

2020–2023 Transportation Improvement Program (TIP) Boulder County Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to [your subregional forum](#).

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

APPLICATION FORM OUTLINE

The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

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

Part 2 | Evaluation Criteria, Questions, and Scoring

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

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

Section A. Subregional Significance of Proposed Projects 40%

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

Section B. Metro Vision TIP Focus Areas 30%

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

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

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

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

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

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

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

% of Outside Funding (non-Subregional Share)	High	60% and above
	Medium	30-59%
	Low	29% and below

Part 3 | Project Data – Calculations and Estimates

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

Part 1

Base Information

1. Project Title	Coal Creek/Rock Creek Regional Trails Connection at 104 th Street
2. Project Start/End points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	This project begins at the Coal Creek regional trail at Empire Rd. and follows 104 th Street South to the Rock Creek regional Trail at Rock Creek Farm, Sterns Lake Trailhead.
3. Project Sponsor (entity that will construct/ complete and be financially responsible for the project)	City of Louisville, CO.
4. Project Contact Person, Title, Phone Number, and Email	Megan Davis, Deputy City Manager, 303-335-4539, mdavis@louisvilleco.gov

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? Yes No
If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?

[DRCOG 2040 Fiscally Constrained Regional Transportation Plan \(2040 FCRTTP\)](#)

X Local plan:

- City of Louisville Parks, Recreation, Open Space and Trails Plan
<http://www.louisvilleco.gov/home/showdocument?id=1538>
- Jointly Owned Boulder County-Lafayette-Louisville Open Space Management Plan
<https://assets.bouldercounty.org/wp-content/uploads/2017/03/jointly-owned-lafayette-louisville-open-space-management-plan.pdf>
- City of Lafayette Parks, Recreation and Open Space Plan
<https://www.cityoflafayette.com/1330/2019-PROST-Master-Plan#2012>

Other(s):

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

7. Identify the project's key elements.

<input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP)	<input type="checkbox"/> Roadway
<input type="checkbox"/> Transit Other: Transit Priority Lanes	<input type="checkbox"/> Railway
X <input type="checkbox"/> Bicycle Facility	<input type="checkbox"/> Bicycle
X <input type="checkbox"/> Pedestrian Facility	<input type="checkbox"/> Pedestrian
<input type="checkbox"/> Safety Improvements	<input type="checkbox"/> Roadway Pavement Reconstruction/Rehab
<input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP)	<input type="checkbox"/> Bridge Replace/Reconstruct/Rehab
<input type="checkbox"/> Roadway Operational	<input type="checkbox"/> Study
	<input type="checkbox"/> Design
	<input type="checkbox"/> Other:

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

The proposed project will provide a multimodal use option through a corridor where a continuous bike/pedestrian facility does not currently exist. The project would connect two heavily used regional trails, and will help ensure that the regional transportation system is well-connected and serves all modes of travel. The trail connection offers a continuous trail connection between two important regional trails – the 14-mile Coal Creek Regional Trail (est. 1990) and 12-mile Rock Creek Trail (map in Attachment 1), traveling along 104th Street, which is a busy roadway that bisects SH 42/Empire Road, Dillon Road and the Northwest Parkway. There is currently a shoulder but no bike lane on 104th Street between Dillon Road and Empire Road. The two regional trails which would be connected are also utilized as connections by the broader region, linking into the City and County of Broomfield trail system to the south, Superior to the south west and the City of Lafayette to the north and east.

This trail would provide a new multimodal travel option along this heavily travelled corridor with approximately 19,000 ADT at Dillon Road and 104th St. The two regional trails which will be connected by this trail also see heavy use. According to trail counters the Coal Creek Trail at Empire Road (which is the northern connection point) there are 374 bikes/day on weekends, 231 bikes/weekday and approximately 100,000 annual bicycle users alone (not counting walkers/hikers). The Rock Creek Trail sees between 66,000-123,000 total users of all kinds per year. This high usage demonstrates that this project will provide another important connection for residents in the region to these regional trails.

In addition, the project will help enhance the region's quality of life, by increasing access to trails and open spaces in multiple communities. The collaborative implementation of this trail reflects our region's values, in that it protects and connects people to its diverse natural resource areas, open space, parks and trails. The trail connection will link people to open space areas, which are jointly owned by the participating jurisdictions. The two Cities of Louisville and Lafayette and Boulder County have worked for many years to acquire open spaces in these areas, for the purposes of preservation, agricultural heritage and recreation. We have worked collaboratively on completing regional connections to and through these open spaces, and therefore have significant experience and strong relationships to support this project. The trail connection will link people to open space areas, which are jointly owned by the participating jurisdictions.

The proposed alignment respects local plans, and leverages existing IGAs to further multi-jurisdictional collaborative efforts of preservation, recreation and multimodal transportation alternatives. This trail has been identified as a top priority for collaboration with Boulder County Parks and Open Space by the Cities of Louisville and Lafayette for several years.

The trail will improve multimodal connections to Louisville's largest job center, the Colorado Tech Center, and provide a bicycle/pedestrian trail link that connects with the US 36 bikeway and Flatiron Flyer BRT. The trail will provide a connection to the south for Lafayette residents for transportation and recreation purposes. It will give people access to open space and recreational opportunities without getting in their car.

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

The project is to construct a primarily soft-surface/crusher fines (concrete in some small sections), 8 foot wide, separated multi-use trail that links the regional Coal Creek Trail, which extends from Louisville and Superior to Lafayette, to the Rock Creek Trail which connects Boulder and Broomfield County trail systems (Attachment 2). The trail will be constructed on publicly owned Open Space lands and, if needed at select locations, within public road right of way. It will consist of 2.6 miles of new trail that will travel through several jointly-owned Open Space properties. These properties are managed for multiple purposes with a high emphasis on Agriculture. However, the plans for these properties identify a potential trail connection along the 104th Street corridor. The trail will be set back as far as possible from the road to provide a separated, open space experience, however in some areas agriculture operations and other uses will necessitate the use of right of way closer to the road.

The northern portion of the trail connection will be at Empire Rd. and the Coal Creek Trail, where it will then travel east and south along the Louisville cemetery, cross SH 42, and continue south along 104th St. Currently the anticipated alignment for the trail will be on the east side of Empire Rd/104th St, however, during design this may change slightly in areas, including the area near the Louisville cemetery. A new signal at SH 42 and 104th Street (which has been designed and funded, and will be installed this year/2019) has been configured to support the trail

alignment and necessary pedestrian crossings. The trail will continue south along the east side of 104th Street on the Mayhoffer 15 Open Space property, where it will parallel the agricultural activities on the Boulder County Land Venture property to the intersection of Dillon Road and 104th. At this point, there may be a need for some concrete sections and curb and gutter infrastructure due to existing easement and private property lines. Another signal is planned for installation at this intersection, with accommodations designed in for the trail crossing.

From Dillon Road, the trail continues to travel south along the east side of 104th, on the Boulder County Rock Creek Farm property, crosses the bridge over the NW Parkway (where a concrete sidewalk currently exists) and enters the Carolyn Holmberg Preserve. The trail will follow the Open Space on the east side until it reaches the parking lot at Sterns Lake. Just north of the parking lot there is a ditch crossing and wetland area which will require a small bridge and boardwalk area.

A map of the proposed alignment can be found in Attachment 3. A detailed conceptual budget estimate can be found in Attachment 4.

10. What is the status of the proposed project?

The project is in the planning stage and a conceptual alignment has been identified. It is identified in the **Jointly Owned Boulder County-Lafayette-Louisville Open Space Management Plan** adopted by Boulder County and the partner cities in 2004. This management plan provides land management guidance for an assemblage of ten protected properties that span 950 acres in southeastern Boulder County. The three partner agencies have worked collaboratively to identify a conceptual alignment on these publicly owned lands, as detailed above. The infrastructure at the road crossings (Dillon Road and Empire Road) are currently being constructed in partnership with the Louisville Colorado Technology Center (CTC) to include signals with pedestrian crossings designed to accommodate trail implementation. The design for the project will be completed by the project partner communities by the end of 2020, and the communities would like to begin construction in 2021-2022.

The City of Louisville Open Space Master Plan contemplates the development of a trail to connect the Coal Creek Regional Trail and the Rock Creek Trail through the City of Louisville, Lafayette and Boulder County properties that lie between. The City of Lafayette Parks, Recreation and Open Space Plan (2014) also includes the trail connection as a priority. An Intergovernmental Agreement between the three agencies enabled the development of the Coal Creek/Rock Creek Trail system and the City's participation in regional planning efforts for future alternative transportation tax funding. As a result, there have been significant connectivity improvements and numerous future possibilities for improving the existing trail system, with projects such as the 104th Street trail connection.

The project will require site survey and environmental studies to be complete, and the Boulder County Parks and Open Space Rock Creek Farm management plan will be amended to reflect the alignment of the trail.

The City of Lafayette has budgeted their match funds for the project in their 2021-22 CIP, The City of Louisville has match funding included in its 6 year CIP plan that would support the improvements, and Boulder County Parks and Open Space has included match funding for the project in their 5-year CIP plan as well. Grant funds will allow completion of the project.

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

Yes No

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

If a smaller amount of funding were provided, the trail could not be completed. The full benefit of the trail is to connect the two regional trails, and this would be lost if only certain segments of the project were completed.

The City of Louisville requests consideration for State Multi-modal options funding for this project.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$950,000.00
2. Total amount of DRCOG Regional Share Funding Request <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	\$475,000.00	50% of total project cost
3. Outside Funding Partners (other than DRCOG Regional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Boulder County Subregion	\$475,000	50%
City of Louisville	\$158,333.33	16.67%
City of Lafayette	\$158,333.33	16.67%
Boulder County	\$158,333.33	16.67%
Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i>	\$950,000	100%

Funding Breakdown (year by year)*	*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds (Subregional)	\$0	\$0	\$475,000	\$0	\$475,000
Local Funds	\$85,000	\$0	\$390,000	\$0	\$475,000
Total Funding	\$85,000	\$0	\$865,000	\$0	\$950,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design		CON		

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



Part 2 Evaluation Criteria, Questions, and Scoring

A. Regional significance of proposed project

WEIGHT **40%**

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

1. Why is this project regionally important?

The project adds multimodal capacity to a roadway adjacent to a major job center with 5,000 employees in the City of Louisville. Nearly half (48%) of workers commuting into Louisville, and to the CTC, are traveling from the US 36 corridor. This trail connection provides a bus/bike option for people to get off the bus at the Flatiron Station and ride their bike to the CTC in a direct manner.

The proposed trail provides an important pedestrian and bicycle connection to two major regional trails that connect Lafayette, Louisville and Broomfield. The Coal Creek and Rock Creek Trails each see approximately 100,000+ users per year (Trail count data in Attachment 5). The trailhead serving the Rock Creek Trail had 110,519 visits in 2017 and Lafayette's 2017 daily Coal Creek Trail counts indicate daily usage as high as 500 users per day, and 11,000 users per month.

The trail addresses the transportation needs for more north/south multimodal connections within the corridor including providing a safe, reliable alternate mode connection from Lafayette to Louisville and on to Broomfield. The trail will provide linkages to the Cities of Lafayette and Louisville to Boulder County's most heavily visited Open Space; Rock Creek Farm, which in 2017 received 157,999 visits. The trail will provide outdoor opportunities to several communities throughout the region, as well as access to active outdoor recreation in the form of walking, hiking and biking.

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

Yes, this trail benefits the Cities of Lafayette, Louisville, the Town of Superior, Boulder County and City and County of Broomfield. For all of these communities, the trail provides a direct link that extends the regional trail connection opportunities. For Lafayette, it provides a safe and direct opportunity for residents to connect the Coal Creek Trail to the Rock Creek Trail and Open Space and to access Open Space that the City has jointly purchased. For Louisville it provides an important multimodal transportation connection for individuals working at the CTC, as well as the opportunity for residents to link the Coal Creek Trail to the Rock Creek Trail and Open Space, and increases access to Open Space that the City has jointly purchased. For Superior, commuters and recreational users will have a more comprehensive regional trail network that can be accessed from the Coal Creek trail right in their community. And the trail will link Broomfield open spaces and trails with the Boulder County regional trails network and open spaces.

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

Yes, this project includes both the Boulder County and Broomfield County subregions by connecting regional and local trails within both subregions.

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

The project will add a new bicycle and pedestrian facility along 104th Street, where no contiguous connection currently exists. The trail will connect two regional trail systems that serve as backbone trails for their communities in making local trail connections.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The trail will have a direct impact on the CTC in Louisville, the largest employment center in this community, which houses approximately 5,000 employees per day. The trail connection allows these businesses and their employees to have direct access to two major regional trail systems, to have better bicycle commuting facilities, and improved walkability to local open space and recreational areas. In addition, the trail addition would support connections to downtown Louisville and Lafayette. This trail will improve upon the existing physical infrastructure by adding this facility to the existing roadway.

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

Residents, visitors and employees in the area will now have alternate modes options available, and improved access to major job centers and regional transit lines. The bicycle and pedestrian trail expansion will allow for connections to regional transit including the Flatiron Flyer BRT on US 36 at East Flatiron Station, and will be connected to major urban and job centers. People will be able to bike or walk to open spaces for recreational purposes where they previously had to drive.

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

This project represents a multi-jurisdictional partnership between two subregions and three entities. The Cities of Lafayette and Louisville will partner with Boulder County to construct the trail, and execute an IGA for maintenance for the ongoing management of the facility. The City and County of Broomfield has been actively involved in the alignment discussions, and are working with the project partners to identify additional connections and facilities that would further leverage this investment.

Letters of support available in Attachment 6.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.

This project could provide a connection to regional transit for individuals who do not own a car but wish to work at the CTC, which is a major job center. It provides a safe and direct bicycle connection to the US 36 bikeway and US 36 BRT. There is currently no transit connectivity to the CTC, but approximately 45% of the employees at this location come from areas to the east, and primarily along the US 36 corridor. This would make a connection by bike to the US 36 Flatiron Flyer BRT.

As depicted on the map, this trail runs along Open Space and commercial/industrial development, and therefore is not surrounded by heavily populated areas. Within one mile of the area there are vulnerable individuals that will benefit from this mobility option: 825 persons over 65, 718 minority persons, 473 linguistically challenged persons and 2112 individuals with disabilities and 940 children aged 6 – 17. In addition, there are 494 low-income households and 164 households without a motor vehicle. With over 5,700 individuals with potential mobility challenges, this additional mode of transportation will greatly improve upon current conditions.

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

This provides a reliable multimodal facility by adding a separated bike and pedestrian trail along 104th Street and connecting the Coal Creek and Rock Creek regional trail corridors. For individuals who live or work within the area, this will provide a permanent, continuous facility for multimodal use. In addition, the trail provides a north/south connection between the Coal Creek and Rock Creek trail systems, providing a reliable, accessible connection within in close proximity to the Cities of Louisville and Lafayette. The two trails do not converge until much farther east in Erie, which is a significant distance for users in and around 104th Street.

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

The project will improve transportation safety by removing cyclists from the roadway and providing a separated trail for bicycle use. The current vehicle use, at 19,000 ADT, and lack of bicycle lanes or contiguous walking path creates an unsafe situation and poor experience for these users. The addition of a continuous multi-use path will improve safety for all modes of travel by separating pedestrian uses to the new trail. The project also utilizes safe pedestrian crossings at major intersections that will be installed in conjunction with new traffic signals.

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

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

Contain urban development in locations designated for urban growth and services.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes No

[MV objective 3](#)

Increase housing and employment in urban centers.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes No

This project supports the objective of increasing multimodal enhancement along corridors, in this case by adding a separated bicycle and pedestrian facility to enhance the use of alternate modes. The proposed trail connects with several urban centers, including the City of Louisville’s CTC and downtown, downtown Lafayette, the Town of Superior through the Coal Creek Trail, and the City and County of Broomfield trail system through the Rock Creek Trail. In addition, the trail will directly link into the East Flatiron Parkway Park-n-Ride, allowing people from around the metro area to access these key destinations and explore this extensive regional trail system.

[MV objective 4](#)

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

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

Yes No

This project will allow for the use of a new mobility choice – walking or bicycling – along the 104th St. corridor. It will provide a new trail connection between two of Boulder County’s heaviest used regional trail systems, Coal Creek and Rock Creek.

[MV objective 6a](#)

Improve air quality and reduce greenhouse gas emissions.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Based on the trail usage on the Rock Creek and Coal Creek trails, there will be a reduction in ozone, greenhouse gas emissions, carbon monoxide and particulate matter due to the increase in people riding their bikes or walking along this corridor vs. driving. The GHG reductions from bicycle use on the trail would be approximately 78 lbs. in the first year, and 5.2 lbs. from pedestrians. The trailhead at Stearns Lake received 110,519 vehicle visits in 2017, which indicates a very high number of users are driving to the trailhead. This project will provide a connection that will support more people in the region walking, hiking or bicycling to the trailhead instead of driving.

Yes No

[MV objective 7b](#)

Connect people to natural resource or recreational areas.

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?

This trail is critical in completing a Louisville/Lafayette connection from the Coal Creek to Rock Creek Regional Trails. The trails currently converge several miles to the east in Erie, but some of the heaviest use is in Louisville at Empire Rd, which is the northern starting point for this connection. The trail will not only provide connections for commuters and regional travelers, but will also provide a direct connection to one of Boulder County Parks and Open Space most popular parks, Rock Creek Farm. In addition, the communities have invested in open spaces throughout the area that are not currently accessible to recreational use. This trial connection will provide transportation and recreational uses on these open space areas (three properties) that have active agricultural uses, giving users the opportunity to see the benefits of these open space assets in preserving agriculture and natural resources in our community.

Yes No

[MV objective 10](#)

Increase access to amenities that support healthy, active choices.

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?

With an estimated 200,000 users on the two regional trails that will be connected by this trail, this provides significant opportunity to help residents in numerous neighboring communities lead a healthy and active lifestyle. The trail will provide the ability to connect these two trails, and easily access a large open space area that allows hiking, biking, birdwatching, fishing, picnicking and other outdoor activities that enhance physical and mental health.

Yes No

[MV objective 13](#)

Improve access to opportunity.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

The project provides access by bike or walking to regional trails and open space areas. This provides a trail connection to open space amenities, as well as jobs and other amenities for people who do not own a vehicle. The trail is an easy, accessible grade that will provide an alternate transportation option for people of most ages and abilities.

Yes No

Within one mile of the area there are vulnerable individuals that will benefit from this mobility option: 825 persons over 65, 718 minority persons, 473 linguistically challenged persons and 2112 individuals with disabilities and 940 children aged 6 – 17. In addition, there are 494 low-income households and 164 households without a

motor vehicle. Individuals without a motor vehicle will have another option to access employment at the CTC, and children within a mile of this area will have a safe path to bike or walk to school.

[MV objective 14](#)

Improve the region’s competitive position.

8. Will this project help support and contribute to the growth of the region’s economic health and vitality? Yes No

The trail will give more people the opportunity to experience our region using alternate modes, including bikes and on foot. It will support access to open space areas from public transit, at the RTD Park n Ride in Broomfield. It will provide a bicycle connection for commuters that work or live in Louisville and Lafayette, instead of driving their car. Open Spaces and trails are a significant economic draw for our region, and this trail will expand the opportunities to bike or hike to and from businesses within Louisville and Lafayette, as well as the broader region.

D. Project Leveraging

WEIGHT 10%

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

Project Data Worksheet – Calculations and Estimates (Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings
2. Population and Employment

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

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>		
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>		
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>		
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)		
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>		
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)		
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists 231 (on connecting trail)
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,716	8,011	22,727
2040	15,491	8,433	23,924

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
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3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	115.5	127.1
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	57.75	63.55
5. = Initial number of new bicycle trips from project (#3 – #4)	58	64
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} (or other percent, if justified)	17	19
7. = Number of SOV trips reduced per day (#5 - #6)	41	45
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	82	90
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	77.9	85.5
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	78
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	14,716	8,011	22,727
2040	15,491	8,433	23,924

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	39	43
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	19.5	21.5
5. = Number of new trips from project (#3 – #4)	19.5	21.5
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	5.85	6.45
7. = Number of SOV trips reduced per day (#5 - #6)	13.65	15.05
8. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	5.46	6.02
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	5.2	5.72

10. If values would be distinctly greater for weekends, describe the magnitude of difference:

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

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
	Use Current Census Data	1. Persons over age 65
2. Minority persons		718
3. Low-Income households		494
4. Linguistically-challenged persons		473
5. Individuals with disabilities		2112
6. Households without a motor vehicle		164
7. Children ages 6-17		940
8. Health service facilities served by project		

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

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

Roadway Pavement

1. Current roadway pavement condition	
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.
3. Other functional obsolescence issues to be addressed by project
4. Average Daily User Volume over bridge

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.

2.

3.

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*

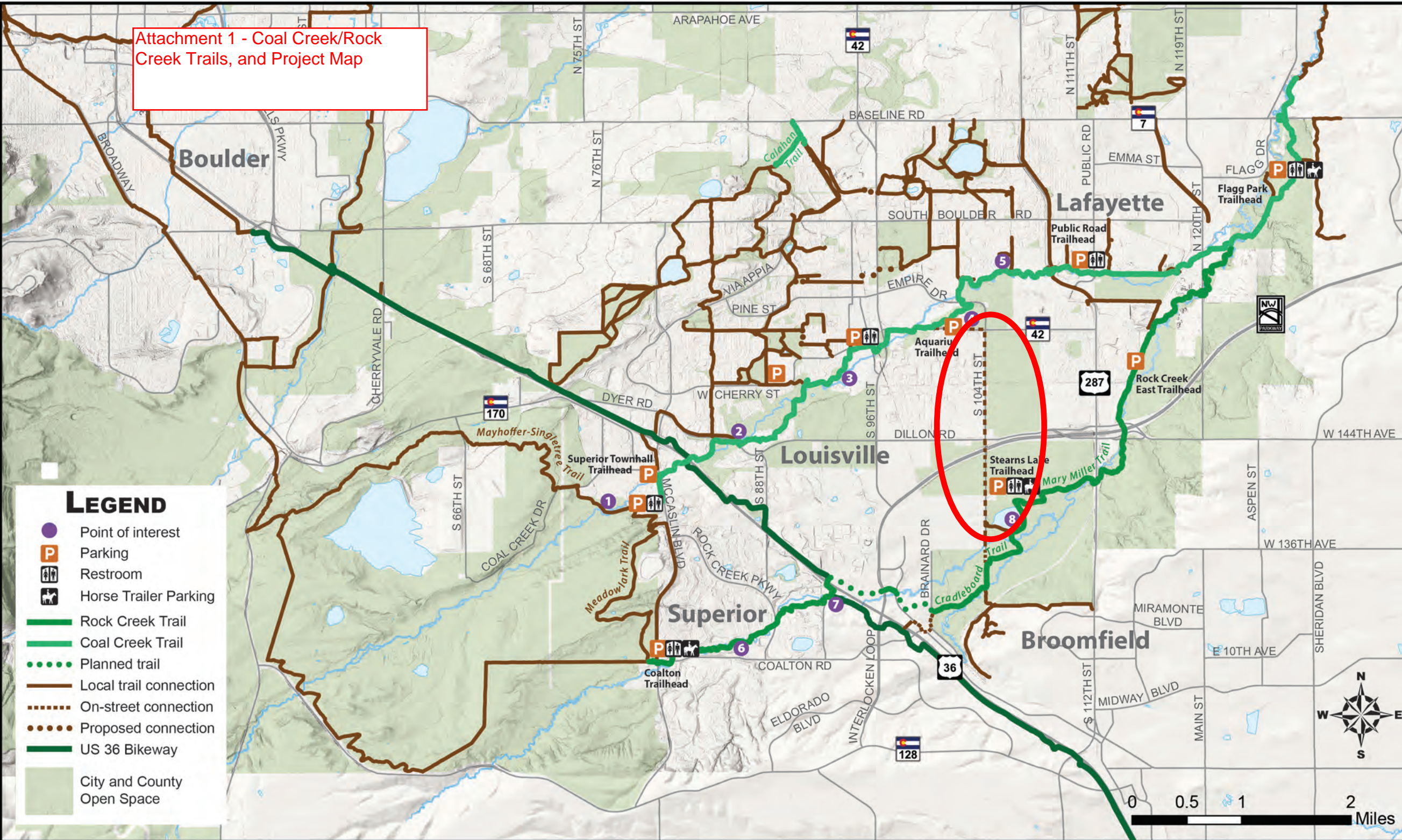
Yes No

2. Negative impact on vulnerable populations

No

3. Other:

Attachment 1 - Coal Creek/Rock Creek Trails, and Project Map



LEGEND

- Point of interest
- Parking
- Restroom
- Horse Trailer Parking
- Rock Creek Trail
- Coal Creek Trail
- Planned trail
- Local trail connection
- On-street connection
- Proposed connection
- US 36 Bikeway
- City and County Open Space

A north arrow is located in the bottom right corner. Below it is a scale bar showing distances of 0, 0.5, 1, and 2 miles.

Points of Interest – Things to Check Out



Mayhoffer-Singletree Trail



1921 Railroad Trestle at Commerce Court in Lafayette



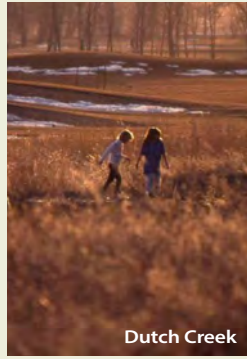
Community Park



Coal Creek Golf Course



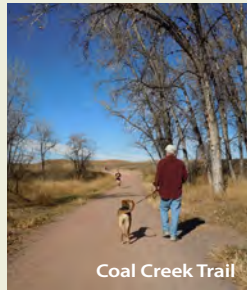
Coal Creek Trail



Dutch Creek

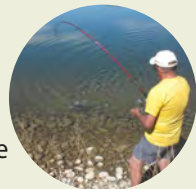


Stearn's Lake



Coal Creek Trail

- 1 Learn about Superior's mining history on the Mayhoffer-Singletree Trail.
- 2 Stop and enjoy lunch at the Coal Creek Golf Course which opened in 1990.
- 3 Ride the first trail segment! The trail from Aspen Way to Dutch Creek opened in 1990.
- 4 Find your favorite mountain peak with the Aquarius Trailhead's "Peak Finder."
- 5 Relax and enjoy the new up-close seating area along Coal Creek.
- 6 Enjoy a picnic at Superior's Community Park.
- 7 Ride to Flatiron Crossing for an afternoon of shopping.
- 8 Catch a fish at Boulder County's Stearns Lake at Carolyn Holmberg Preserve (Colorado State fishing license required).



Rules & Regulations

- *Unauthorized motor vehicles prohibited.*
- *Pets must be on a leash and under physical control at all times.*
- *Pick up your animal's waste and dispose of properly.*
- *Stay on designated trail; private property borders trail in places.*
- *Bicyclists must yield the right-of-way to other users.*
- *Do not harass wildlife or disturb natural vegetation.*
- *Local ordinances apply.*

Managing Agencies

Boulder County | Parks and Open Space Department
303-678-6200; www.BoulderCountyOpenSpace.org

City & County of Broomfield | Open Space and Trails Department
303-464-5803; www.broomfield.org/openspace

Town of Erie | Parks & Recreation Department
303-926-2796; www.erieco.gov

City of Lafayette | Parks, Open Space & Golf Department
303-661-1306; www.cityoflafayette.com

City of Louisville | Parks & Recreation Department
303-335-4735; www.louisvilleco.gov

Town of Superior | Parks, Recreation & Open Space Department
303-499-3675; www.superiorcolorado.gov



BOULDER COUNTY TRANSPORTATION, 2017

Coal Creek/ Rock Creek REGIONAL TRAIL SYSTEM



COAL CREEK  ROCK CREEK

BOULDER COUNTY
CITY AND COUNTY OF BROOMFIELD
TOWN OF ERIE
CITY OF LAFAYETTE
CITY OF LOUISVILLE
TOWN OF SUPERIOR

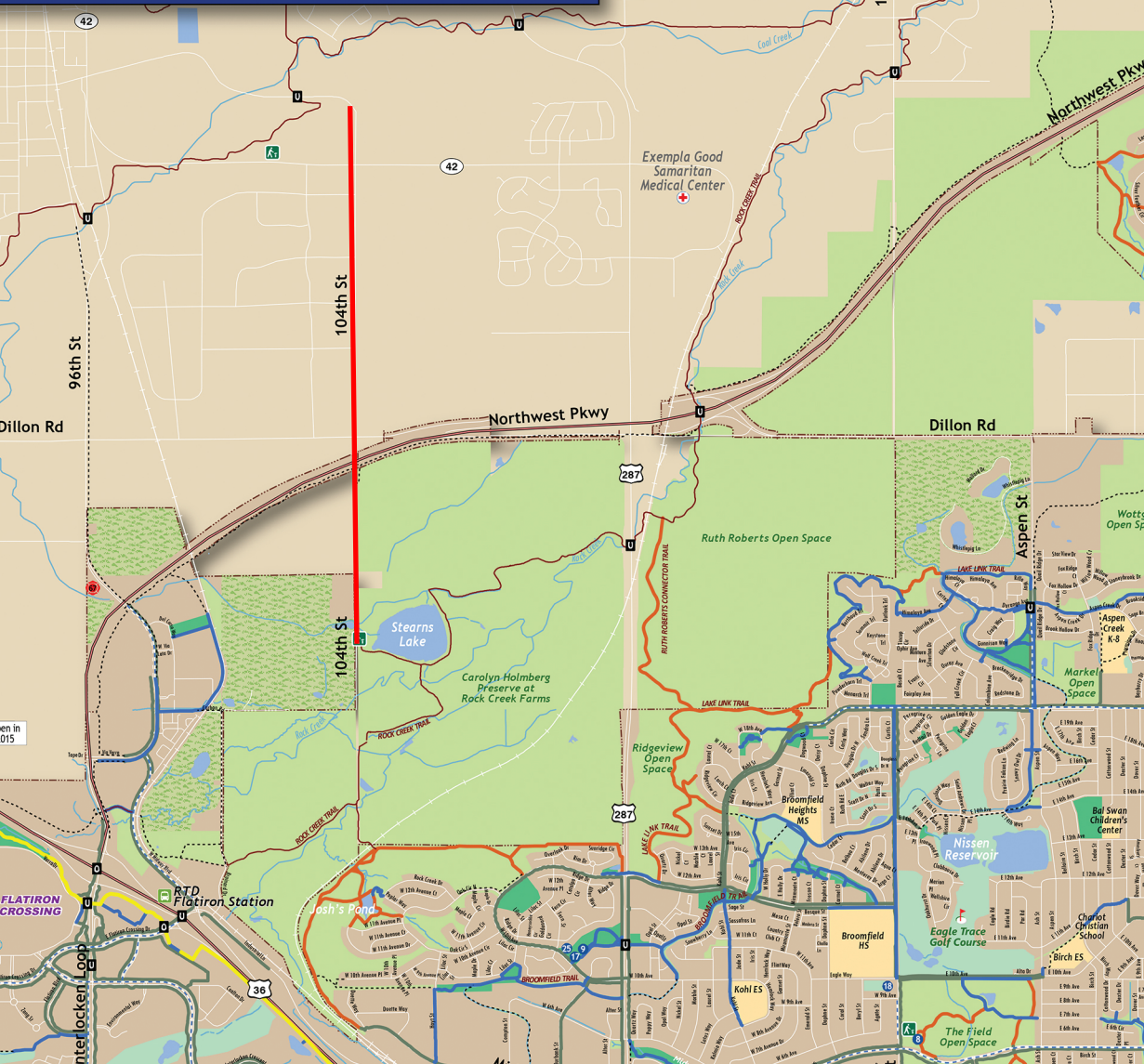
Urban Drainage & Flood Control District
Great Outdoors Colorado

to the south, The Rock Creek Trail can be accessed via the Lake Link Trail in the Lac Amora
prpr
h B
pass
w.b

Attachment 2 - City and County
of Broomfield Open Space and
proposed trail

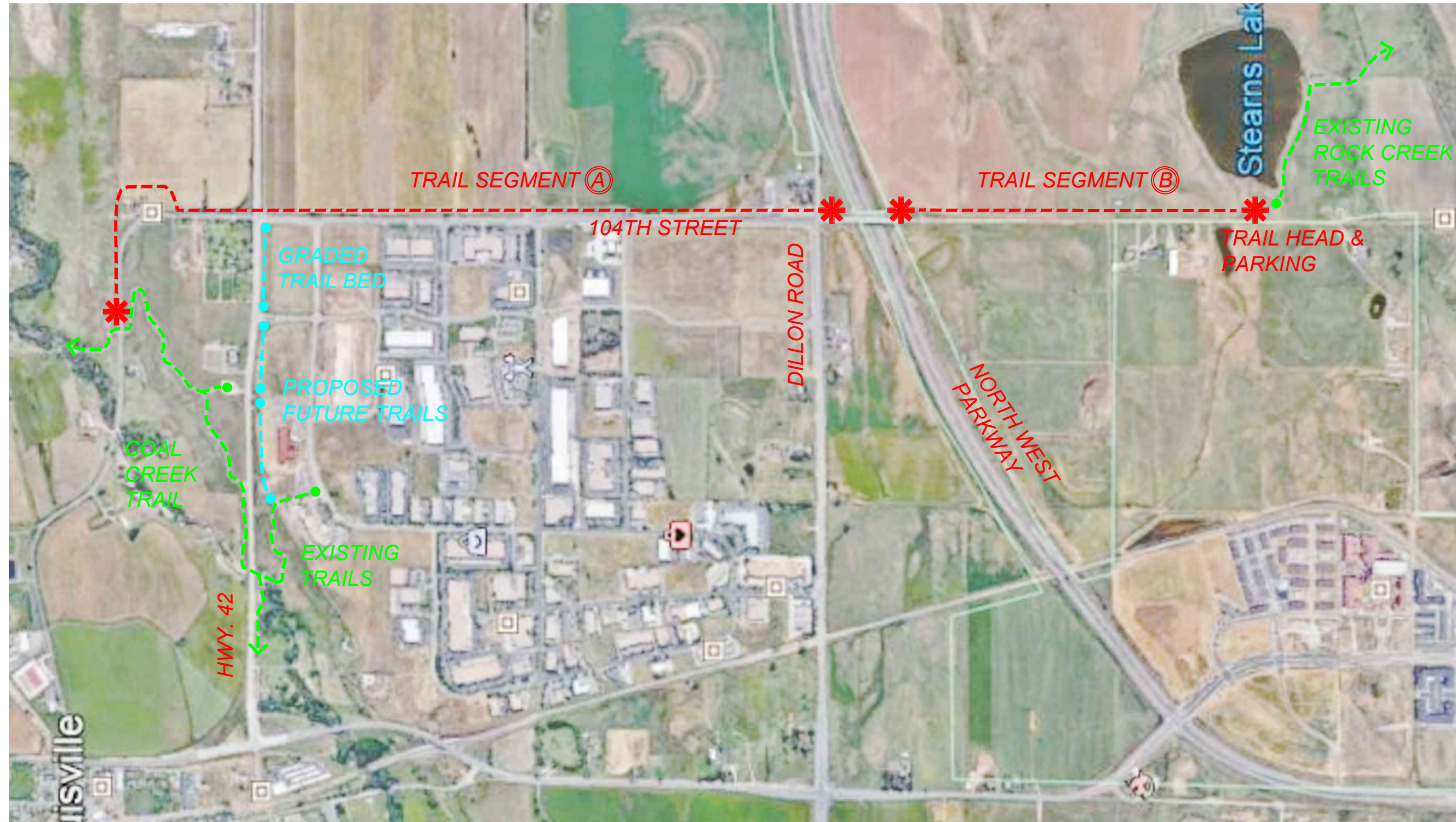
the path that is
bikeway will

LAFAYETTE

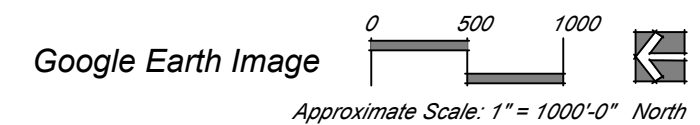


104th Street Illustrative Regional Trail Alignment:

A Regional Trail Connection from the Intersection of Empire Road and Coal Creek Trail , south, crossing Dillon Road, south, to the Trail Head and parking At Sterns Lake. Continue south from Sterns Lake on the existing Rock Creek Trail passing Rock Creek and on to the existing US 36 & Flatiron Station park and ride.



104th STREET ILLUSTRATIVE REGIONAL TRAIL ALIGNMENT



	Est. Cost	Notes
Trail Segment 'A'		
Concrete Sections 2,075 l.f. x 8' wide = 16,600 sq. ft. x \$9 = \$149,400	\$149,400.00	\$9.00 / sq. ft. placed
Crusher Fines Sections 5,939 l.f. x 8' wide = 47,512 sq. ft. x \$4 = \$47,512	\$47,512.00	\$4.00 / sq. ft. placed
Trail Segment 'B'		
Concrete Sections 340 l.f. x 8' wide = 2,720 sq. f.t. x \$9 = \$24,480	\$24,480.00	\$9.00 / sq. ft. placed
Crusher Fines Sections 2,931 l.f. x 8' wide = 23,448 sq. ft. x \$4 = \$93,792	\$93,792.00	\$4.00 / sq. ft. placed
Boardwalk 100' x 8' wide = \$56,000	\$56,000.00	
Goodhue Ditch - 18' x 8' wide Steel Truss Bridge	\$61,632.00	
Goodhue Ditch - Crossing fee	\$5,000.00	
Goodhue Ditch - Review	\$2,000.00	
Goodhue Ditch - Hydraulic Study	\$5,000.00	
Both Trail Segments		
Site Survey	\$10,000.00	
Utility Mitigation / Relocation	\$30,000.00	
Environmental Study	\$30,000.00	
Cut / Fill / Compaction	\$20,000.00	Placer Holder, Actual Amount Defined in Design
Relocate / Pipe Ditch Sections	\$20,000.00	Placer Holder, Actual Amount Defined in Design
Sub Total	\$554,816.00	
Bonding and Mobilization	\$44,385.00	8% of Project Costs
Design	\$83,222.00	15% of Project Costs
Materials Testing	\$83,222.00	2% of Project Costs
Traffic Control	\$5,548.00	10% of Project Costs
Erosion Control Silt Fencing	\$22,806.00	\$2.00 / lf. x Length
Clear and Grub	\$9,579.00	\$0.06 / sf. x 159,642 sf.
Revegetation / Hydromulch - 4' on E. side of trail and 10 W. side of trail x length	\$4,789.00	\$0.03 / sf. x 159,642 sf.
Contingency	\$83,222.00	15% of Project Costs
Estimated Total	\$891,589.00	
	\$53,495.34	3% CPI over two years
Estimated Total Project Cost	\$945,084.34	

Trail Segment A, 8,014 linear feet or 1.5 miles
 Trail Segment B, is 3,389 linear feet or .6 miles

Total Length A+B = Approximately 11,403 linear feet or 2.6 miles

Daily totals report

Covering 16 days from 2017-05-22 to 2017-06-06
 Report generated on 2017-06-07 by ben.mazal@cityoflafayette.com
www.trafx.net



Site Name	Average	Min	Max
COAL CREEK WEST	384.9	236.0	536.0

A = adjustment applied, D = divide by 2 applied, F = filtering applied

Daily/Weekly/Monthly totals report

From 2017-06-01 to 2017-09-30

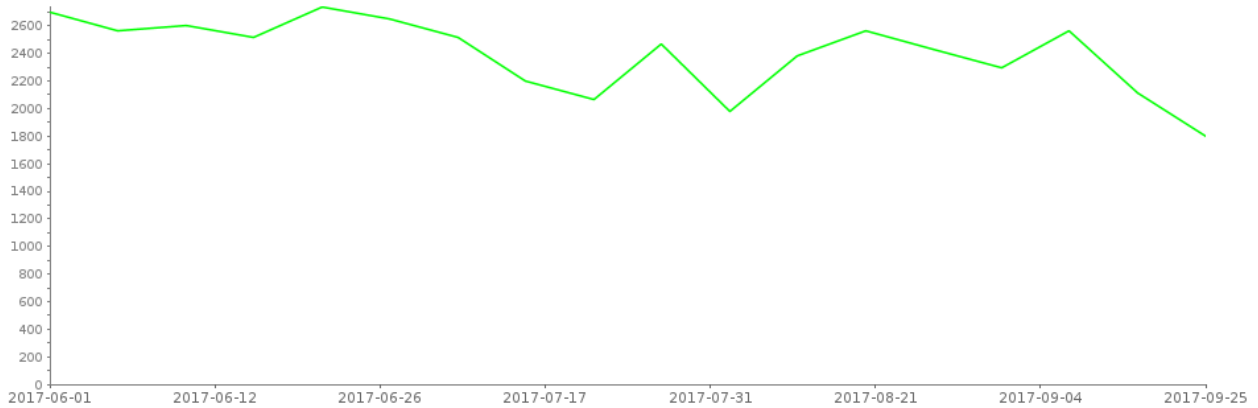
Report generated on 2017-09-26 by ben.mazal@cityoflafayette.com

www.trafx.net

Daily Totals



Weekly Totals*



Monthly Totals*



Site Name

COAL CREEK WEST

* Weekly and Monthly totals are based on Average Daily Traffic (ADT)



Parks & Open Space

5201 St. Vrain Road • Longmont, Colorado 80503
303.678.6200 • Fax: 303.678.6177 • www.BoulderCountyOpenSpace.org

February 22, 2019

Dear DRCOG,

Boulder County Parks & Open Space is writing to share our support for the City of Louisville Subregional TIP application for the 104th Regional Trail Connection. This proposal would create an important regional trail connection between the Coal Creek Trail and the Rock Creek Trail at the Carolyn Holmberg Preserve at Rock Creek Farm. This proposed trail has been a priority of both the City of Louisville and City of Lafayette and Boulder County for many years.

The cities of Lafayette and Louisville, along with Boulder County, have acquired numerous open space properties and trail easements in southeast Boulder County. These open spaces support preservation, recreation, and also regional trails that facilitate travel between our communities. The Coal Creek Trail is one of the longest, most heavily used regional trails in Boulder County. Many residents use this trail for recreational and transportation purposes, as it connects people to jobs, services and amenities. The Rock Creek Trail is another important regional trail connection that links Boulder County and Broomfield. The proposed trail connection will allow residents to travel from Lafayette through Louisville and connect to Broomfield, providing a new connection to natural areas, homes, jobs, and transit connections including the US 36 Flatirons Station. The proposed 104th Street Regional Trail connection will improve multi-modal transportation opportunities for cyclists and walkers looking to connect these two significant regional trails, as well as connecting into the US 36 Bikeway and Broomfield trail system.

The county has planned for funding for this trail in its 5 year CIP budget, and will contribute its share local match for this project in 2021 and 2022.

The City urges DRCOG and the Boulder County Subregional TIP forum to support this project for TIP funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "EL", is written over a faint blue line.

Eric Lane, Director
Boulder County Parks & Open Space

February 17, 2019

Dear DRCOG,

The City of Lafayette is writing to share our support for the City of Louisville Subregional TIP application for the 104th Regional Trail Connection. This proposal supports an important regional trail connection, and one that has been a priority for the City of Lafayette for many years.

The Cities of Lafayette and Louisville, along with Boulder County, have purchased several open spaces and trail easements in southeast Boulder County. These open space areas support preservation, recreation, and also regional trails that facilitate travel between our communities. The Coal Creek Trail is one of the longest, most heavily used regional trails in Boulder County. Lafayette residents use this trail for recreational and transportation purposes, as it connects people to jobs, services and amenities.

The Rock Creek Trail is another important regional trail connection that links Boulder County and Broomfield. The proposed trail connection will allow our residents to travel from Lafayette through Louisville and connect to Broomfield, providing a new connection to natural areas, homes, jobs, and transit connections including the US 36 Flatirons Station.

This trail will improve multi-modal transportation opportunities for cyclists and walkers looking to connect these two significant regional trails, as well as connecting into the US 36 bikeway and Broomfield trail system.

The City has planned for funding for this trail in its 5 year CIP budget, and will contribute local match for this project in the amount of \$158,333.33 in 2021 and 2022.

The City urges DRCOG and the Boulder County Subregional TIP forum to support this project for TIP funding.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Rob Burdine', with a long horizontal line extending to the right.

Rob Burdine

Open Space Superintendent
City of Lafayette



CITY AND COUNTY MANAGER

One DesCombes Drive • Broomfield, CO 80020 • 303.438.6300 • www.broomfield.org

February 25, 2019

Denver Regional Council of Governments
1001 17th Street
Denver, CO 80202

Dear DRCOG and Boulder County Subregional TIP Forum,

The City and County of Broomfield would like to share our support for the City of Louisville's proposed TIP project for the 104th Street regional trail connection.

The project will enhance connections to the Coal Creek Regional Trail, Rock Creek Regional Trails, and Broomfield trails, including the Lake Link Trail, and to Brainard/Industrial Lane - a short distance from the East Flatirons Circle Park n Ride and US 36 Bikeway access at the station.

In addition, Broomfield plans to improve Industrial Lane for multimodal access. Later this year Broomfield will complete the Midway Multi-use Bridge over BNSF railway located near Midway at Hoyt Street. With Louisville's improvements along 104th to access the Lake Link Trail, residents, employees, and visitors of both Boulder and Broomfield Subregions will have increased access and connectivity across subregions.

This multimodal project will address regional multi-use trail connections to the regional active transportation network across subregional boundaries and to the US 36 multi-modal corridor.

The City and County of Broomfield supports the City of Louisville's DRCOG application to the Boulder County Subregional TIP forum for funding. If selected for funding Broomfield requests that the City of Louisville work with Broomfield staff to reach out to Broomfield residents on 104th Street about the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Ozaki".

Charles Ozaki
City and County Manager