contact Josie Thomas at (970) 888-4006.

Sincerely,

Heather
Paddock

Digitally signed by
Heather Paddock
Date: 2022.12.21
14:19:47 -07'00'

Heather Paddock
CDOT Region 4 Transportation Director

HP:dmm

cc: Dan Marcucci, CDOT Region 4 Professional Engineer
Josie Thomas, CDOT Region 4 Planning & Local Agency Environmental Manager
James Eussen, CDOT Region 4 Planning & Environmental Manager
Deanna McIntosh, CDOT Region 4 Planner
Whitney Holcombe, CDOT Region 4 STIP and Project Creation Technician



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian
Improvements

INPUT

User Guide

(1) What is your project evaluation year?

Reset Interface

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

| Before | After | Change |
|--------|-------|--------|
| 17000 | 16864 | 136 |

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

Average

<- Fill National Values

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip
Distance (miles)

Distribution of Trip Distances (daily fraction per mileage)

| $x < 1$ | $1 \leq x < 2$ | $2 \leq x < 3$ | $3 \leq x < 4$ | $4 \leq x \leq 5$ | Sum |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

OUTPUT

Calculate Output

EMISSION REDUCTIONS

| Pollutant | Total |
|--|-------|
| Carbon Monoxide (CO) | 0.615 |
| Particulate Matter <2.5 μm (PM _{2.5}) | 0.003 |
| Particulate Matter <10 μm (PM ₁₀) | 0.017 |
| Nitrogen Oxide (NO _x) | 0.011 |
| Volatile Organic Compounds (VOC) | 0.022 |
| Carbon Dioxide (CO ₂) | 0.000 |
| Carbon Dioxide Equivalent (CO ₂ e) | 0.000 |
| Total Energy Consumption (MMBTU/day) | 1.635 |

*Units in kg/day unless otherwise noted

Peer Agency Support Letters

City of Boulder

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☐ 24-27 Regional Call ☒ 24-27 Subregional Call

| | | |
|---|---|---|
| APPLICANT INFORMATION | | |
| 1. Who is requesting support? Subregional Forum: <input type="checkbox"/> Local Agency: Boulder County | | |
| 2. Project Sponsor: Boulder County | 3. Current Supporting Agency(ies): <input type="checkbox"/> | |
| 4. Contact Person: Alexandra Phillips Title: Bike Planner Email: aphillips@bouldercounty.org Phone: 303 441 4520 | | |
| PROJECT DESCRIPTION | | |
| 5. Project Title: CO 93 Bikeway Feasibility Study | | Total Project Cost: \$350k |
| Project Location: In CDOT ROW along CO 93 from the intersection of CO 93 and CO 170 south the Jefferson County line at MM 10.5 | | Project Limits: (mileposts, intersecting roads, rivers, etc.) CO 93 MM 13.5- Intersection of CO 93 and CO 170 (Marshall Road) to MM 10.5 - Jefferson County line |
| County: Boulder | Municipality(ies): <input type="checkbox"/> | Project Length: 2.9 miles |
| Brief Description of Project: The project is a feasibility study to identify and evaluate alternative alignments for a lower stress bikeway that would be a combination of protected shoulder and hard-surface multi-use path that would parallel CO 93 (South Foothills Highway) between the City of Boulder and the Jefferson County line. The anticipated project outcome is the identification of a preferred bikeway alignment and preliminary construction cost estimate. The hard-surface facility would be plowed in winter and maintained for travel year-round. The development of the preferred alignment will be based on many factors including ROW, topography, safe connections to other bikeways and safe intersection crossings and environmental constraints such as wetlands. | | |
| SUPPORT REQUEST | | |
| 6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input type="checkbox"/> <input checked="" type="checkbox"/> Local Agency, Specify: City of Boulder | | |
| 7. Type of Support Requested: <input checked="" type="checkbox"/> Support Only <input type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input type="text"/> <input type="checkbox"/> Local (non-DRCOG) Funds: Amount: <input type="text"/> | | |
| 8. Please type your name and date below which certifies the above information is accurate and complete: Name: Alexandra Phillips Date: 12/13/2022 | | |

| | |
|---|--|
| RESPONSE (to be completed by agency/subregion from whom support is requested) | |
| 9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: <input type="checkbox"/> Local Agency: City of Boulder | |
| 10. Contact person at supporting forum/agency: Jean Sanson Title: Principal Planner Email: sansonj@bouldercolorado.gov Phone: 303.870.5227 | |
| 11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| 12. Does your subregion/agency pledge financial support to this project, if requested? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If yes, provide amount: \$ <input type="text"/> Fiscal year(s) funds are provided in: <input type="text"/> If yes, where are funds coming from: <input type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> Subregional Funding Target (forum must approve) | |
| 13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above: Name: Jean Sanson Date: 1/2/23 | |

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☐ 24-27 Regional Call ☒ 24-27 Subregional Call

| APPLICANT INFORMATION | | |
|---|---|---|
| 1. Who is requesting support? Subregional Forum: <input type="checkbox"/> Local Agency: <u>Boulder County</u> | | |
| 2. Project Sponsor: <u>Boulder County</u> | 3. Current Supporting Agency(ies): <input type="checkbox"/> | |
| 4. Contact Person: <u>Alexandra Phillips</u> Title: <u>Bike Planner</u> Email: <u>aphillips@bouldercounty.org</u> Phone: <u>303 441 4520</u> | | |
| PROJECT DESCRIPTION | | |
| 5. Project Title: <u>CO 93 Bikeway Feasibility Study</u> | | Total Project Cost: <u>\$350k</u> |
| Project Location: <u>In CDOT ROW along CO 93 from the intersection of CO 93 and CO 170 south the Jefferson County line at MM 10.5</u> | | Project Limits: (mileposts, intersecting roads, rivers, etc.) <u>CO 93 MM 13.5- Intersection of CO 93 and CO 170 (Marshall Road) to MM 10.5 - Jefferson County line</u> |
| County: <u>Boulder</u> | Municipality(ies): <input type="checkbox"/> | Project Length: <u>2.9 miles</u> |
| Brief Description of Project: <u>The project is a feasibility study to identify and evaluate alternative alignments for a lower stress bikeway that would be a combination of protected shoulder and hard-surface multi-use path that would parallel CO 93 (South Foothills Highway) between the City of Boulder and the Jefferson County line. The anticipated project outcome is the identification of a preferred bikeway alignment and preliminary construction cost estimate. The hard-surface facility would be plowed in winter and maintained for travel year-round. The development of the preferred alignment will be based on many factors including ROW, topography, safe connections to other bikeways and safe intersection crossings and environmental constraints such as wetlands.</u> | | |
| SUPPORT REQUEST | | |
| 6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input type="checkbox"/> <input checked="" type="checkbox"/> Local Agency, Specify: <u>Jefferson County</u> | | |
| 7. Type of Support Requested: <input checked="" type="checkbox"/> Support Only <input type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input type="checkbox"/> <input type="checkbox"/> Local (non-DRCOG) Funds: Amount: <input type="checkbox"/> | | |
| 8. Please type your name and date below which certifies the above information is accurate and complete: Name: <u>Alexandra Phillips</u> Date: <u>12/13/2022</u> | | |

| RESPONSE (to be completed by agency/subregion from whom support is requested) |
|---|
| 9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: <input type="checkbox"/> Local Agency: <u>Jefferson County</u> |
| 10. Contact person at supporting forum/agency: <u>Christina Lane</u> Title: <u>Senior Transportation Planner</u> Email: <u>clane@jeffco.us</u> Phone: <u>303-358-8018</u> |
| 11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 12. Does your subregion/agency pledge financial support to this project, if requested? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If yes, provide amount: \$ <input type="checkbox"/> Fiscal year(s) funds are provided in: <input type="checkbox"/> If yes, where are funds coming from: <input type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> Subregional Funding Target (forum must approve) |
| 13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above: Name: <u>Christina Lane</u> Date: <u>01/04/2023</u> |

Project Support Letters

Bike Jeffco



The voice for cyclists in Jefferson County

Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org
Date: January 19, 2023

RE: Support for Boulder County's Subregional TIP application for the CO 93 Bikeway Feasibility Study for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal

Dear Mr. Cottrell:

Bike Jeffco, the Jefferson County, Colorado bicycle advocacy organization, is pleased to provide this letter of support of Boulder County's Subregional TIP application for the CO 93 Bikeway Feasibility Study.

The CO 93 Corridor could be a direct and picturesque route for cyclists given the scenic views of the foothills and rock formations along the way to Golden and Boulder. However, it is unrideable for most cyclists given the high volume of motorized traffic reaching speeds of well over 55 mph. In fact, Google routes cyclists away from 93 to reach the 36 Bikeway for a destination of Boulder which doubles the mileage from the 93 Corridor. Cyclists often report to us about the challenges in riding north to Boulder from the western side of Jefferson County.

Boulder County has a goal to provide safe, comfortable, and direct bicycle connections between communities within Boulder County as well as inter-regional connections. CO 93 is the major gap in connecting existing and planned bicycle infrastructure in Boulder County and Jefferson County. We are excited that this bikeway parallel to CO 93 would now make bicycle commuting between these two cities an attractive transportation option as well as provide a tourist attraction with a positive economic impact. The feasibility study will identify a preferred alignment and preliminary construction cost, the first step in completing this important bicycle connection. The project is consistent with the WestConnect Coalition PEL Study, Boulder County Transportation Master Plan 2020 update, and the Denver Regional Active Transportation Plan. We see this as one of the most important projects in the last decade - up there with the 36 Bikeway but even more scenic.

For all these reasons, Bike Jeffco strongly supports funding the CO 93 Bikeway Feasibility Study. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Charlie Myers, Vice Chair
Bike Jeffco

Bicycle Colorado



Denver Regional Council of Governments
Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

January 17, 2023

Mr. Cottrell:

Bicycle Colorado is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **CO 93 Bikeway Feasibility Study** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Boulder County has a goal to provide safe, comfortable, and direct bicycle connections between communities within Boulder County as well as inter-regional connections between. CO 93 is the major gap in connecting existing and planned bicycle infrastructure in Boulder County and Jefferson County. CO 93 is tier 1 CDOT high demand corridor but due to the volume and speed of motorized traffic CO 93 is essentially unrideable by all but the most fearless riders.

Completing the CO 93 bike connection from the intersection of CO 93 and CO 170 (Marshall Road) south to the Jefferson County line would provide a safe and comfortable connection for bicyclists between Boulder County and Jefferson County. The feasibility study will identify a preferred alignment and preliminary construction cost, the first step in completing this important bicycle connection.

The project is consistent with the [WestConnect Coalition PEL Study](#), [Boulder County Transportation Master Plan 2020 update](#), and the [Denver Regional Active Transportation Plan](#)

For all these reasons we support funding the CO 93 Bikeway Feasibility Study. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rachel Hultin', is written over a light blue horizontal line.

Rachel Hultin
Sustainable Transportation Director
Bicycle Colorado

Commuting Solutions



287 Century Circle, Suite 103 Louisville, CO 80027 303.604.4383
commutingsolutions.org

Denver Regional Council of Governments

Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

1/12/2023

Mr. Cottrell:

Commuting Solutions is pleased to provide this letter of support for all of Boulder County's Subregional TIP applications. Complete list of applications is below.

| |
|--|
| CO 119 Bikeway: Foothills- Jay |
| CO 119 Bikeway: Airport- Hover |
| CO 119 Bikeway: Niwot- Airport |
| LoBo Trail - Jay Rd Connection |
| Vision Zero Safe Routes to School Action Plan |
| Countywide Strategic Transit Plan |
| South Boulder Rd Rapid Transit and Multimodal Corridor Plan |
| Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study |
| Super Flex SE Boulder County |
| CO 93 Bikeway Feasibility Study |

Each one of the projects would take Boulder County one step closer to their Vision Zero goals, reduce greenhouse gases and provide more viable options and choices beyond the single occupant vehicle for traveling in and around the county. All the projects taken as a whole propel us leaps towards the goals.

All of the projects in the applications build off of prior studies and reports and are consistent with regional planning documents.

For all these reasons we support funding all ten of Boulder County's TIP grant applications. Thank you for your consideration of Boulder County's application for these important projects.

Sincerely,

A handwritten signature in black ink that reads "Audrey DeBarros".

Audrey DeBarros
Executive Director

Setting the pace for the northwest metro region.





Denver Regional Council of Governments
Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

10 January, 2023

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the CO 93 Bikeway Feasibility Study for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Boulder County has a goal to provide safe, comfortable, and direct bicycle connections between communities within Boulder County as well as inter-regional connections between. CO 93 is the major gap in connecting existing and planned bicycle infrastructure in Boulder County and Jefferson County. CO 93 is tier 1 CDOT high demand corridor but due to the volume and speed of motorized traffic CO 93 is essentially unrideable by all but the most fearless riders.

Completing the CO 93 bike connection from the intersection of CO 93 and CO 170 (Marshall Road) south to the Jefferson County line would provide a safe and comfortable connection bicycle between Boulder County and Jefferson County. The feasibility study will identify a preferred alignment and preliminary construction cost, the first step in completing this important bicycle connection.

The project is consistent with the [WestConnect Coalition PEL Study](#), [Boulder County Transportation Master Plan 2020 update](#), and the [Denver Regional Active Transportation Plan](#)

It is the opinion of C4C that the sum of Boulder County's Transportation Master Plan is a national leader in its vision for multi-modal network connectivity that leads on our greatest challenges. Let's fund it..

Sincerely,

Matt Muir, Operations Manager
matt@c4community.org
c4community.org