

Part 1

Base Information

1. Project Title	South Boulder Road At-Grade Safety and Intersection Improvements
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	This project is located at South Boulder Road, between Eisenhower St. and SH 42, in Louisville, Boulder County, CO. See site location map Attachment 1.
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	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?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTF)
	<input checked="" type="checkbox"/> Local plan: City of Louisville South Boulder Road Small Area Plan http://www.louisvilleco.gov/home/showdocument?id=9702 City of Louisville Transportation Master Plan (to be finalized July, 2019) http://www.louisvilleco.gov/Home/ShowDocument?id=22224 South Boulder Road Existing Conditions and Crossing Alternatives Analysis http://www.louisvilleco.gov/Home/ShowDocument?id=21044
	<input type="checkbox"/> Other(s): <i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>

7. Identify the project's **key elements**.
- | | |
|---|--|
| <input type="checkbox"/> Rapid Transit Capacity (2040 FCRTF) | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Transit Other: Transit Priority Lanes | <input type="checkbox"/> Railway |
| <input checked="" type="checkbox"/> Bicycle Facility | <input checked="" type="checkbox"/> Bicycle |
| <input checked="" type="checkbox"/> Pedestrian Facility | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Safety Improvements | <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab |
| <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTF) | <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab |
| <input checked="" 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 project will complete design and construction on at-grade crossing improvements proposed at five intersections along South Boulder Road. The objective of the recommended improvements is to provide safety and mobility enhancements that can be implemented in the short-term to benefit all users of South Boulder Road. Safety highlights for people walking or bicycling include reduced crossings distances, minimized conflicts with turning

vehicles through signal modifications, and a Pedestrian Hybrid Beacon at Eisenhower Drive. The proposed improvements would also benefit people driving on the corridor through countermeasures to address identified safety issues per the five year crash history and traffic operations analyzed as a part of this planning effort. Proposed countermeasures for these areas of concern include protected left turn movements, the extension of left-turn storage lanes, and a right-turn on red restriction at Via Appia. A map of the project locations can be found in Attachment 1.

The project seeks to address several Metro Vision related issues, including the desire to create a safe and resilient built environment surrounding the portions of the City that exist on both sides of South Boulder Road. New development has occurred on the north east end of Louisville, north of South Boulder Road, and important amenities are located on the south side of South Boulder Road, such as parks, the Public Library, Recreation and Senior Center, jobs and shopping, and more.

The project also supports a healthy and inclusive community by meeting the needs of increasingly vulnerable populations within the area directly north and south of South Boulder Road. This project will address several transportation challenges, including better multimodal connections between the north/south parts of the City that connect to mobility options for vulnerable populations and multimodal options for all users. The two bus routes that service Louisville travel along this section of South Boulder Road, connecting people to jobs, school, amenities and current and future regional transit routes including the Flatiron Flyer BRT. The improvements will provide safer crossings allowing for people to more easily and safely access transit and regional trails.

The project will also address traffic congestion and crashes on South Boulder Road by providing safety improvements for regional travelers, and will help reduce short-trip vehicle miles travelled in the City of Louisville by improving walk and bikability between the north and south sides of town.

South Boulder Road is identified as a principle arterial in the 2040 regional roadway system. The area around South Boulder Road and Main Street is located less than .10 mile from the intersection of South Boulder Road and SH 42. This area is one of four main activity centers in Louisville, with 23% of the City's retail along this corridor it serves as a job center and provides access to important services such as grocery stores. Louisville is nearing build out, but within the past 10 years the area directly north of South Boulder Road and east of SH 42 has seen some of the highest population growth (5 – 10%) throughout the City. There are approximately 1,100 new dwelling units in this area, including the Boulder County Housing Authority Kestrel development, the Foundry (approved but not yet constructed), Coal Creek Station (approved but not constructed) Steel Ranch, Steel Ranch South, Lanterns, Balfour, and North End. This development has resulted in increased vehicle traffic generated from within the region, as well as increased pedestrian traffic throughout the area. The City has installed multimodal transportation infrastructure to ensure connectivity, address the needs of vulnerable populations (such as extending transit service, installing new sidewalks and crossings, etc.), however the connections across South Boulder Road remains a challenge. The proposed improvements on South Boulder road would improve the multimodal access for these residents to reach schools (elementary schools and the middle school), and Downtown Louisville, where the Public Library, municipal offices, recreation services (public swimming pool), restaurants, shops and other amenities are located.

Starting at South Boulder Road and Main Street and continuing west along SBR across SH 42, the Average Daily Traffic Volumes (ADT) reaches over 30,000 ADT. South Boulder Road and Main Street experiences the highest ADT level along South Boulder Road within the City of Louisville, and is also the primary location where pedestrians cross South Boulder Road. Because South Boulder Road is a regional transportation corridor, many commuters use it to travel to job centers in and between the Cities of Lafayette, Louisville and Boulder. During peak times, this section of the corridor becomes very congested with traffic, which coincides with peak travel times for children walking to and from school. Safety improvements along the corridor, along with the countermeasures for vehicle travel will improve traffic flow and safety for vehicles as well.

There are three schools within approximately ½ mile of South Boulder Road in the planning area, and the Louisville Middle School and Louisville Elementary School both are the neighborhood schools for those residents living directly north of South Boulder Road and Main Street. Main Street is the primary crossing for children traveling from north of South Boulder Road to access the schools on the south side of the corridor. Garfield, Via Appia and Eisenhower are also heavily utilized crossing points. Louisville Elementary school enrollment is 584 students and Louisville Middle

School enrollment is 633 students. Coal Creek Elementary School is also within .25 mile of South Boulder Road, and is located just west of the planning area.

Improving vehicle and pedestrian safety is a Metro Vision identified problem and one of the key goals for this project. Between 2015 – 2018 a total of 105 crashes occurred in the one-mile study area (Eisenhower Drive to SH 42) on South Boulder Road. 33% of the crashes resulted in injury, and a total of two pedestrian and four bicycle crashes occurred in the study area during the same period.

The proposed at-grade improvements would benefit people walking and bicycling, as well as people that drive through the corridor. The signal and operational changes, and the geometric crossing improvements at each intersection would enhance the safety, comfort, and accessibility of all users along South Boulder Road. This project provides regional benefits and would help meet several of the DRCOG regional objectives, including expanding the regions multimodal transportation system and improving safety.

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

The City has completed a significant amount of planning for this project. In 2016 the City completed a local area plan, the South Boulder Road small area plan, that identified the need for improved bicycle and pedestrian crossings as a high priority for residents to complete trail connections, provide more multimodal connections from the north/south section of the City, and facilitate safe routes to school and commuter connections. In 2018, the city received a GOCO planning grant to conduct feasibility analysis and initial design on potential crossing sites located on South Boulder Road. More detail on this grant can be found in Attachment 2. In 2018 City Council gave staff direction to move forward with design on the South Boulder Road and Main Street underpass, and to identify at-grade improvements that could be installed to improve vehicle and pedestrian safety and experience. This TIP funding proposal addresses the at-grade crossing improvements identified through the study.

This project will complete design and construction of signal changes and geometric crossing improvements located at four intersections along South Boulder Road in Louisville, including Via Appia, Garfield Ave., Centennial Dr. and Main Street. The City has completed 30% design on the project, identifying proposed alignment, utilities, and potential technical challenges associated with the project. The project will include completion of design and construction of the proposed changes. The specific elements of the project would include:

SIGNAL AND OPERATIONAL IMPROVEMENTS

- **Protected Left-Turn:** Reduces the potential for conflict between turning vehicles and people walking, bicycling, or driving.
- **Leading Pedestrian Interval (LPI):** Provides people crossing, especially vulnerable users, the opportunity to safely enter the intersection and begin crossing before vehicles may turn. LPIs have been shown to reduce pedestrian-vehicle crashes by as much as 60 percent.
- **No Right-turn LED Sign:** Provides additional warning for turning vehicles to stop and watch for people crossing.
- **No Right-turn on Red:** A Restriction all times for northbound right-turns at Via Appia addresses a crash history (seven crashes in three years) caused by that movement. The MUTCD identifies three right-turn crashes in one year as an impetus for this restriction, of which 2016 and 2018 would exceed and meet this threshold respectively.
- **Pedestrian Hybrid Beacon:** Provides people walking and bicycling the ability to stop traffic and safely cross South Boulder Road at Eisenhower Drive, which is approximately 100 feet wide at this location and has a posted speed limit of 40 mph.

INFRASTRUCTURE IMPROVEMENTS

- **Curb Extension:** Shortens the crossing distance by approximately 20 feet at each location and slows the speed of right-turning vehicles due to the tightened curb radii.
- **Pedestrian Island Refuge:** Extending the medians across the existing crosswalks provides people crossing with a more comfortable experience and slows the speed of left-turning vehicles.

- **Crosswalk Markings and Stop Bars:** Provide clear delineation of the pedestrian zone, and defines the space to maintain a safe distance and level of comfort between people crossing and vehicles.
- **Left-turn Storage Lane Extensions:** The signal changes may require extending the left-turn storage lanes at Main Street, Centennial Drive, and Via Appia to ensure that vehicle queueing does not extend into the through travel lanes during peak hours.

A detailed cost estimate for all aspects of the project can be seen in Attachment 3, along with a schematic drawing of the proposed projects.

10. What is the status of the proposed project?

The project was identified initially through the South Boulder Road Small Area Plan, which was completed in 2016. In 2017 the City wanted to conduct further analysis to identify the preferred location of an underpass on South Boulder Road, based on the need, technical feasibility and cost. The City applied and received a GOCO Planning Grant for \$75,000 to study the connectivity options for pedestrians and bicyclists across South Boulder Road, including an underpass and/or at-grade improvements, and to provide 30% design on the top at-grade and grade-separated alternatives. Through this study, detailed analysis was completed for three locations for grade-separated crossings along South Boulder Road. At-grade improvements were explored through this analysis, and several improvements to signal timing, crosswalks, medians and geometric improvements at signals were recommended. This project includes further design and construction of the at-grade elements, which will improve safety and multimodal connectivity throughout the entire corridor.

TIP funding will support the final design and construction of the at-grade improvements.

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

X Yes No

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

If the City were awarded a smaller amount of funding, we would consider phasing the project by intersection to complete some but not all of the intersections. Which intersection is completed in what phase would depend upon the amount of funding available, and the prioritization based on the final South Boulder Road connectivity study.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$1,433,276
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>	\$1,003,293	70% 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
City of Louisville	\$429,983	30%
Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i>	\$429,983	

Funding Breakdown (year by year)*	<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.</i>				
	FY 2020	FY 2021	FY 2022	FY 2023	Total

Federal Funds (Subregional)	\$0	\$1,003,293	\$0	\$0	\$1,003,293
Local Funds	\$225,000	\$204,983	\$0	\$0	\$429,983
Total Funding	\$225,000	\$1,208,276	\$0	\$0	\$1,433,276
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design/ENV/ROW	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?

South Boulder Road is a main arterial and regional connector for south Boulder to Louisville and on to Lafayette. The road is heavily travelled with average daily traffic counts between approximately 17,000 and 30,000 vehicles, depending on the intersection and time of day. The speeds on South Boulder Road within the area average between 30 – 39 miles per hour, with the 85% speeds between 35 – 44 MPH. Census data shows that the City of Boulder has 4,900, Lafayette has 690 and Louisville has 1,000 daily commuters traveling along the east/west corridors between the Cities of Boulder, Louisville and Lafayette, including South Boulder Road. Pedestrian and bicycle crossing at the intersections along this corridor in Louisville have varied levels of safety facilities. In order to assess the corridor functionality related to north/south connectivity, the City recently conducted a connectivity study. This study explored north/south connectivity improvements that would result in no or minimal impacts on east/west vehicle utilization.

The regional impact of this project is a reduction in crashes along South Boulder Road, and improved safety for vehicles and pedestrians/bicycles alike.

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

Yes, while the proposed improvements provide a direct benefit to the City of Louisville, the Cities of Boulder and Lafayette will also see significant benefits. South Boulder Road is utilized as a commuter corridor for people travelling into/out of Boulder and Lafayette. The SH 7 PEL Study indicated that improvements on the east end of Lafayette at 119th St would result in additional traffic directed to South Boulder Road. This will increase the congestion along this corridor, directly impacting those intersections that are currently experiencing congestion and multimodal use. The intersection safety improvements will address safety for individuals travelling along the corridor to and from work, as well as local walkers and bikers in the City of Louisville. In addition, the crossing improvements for pedestrians and bicycles will increase access to regional trail connections for both Louisville and Lafayette, given that trail linkages between the cities can be made along South Boulder Road.

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

No

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

This project will address several transportation challenges, including:

- Improving multimodal connections between the north/south parts of the City to connect bicyclists, pedestrians, and to improve vehicular traffic flow and safety.
- Improving mobility options for vulnerable populations, by creating safer and more accessibility to transit, bicycle and pedestrian facilities. Along the east end of South Boulder Road, there are numerous dense housing neighborhoods, including new developments on the northeast end of South Boulder Road. In addition, along South Boulder Road between Via Appia and Main Street there are numerous multi-family housing units, as well as the City's only mobile home park just east of Via Appia. Together, these residential communities result in one of Louisville's highest density areas of vulnerable populations, including persons

over 65 year of age, minority persons, low-income households, linguistically-challenged persons, individuals with disabilities, households without a motor vehicle and children ages 6 – 17. The Boulder County Housing Authority (BCHA) Kestrel development at SH 42 and Hecla Drive includes a unique population of people with mobility challenges: Of the 341 total residents 128 (37%) are seniors 55 and older, and 60 (18%) have a disability (that qualifies them for federal housing for disabled individuals). Another 86 residents under 18 also live in the development. Many of the residents don't have cars and rely on public transit and/or walking to access employment, food and other basic needs, activities and amenities. A recent car count indicated that there are fewer than 200 vehicles owned within the community.

- Addressing traffic congestion and crashes on South Boulder Road by providing safety improvements for regional travelers through at-grade improvements for pedestrians and cars.
- Reducing short-trip vehicle miles travelled in the City of Louisville by providing safer bicycle and pedestrian connections for people to travel across South Boulder Road to access amenities on either side, attend special events, get to school, seek City services, and more. Currently 31% of all trips to, from or within Louisville are less than 3 miles; this project will improve multimodal connections so that more people will walk or bike to these destinations.

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

Once the crossing and roadway improvements are complete, residents and visitors will have better options for travelling from the north end of town to the downtown area, the McCaslin area, the Recreation and Senior Center and other amenities throughout the City. Louisville's historic downtown includes several locally owned, independent businesses that depend on the local community and tourism to thrive. The improved access to the downtown area will bring more residents and visitors downtown.

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

Connectivity for bicycles and pedestrians will be improved. People walking and biking will experience greater safety when crossing South Boulder Road, and will be able to have more options for crossings at various points along the corridor. There are also two DASH route stops on South Boulder Road in the area with the improvements, as well as two stops on Via Appia within ¼ mile of the crossing at South Boulder Road. The project will improve the crossings that allow for first and last mile access to these stops. The City's bikeshed (Attachment 6) illustrates the proximity of this section of the corridor to important amenities, and how these improvements will provide better connections for bicycle travel.

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

The effort for connectivity improvements along South Boulder Road has been supported by numerous public and private partners. The City of Louisville has worked with the City of Lafayette on regional trail connections, which includes trails that would be better connected through this project. In addition, BVSD and Boulder County Housing Authority have been partners in planning for this project, as well as supporting the GOCO grant.

Letters of support are in Attachment 5.

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)**.

There is a high proportion of vulnerable populations in this area, with several multi-family apartment and condo residences as well as the mobile home park within one mile. The census data shows a large number of vulnerable

residents living within one mile of the midpoint on the corridor: Approximately 3,462 individuals over the age of 65, 1,840 minority persons, 332 linguistically challenged persons, 2,307 persons with disabilities and 4,295 children aged 6 – 17. In addition, there are nearly 2,000 low-income households, 476 without a motor vehicle within 1 mile.

This project supports infrastructure improvements to medians, curbs (curb extensions), sidewalks, pedestrian beacons, and other facilities that would significantly improve mobility infrastructure for people with disabilities, elderly persons and children. The proposed infrastructure will allow for more time to cross, median refuges for people who take more time in crossing the road, and curb and sidewalk improvements for ADA accessibility. In addition, as previously outlined, there are numerous vulnerable populations that live within ½ mile of the corridor and depend on transit service along South Boulder Road. This project will provide safer crossings for people to reach transit stops, as well as destinations on the north and south sides of this corridor.

The DASH bus does travel along this corridor, and goes to the People’s Clinic, which is the Federally Qualified Health Center (FQHC) located off South boulder Road in Lafayette. This will provide improved access to transit stops along the corridor.

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

The facility improvements will protect pedestrians and vehicles alike, reducing accidents and therefore ensuring reliability of the multimodal network. The improvements will encourage more people to walk and bike, thereby reducing the number of vehicles on the road, particularly for the short-trips that are taken often in Louisville. The City’s walkshed map (Attachment 7) shows that this portion of South Boulder Road is within a highly dense walkshed – meaning that many amenities are within 05 or 6 –10 minutes of walking distance. Walking becomes a more reliable option with the proposed improvements.

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

The project will improve the safety of pedestrians and bicyclists, and reduce the potential for vehicle and pedestrian accidents. Many children living directly north of this underpass attend the schools directly south and this will provide a reliable transportation connection to BVSD public schools. The proposed safety improvements will help ensure continuous traffic flow with less frequent interruptions from accidents.

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?

Louisville is nearing build-out, but these improvements will support pedestrian connections for two proposed developments that are anticipated in the next few years. The Foundry development and additional residential development at Kestrel will result in increased growth in the northeast portion of the City of Louisville. The project will provide improved multimodal mobility along the South Boulder Road corridor, allowing for better access to the

Yes No

services and amenities that exist on the south side of the corridor, as well as important points of connection for any future development or redevelopment.

[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

The entire purpose of this project is to provide safer multimodal connections between the residential-dense portions of town on both the north and south side of South Boulder Road and the urban centers. The key destinations that will become more accessible to a greater number of residents include the historic downtown Louisville, the Public Library, Memory Square Pool (public swimming pool), elementary and middle schools, job centers, the Recreation and Senior Center, parks and open spaces and regional trails.

[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 improve the multimodal transportation system along South Boulder Road, which is an important corridor for vehicles, transit, and bicycles/pedestrians. In addition, the project will help support connectivity and first and last mile connections to transit. The improvements will also benefit the movement of people throughout the region on South Boulder Road, by reducing the risk of accidents and improving safety.

[MV objective 6a](#)

Improve air quality and reduce greenhouse gas emissions.

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

Yes No

The City expects that more people will bike and walk to closer destinations with improved facilities throughout the corridor. The City's walkshed map shows that this portion of South Boulder Road is within a highly dense walkshed – meaning that many amenities are within 05 or 6 –10 minutes of walking distance. With the estimated increase in walking, emissions could be reduced by 5.3 lbs per day from walking alone. Biking will also be more desirable with the intersection safety improvements, and would result in an estimated increased emissions reduction of 19 lbs per day. With 31% of all trips within and into/out of Louisville are short trips, providing more multimodal connectivity will promote walking and biking and reduce these short trips.

[MV objective 7b](#)

Connect people to natural resource or recreational areas.

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

Yes No

Many parks, open spaces, trails and recreation amenities surround South Boulder Road near the intersection improvements, and the Via Appia Way and Eisenhower Drive improvements directly impact trail connectivity. Cottonwood Park, Lawrence Enrietto Park, Memory Square Park and public swimming pool, Miners Field, Louisville Community Park, to name a few, are all located within one mile of the South Boulder Road improvements. Large Open Space parcels, including the Harney Lastoka Open Space, Warembourg Open Space and Coyote Run Open Space are all within .5 – 1 mile of the area where the improvements will be installed.

The crossings will also improve upon important connection for regional trail access. The Coal Creek Trail, a regional trail connecting all the Southeast Boulder County communities is located just 1 mile from the intersection of South Boulder Road and Main Street. The trail is a 14-mile regional trail linking the Cities of Louisville, Lafayette, Broomfield,

and the Towns of Erie and Superior. This trail then connects with other Boulder County and City of Boulder Open Spaces, serving as a gateway to plethora outdoor recreation opportunities for the entire region.

The Highline Trail, which connects from Lafayette into Louisville on the east side of SH 42, crosses South Boulder Road at Via Appia Way, and connects directly into Cottonwood and Lake Park. A map with parks, open space and trail connections is Attachment 5.

[MV objective 10](#)

Increase access to amenities that support healthy, active choices.

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? Yes No

The newly remodeled Louisville Recreation and Senior Center (which currently receives 271,478 total visits per year) and the Louisville Sports Complex, which hosts baseball/softball games, practices and tournaments, as well as ultimate Frisbee and flag football (receives an estimated 25,000 users and visitors during the outdoors sports season), are in direct proximity to the area of the crossings. In addition, the pools and regional trail connections more easily accessible with the new underpass will support healthy, active living.

[MV objective 13](#)

Improve access to opportunity.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Yes No

The project will provide safety improvements that will benefit those utilizing multimodal mobility options along the South Boulder Road corridor, including RTD transit, walking and bicycling.

[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

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 sources High 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 100
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	18,613	5,604	24,217
2040	19,189	5,777	24,966

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.	30	50
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)	15	25
5. = Initial number of new bicycle trips from project (#3 – #4)	15	25
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	7.5
7. = Number of SOV trips reduced per day (#5 - #6)	10	17.5
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	20	35
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	19	33.25
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)	50
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	18,613	5,604	24,217
2040	19,189	5,777	24,966

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	40	60
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)	20	30
5. = Number of new trips from project (#3 – #4)	20	30
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	6	10
7. = Number of SOV trips reduced per day (#5 - #6)	14	20
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	5.6	8
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	5.32	7.6

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

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

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	3462
	2. Minority persons	1840
	3. Low-Income households	1989
	4. Linguistically-challenged persons	332
	5. Individuals with disabilities	2307
	6. Households without a motor vehicle	476
	7. Children ages 6-17	4295
	8. Health service facilities served by project	1

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	3	
Other Injury crashes	32	
Property Damage Only crashes	70	
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	0.28	
Other Injury crashes reduced	2.97	
Property Damage Only crashes reduced	6.49	

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)*

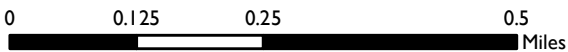
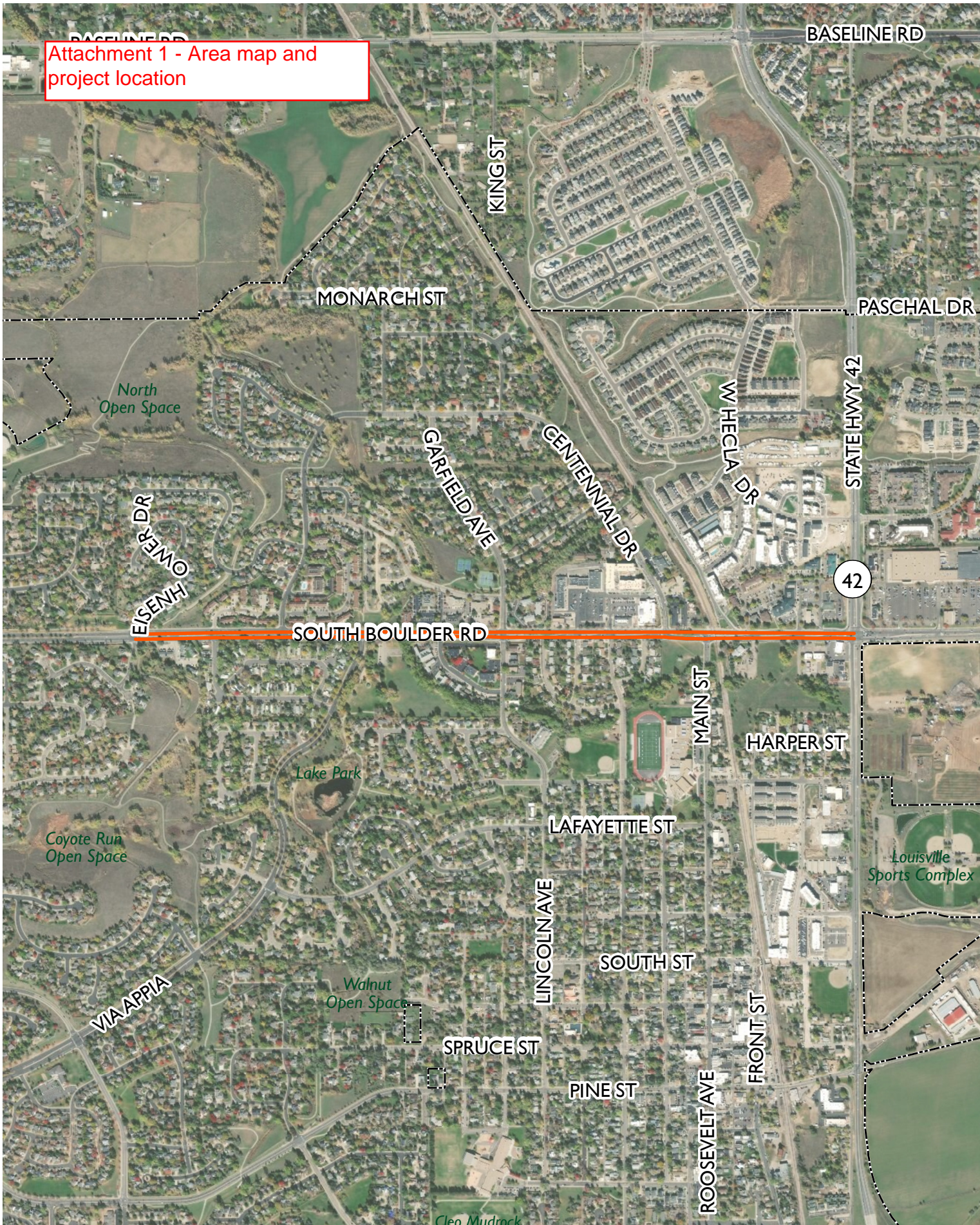
1. Increase in VMT? *If yes, describe scale of expected increase*

Yes No

2. Negative impact on vulnerable populations

3. Other:

Attachment 1 - Area map and project location



**South Boulder Road Corridor
From Hwy 42 to Eisenhower Drive**

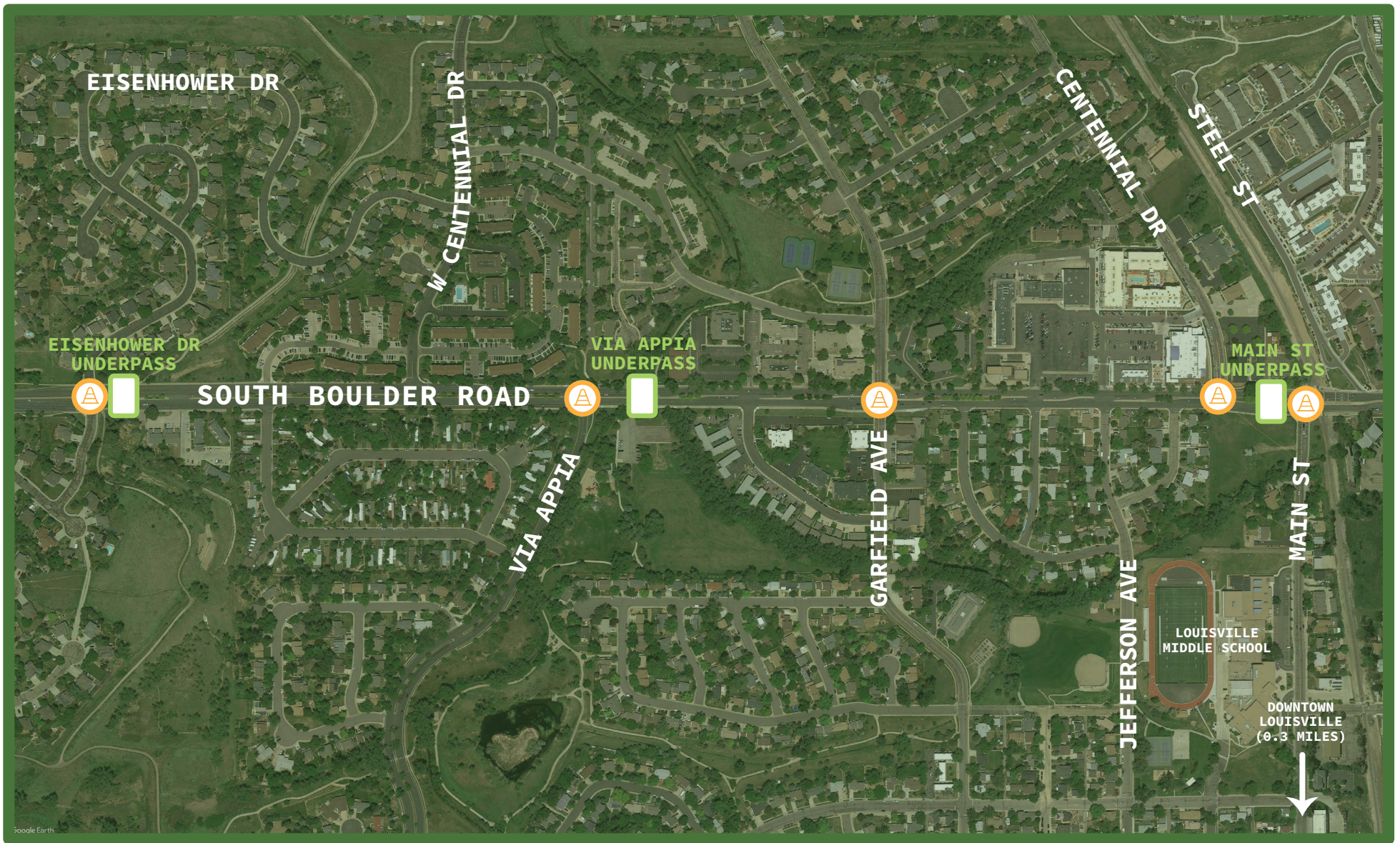




Figure 1: Proposed Project Locations

-  Proposed Undercrossing
-  Proposed At-Grade Crossing Improvement

South Boulder Road At-Grade Improvements

Cost Estimate

Item	Qty	Unit	Unit Cost	Total Cost	Notes
Signal Improvements					
Remove Traffic Signal Equipment	1	EA	\$ 15,500.00	\$ 15,500	
Remove Caisson	2	EA	\$ 15,000.00	\$ 30,000	
Drilled Caisson (36 inch)	15	LF	\$ 900.00	\$ 13,500	
Drilled Caisson (48 inch)	21	LF	\$ 700.00	\$ 14,700	
2-inch Electrical Conduit (Bored)	100	LF	\$ 19.00	\$ 1,900	
3-Inch Electrical Conduit (Bored)	200	LF	\$ 24.00	\$ 4,800	
Pull Box (Type 1)	2	EA	\$ 900.00	\$ 1,800	
Wiring	1	EA	\$ 10,000.00	\$ 10,000	
Luminaire LED	2	EA	\$ 2,100.00	\$ 4,200	
Signal Head Back Plates	5	EA	\$ 300.00	\$ 1,500	
Pedestrian Signal Face (16) (Countdown)	2	EA	\$ 650.00	\$ 1,300	
Traffic Signal Face (12-12-12)	7	EA	\$ 900.00	\$ 6,300	
Pedestrian Push Button	1	EA	\$ 810.00	\$ 810	
Emergency Vehicle Traffic Signal Priority Control System	1	EA	\$ 5,500.00	\$ 5,500	
Intersection Detection System (Camera)	1	EA	\$ 7,800.00	\$ 7,800	
Traffic Signal-Light Pole Steel (1-25 Foot Mast Arm)	1	EA	\$ 15,000.00	\$ 15,000	
Traffic Signal-Light Pole Steel (1-60 Foot Mast Arm)	1	EA	\$ 25,000.00	\$ 25,000	
<i>Subtotal - Signal Improvements</i>				\$ 159,610	
Main Street Undercrossing					
Site Demolition					
Clear and Grub	15,400	SF	\$ 1.00	\$ 15,400	
Remove Concrete Sidewalk	2,350	SF	\$ 1.25	\$ 2,938	
Remove Curb & Gutter	500	LF	\$ 18.00	\$ 9,000	
Remove Asphalt	9,000	SF	\$ 3.00	\$ 27,000	
Saw Cutting Pavement for Removal	3,000	LF	\$ 12.00	\$ 36,000	
Remove Sanitary Sewer Line	870	LF	\$ 60.00	\$ 52,200	
Remove Existing Trees	3	EA	\$ 700.00	\$ 2,100	
Excavation Allowance	1	ALLOW	\$ 110,000.00	\$ 110,000	
Erosion Control	1	ALLOW	\$ 60,000.00	\$ 60,000	
<i>Subtotal - Site Demolition</i>				\$ 314,638	
Utilities					
Dry Utility Relocation	1	ALLOW	\$ 90,000.00	\$ 90,000	
Mechanical	1	ALLOW	\$ 80,000.00	\$ 80,000	Wall drainage system
Relocate Sanitary Sewer	211	LF	\$ 400.00	\$ 84,400	
Storm Trench Drain with Pump	1	ALLOW	\$ 50,000.00	\$ 50,000	
Electrical	1	ALLOW	\$ 100,000.00	\$ 100,000	Pathway lighting
<i>Subtotal - Utilities</i>				\$ 404,400	
Right-of-Way Acquisition					
Property Owner Cost to Cure	1	ALLOW	\$ 200,000.00	\$ 200,000	Both north and south properties
ROW Acquisition	18,057	SF	\$ 15.00	\$ 270,855	Both north and south properties
<i>Subtotal - Right-of-Way Acquisition</i>				\$ 270,855	
Site Work					
Structure Excavation and Backfill Allowance	1	ALLOW	\$ 675,000.00	\$ 675,000	Shoring
Structure Steel Reinforcement	1	ALLOW	\$ 300,000.00	\$ 300,000	Shoring
Install Box Culvert	106	LF	\$ 4,000.00	\$ 424,000	
Curb and Gutter	540	LF	\$ 18.00	\$ 9,720	
Asphalt Pavement - Parking Lot	2,550	SF	\$ 5.00	\$ 12,750	Includes aggregate base
Asphalt Pavement - South Boulder Road	600	SY	\$ 77.00	\$ 46,200	8.5" asphalt 15" class 5" aggregate base
ADA Ramps	4	EA	\$ 1,300.00	\$ 5,200	Includes truncated domes
Concrete Stairs	330	LF	\$ 95.00	\$ 31,350	
Pedestrian Railing	340	LF	\$ 70.00	\$ 23,800	42" tall
Guardrail	400	LF	\$ 220.00	\$ 88,000	Headwall mounted type-3 with beam
4" Precast Cap	850	LF	\$ 35.00	\$ 29,750	
Stone Veneer Columns	200	SF	\$ 80.00	\$ 16,000	
Stone Veneer for Walls	6,300	SF	\$ 80.00	\$ 504,000	
Structural Concrete Walls	5,300	SF	\$ 60.00	\$ 318,000	Includes headwall
Standard Gray Concrete	8,300	SF	\$ 60.00	\$ 498,000	6" thick includes box culvert path
Striping	1	ALLOW	\$ 8,000.00	\$ 8,000	South Boulder Road and adjacent parking lot
<i>Subtotal - Site Work</i>				\$ 2,989,770	
Landscape					
Soil Prep - Compost and Fertilizer as Required	140	CY	\$ 40.00	\$ 5,600	All planted areas - 6" depth, 2" turf grass
Steel Edger	200	LF	\$ 2.00	\$ 400	
Deciduous Tree	12	EA	\$ 350.00	\$ 4,200	2" caliper
Evergreen Tree	14	EA	\$ 300.00	\$ 4,200	6' height
Ornamental Tree	8	EA	\$ 300.00	\$ 2,400	1.5" caliper
Mulch	56	CY	\$ 50.00	\$ 2,800	Shredded cedar - 4" depth
Shrubs/Grasses/Perennial	4,500	SF	\$ 5.00	\$ 22,500	
Turf Grass	8,300	SF	\$ 0.70	\$ 5,810	
<i>Subtotal - Landscape</i>				\$ 47,910	
Irrigation					
Irrigation System	1	ALLOW	\$ 30,000.00	\$ 30,000	Drip, spray, controller, and sleeving
<i>Subtotal - Irrigation</i>				\$ 30,000	
Subtotal Cost				\$ 4,217,183	
<i>A. Survey</i>			5%	\$ 210,860	

<i>B. Design</i>	<i>15%</i>	\$	632,580
<i>C. Construction Management</i>	<i>10%</i>	\$	421,720
<i>D. Mobilization</i>	<i>10%</i>	\$	421,720
<i>E. Traffic Control</i>	<i>20%</i>	\$	843,440
<i>Construction Subtotal (Subtotal+A+B+C+D+E)</i>		\$	6,747,503
<i>Environmental Costs/Water Quality Elements</i>	<i>3%</i>	\$	202,430
<i>Project Subtotal (Construction Subtotal+Environmental/Water)</i>		\$	6,949,933
<i>Project Contingency</i>	<i>25%</i>	\$	1,737,490
South Boulder Road At-Grade Improvements Project Estimate		\$	8,687,423



📍 Main Street

Figure 10 illustrates the conceptual design of recommended improvements.

🚦 SIGNAL IMPROVEMENTS

- **Protected-only left-turn:** Replace the westbound left-turn signal head from protected-permissive to protected-only.
- **Signal timing:** Due to the proposed reduction in crossing distance, re-optimize splits to account for decrease in needed walk time. Maintain six second leading pedestrian interval (LPI).

🚲 INFRASTRUCTURE IMPROVEMENTS

- **Curb Extension:** Extend the southeast corner of the intersection and add directional curb ramps.
- **Crosswalk:** Realign the east crosswalk to new curb ramp, and refresh all crosswalk markings and stop bars.
- **Left-turn Lane:** Extend the westbound left-turn storage lane approximately 170 feet to accommodate potential queueing from signal changes.

ADDITIONAL CONSIDERATIONS

The proposed extension of the westbound left-turn storage lane would require the removal of the existing eastbound left-turn storage lane that accesses the driveway immediately east of Steel Street. The north side driveway would then operationally become right-in, right-out only. The westbound left-turn storage lane into the parking lot serving 1032 South Boulder Road (Louisville Cyclery, etc.) would be maintained with a three-quarter, channelized turn design that maintains left-turn movement but restricts outbound traffic to right-in, right-out. An example of how such a design operates is shown in Figure 9. It is recommended that the City further analyze these options, the potential effects and tradeoffs of restricting vehicular access, and outreach to property owners.

Main Street and Centennial Drive currently operate as a clustered signalized intersection. Further study regarding the potential pros/cons of clustered versus coordinated operations at this intersection are suggested to ensure that intersections are operating at peak efficiency for all users of South Boulder Road. This could potentially be tested when two of the three signals at Main Street are reconstructed in tandem with the implementation of the Main Street undercrossing.

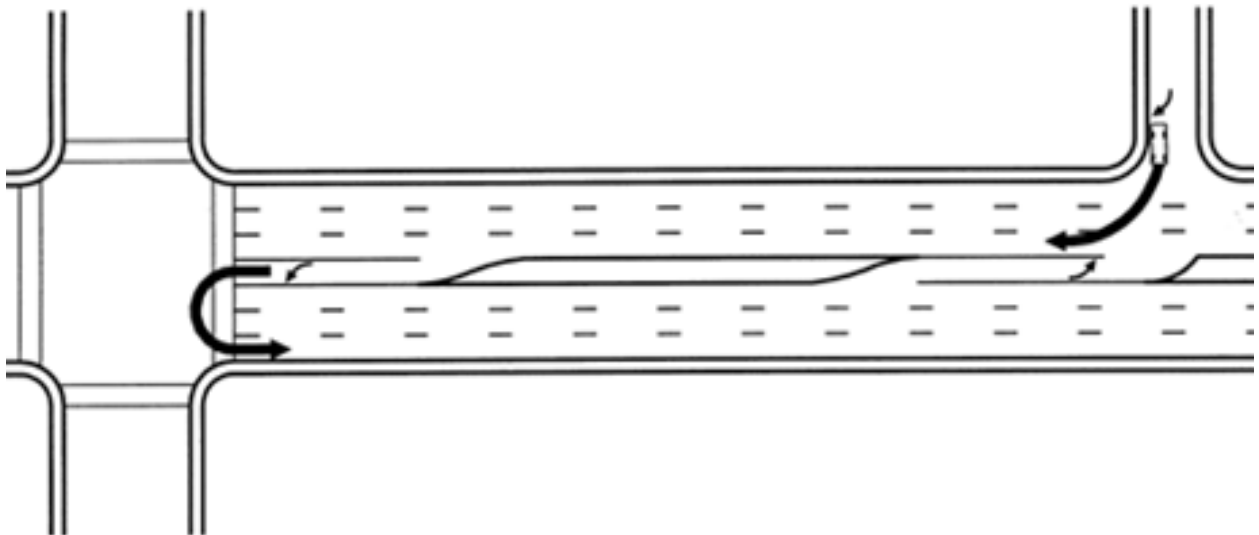


Figure 9: Example of channelized left-turn with right-in, right-out only restriction

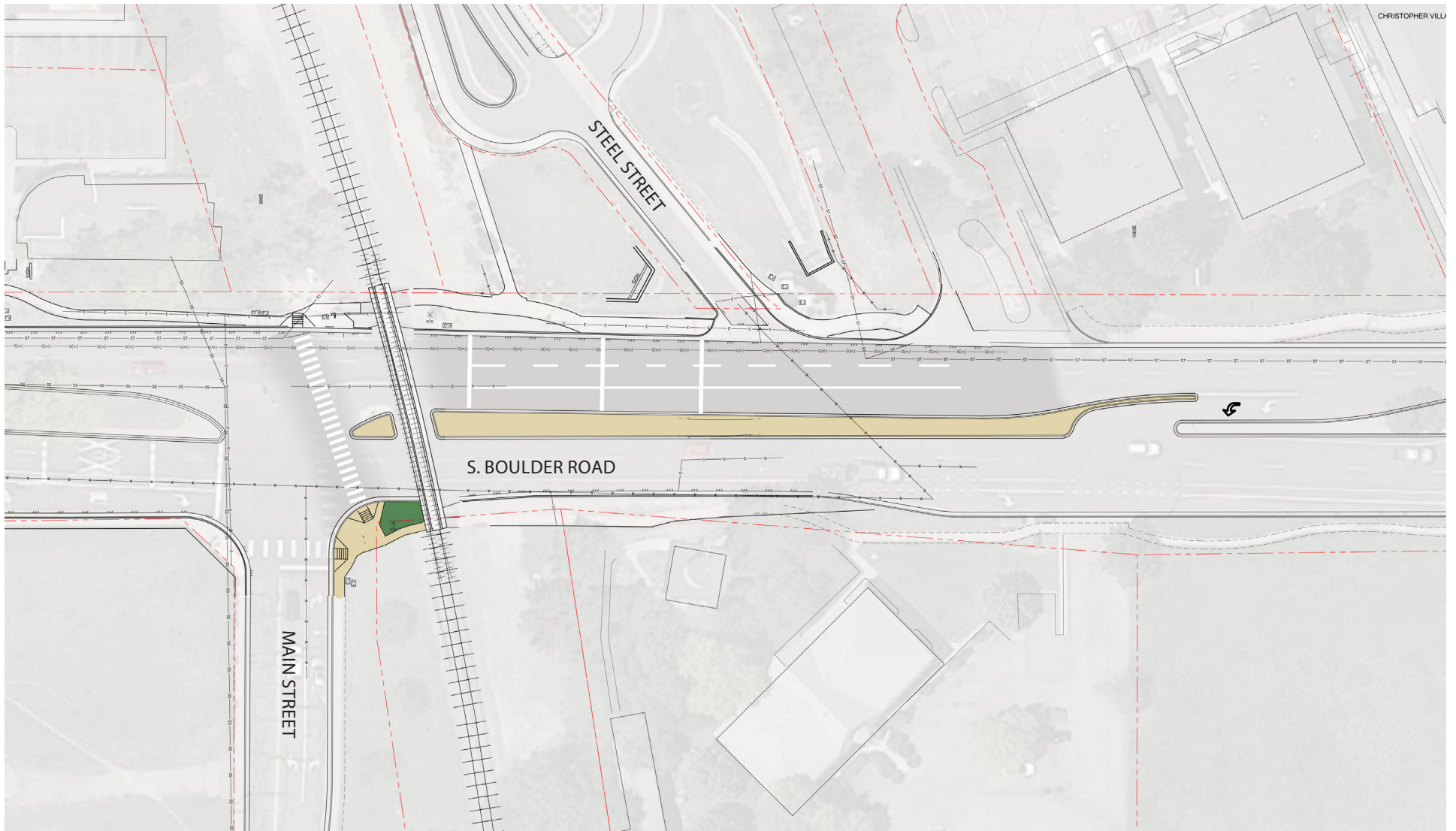


Figure 10: Main Street At-Grade Improvements





Centennial Drive

Figure 11 shows the conceptual design of recommended improvements.

SIGNAL IMPROVEMENTS

- **No Right-turn when Pedestrians Present:** Install a No Right-Turn LED blank out sign for southbound vehicles.
- **Leading Pedestrian Interval (LPI):** Add a six second LPI for north south crossing.

INFRASTRUCTURE IMPROVEMENTS

- **Median Extension:** Extend the west side median and include cut-through ramp for crosswalk.
- **Crosswalk:** Refresh all crosswalk markings and stop bars.
- **Left-turn Lane:** Extend the eastbound left-turn storage lane approximately 80 feet to accommodate potential queuing.

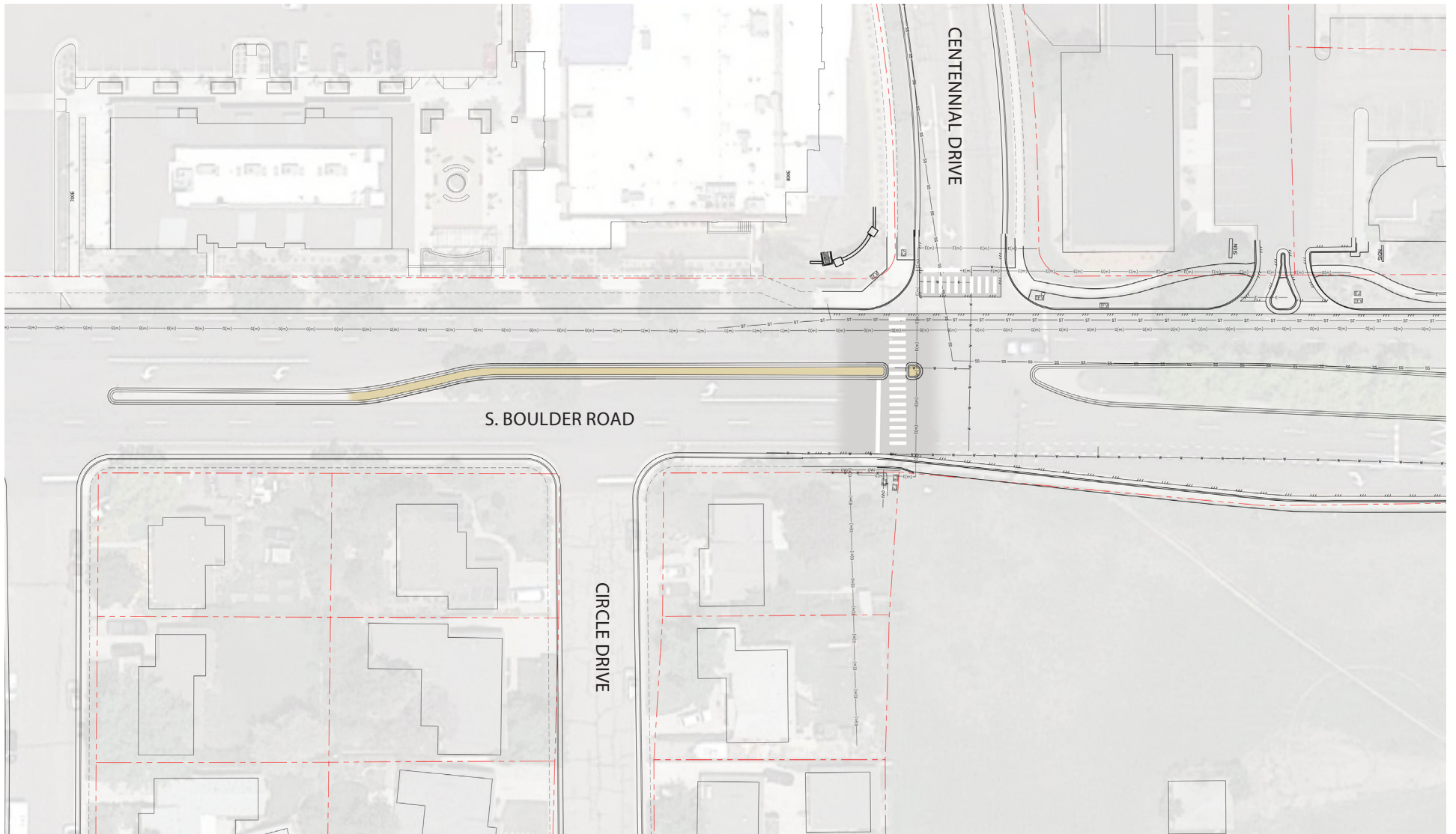


Figure 11: Centennial Drive At-Grade Improvements





Garfield Avenue

Figure 12 shows the conceptual design of recommended improvements.

SIGNAL IMPROVEMENTS

- **Protected-permissive left-turn:** Replace the westbound and eastbound left-turn signal heads from permissive to protected permissive.
- **Signal Pole/Mast:** Install new eastbound signal to accommodate recommended signal head.
- **Signal Timing:** Update the intersection's signal timing plan to include protected left-turn movements and re-optimize.
- **Leading Pedestrian Interval (LPI):** Add a six second LPI for both South Boulder Road crossings and appropriate signage.

INFRASTRUCTURE IMPROVEMENTS

- **Curb Extension:** Extend the southeast corner of the intersection and add directional curb ramps.
- **Median Extension:** Extend both medians and include cut-through ramps for crosswalks.
- **Crosswalk:** Refresh all crosswalk markings and stop bars.

ADDITIONAL CONSIDERATIONS

Conceptual review of the westbound signal illustrated that the pole and mast can accommodate the additional weight of the new signal head; however, the mast may not meet the needed length to properly serve the left-turn lane. Additional field verification and analysis is recommended to ensure the existing mast length can properly accommodate the signal head.

Additionally, it is recommended that eastbound and westbound left-turn storage lane queuing be monitored to ensure spillback into the through travel lanes does not occur due to the left-turn signal operation changes.

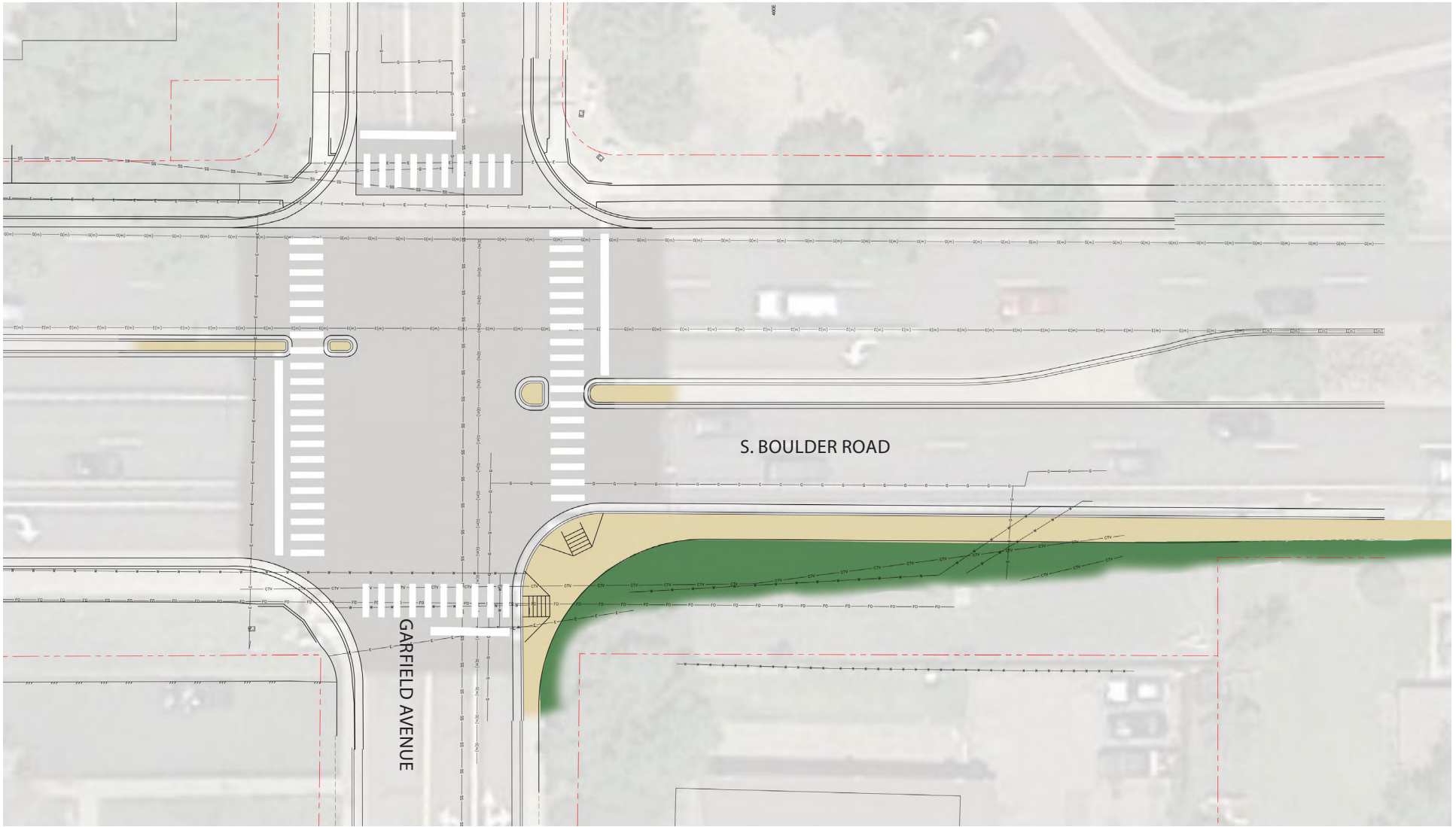
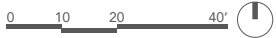


Figure 12: Garfield Avenue At-Grade Improvements





Via Appia

Figure 13 and 14 show the conceptual design of recommended improvements.

SIGNAL IMPROVEMENTS

- **Protected-only left-turn:** Replace the westbound left-turn signal head from protected-permissive to protected-only.
- **Signal Timing:** Re-optimize the intersections splits and maintain a six second LPI.
- **No Right-turn on Red:** Add signage for no right-turn on red (RTOR) at all times for the northbound right-turn.

INFRASTRUCTURE IMPROVEMENTS

- **Curb Extension:** Extend the southeast corner of the intersection and add directional curb ramps.
- **Median Extension:** Extend both medians and include cut-through ramps for crosswalks.
- **Crosswalk:** Realign the south crosswalk to new curb ramp, and refresh all crosswalk markings and stop bars.
- **Left-turn Lane:** Extend the westbound left-turn storage lane approximately 100 feet to accommodate potential queuing.

ADDITIONAL CONSIDERATIONS

It is recommended that the existing curb cut providing westbound left-turn access to the south driveway for Cottonwood Park be removed, and the driveway operations changed to right-in, right-out only.

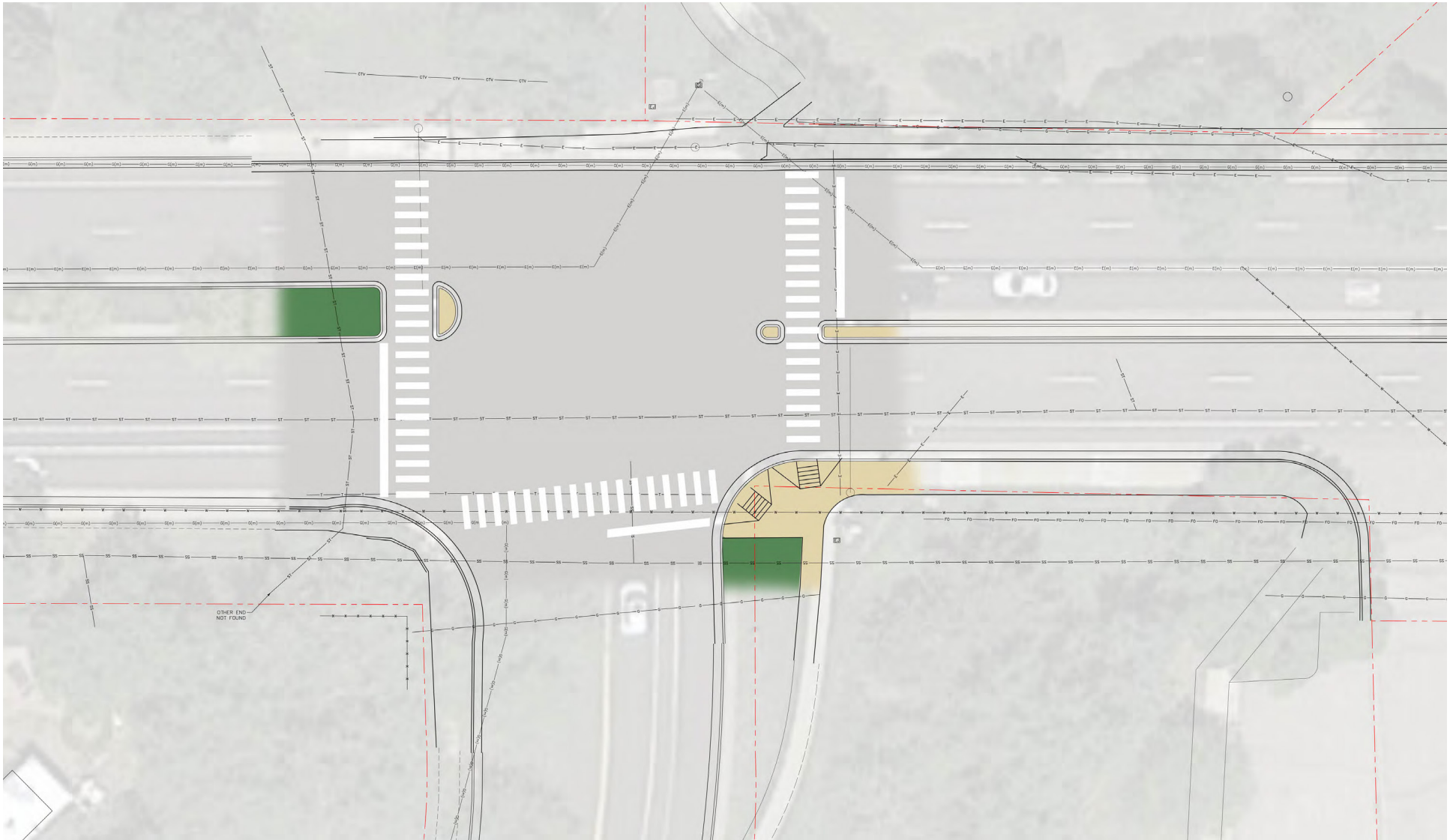


Figure 13: Via Appia At-Grade Intersection Improvements



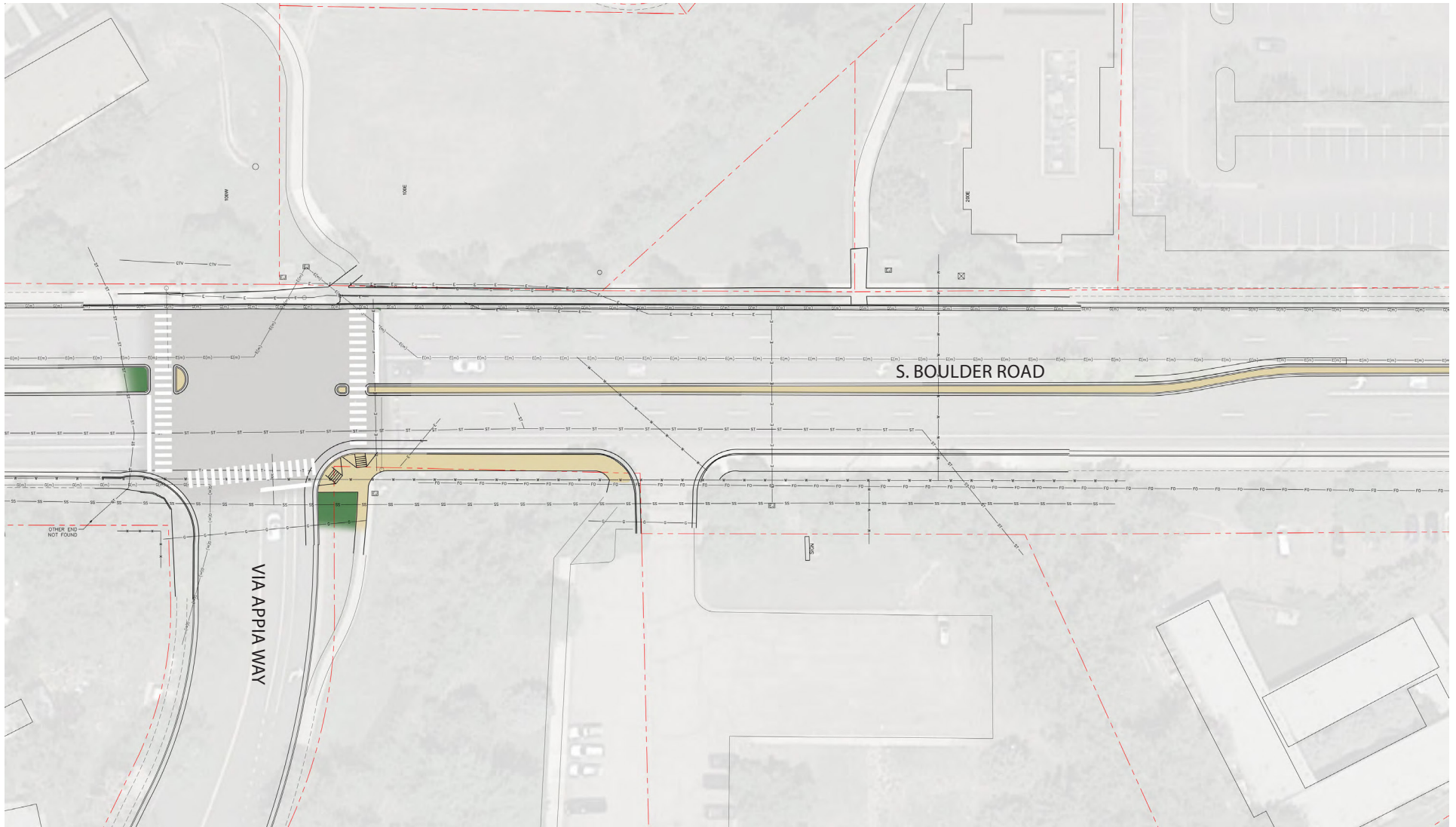


Figure 14: Via Appia Left-Turn Storage Lane Improvements





Eisenhower Drive

Figure 15 shows the conceptual design of recommended improvements.

INFRASTRUCTURE IMPROVEMENTS

- **Pedestrian Hybrid Beacon:** Install a Pedestrian Hybrid Beacon for eastbound and westbound traffic.
- **Median Extension:** Extend the east side median and include cut-through ramp for crosswalk.
- **Crosswalk:** Refresh crosswalk markings, install stop bars, and add applicable crossing signage.

ADDITIONAL CONSIDERATIONS

The *Manual on Uniform Traffic Control Devices 2009 (MUTCD)* outlines that marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph; the roadway has four or more travel lanes; and with a raised median a minimum 15,000 daily vehicles.² \$2 at the existing uncontrolled Eisenhower Drive crossing, the speed limit is at the 40 mph threshold, there are four travel lanes, and the ADT is 17,200.

Pedestrian crossing guidelines developed for the City and County of Denver³ and the City of Boulder both would warrant a Pedestrian Hybrid Beacon at this location due to the speed, vehicle ADT, and number of travel lanes at this location.⁴

In the long-term, monitoring of crossing demand is recommended to determine if the Pedestrian Hybrid Beacon is operating acceptably before considering implementation of a grade-separated crossing.

² MUTCD (2009), Chapter 3B-19

³ Denver Uncontrolled Pedestrian Crossing Guidelines (2016); Boulder Pedestrian Crossing Treatment Installation Guidelines (2011)

⁴ Boulder County Traffic Counts, 2018.

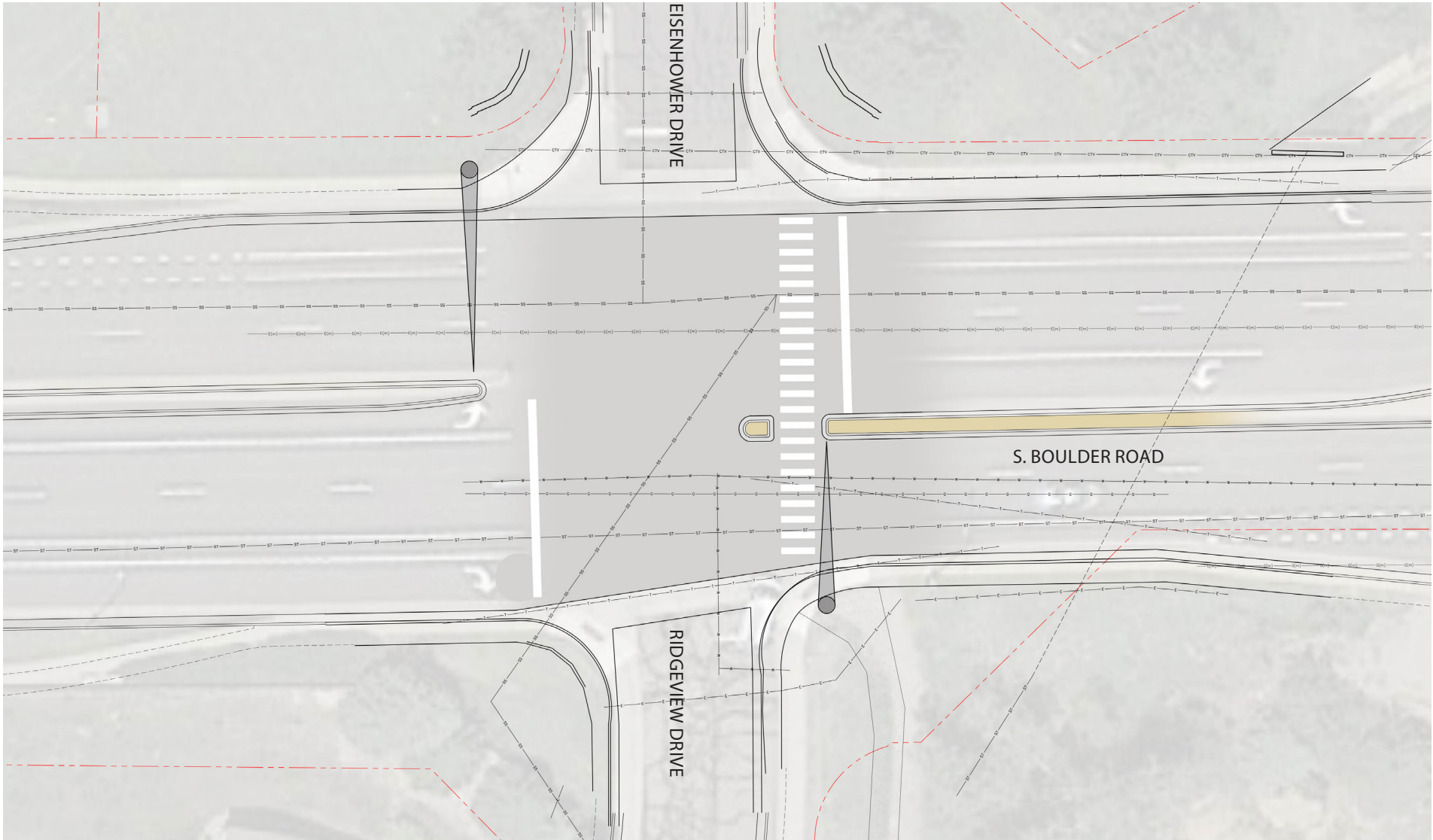


Figure 15: Eisenhower Drive At-Grade Intersection Improvements





Housing Authority

2525 13th Street, Suite 204 • Boulder, Colorado 80304 • Tel: 303.441.3929 Fax: 720.564.2283
www.bouldercountyhhs.org

February 25, 2019

Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

RE: Letter of Support for City of Louisville TIP at South Boulder Road

Dear DRCOG and Boulder County Subregional Forum:

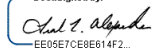
Boulder County Housing Authority supports the City of Louisville's proposed TIP project to make at-grade and/or grade separated improvements along South Boulder Road. This corridor is directly south of the BCHA Kestrel development, and many Kestrel residents with mobility challenges would have improved access to downtown Louisville and other amenities with these improvements.

The project supports a healthy and inclusive community by meeting the needs of increasingly vulnerable populations within this same area. This project will address several transportation challenges, including improved multimodal connections between the north/south parts of the City that provides mobility options for vulnerable populations and multimodal options for all users.

The City and BCHA have been working in partnership to install multimodal transportation infrastructure to ensure connectivity and address the needs of vulnerable populations along South Boulder Road and SH 42. Some examples include working with RTD to extend transit service and installing new sidewalks and crossings in areas where they did not previously exist. Improved connections across South Boulder Road remain a challenge, and this proposed project would help address this need.

Thank you for considering the impact of these projects on our residents.

Sincerely,

DocuSigned by:

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Frank L. Alexander
Director, Boulder County Housing Authority

Figure 1.20 Bikesheds Around Urban Centers

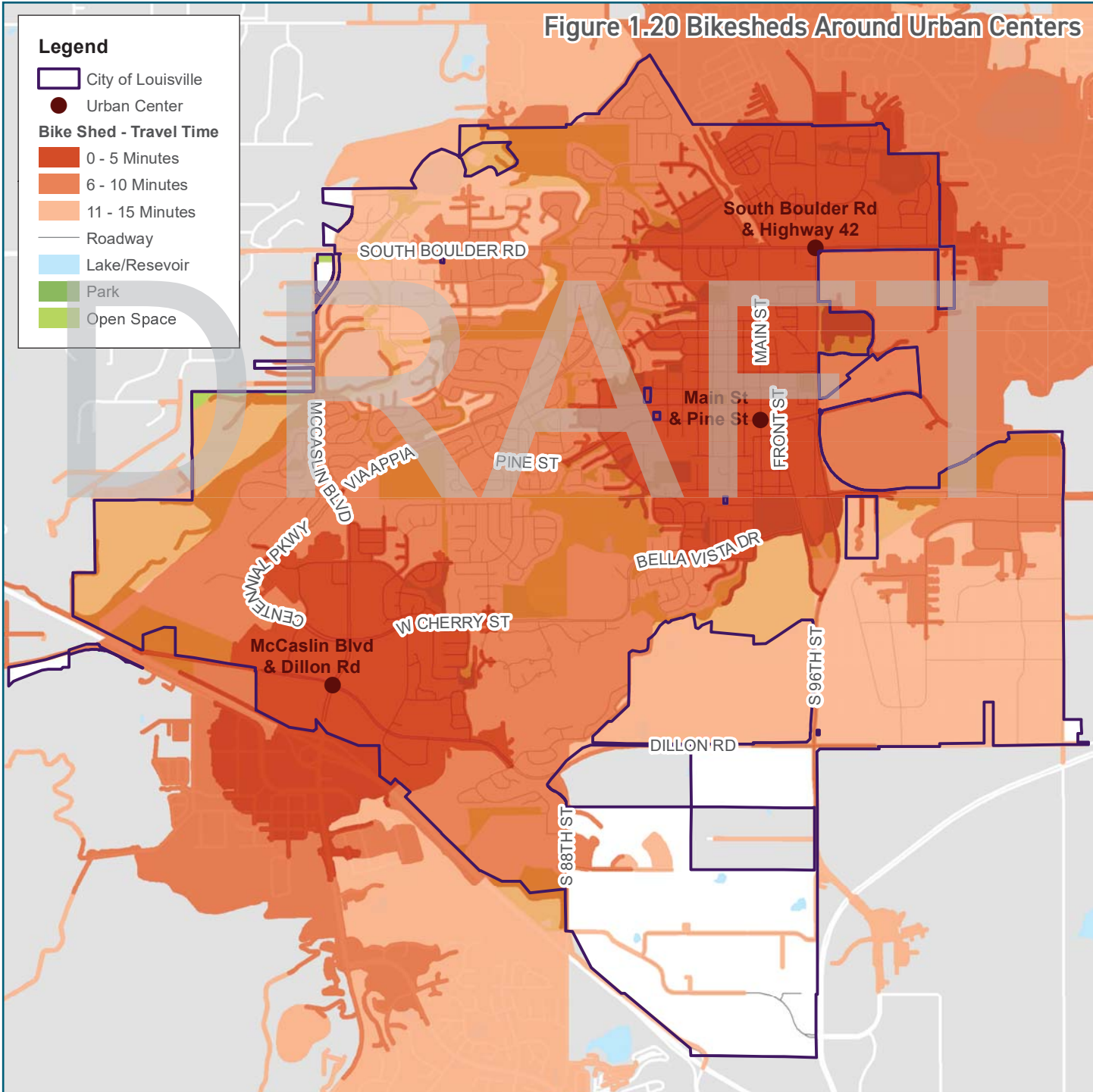
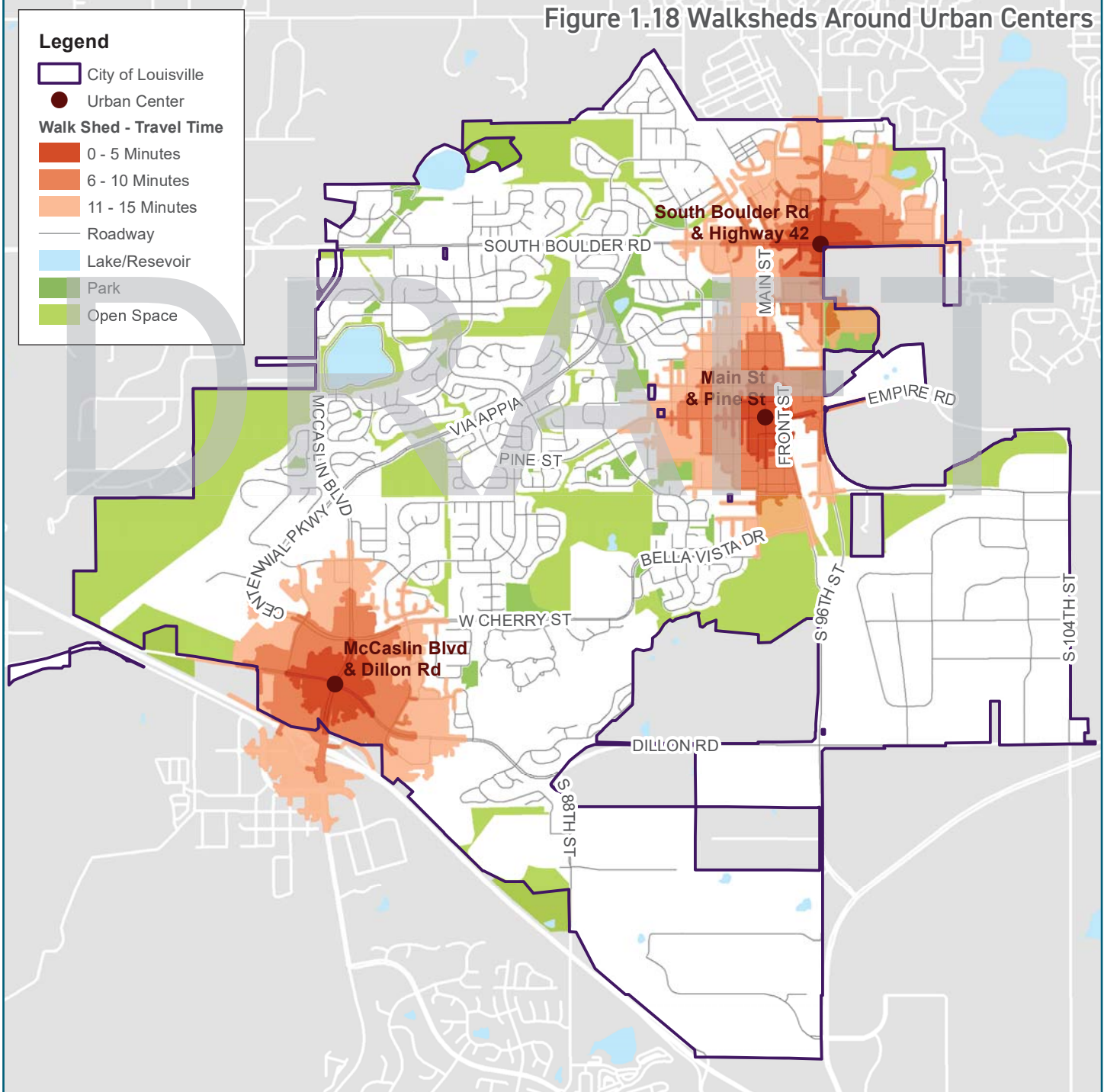


Figure 1.18 Walksheds Around Urban Centers



APPLICANT SUMMARY PAGE

ELIGIBLE ENTITY

Name: City of Louisville		
Mailing Address: 749 Main Street, Louisville, CO 80027		
Applicant Contact Name: Joliette Woodson		Title: Engineer
Telephone: 303-335-4603	Email: joliette@louisvilleco.gov	Are you the Primary Contact? Yes
Do you currently have an open GOCO grant? If yes, please provide grant number(s): No REQUIRED: Contact GOCO staff prior to completion of application		
Yes – conversation with Madison Brannigan on 9/14/2017 and submitted for pre-review.		

PARTNER INFORMATION (IF APPLICABLE)

Name:		
Mailing Address:		
Partner Contact:		Title:
Telephone:	Email:	Are you the Primary Contact?

PROJECT INFORMATION

Project Title: South Boulder Road Ped. & Bicycle Connectivity Feasibility Study and Plan	
Grant Request (\$75,000 max.):\$75,000	Total Project Cost: \$122,000
Percent of overall match (% of total project cost): 39%	Percent of Cash match (% of total project cost):39%
County of Service: Boulder	City (please include cross streets): Louisville (South Boulder Road and Via Appia to SH 42)
Brief Project Description (In 100 words or less), describe the proposed project and how it will benefit your community: The City of Louisville is requesting \$75,000 of GOCO planning funds to develop a feasibility study and plan for improved pedestrian and bike connections across one of its busiest thoroughfares - South Boulder Road. The vision of this project is to establish an access plan for pedestrian and bicycle improvements at key north/south connection points across South Boulder Road between Highway 42 and Via Appia, to improve pedestrian access to parks, open space, recreation and senior services, local trails, regional trails, community gardens, commuter routes, schools, transit access and commercial areas, including grocery stores. <u>This must be the first page of the application. No cover pages.</u>	

APPLICATION CHECKLIST

Please upload all attachments to the GOCO application portal at <http://tinyurl.com/PlanningGOCOPortal>

All application attachment samples and templates can be found at goco.org/localgov

Please submit a single PDF file for your project *in the same order as listed below*:

- Applicant Information Page
- Application Checklist
- Signed Resolution from Governing Body
- Draft Intergovernmental Agreement, or other contract with the project partner or a signed letter of support from project partner (if necessary) **N/A**
- Budget Form (letters from cash contributing sponsors to verify funding are recommended) **N/A**
- Preliminary Timeline Estimate
- Response to Selection Criteria Narrative Questions (12-point font, responses **may not exceed 7 pages**)
- Attachments to Selection Criteria Narrative:
 - Letters of support (immediately following the Selection Criteria Narrative) – **must be submitted with application, do not mail to GOCO**
 - Map(s) identifying the project location (Using Google Earth or Google Maps)
 - Site Photos
 - Documentation of any opposition to the project, if applicable

I certify that I am authorized to sign on behalf of the applicant and that if awarded a Great Outdoors Colorado grant for this project, the applicant and its partners will comply with GOCO's requirements for local government grant administration, including matching, financial reporting, and general requirements. I certify that neither condemnation nor the threat of condemnation is or will be a part of this project.

Ida Aiden Paissen

Date: 10/31/17

An authorized person must sign here, such as the applicant's executive director, county commission chairperson, or city council chairperson.

Printed Name and Title: IDAIDEN PAISSEN, ACTING CITY MANAGER

**RESOLUTION NO. 57
SERIES 2017**

**A RESOLUTION SUPPORTING THE GRANT APPLICATION FOR A PLANNING
GRANT FROM THE STATE BOARD OF THE GREAT OUTDOORS COLORADO
TRUST FUND AND THE COMPLETION OF A SOUTH BOULDER ROAD
PEDESTRIAN CONNECTIVITY STUDY**

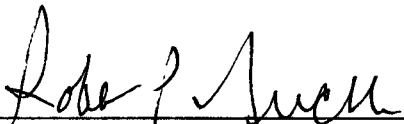
WHEREAS, the City of Louisville supports the Great Outdoors Colorado grant application for the South Boulder Road Pedestrian Connectivity Study And if the grant is awarded, the City of Louisville supports the completion of the project.

WHEREAS, the City of Louisville has requested \$75,000 from Great Outdoors Colorado to complete a plan to identify conceptual design alternatives for improved pedestrian improvements including but not limited to underpasses and/or at-grade intersection improvements along South Boulder Road

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE THAT:

1. The City Council of the City of Louisville strongly supports the application and has appropriated matching funds for a grant with Great Outdoors Colorado.
2. If the grant is awarded, the City Council of the City of Louisville strongly supports the completion of the project
- 3 The City Council of the City of Louisville authorizes the expenditure of funds necessary to meet the terms and obligations of any Grant awarded.
4. If the grant is awarded, the City Council hereby authorizes the City Manager to sign the grant agreement with Great Outdoors Colorado.
- 5 This resolution to be in full force and effect from and after its passage and approval

PASSED AND ADOPTED this 17th day of October, 2017

By 
Robert P. Muckle, Mayor

Attest: 
Meredyth Muth, City Clerk



Project Budget

	Source of Funds	Date Secured		GOCO Grant Request	Applicant Match (\$)	Partner Match (\$)	Total Funding (\$)
CASH							
	GOCO Grant Request			\$75,000			\$75,000.00
	City of Louisville	Jan-17			47,000.00		\$47,000.00
	[List Partner]						\$0.00
	[List Partner]						\$0.00
IN-KIND							
							\$0.00
	[List Source]						\$0.00
	[List Source]						\$0.00
TOTAL SOURCE OF FUNDS				\$75,000.00	\$47,000.00	\$0.00	\$122,000.00

	Use of Funds	Number of Units	Cost Per Unit	GOCO Funds	Applicant Funds	Partner Funds	Total Funding (\$)
CASH							
CATEGORY 1							\$0.00
							\$0.00
<i>Feasibility Study Consultant -</i>	Complete SBR Connectivity Study	1.00	\$50,000	5,000.00	45,000.00		\$50,000.00
<i>Design Consultant</i>	Design for preferred alternative(s)	1.00	70,000.00	70,000.00			\$70,000.00
							\$0.00
USE OF FUNDS - CASH SUBTOTAL				\$75,000.00	\$45,000.00	\$0.00	\$120,000.00

	Use of Funds	No. of Units / Hours / Acres	Cost Per Unit / Hour / Acre	GOCO Funds	Applicant Funds	Partner Funds	Total Funding (\$)
IN-KIND							
Professional Services							\$0.00
Materials							\$0.00
<i>vendor/service provider</i>							\$0.00
Equipment							\$0.00
<i>vendor/service provider</i>							\$0.00
Land							\$0.00
<i>contributor</i>							\$0.00
	SUBTOTAL			\$75,000.00	\$0.00	\$0.00	\$120,000.00
	<i>Contingency 10% (not required, cannot be GOCO funds)</i>				\$2,000	\$0	\$2,000
	TOTAL PROJECT COST			\$75,000.00	\$47,000.00	\$0.00	\$122,000.00

Remember: the Total Project Cost row must equal the Total Source of Funds row above

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CALCULATION OF MATCH REQUIREMENTS

Item	Explanation	Requirement	Actual	Meets Requirement?
Minimum Match	25%/Total Costs	\$30,500	\$47,000	Yes
Minimum Cash Match	10%/Total Costs	\$12,200	\$45,000	Yes

CALCULATION OF GOCO %

GOCO % of Total Costs	61.48%						
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1. Plan Type: South Boulder Road Pedestrian and Bicycle Connectivity Feasibility Study and Plan (the Plan)

Close to Denver and overlooking the flatirons of Boulder County, the City of Louisville is known for its parks, open spaces, trails and recreation opportunities. Ensuring that the community and visitors alike can easily access these resources within this compact city is an ongoing challenge. The City of Louisville is requesting GOCO planning funds to develop a feasibility study and plan for improved pedestrian and bike connections across one of its busiest thoroughfares - South Boulder Road.

The vision of this project is to establish a pedestrian and other non-vehicular access plan for pedestrian and bicycle improvements at key north/south connection points across South Boulder Road between Highway 42 and Via Appia (See map 1: Project location), to improve pedestrian access to parks, open space, recreation and senior services, local trails, regional trails, community gardens, commuter routes, schools, transit access and commercial areas, including grocery stores.

If this grant is awarded, we will be able to complete a study and create a plan that will help the City of Louisville achieve the following goals:

- Louisville residents will be better connected to parks, open spaces, recreational amenities, trails, regional trails and other community assets on both the north and south sides of South Boulder Road using safe, pedestrian crossings at South Boulder Road.
- Residents and visitors will have better access to local and regional trails on the north and south sides of South Boulder Road.
- Children will be safer and will be more inspired to walk and bike to school, and bike commuters can easily and safely make key connections on commuter routes.
- The health and well-being of residents will be enhanced through increased linkages to parks, open spaces, recreation amenities, community gardens and trails, as well as schools.

Once the Plan is completed, and we are able to implement the recommendations, we will be able to achieve the following desired outcomes:

- More individuals and families, including children and seniors, will have safe non-vehicular access to our parks, open space, recreation and trails system.
- More children will travel to school in an active manner (walking or biking).
- Improved social and physical health of children, including increased connectivity to low-income affordable housing to parks, open spaces, community gardens and trails as well as safe connections to schools.

The Plan will utilize City planners and engineers and a consultant team to identify suitable connectivity options and create a 10% design plan to improve pedestrian connections from the north and south sides of South Boulder Road to connect parks, open spaces, trails, housing, schools and other destinations. The Plan will include a public process to evaluate the alternatives identified through the existing plans, and develop more detailed design plans (30%) for the top alternative(s).

The City of Louisville has 21,000 residents, with high-density residential areas both directly north and south of South Boulder Road. (See map 2: Residential Density Map) South Boulder Road is a main arterial connector for

south Boulder to Louisville, and Louisville to Lafayette. The road is heavily travelled with average daily traffic counts between approximately 17,000 and 27,000 vehicles, depending on the intersection within the planning area. The speeds on South Boulder Road within the planning area average between 30 – 39 miles per hour, with the 85% speeds between 35 – 44 MPH. (See map 3: Traffic and Speed Map, and Photos)

Many parks, open spaces, trails and recreation amenities surround the South Boulder Road area. Cottonwood Park, Lawrence Enrietto Park, Memory Square Park and public swimming pool, Miners Field, Louisville Community Park, to name a few, are all located within one mile of the planning area. Large Open Space parcels, including the Harney Lastoka Open Space, Warembourg Open Space (see photos) and Coyote Run Open Space are all within .5 – 1 mile of the Plan area. The soon-to-be remodeled Louisville Recreation Center (which currently receives 271,478 total visits per year) and the Louisville Sports Complex, which hosts baseball/softball games, practices and tournaments, as well as ultimate Frisbee and flag football (receives an estimated 25,000 users and visitors during the outdoors sports season), are in direct proximity to the Plan area.

The Plan will also establish an important connection for regional trail access. The Coal Creek Trail, a regional trail connecting all the Southeast Boulder County communities is located just 1 mile from the intersection of South Boulder Road and Main Street. The trail is a 14-mile regional trail linking the Cities of Louisville, Lafayette, Broomfield, and the Towns of Erie and Superior. This trail then connects with other Boulder County and City of Boulder Open Spaces, serving as a gateway to plethora outdoor recreation opportunities for the entire region.

In addition, there are two schools within approximately ½ mile of South Boulder Road and in the planning area, Louisville Middle School and Louisville Elementary School. Louisville Elementary school enrollment is 584 students and Louisville Middle School enrollment is 633 students. Coal Creek Elementary School is also within .25 mile of South Boulder Road, but is located just west of the planning area.

Finally, numerous residential neighborhoods and primary employment centers are on either side of South Boulder Road. The small, compact nature of the City of Louisville fosters an important synergy between economic development on Main Street and surrounding commercial areas and our parks, open space and trails systems. Residents are generally able to bike or walk throughout town, enjoy the many parks and trails either before or after stopping for a meal or beverage. Employees who live within miles of town are able to bike or walk to work, and enjoy local parks, open space, and trails during breaks or after work. However, there is a clear lack of connection for north-south pedestrian movement along the South Boulder Road corridor.

The Plan will draw from other existing City plans, including but not limited to the 2013 Comprehensive Plan, Highway 42 Plan, Parks, Recreation, Open Space, and Trails Comprehensive Master Plan, the 2016 South Boulder Road Small Area Plan, and 2015 Open Space, Parks, and Trails Wayfinding Plan, and the City of Louisville Sustainability Plan. Each of these plans included a public process, and in some fashion contemplated the need for improved pedestrian and bike connections. Most of these efforts were focused on city-wide needs, but many of them identified the specific issues associated with South Boulder Road connectivity.

Some common themes that have emerged through these plans include:

- Improved bike and pedestrian safety and access, particularly at certain street crossings, and continuity for the trails within Louisville to improve user experience and increase the number of trail users.
- Improving the City’s Walk Score – which was identified as only 37 out of 100 in the 2016 Sustainability Action Plan. This means that the community is car-dependent, and that most errands require a car. The plan includes a goal to “Encourage environmentally sustainable transportation choices and infrastructure, and support healthy lifestyles.”
- The Parks and Open Space Master Plan identifies that future trails are needed to improve bike and pedestrian connectivity within Louisville to important elements such as Downtown Louisville, and provide access and connections to proposed and existing regional trail systems and adjacent communities.
- The 2016 South Boulder Road small area plan identified a need for improved safety and connectivity of students to Coal Creek Elementary and Louisville Middle Schools, as SBR bisects the pedestrian and bicycle corridors. Improved connections will encourage more students to walk or ride their bikes to school, exposing them to more time outdoors and increasing physical activity.
- Improved bike and pedestrian linkages between numerous neighborhoods, including the newly built 200-unit Kestrel affordable housing development, and parks, open spaces and trails. Improved access would provide greater opportunities to connect families and children to open spaces, as well as to encourage physical activity.

The plan with the most specific focus on this area, the 2016 South Boulder Road small area plan, engaged the public in a dialog about the community character, land uses and public infrastructure priorities in the South Boulder Road area. As an extension of the comprehensive plan, the SBR small area plan is a policy document, and does not include design or engineering for any of the recommendations contained within.

One of the key principles of this plan was to provide for safer and convenient connections across South Boulder Road for bikes and pedestrians. It outlined the need for significant public improvements to pedestrian and bicycle crossings to connect key trails in the Louisville Open Space and Trails system: Kestrel and North End Trail, Cottonwood Trail, and Coyote Run Trail. Also identified in the plan are desires to connect Steel Ranch Park, Cowboy Park, Centennial Park, and Cottonwood Parks. The plan states “There are several trails leading into the study area, but few of them connect through the area....crossing South Boulder Road itself remains difficult.”

While the Small Area Plan provided recommendations for public improvements, it did not evaluate the feasibility of each of the proposed improvements, nor did it determine which improvements were best suited to improve connectivity. Instead, it gathered a series of recommendations that could be considered to address the connectivity challenges. The Plan will build upon that work and determine the preferred alternatives and their feasibility.

2. Planning Process:

The City of Louisville will prepare a Request for Proposals for public release to identify the most capable consultant to assist with the development of the study and the Plan. Once a suitable company is selected, based on the criteria established by the City and with input from key stakeholders, the City will contract with the company to begin the planning process.

The planning process will include several steps, and will utilize various technologies, data collection and outreach strategies to foster community engagement. The Plan will include the development of a project team within the City of Louisville, the detailed/refined scope of the planning process and a plan for public engagement. There will also be the need to engage any adjacent property owners, to get their feedback and in the event that any access or easements would be needed for any potential improvements.

The Plan will include a process to identify alternatives, evaluate the feasibility of the potential alternatives, and determine the cost and technical feasibility for the top one to two alternatives to improve connections. The plan will be shared with any relevant Boards and Committees, and include consideration and final approval of the alternatives by City Council. Specific tasks in the planning process may include:

Formation of staff/consultant team and development work plan:

- Development of detailed planning process and work plan.
- Kick-off meeting with internal city project team.
- Ongoing consultant/internal team meetings.

Identification and analysis of possible connectivity alternatives:

- A community design workshop (or workshops) with invited resident stakeholders to identify alternatives on large format mapping. This should include a walking tour of the corridor during peak hours.
- Collection and synthesis of data to inform the alternatives. This might include traffic information, pedestrian/bicycle use patterns, initial assessment for access feasibility, etc.
- Staff review of proposed alternatives.
- Community review of draft alternatives.
- On-line visual survey of the draft alternatives and evaluations.
- Meeting with technical stakeholders including but not limited to the City of Louisville Urban Drainage Flood Control District and BNSF.
- Presentation at a City Council and other relevant boards, such as the Open Space Board, summarizing alternatives, community input and possible next steps.

Determine preferred alternatives:

- Collection of data and technical assumptions for each alternative.
- Evaluation of feasibility of alternatives.
- Determine specific number and locations of preferred alternatives.
- Determine cost of alternatives.
- Determine technical and financial feasibility of preferred alternatives.
- Approval of City Council for advancing preferred alternatives.

Design of preferred alternatives:

- Depending on the number, scale and estimated cost range of the preferred alternatives, conduct design work to 30% for construction of one or more preferred alternatives.

- Develop a plan for next steps for construction and implementation of preferred alternatives, including potential funding sources, estimated timeline, etc.

The deliverables of the project will include a study of options and a final plan for the implementation of connectivity infrastructure along South Boulder Road, including initial design for preferred alternatives. The Plan will include a summary of technical feasibility of the preferred alternatives as well as funding opportunities that might support the full implementation of the connectivity alternatives.

A draft plan with alternatives should be complete by November 1, 2018. However, the time necessary to conduct preliminary design work on any preferred alternative(s) may take longer, and could be completed as late as May 1, 2019. A complete estimated timeline is attached.

3. Needs/Challenges:

Our most significant challenge around this issue has been a lack of detailed analysis and a thorough study of alternatives necessary to advance a viable strategy for improved connectivity within our community. We have a limited amount of funding to complete the study and design work in our budget, so GOCO planning funds would greatly assist in helping to identify viable alternatives and what is technically and financially feasible. If we do not receive planning grant funds, we will do an initial feasibility study and wait until we have the budget to determine priorities and do initial design. We will delay any conversations about implementing any of the options, as we won't have the details necessary to fully understand cost and technical feasibility. The community is deeply engaged in moving something forward, and that will be delayed.

We also have differing views within the community about the type and location of improvements that could help address our pedestrian connectivity needs. Completing a thorough study and developing a thoughtful plan, along with public input, will result in the most effective and cost-effective placements for improvements to accomplish our community-wide goals. This study will help us determine the alternatives, as well as the technical feasibility and cost for implementing solutions.

Key stakeholders will be included in the planning process, such as residents, community groups including HOAs and other neighborhood groups, neighboring businesses and land owners, Boulder Valley School District and other local school reps, downtown business groups and staff from Parks, Rec and Open Space, Planning and Public Works. This process will help the community understand the best solutions and placement for improvements, and involve them in those decisions.

Finally, we anticipate there will be technical challenges in siting certain improvements, like an underpass. There will undoubtedly be overlap with utilities, BNSF railroad, property owners and other infrastructure considerations. This study and planning process will allow us to evaluate all the technical elements of the proposed alternatives in order to determine the impacts, and the cost of implementation.

4. Implementation:

Once the Plan is complete, the City of Louisville will have one, possibly more, alternatives it wishes to advance to construction that will improve the connectivity for City residents north and south of South Boulder Road. The implementation of these alternatives will depend on several factors, including the project costs, CIP schedules and planning, and other factors that may be identified through the planning process.

The City of Louisville and its residents have identified the need for improved connectivity north and south of South Boulder Road through numerous plans. There are many stakeholders who have an interest in the issue and who are committed to supporting the implementation of well-vetted and supported alternatives. The City is also completing a Transportation Master Plan, and the alternatives identified in the Plan will be included among the Transportation Master Plan priorities. Given that, the City will consider prioritizing any construction project as a part of its regular five-year CIP planning process for the 2019-2024 budget years.

The City has also initiated discussions with the Boulder Valley School District and the CDOT Safe Routes to School program, which could provide a funding source for construction of any alternatives that would support connections to and from schools located near South Boulder Road. In addition, we will explore DRCOG funding options that could improve connectivity for bicyclists and commuters, including transportation demand funding, and any funds that could be appropriate for regional trail connections.

The Plan will have a significant impact on our organization and community as it will provide a concrete plan for connectivity options that we may implement, and that reflect the desires of the public, our existing Parks, Rec and Open space plan, as well as other guiding documents. It will fulfill a longstanding community need to ensure safety of individuals, families and children seeking better access across South Boulder Road to our City Open Spaces, Parks, Recreation amenities, community gardens and other resources. It will identify opportunities to connect bicycle commuters to businesses, transit centers and employment centers, as well as regional trails. And it will provide safer connections for children walking and biking to schools. It will improve the connectivity of low-income housing to community amenities. Finally, it will create a road-map for reducing vehicle travel, encouraging more individuals, families and children to walk and bike to their local destinations.

Please use this page as a section header and include **up to seven** letters of support

LETTERS OF SUPPORT

Attached Letters of Support:

City of Louisville Open Space Advisory Board

Boulder County Housing Authority

Boulder Valley School District Safe Routes to School program coordinator

Pearl Izumi

Louisville DBA

Community Group



PARKS & RECREATION

October 11, 2017

TO: Great Outdoors Colorado
303 E. 17th Avenue, Suite 1060
Denver, Colorado 80203

FROM: City of Louisville Open Space Advisory Board

RE: Letter of Support for GOCO Planning Grant for South Boulder Road Crossing

Dear GOCO Planning Grant Review Team:

As members of the Open Space Advisory Board (OSAB), we volunteer our time to preserve and protect open space, explore options for increasing trail connectivity, and provide opportunities to connect our residents - adults and children - to public spaces and environmental programs. Because of these values, we are writing to support the City of Louisville's request for a GOCO Planning Grant which will examine options for providing a safe crossing of South Boulder Road.

Numerous existing City of Louisville planning documents and public input support the need for such a connection - including the 2012 Parks, Recreation, Open Space and Trails Comprehensive Master Plan, the 2015 Open Space, Parks & Trails Wayfinding Plan, and the 2016 South Boulder Road Small Area Plan. South Boulder Road is a major divider in Louisville; citizens can easily access trails and public lands on both the north and south sides of South Boulder Road, but crossing the multi-lane, high volume, and high speed road itself can be difficult and (for children) actively dangerous, even at traffic lights. Adding a safe crossing at South Boulder Road will enhance trail connectivity allowing for increase use and safety for:

- Residents connecting to primary trails developed in the Wayfinding Plan, spearheaded by OSAB, allowing trail users to travel throughout the City and connect to regional trails
 - Students of Coal Creek Elementary and Louisville Middle Schools to use the off-street trail network to travel to school
 - Residents of the Kestrel, North End, and Takoda Developments to access public lands south of South Boulder Road including the Kerr Community Gardens and 7th Generation Farm at Harney Lastoka Open Space
 - Adults commuting via our trail network throughout Louisville and to Lafayette, Boulder, and Denver
- Louisville residents cherish the local trails and public lands because they allow citizens to reconnect with nature, provide safe areas for kids to explore wild spaces close to home, and help our citizens reach their health and fitness goals. For these reasons, we ask that you consider the City's Grant request.

Sincerely,
The Open Space Advisory Board

A handwritten signature in blue ink that reads 'Helen Moshak'.

Helen Moshak, Open Space Advisory Board Chair



Landon Hilliard
Safe Routes to School Coordinator
BVSD Transportation Department
6500 Arapahoe Avenue
Boulder, Colorado 80303
720-561-5931
landon.hilliard@bvsd.org

October 23, 2017

Re: Support of application for the South Boulder Road Connectivity Plan in Louisville

Dear GOCO Grant Review Team:

I am writing on behalf of the Transportation Department of the Boulder Valley School District to express our support of the application of City of Louisville for a GOCO Planning Grant to complete the South Boulder Road Connectivity Plan. When completed, this plan will provide a blueprint that will substantially enhance connections between the parks, open spaces, schools, trails, and recreation centers in Louisville.

In my position as the coordinator of Safe Routes to School activities in the school district, I understand the significance of providing satisfactory conditions for walking and bicycling. As a heavily travelled road with significant vehicular traffic and frequent congestion, South Boulder Road does not provide optimal options for bike and pedestrian mobility and trail connections. By creating safe and viable north-south connections across the road students, staff, and parents will gain suitable access to all parts of town including nearby Louisville Middle School.

The plan is greatly needed as a way to build upon and improve the existing conditions. The City of Louisville has established a strong parks and open space system with significant investments in resources that get people outdoors and physically active. Improved connections across South Boulder Road will allow more people to safely access these resources and enhance the overall health of residents and the community as a whole.

We are delighted to support the City of Louisville in developing the South Boulder Road Connectivity Plan. Please feel free to contact me should you have questions about the benefits that the plan will bring.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Landon Hilliard".

Landon Hilliard
CC: Albert Samora, Director of Transportation
Rob Price, Assistant Superintendent of Operational Services

November 1, 2017

Dear GOCO Grant Review Team:

This letter is written on behalf of the South Boulder Road Underpass Working Group. We are a group of Louisville citizens collaborating with staff and city council to build safer connection across South Boulder Road. You can learn more about our group and the results of our recent survey on our Facebook page.

We would like to express our support for the City of Louisville's request for a GOCO Planning Grant to complete the South Boulder Road Connectivity Plan. When completed, this plan will provide a blueprint to greatly enhance connections between the parks, open spaces, trails, community gardens, recreation and senior amenities within our community.

Creating safe and viable north-south connections across South Boulder Road is critical to providing our residents with better access to the wide range of parks, open spaces and trails in Louisville. As a heavily travelled road with significant traffic and frequent congestion, the current connections do not provide optimal options for bike and pedestrian mobility and trail connections. This Plan is greatly needed, as it will provide the City with a viable plan to improve upon the existing conditions.

The City of Louisville has established a strong parks, recreation and open space system, providing significant investments in resources that get people outdoors and improve their quality of life. The residents place a high value on these resources and amenities. Improved connections across South Boulder Road will allow more people to safely access these resources, and enhance the overall health of our residents and the community as a whole.

Please consider the positive impact that this grant will have on the residents of Louisville, Colorado by helping to connect more people to our parks, trails and open spaces.

Sincerely,

Carlos Hernandez

South Boulder Road Underpass Working Group

<https://www.facebook.com/South-Boulder-Road-Underpass-Working-Group-842300359183693/>



October 10, 2017

Dear GOCO Grant Review Team:

We are writing to express our support for the City of Louisville's request for a GOCO Planning Grant to complete the South Boulder Road Connectivity Plan. When completed, this plan will provide a blueprint to greatly enhance pedestrian and cycling connections between the parks, open spaces, trails, community gardens, recreation and senior amenities within our community.

As a business located in Louisville, CO and focused on cycling product innovation, we greatly value Louisville's ongoing commitment to increased access to trails, open spaces, regional trails and bikeways. Creating safe and viable north-south connections across South Boulder Road is critical to providing our residents, employees, and cyclists from across the region with better access to the wide range of parks, open spaces and trails in Louisville. As a heavily travelled road with significant traffic and frequent congestion, the current connections do not provide optimal options for bike and pedestrian mobility and trail connections. This Plan is greatly needed, as it will provide the City with a viable plan to improve upon the existing conditions.

Like GOCO, our company is dedicated to increasing opportunities for people to get outdoors and building the next generation of cyclists. The City of Louisville has established a strong parks, recreation and open space system, providing significant investments in resources that get people outdoors and improve their quality of life. We place a high value on these resources and amenities, and believe that improved connections across South Boulder Road will allow more people to safely access these opportunities.

Please consider the positive impact that this grant will have on the businesses and residents of Louisville and beyond by supporting this request for GOCO funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Sword', written over a faint circular stamp.

Chris Sword
President, PEARL iZUMi

Louisville Downtown Business Association
1700 Lincoln Street, Suite 2000
Denver, CO 80203

October 25, 2017

Dear GOCO Grant Review Team:

We are writing to express our support for the City of Louisville's request for a GOCO Planning Grant to complete the South Boulder Road Connectivity Plan. When completed, this plan will provide a blueprint to greatly enhance pedestrian and cycling connections between the parks, open spaces, trails, community gardens, recreation and senior amenities within our community.

The businesses located in Downtown Louisville greatly value Louisville's ongoing commitment to centrally located trails, open spaces, regional trails and bikeways. These amenities are a draw for visitors, tourists, employees and community members, inviting more people downtown and serving as a significant economic driver within our community. The compact nature of our small town means that parks, open spaces, trails and other recreation opportunities are all within close distance to local businesses. However, crossing South Boulder Road can be a barrier for pedestrians and walkers. Creating safe and viable north-south connections across South Boulder Road is critical to providing our residents and employees with better access to the wide range of parks, open spaces and trails in Louisville.

In our small-town, families can ride along the Coal Creek Trail, stop for dinner and ice cream, and ride home. Visitors and residents alike appreciate that we have established a strong system of parks, recreation, trails and open spaces, which enhances our small-town character and improves our quality of life. We place a high value on these resources and amenities, and their inter-relatedness with local business, and believe that improved connections across South Boulder Road will allow more people to safely access this broad range of amenities within our community.

Please consider the positive impact that this grant will have on the businesses and residents of Louisville and beyond by supporting this request for GOCO funding.

Sincerely,

Downtown Business Association



Housing Authority

2525 13th Street, Suite 204 • Boulder, Colorado 80304 • Tel: 303.441.3929 Fax: 720.564.2283
www.bouldercountyhhs.org

October 16, 2017

Dear GOCO Grant Review Team:

This letter is written on behalf of Kestrel I, LLC to express our support for the City of Louisville's request for a GOCO Planning Grant to complete the South Boulder Road Connectivity Plan. When completed, this plan will provide a blueprint to greatly enhance pedestrian and bike connections between the parks, open spaces, trails, community gardens, recreation and senior amenities within our community.

Creating safe and viable north-south connections across South Boulder Road is critical to providing our residents with better access to the wide range of parks, open spaces and trails in Louisville. This is especially important given the Kestrel neighborhoods focus on affordability and sustainability. As a heavily travelled road with significant traffic and frequent congestion, the current connections do not provide optimal options for bike and pedestrian mobility and trail connections, which are critical to the population we serve. This Plan is greatly needed, as it will provide the City with a viable plan to improve upon the existing conditions.

The City of Louisville has established a strong parks, recreation and open space system, providing significant investments in resources that get people outdoors and improve their quality of life. Our residents place a high value on these resources and amenities. Improved connections across South Boulder Road will allow more people to safely access these resources, and enhance the overall health of our residents and the community as a whole.

Please consider the positive impact that this grant will have on the residents of Louisville, Colorado by helping to connect more people to our parks, trails and open spaces.

Sincerely,

Frank Alexander, Executive Director
Boulder County Housing Authority

Please use this page as a section header and include **up to two** additional pages of maps of your project site indicating the location of the project. Please label the maps and appropriately reference them in the Proposal Narrative.

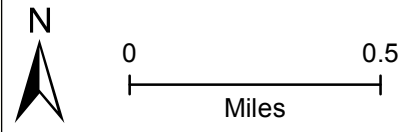
MAPS

- Open Space, Trails and Road map and Study Area (Map 1)
- Population map (Map 2)
- Traffic counts/speed map (Map 3)

Map 1: Project Location

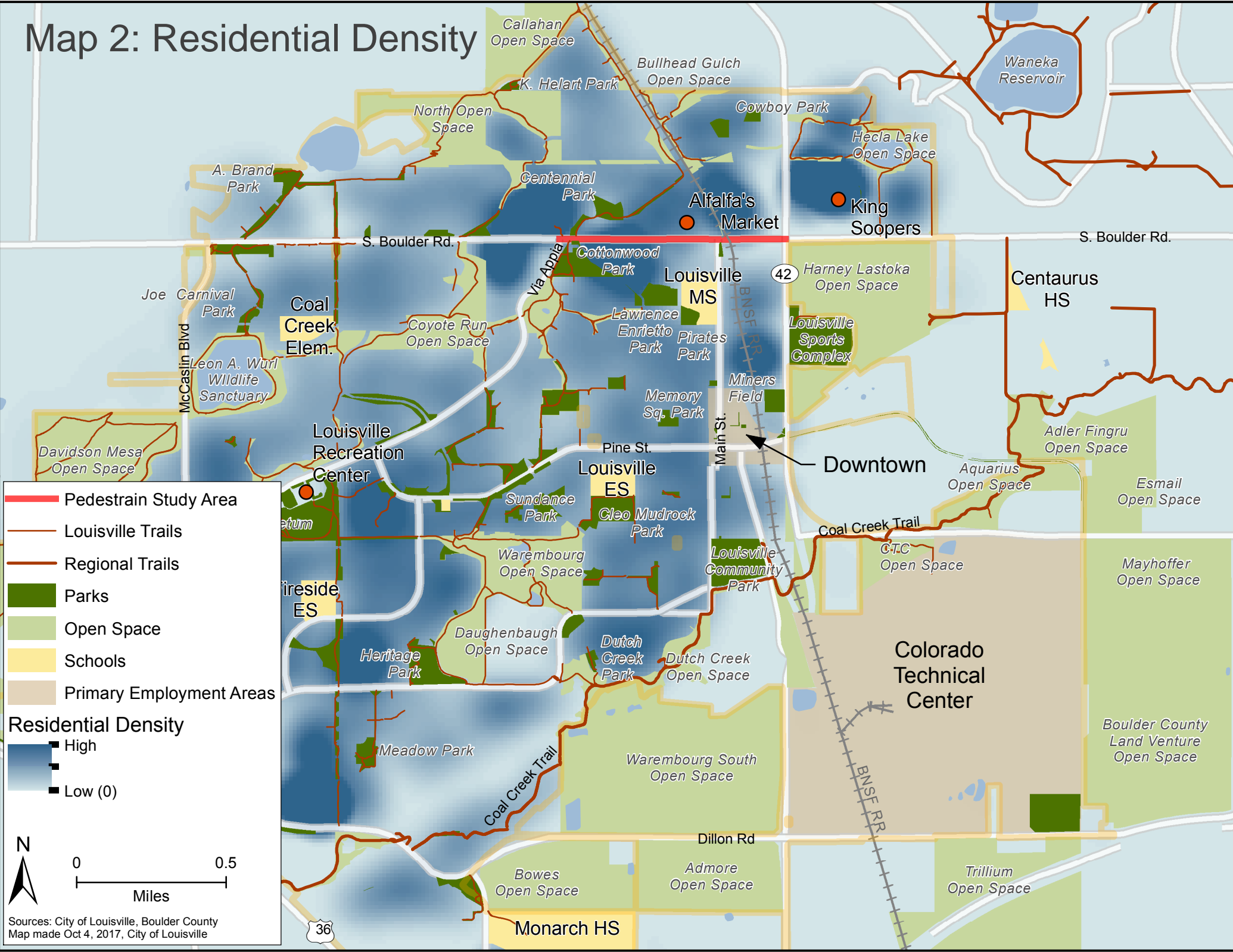


- Pedestrian Study Area
- Louisville Trails
- Regional Trails
- Parks
- Open Space
- Schools
- Primary Employment Areas



Sources: City of Louisville, Boulder County
 Map made Oct 4, 2017, City of Louisville

Map 2: Residential Density



Legend

- Pedestrian Study Area
- Louisville Trails
- Regional Trails
- Parks
- Open Space
- Schools
- Primary Employment Areas

Residential Density

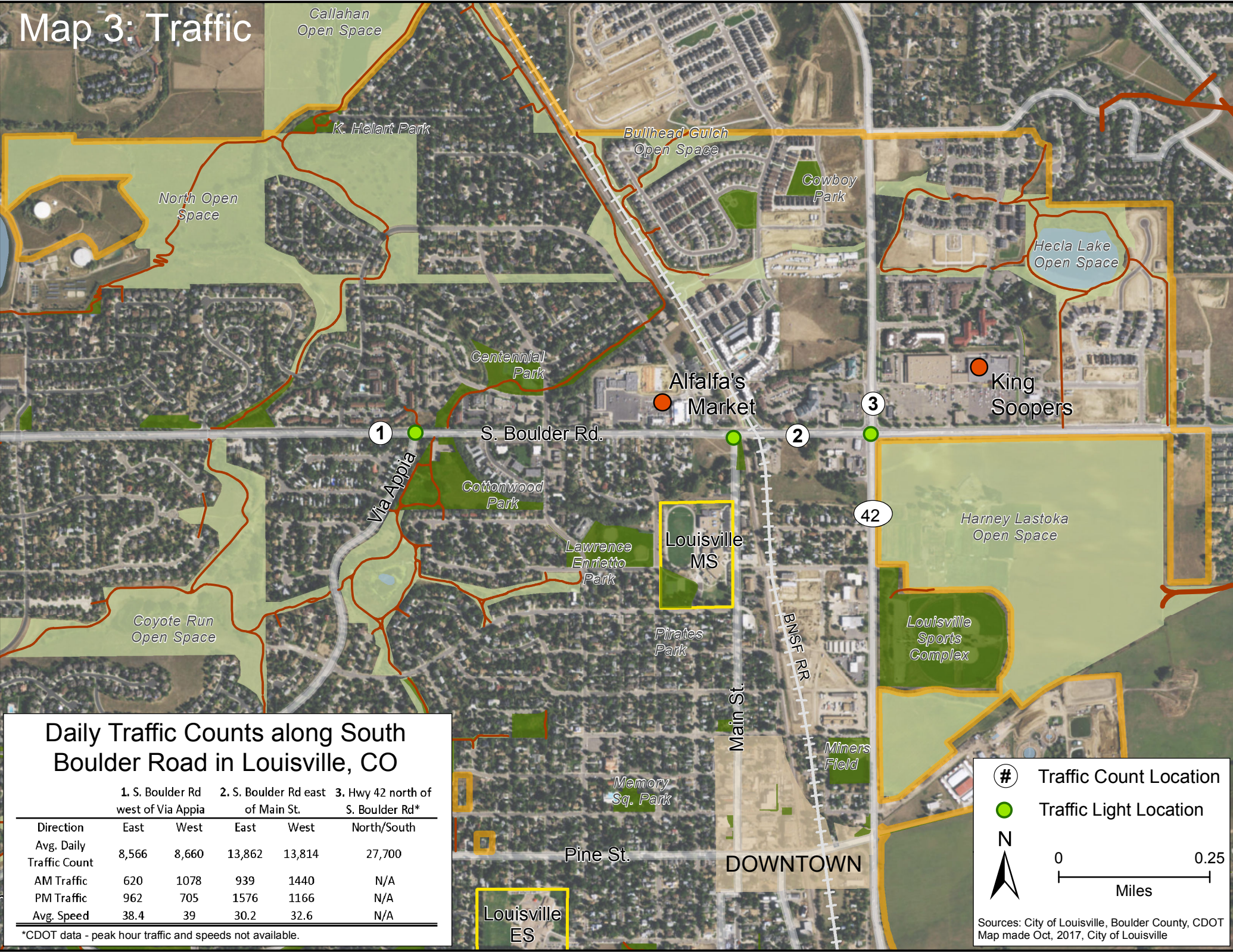
- High
- Low (0)

Scale

0 — 0.5 Miles

Sources: City of Louisville, Boulder County
 Map made Oct 4, 2017, City of Louisville

Map 3: Traffic



Daily Traffic Counts along South Boulder Road in Louisville, CO

Direction	1. S. Boulder Rd west of Via Appia		2. S. Boulder Rd east of Main St.		3. Hwy 42 north of S. Boulder Rd*
	East	West	East	West	North/South
Avg. Daily Traffic Count	8,566	8,660	13,862	13,814	27,700
AM Traffic	620	1078	939	1440	N/A
PM Traffic	962	705	1576	1166	N/A
Avg. Speed	38.4	39	30.2	32.6	N/A

*CDOT data - peak hour traffic and speeds not available.

Traffic Count Location

● Traffic Light Location

N

0 0.25 Miles

Sources: City of Louisville, Boulder County, CDOT
Map made Oct, 2017, City of Louisville

Please use this page as a section header and include **up to three** additional pages with photographs of your project, (more than one photo may be included on each page).

PHOTOS



Harney-Lastoka Open Space crossing at Hwy 42 and South Boulder Road, looking NE.



Harney-Lastoka Open Space and Ball fields



Main St. and South Boulder Road – cyclist crossing, looking SE and NW



South Boulder Road and Main St. during an event.



Louisville Community Park



Warembourg Open Space



Coal Creek Trail – Aquarius Trailhead

OPPOSITION

Please use this page as a section header and include any documentation of opposition, if applicable.

We have no documentation of opposition. We have received many emails from community members about the need to address connectivity across South Boulder Road, but no formal or documented opposition to completing a plan for connectivity infrastructure.

Please use this page as a section header and include any surveys, news articles or other documentation of public outreach, if applicable

PUBLIC OUTREACH

- 1) In 2015, the City conducted a survey regarding the walkability of South Boulder Road. An example of the survey is attached.
- 2) The South Boulder Road small area plan public process included, among other things, public input workshops. This process allowed the public to provide sticky-notes directly on maps to identify issues and potential solutions. Attached are three maps that illustrate some of the information gathered. The information was then included in the Small Area Plan.
- 3) Through the same process, the public was invited to participate in a “Walkability Audit” of South Boulder Road and provide input on issues as they were identified through the walk. Attached are notes from that process. Again, this information was used to inform the recommendations in the Small Area Plan.

How walkable is South Boulder Road?

January 14, 2105

Rating Scale:



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____

Rating: (circle one) 1 2 3 4 5 6
Locations of problems: _____

4. Was it easy to follow safety rules?

Could you, could your child ...

- Yes No Cross at crosswalks or where you could see and be seen by drivers?
- Yes No Stop and look left, right and then left again before crossing streets?
- Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes No Cross with the light?

Rating: (circle one) 1 2 3 4 5 6
Locations of problems: _____

2. Was it easy to cross SBR?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Did you have crossings where you wanted to cross?
 - Needed curb ramps or ramps needed repair
 - Something else Safety

Rating: (circle one) 1 2 3 4 5 6
Locations of problems: _____

5. Was it easy to cross the side streets?

- Yes Some problems:
- Side streets were too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Did you have crossings where you wanted to cross?
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) 1 2 3 4 5 6
Locations of problems: _____

3. Did drivers behave well?

- Yes Some problems: Drivers ...
- Exited out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fast
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else _____

Rating: (circle one) 1 2 3 4 5 6
Locations of problems: _____

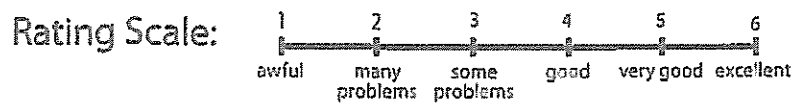
How does the corridor stack up?

Add up your ratings and decide.

- | | | |
|--------------|-------|--|
| 1. _____ | 26-30 | Celebrate! South Boulder Road is great for walking. |
| 2. _____ | 21-25 | Celebrate a little. South Boulder Road is pretty good. |
| 3. _____ | 16-20 | Okay, but it needs work. |
| 4. _____ | 11-15 | It needs lots of work. You deserve better than that. |
| 5. <u>1</u> | 5-10 | It's a disaster for walking! |
| Total: _____ | | |

How walkable is South Boulder Road?

January 14, 2105



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else ice + snow

Rating: (circle one) 1 2 3 4 5 6
 Locations of problems: best on north side

4. Was it easy to follow safety rules?

- Could you, could your child ...
- Yes No Cross at crosswalks or where you could see and be seen by drivers?
 - Yes No Stop and look left, right and then left again before crossing streets?
 - Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
 - Yes No Cross with the light?

Rating: (circle one) 1 2 3 4 5 6
 Locations of problems: _____

2. Was it easy to cross SBR?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Did you have crossings where you wanted to cross?
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) 1 2 3 4 5 6
 Locations of problems: _____

5. Was it easy to cross the side streets?

- Yes Some problems:
- Side streets were too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Did you have crossings where you wanted to cross?
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) 1 2 3 4 5 6
 Locations of problems: _____

3. Did drivers behave well?

- Yes Some problems: Drivers ...
- Exited out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fast
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else honked a slow guy

Rating: (circle one) 1 2 3 4 5 6
 Locations of problems: _____

How does the corridor stack up?

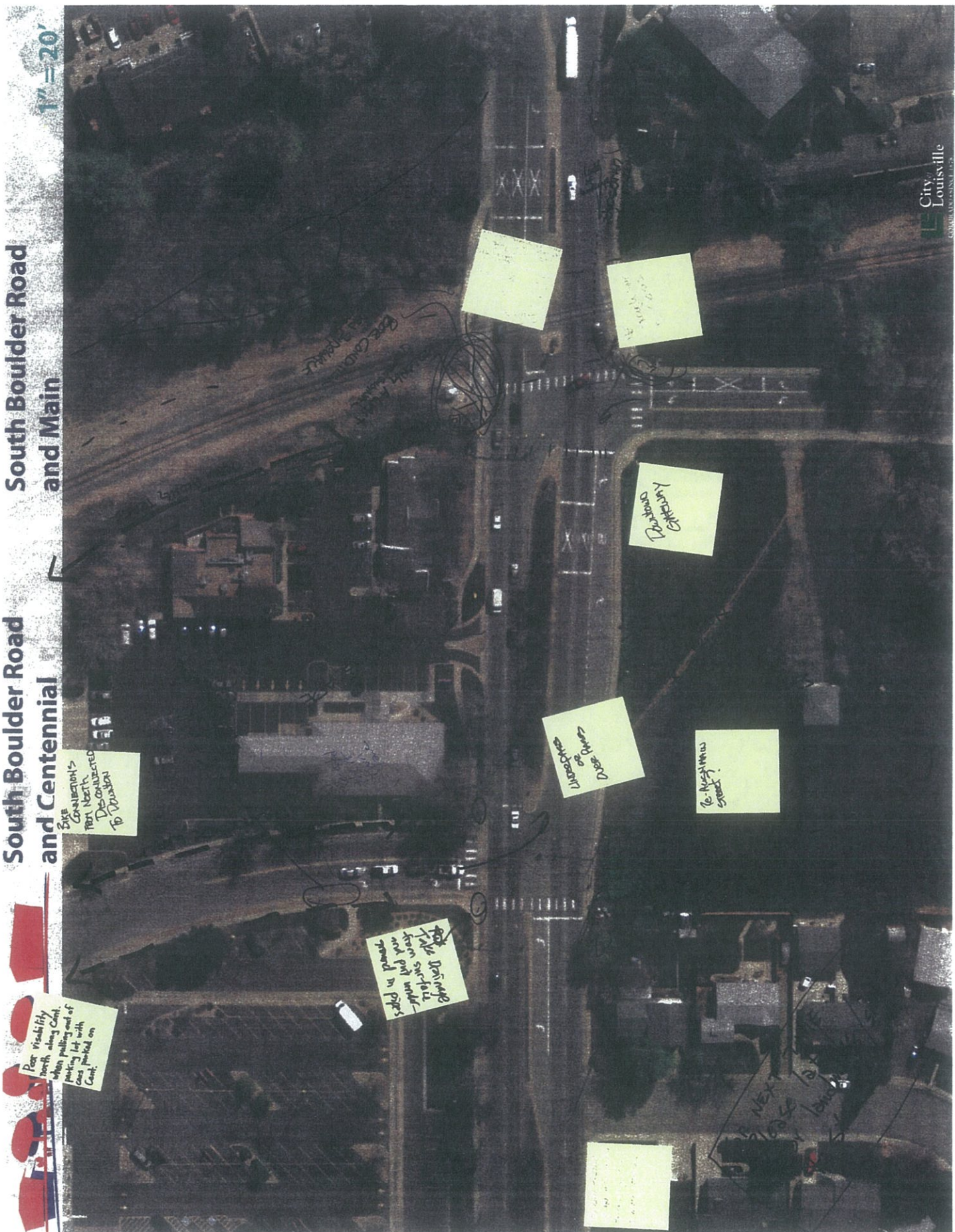
- Add up your ratings and decide.
- 1. _____ 26-30 Celebrate! South Boulder Road is great for walking.
 - 2. 25 21-25 Celebrate a little. South Boulder Road is pretty good.
 - 3. _____ 16-20 Okay, but it needs work.
 - 4. _____ 11-15 It needs lots of work. You deserve better than that.
 - 5. _____ 5-10 It's a disaster for walking!

Actually, I would not choose S. Blvd. for a walk cuz it's too noisy, too much traffic, too much exhaust.

South Boulder Road
and Main

South Boulder Road
and Centennial

17'-20'



Poor visibility
north along Cent
when pulling out of
parking lot with
cars parked on
Cent.

Rock Spillage
falls surface
and part under
ground in pipes

Edge Construction's
from North
to South

Deep flow of
water

Water
flow

Water
flow

Water
flow

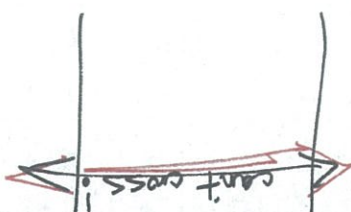
Water
flow

Water
flow

Next
to be
done

- make walking N side
 "more walkable"
 - public land, weather
 exposure for melting
 snow - snow side remains
 - snow side remains
 more walkable

change location of crosswalk buttons



South Boulder Road and 96th St/Hwy 42

1" = 20' N



more comfortable because make setback from road

RIP

Renewal of this corridor could enhance intersection.

MAINTAIN OPEN SPACE

from

MTC

SOBORO Notes

Via Appia

- The regional bike connection, north of SOBORO, T's into SOBORO and is difficult to use if you are a commuter. It would be best if the regional trail was redesigned to cut diagonally to meet with the eastern crosswalk at Via Appia and SOBORO.
- We discussed putting in a HAWK intersection but most people of my group stated it was not necessary if the bike connections were better.
- There was an interest in an underpass if it could work.
- Some bike users said they illegally cross SOBORO where the regional bike path T's into SOBORO – they cross diagonally to the sidewalk in Cottonwood Park.
- The bike trail (sidewalk) in Cottonwood Park is tough to use.
- One person commented on how odd it is that side walk on the east side of Via Appia, south of SOBORO, just terminates. They said they would use the sidewalk more if it continued south.
- There was discussion about having a bridge connect the eastern sidewalk to Cottonwood Park, over the ditch.
- One bike rider stated he would not ever want his kids to use the bike lane on SOBORO. He would rather they ride on the sidewalk.
- The intersection of Via Appia and SOBORO is dark at night.
- One bus user said she sees people do mid-block crossings from the bus stop to cross Via Appia.
- The same bus user said the traffic turning from SOBORO to Via Appia are not good at looking for ped's – scary intersection!
- A blinking light notifying of ped's was discussed.
- Turning land improvements on SOBORO were discussed.

Garfield

- There was a suggestion to move the stormwater drain underground at intersection because the water will back up in the pan and get icy. Plus the pans are too difficult to cross.
- The left turn lane from Garfield to west bound SOBORO is too long during school.
- "If landscaping encroaches on sidewalk it should be cut back"
- Crossing cycle at north bound crosswalk not long enough for all users.
- Push button on Northeast corner too difficult to access on bike and ped – pole is approximately 20 feet back from intersection.
- Ice and snow often collects on sidewalk
- Sidewalk between Garfield and Sunset, on south side of SOBORO, is too narrow.
 - Tough for a wheel chair
 - Consider widening sidewalk up to the fence at this section
- 6' sidewalk seemed to be the consensus width for safety. However some believed the 5' felt safe when it was detached.
- If there is a tree lawn it should be at least 6 feet

SoBoRo Walkability Audit Notes | January 15, 2015 | Lauren and Troy's Group

Plaza:

- Short Lights
- Right turn on red
- Doesn't feel like peds should be there
- Need for diagonal crossing
- ADA accessibility?
- No landscaping, more trees needed
- How do you get through the parking lot?
- No bike lanes on North side
- Narrow sidewalk
- Need a guard from hwy
- Not safe

HWY 42:

- Yay underpass!
- Free flow lanes are not good for pedestrians
- Recent bike lane
- People cross up 42
- Minimize conflict pts.
- Right turn lanes more dangerous
- Sidewalks wider-attached (between 42 and Main)
- Cannon will connect to Hwy 42
- Connectivity rather than bigger
- Speed = geometrics + environments
- Feels sunken from the road

MAIN:

- Underpass needed
- Less noise
- Sense of presence
- Closer connection to activity
- Landscaping in median
- Bike lanes @ Steel Ranch
- Bike along rail line?
- Can't slope the rode for overpass
- Can we realign main street?
- Too much swale?

Centennial:

- Parking along Centennial hazardous, turning right doesn't work
- Enviro different from King Sooper's
- Lower speed = larger cone of vision
- **there is no formal entrance to Louisville
- Super tiny sidewalks on south
- No connection to baseline
- SoBoRo serving Boulder/Lafayette
- Love sidewalks, pergola, setbacks
- Feels better @ Alfalfa's
- People bike on sidewalk
- Bike lanes hidden by snow
- Lots of fence to the south

Garfield:

- Lower income = more walkers
- Do we need right hand turn lanes?
- You can taste the pollution
- Roads higher than sidewalk = scary
- Peds crossing mid-block
- Relationship to ditch/trail?
- What's happening w/ Cottonwood?
- Attach sidewalk

Via Appia:

- Realign with trail
- Public art where trees are dying
- High pedestrian crossing
- Bus stop isolated
- Restrictions because of ditch
- Connect to Cottonwood park
- Concern about yellow flashing cross further down Via Appia

General:

- Kids don't use crosswalks
- North side of street feels better
- More PSAs for pedestrian safety

Section 5 – Application – Environmental Checklist

The applicant is responsible for addressing any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives. Consultation with Colorado Parks and Wildlife (CPW) local District Wildlife Manager and biological staff is required if the project is expected to have impacts on wildlife, sensitive wildlife habitats and/or lies within 200 feet of any aquatic landscape.

ENVIRONMENTAL CONSIDERATIONS Indicate potential for adverse impacts	NOT APPLICABLE Resource does not exist	NEGLIGIBLE IMPACTS Exists but no or negligible impacts	MINOR IMPACTS	IMPACTS EXCEED MINOR	MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT
1. Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing*	N/A				
2. Unique or important wildlife habitat – ie: migration corridor, winter range, reproductive considerations	N/A				
3. Unique or important aquatic habitat – ie: fish passage	N/A				
4. Water quality/quantity – surface and ground water considerations	N/A				
5. Stream flow characteristics	N/A				
6. River corridors/lakes/ponds/ seasonal water ways**	N/A				
7. Wetlands/floodplains	N/A				
8. Storm water runoff	N/A				
9. Sedimentation	N/A				
10. Disturbances to neighboring properties	N/A				
11. Soil/erosion	N/A				
12. Introduction or promotion of non-native species	N/A				
13. Environmental disturbances during construction	N/A				

*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application

**If the proposed project lies within 200 feet of a stream, river, lake, pond, seasonal stream or reservoir, concurrence with a CPW aquatic biologist is required prior to the submission of this application

MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below:

- Alternative design or trail route system
- Screening of users from wildlife area, protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

Section 5 – Application – Environmental Checklist

Because we are conducting a study and creating a plan for connectivity, there are no direct environmental impacts associated with this project. The alternatives will be evaluated for feasibility, which will consider impacts that would need to be mitigated upon construction, and once the project advances to construction we will conduct a complete assessment of state and federally required environmental impacts. Any design plan will consider if there would be environmental impacts, and if so, how they might be mitigated. The City of Louisville will work with all necessary state and federal authorities to ensure that environmental impacts are identified and addressed adequately.

BENEFIT: Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below:

- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs, opportunities for “watchable wildlife,” and wildlife impact monitoring

Since this is a study and plan, there will be no direct impacts to wildlife and/or sensitive species. However, when the project advances toward construction there would be an assessment of positive impacts, which may include improving connectivity for wildlife movement across busy street corridors, increased connections to users to parks, open spaces and trails which would increase their ability to participate in wildlife watching and environmental education programs.

ENVIRONMENTAL COMPLIANCE: The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act

Joliette Woodson

Printed name of applicant:

Joliette Woodson
Signature of applicant

10/31/17
Date

Heather Balsar, Acting City Manager

Printed name, title of authority:

Heather Balsar
Signature authority:

10/31/17
Date