

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

APPLICATION OVERVIEW

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

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

APPLICATION FORM OUTLINE

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

Part 1 | Base Information

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

Part 2 | Evaluation Criteria, Questions, and Scoring

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

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

Section A. Subregional Significance of Proposed Projects 40%

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

Section B. Metro Vision TIP Focus Areas 30%

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

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

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

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

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

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

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

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

Part 3 | Project Data – Calculations and Estimates

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

Part 1

Base Information

1. Project Title	US36 Multimodal Improvements		
2. Project <i>Start/End</i> points or Geographic Area	40.224095, -105.271741 40.218000, -105.259860		
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	Town of Lyons		
4. Project Contact Person, Title, Phone Number, and Email	Paul Glasgow, Town Planner, 303.823.6622, x25, pglasgow@townlyons.com		
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP)		
	<input checked="" type="checkbox"/> Local plan:	2018 Lyons Downtown Parking Study 2016 Lyons Primary Planning Area Master Plan Final 2016 Parks Flood Recovery Plan FINAL 4-8-16 2014 Lyons Environmental Sustainability Action Plan-Final 2014 Lyons Recovery Action Plan 2012 Broadway Improvement Concept 2010 Comprehensive Plan 2008 Parks, Open Space, and Trails Master Plan 2006 Downtown Improvement Plan 2000 Parks, Open Space and Trails Post Plan	
	<input checked="" type="checkbox"/> Other(s):	US36/Broadway in Lyons to St. Vrain Corridor Trail	
	<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 .			
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP) <input checked="" type="checkbox"/> Transit Other: Trail extension and future regional trail connection: hiking, cycling, running, cross-country skiing, skateboarding, equestrian, and electric golf cart users, with enhanced access to bus and parking areas. <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input type="checkbox"/> Roadway Operational </div> <div style="width: 45%;"> Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other: </div> </div>			

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

The US36 Multimodal Improvements project advances regional transportation goals with regard to future development and access to regional recreational trails. Importantly, the project addresses local traffic safety, air quality concerns, and a lack of multimodal connectivity to the existing commercial district – including health services.

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

The proposed project will build a 10-foot-wide multimodal pathway to connect the SH7 Lower project on the west end of downtown Lyons to the trail network on the east end of town. This project will significantly improve pedestrian and bicycle safety and experiences along US36 where it aligns with Broadway by segregating existing traffic conflicts. Additionally, the project supports planned urban growth within the existing commercial district by providing access to the Broadway side of commercial properties in the downtown corridor. The scope includes:

1. Developing a paved multimodal path parallel to eastbound US36 from the planned SH7 Lower project eastward to meet the St. Vrain Corridor Trail at McConnell Drive, including paving the Black Bear Hole river access parking lot and trail access point;
2. Paving and landscaping the existing detached frontage road directly to the north and parallel to eastbound US36, between 3rd and 5th Avenues, to create an approachable access to the businesses that could front Broadway;
3. Utilizing the north and south side of eastbound US36 between 3rd and 5th Avenues to add 51 parallel parking spots for use in accessing the commercial corridor, the Lyons Regional Library, Sandstone Park, and the Lyons Visitor Center, and providing additional buffer distances between the highway and the proposed multimodal path;
4. Relocating the bus stop at the southwest corner of 4th Avenue and Broadway to the southeast corner of the intersection for safer transit access, and intersection operations. Adding a bus shelter at the new RTD Park-n-Ride location along the planned multimodal path.

- 10. What is the status of the proposed project?**

This project has not yet begun. The schematic drawings attached are estimates of the project area and key elements. The Town of Lyons submitted a similar project to DRCOG in 2012. In preparation for that submittal, we conducted several meetings with community groups and downtown businesses. These stakeholders are in favor of the project and are enthusiastic about the improvements in access to our downtown corridor that this project would facilitate. We have adjusted the scope of the original proposal to accommodate feedback received in 2012 and changes in the Town in the past five years.

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

☐ Yes ☒ No

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

A. Project Financial Information and Funding Request

1. Total Project Cost	\$2,456,943	
2. Total amount of DRCOG Subregional Share Funding Request	\$1,228,472	50% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
Town of Lyons	\$491,389	20%

State Multi-modal Options Fund	\$737,083	30%
	\$	
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$1,228,472	50%

Funding Breakdown (year by year)*					
*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.					
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	135,132	135,132	884,500	73,708	\$1,228,472
State Funds (Multimodal Options Fund)	81,080	81,080	530,698	44,225	\$737,083
Local Funds	54,000	54,000	353,389	30,000	\$491,389
Total Funding	\$270,212	\$270,212	\$1,768,587	\$147,933	\$2,456,944
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Design, ENV, ROW	Design, ENV, ROW	CON	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. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

The multimodal improvements along the eastbound direction of US36 in Lyons will benefit not only the local population of 2,050, but also the millions of visitors to Rocky Mountain National Park (RMNP) from elsewhere in the region and beyond. Rocky Mountain National Park saw 4.59 million visitors in 2018, its highest annual visitation ever. The attendance was 3.5 percent higher than in 2017, and slightly higher than the previous 4.51 million record attendance set in 2016, proving that visitorship is on the rise. Significant improvements to the westbound direction of US36 in 2010, and an additional segment with TIP funding from 2012-2017, have fostered enhancements in walkability, bikeability, and beautification in our commercial downtown district for residents and passersby on the way to RMNP. The majority of RMNP visitors also pass through Lyons as they exit the Park, traveling through town in the eastbound direction at the end of their journey. The scope of this project improves the eastbound direction of US36, facilitating improved traffic flows between 3rd and 5th Avenues and safe pedestrian, bike, and public transit connectivity to our downtown businesses and transit stops leading to Boulder. Paving and improving access to the frontage road along US36 creates an alley delivery lane for businesses and an inviting pedestrian access to businesses eager to front Broadway/US36 in addition to their Main Street entrances, removing these users from the heavy flow of traffic along eastbound US36 between 3rd and 5th Avenues.

The Town of Lyons sees approximately 4,500 regional visitors to our local park system each weekend and hosts tens of thousands of cyclists accessing adjacent open space and scenic routes in the summer months. Currently, the St. Vrain Corridor Trail links municipalities east of Lyons to the bike lanes along US36 through parts of town. The proposed project builds a paved, multimodal, offstreet trail from the site of the SH7 Lower project at the western terminus of town to McConnell Drive to the east. This project advances the regional transportation goals of connectivity to recreational sites west of Lyons in Allenspark, Estes Park, Heil Valley Ranch and Hall Ranch and future connections to the statewide Colorado Front Range Trail. According to the 2017 Visitation Report for Boulder County Parks and Open Space, annual visitor counts at Hall Ranch increased 13% over the previous year and brought 74,316 visitors. At Heil Valley Ranch, visitor counts increased 9% over the same year and brought 99,421 visitors to the open space. With these numbers on the rise, the Town of Lyons continues to identify ways to welcome visitors from the surrounding regions with safe access to the recreational activities they love. Enhancements at a popular trail access point and river access location, Black Bear Hole, include paving the parking lot as well.

Each of these project elements serves to improve multimodal access to recreational activities, the flow of traffic through Lyons, and safe passage for residents and visitors through Lyons.

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

The entirety of the constructed portions of this project fall within the Town of Lyons. The benefits to nearby municipalities include significant improvements to accessing the Lyons commercial district and thousands of acres of recreation space. Communities west of Lyons will experience improved traffic flow at the western terminus of the project scope and through town due to the new delivery alley and pedestrian walk along with the multimodal trail through town. The project provides a connection to the St. Vrain Corridor Trail as well, a critical link to the future Longmont St. Vrain Greenway, Boulder to Lyons Trail, and Rabbit Mountain Open Space to Lyons Trail. Municipalities benefiting from the connectivity provided by this project include Lyons, Longmont, Boulder, Allenspark, and Estes Park.

Improving local access to the St. Vrain Trail Extension is expected to benefit Boulder County residents, City of Longmont residents, Hygiene residents, Town of Lyons residents and recreationalists from all over Colorado as they use this extended trail system. Trail users on the regional St. Vrain River Corridor and on the trails at Lyons River Park will include walkers, bikers, bird watchers, snow shoers and cross country skiers during winter months, and skaters and roller bladers on the paved portions. Additionally, the flood recovery project reconstructing the ponds at McConnell Drive will be complete in 2019 and easily accessed by this multimodal path for all users.

According to the City of Longmont Natural Resources staff, the existing sections of the St. Vrain Greenway corridor are used year-round by a significant portion of their residents. Approximately 43,700 City of Longmont residents use the St. Vrain Greenway at least once a year (50% of the City of Longmont population), and many use the greenway on a daily or at least weekly basis. Annual visitation estimates for the St. Vrain Greenway are over 2 million user visits per year from residents and tourists. As a critical connection to the future extension of the St. Vrain Corridor Trail, Lyons would expect to see a large percentage of Longmont trail users visiting Lyons via this trail system and extending their trip to the recreation areas to the west of Lyons. In addition to daily use, Lyons hosts several large events and festivals each year. Foot traffic for those events reach an average of 5000 additional people per day. It is reasonable to assume 5% to 10% (250-500) could cycle or walk in via this trail for events.

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

The entirety of this project lies within the Boulder County subregion. However, the Town of Lyons is a primary conduit for vehicles from Estes Park and Rocky Mountain National Park heading east through Boulder County to subregions closer to Denver. The safer flow of traffic facilitated by the segregation of conflicts along US36 between 3rd and 5th Avenues is expected to greatly improve the experience of eastbound travelers through downtown.

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

Problem statement: The US36 Multimodal Improvements project advances regional transportation goals with regard to future development and access to regional recreational trails. Importantly, the project addresses local traffic safety, air quality concerns, and a lack of multimodal connectivity to the existing commercial district, including health services, in the following ways:

- 1) **Advancing regional transportation goals - Multimodal connectivity to future development and regional recreation trails:** The Town of Lyons is currently in process of extending utilities to its eastern corridor. The Town is also selling land area to a developer near the junction of US36 and 66. Several developers have expressed interest in revitalizing the blighted commercial area. The US36 Multimodal Improvements and the St. Vrain Corridor Trail extension will connect the SH7 Lower project to this future development, allowing people multimodal access to the town and surrounding regional areas.
- 2) **Multimodal connectivity to commercial district:** Safe pedestrian and cycling access to the downtown commercial district would provide residents multimodal connectivity to groceries and health services in Lyons. Promoting commercial district infill by developing the frontage delivery road into an inviting pedestrian walk will attract passersby to stop in Lyons on their way through town in the eastbound direction and facilitate easier and safer access for the residents in Lyons on the south side of US36, including the vulnerable population living in the Water Self Senior Housing facility. Additionally, improved multimodal access to existing RTD bus stops with proposed shelters promotes ridership to Boulder for health serves available in our region.
- 3) **Traffic safety:** Due to the heavy traffic flows as vehicles travel through Lyons to service businesses, for festivals and on their way to Rocky Mountain National Park, cycling and walking along the highway is inherently dangerous. The US36 Multimodal Improvements project addresses this issue by removing delivery trucks, cyclists, and pedestrians from the eastbound highway and onto a dedicated delivery alley, multimodal path, and trail system. This segregation of conflicts is expected to reduce serious injury and fatal crashes

along this roadway in downtown Lyons. Additionally, one of the predominantly used public parks in Lyons, Sandstone Park, is frequented by hundreds of visitors weekly throughout the summer for concerts and events. Currently, the park's lawn ends abruptly at the curb of the highway, causing parents and caregivers to form a human shield to prevent playing children from running directly into the highway traffic. The design of 51 parallel parking spaces and a multimodal trail along this stretch of park land will reduce the need for such extreme caution.

- 4) **Air quality:** With a safer way to access the Town of Lyons, travelers are more willing to cycle and walk into Town and beyond. As more residents and visitors opt to walk or cycle, we anticipate a reduction of greenhouse gas emissions, which would contribute to improved air quality.

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

The completed US36 Multimodal Improvements will facilitate greater and safer regional access to the existing Lyons commercial district – including planned growth in the district as businesses expand to front US36 eastbound as well as Main Street, the planned eastern corridor commercial district, and for Lyons residents to the Boulder markets for full health services and consumer activity. Within Lyons, the installation of a multimodal trail along US36 and safe pedestrian and bike crossings substantially reduce the risk residents and visitors take to access our commercial district. Additionally, improved connectivity to regional trail systems and designated open spaces will provide greater opportunity for recreation enthusiasts to choose healthy transportation options. Paving the Black Bear Hole parking lot will provide safer access to the popular river location, also promoting healthier living. Construction of a bus shelter at the RTD bus stop (Route Y) protects riders from inclement weather and incentivizes the use of the bus system particularly in the colder, wet weather months. Improvements would encourage property owners to expand their retail and residential square footage. Adding residents in the Downtown would improve the overall retail performance and strengthen the Town budget encouraging reinvestment in other transportation and utility infrastructure.

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

The US36 Multimodal Improvements project aligns with the Lyons RTD bus route to Boulder (Route Y), which is currently the only public transit bus route to and from Lyons. The project also installs a bus shelter along the new multimodal path at the new RTD stop east of downtown to provide protection for riders. Multimodal trail users will include walkers, bikers, bird watchers, snow shoers and cross-country skiers during winter months, and skaters and roller bladers, as well as Electric “e-bike” users. Currently, there is no eastbound trail from the junction with SH7 in downtown Lyons until the traveler has past the downtown corridor. The US36 Multimodal Improvements project builds a paved multimodal trail, meeting all specifications for multiple uses, to meet the planned St. Vrain Trail Extension at McConnell Drive.

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

There are currently no other funding partnerships for this project. The Town of Lyons is committing 20% of the project costs from the town budget. We plan to augment this local match with Multimodal Options Funding for an additional 30% of the project costs, bring the total non-DRCOG funding to 50% of the project cost.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

The US36 Multimodal Improvements project provides an important multimodal connection to 12 downtown health services for residents in the south and east neighborhoods of town and senior residents at the Walter Self Senior Center on the south side of Lyons. With nearly 31% of the population categorized as part of a vulnerable population, our focus is on inclusive community infrastructure and access. All members of our community are well served by the enhancements to access to the commercial corridor district in town. Additionally, the relocation of the bus shelter to the east side of 4th Avenue and construction of a new bus shelter at the RTD Park-n-Ride along eastbound US36 will facilitate safer environments for the nearly 200 residents within a vulnerable population in Lyons who rely on the RTD Y route to Boulder for more extensive health services.

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

The US36 Multimodal Improvements project will provide a hard surface multimodal connection from the St. Vrain Trail Extension to the network of trails accessible from the western terminus of Lyons, linking with the SH7 Lower project. The trail extension project will allow a connection to multimodal travel that meets a future planned regional trail connection from Longmont/Hygiene to Lyons, setting the stage for a significant reduction in traffic congestion and increasing reliability of the existing multimodal transportation network. It is anticipated that this reduction will be especially apparent on weekends during the busy seasons (Spring through Fall) and during festivals. In summer, we host approximately 3,000 cyclists per weekend in our local park system. Currently, cyclists drive to Lyons and park all day while they recreate. The US36 Multimodal Improvements will provide continuous connectivity with existing local and regional trail networks obviating the need to drive into town to park and add to the summer congestion along US36 in downtown Lyons. The project allows regional users multiple commute options – bus, bicycle, walking, skateboarding, etc. – resulting in a significant increase in the reliability of multimodal travel.

In addition, the Town of Lyons is currently developing land approximately 1.2 miles away from the RTD bus stop in Lyons for both commercial and residential usage. This increase of usage within the corridor along Ute Hwy/66 will add to the congestion. The US36 Multimodal Improvements connect to the St. Vrain Trail Extension which does allow for an offset of congestion where Hwy 36 meets Ute Hwy/66, thus adding to the reliability of the overall system at that point.

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

Without frequent safe passageways to cross the busy eastbound US36 highway, pedestrians and cyclists often risk collision with a vehicle when traveling to or from the downtown commercial district. Residents on the south side of US36 must access Main Street and the north side of town, including our grocers, health services, and restaurants, without safe paths. Additionally, construction of the new Lyons Library is scheduled for completion in summer 2019. The Library is located on the southwest corner of US36 and 4th Avenue. Due to heavy use of our existing library on Main Street, it is expected that the hundreds of residents on the north side of US36 will cross the highway to access the new facility. Importantly, in the past five years, two fatal crashes have occurred along eastbound US36 at an intersection within the scope of this project's multimodal improvements. The multimodal trail and safe paths to cross US36 will significantly reduce the risk to safety for community members by segregating traffic conflicts within the project area.

Existing travellers heading into Lyons from the east must ride along the shoulder of Ute Hwy/66, next to vehicles travelling 50-60 MPH. Without a bike lane, cyclists are at risk for crash by high-speed vehicles. In the eastbound direction, there are no designated paths to travel from downtown to the existing and proposed eastern neighborhoods. By allowing the 600 cyclists and 330 pedestrians expected to utilize this trail daily by 2040 to move off the highway through this busy corridor, safety and security are greatly increased.

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

WEIGHT

20%

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

[MV objective 2](#)

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

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

☒ Yes ☐ No

Describe, including supporting quantitative analysis

The US36 Multimodal Improvements along the north side of eastbound US36 between 3rd and 5th Avenues will allow for businesses in the downtown corridor to expand their building square footage and develop a storefront along US36/Broadway in addition to Main Street to the north. Multiple businesses have expressed interest in this project as an opportunity to expand. The increase in square footage of commercial use will generate substantial additional commercial sales revenue, see #8 below. Specifically, one property owner is interested in developing a multi-story, mixed-use commercial building comprised of a hotel, retail space and off-street parking. The Town of Lyons is prioritizing infrastructure improvements in our existing downtown corridor to maintain and promote a vibrant business district.

Community development plans dating back at least 19 years support the construction of a multimodal trail to connect the pieces of the existing, local multimodal trail and regional routes. Development of the downtown commercial corridor began in 2010 with a focus on the westbound direction of US36 through Lyons, concluding in 2017 with a substantially improved Main Street experience through our business district. Unfortunately, the traffic returning through Lyons in the eastbound direction is met with an undeveloped, unsightly and uninviting environment at the back of the Main Street businesses. The proposed US36 Multimodal Improvements would significantly enhance the visual environment and remove the visual blight created by the unimproved back entries of stores, gravel road surfaces, lack of streetscape and unsafe pedestrian access along the commercial corridor that fronts eastbound US36.

[MV objective 3](#)

Increase housing and employment in urban centers.

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

☒ Yes ☐ No

Describe, including supporting quantitative analysis

The multimodal improvements planned along eastbound US36 are envisioned to facilitate more reliable, clear and safe connections between the residents and visitors of the Town of Lyons and subregional urban centers in Boulder and Longmont, in addition to Allenspark and Estes Park to the west. Plans for development in the eastern corridor include approximately 165 new employment opportunities by the year 2040, and developers are planning on at least 300 new housing units to accommodate workers and additional residents. The anticipated additional 723 residents in the eastern corridor development will have clear and direct access to the sole RTD route that services Lyons. Additionally, residents in the southern neighborhoods of Lyons gain a clear and direct path to services in Lyons, in addition to proposed community assets in the eastern corridor. The large financial commitment dedicated to the remaining flood recovery project, SH7 Lower project, demonstrates the regional interest in connectivity and improvements to travel routes in the urban centers west of Lyons as well.

Connecting the multimodal trail in downtown Lyons along eastbound US36 to the St. Vrain Trail Extension and local RTD bus stops will develop direct links to important regional recreation centers, both east and west of Lyons, as well as the aforementioned urban centers in town. The US36 Multimodal Improvements project alters the existing experience of thousands of annual visitors that the trail stops through Lyons, leaving no clear and direct path through town to the recreational, tourism, and employment opportunities to the west.

MV objective 4	Improve or expand the region's multimodal transportation system, services, and connections.	
<p>3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>The US36 Multimodal Improvements connection to the proposed St. Vrain Trail Extension increases mobility choices for people within and beyond our subregion as it allows safe and convenient modes of travel into and from Lyons from the east and west ends of town. We estimate that the planned residential and commercial developments in Lyons in the coming years will increase the population to 2989 by the year 2040 and employment will be 425. In 2016, 29,288 utilized transit services in Lyons. If we assume 45% growth by 2040, then the annual transit ridership will increase from 29,288 to 42,468 in 2040. This provides a significant expansion of services as it allows people traveling from the planned eastern corridor development and the existing neighborhoods in town to access both Lyons services (restaurants, shops, institutions) as well as the RTD service to Boulder for more extensive health services.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 6a	Improve air quality and reduce greenhouse gas emissions.	
<p>4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>With the ability to connect to future planned regional trails to and from Lyons using multimodal access, commuters will be encouraged to use non-single occupancy vehicles for travel. The multimodal trail through Lyons is expected to bring an increase of 293 cyclists each day, creating a substantial reduction of ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, and other air pollutants, which would contribute to improvements in air quality. We have calculated that we expect to reduce greenhouse gas emissions by 206,745 lbs annually, which is a reduction of more than 2,700,000 lbs by 2040.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 7b	Connect people to natural resource or recreational areas.	
<p>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?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>Due to its proximity to the Rocky Mountains, Lyons hosts a multitude of recreational trails and open space activities. Visitors from within the Boulder County subregion and beyond will utilize the proposed St. Vrain Trail Extension and US36 Multimodal Improvements to access open space via the Lyons trail network. Currently, there are no safe, segregated travel routes connecting popular recreational trails west of Lyons to the developed trail network east of Lyons in Longmont and Boulder. The proposed multimodal connection through town will create continuous, safe access to an active community of recreational users seeking routes to regional trail networks including:</p> <ul style="list-style-type: none"> • Hall Ranch (3,000 acres and 13.5 miles of moderate/difficult trails) with 74,316 annual visitors in 2017; • Heil Valley Ranch / Picture Rock Trail (5,020 acres and 14.5 miles of easy/moderate trails) with 99,421 annual visitors in 2017; 		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

- Rabbit Mountain (2,733 acres and 6 miles of easy /moderate trails) with 89,027 annual visitors in 2017;
- Lions Gulch Trail
- Button Rock Preserve (3,000 acres and accessed 7 miles from Lyons up Hwy 7)

A planned investment between \$25-40 million was recently committed to SH7 Lower project, including repairing flood damaged sections of the roadway, rehabilitating the river where it was impacted during the emergency response of the 2013 flood, and addressing traffic safety. The US36 Multimodal Improvements project connects existing successful trail networks east of Lyons to the regional recreational areas west of Lyons in Estes Park and Allenspark directly through the improvements planned with the SH7 Lower project for well over 260,000 annual visitors each year.

[MV objective 10](#)

Increase access to amenities that support healthy, active choices.

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

☒ Yes ☐ No

Describe, including supporting quantitative analysis

It is estimated that on average 10,000 vehicles pass through Lyons daily in the busy tourist season on their way to and from Rocky Mountain National Park. The Town of Lyons historic downtown corridor hosts over 150,000 visitors in these months, together with our local community of nearly 2,000 residents. While we heavily promote exploring our business districts and outdoor adventure opportunities through cycling and on foot, the major highways that surround downtown (US36 and SH7) create islands of activity without safe connections between them. A functional multimodal path connecting downtown to regional trail systems and public transit opportunities is not only expected to significantly increase the number of visitors, but also to encourage residents to develop and continue healthy lifestyles. We estimate that the Town has 30,000 visiting cyclists and 7,500 visiting pedestrians annually, which breaks down to an average of 82 visiting cyclists and 20 visiting pedestrians per day. Assuming an additional 218 Lyons local cyclists and pedestrians each day, we have approximately 300 cyclists and 238 pedestrians each day increasing their health and vitality through healthy lifestyle habits directly tied to recreation and their commute.

[MV objective 13](#)

Improve access to opportunity.

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

☒ Yes ☐ No

Describe, including supporting quantitative analysis

The US36 Multimodal Improvements provide improved transportation connections for vulnerable populations, thus reducing opportunity disparities for approximately 200 residents without alternative access to travel. With the multimodal trail from SH7 Lower project to the proposed St. Vrain Trail Extension, the people living west of McConnell Drive and in the future eastern corridor development are connected to this important bus route. It allows people with opportunity disparities to more easily and reliably access schools, health facilities, and jobs in other areas across Boulder County via RTD transit services.

[MV objective 14](#)

Improve the region's competitive position.

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?

☒ Yes ☐ No

Describe, including supporting quantitative analysis

A functional multimodal path that more effectively connects downtown Lyons with municipalities within the subregion and up to Estes Park and Allenspark will significantly increase the number of visitors to Lyons,

contributing greatly to the subregion's economic health and vitality. Approximately 150,000 travelers pass through Lyons during the busy summer months on their way to Estes Park. Our focus on inclusive community attractions and multimodal transportation is a primary strategy to attract passersby to visit Lyons as a destination. These visitors are more likely to make Lyons a destination with greater access to recreational opportunities and a developed business district in both directions of travel, including a proposed hotel that is awaiting this development along the eastbound direction of US36 to pursue design and construction. Visitors would use Lyons' restaurants, groceries, retail experiences, and services, providing a significant economic boost to the Town's economy, and the subregion's economy by extension.

The proposed project would provide an additional 51 parking spaces in the CDOT right-of-way. The economic effect of visitors to the project area due to additional parking alone can be estimated using the growth in sales receipts per parking place in the project area, which is estimated at \$36.98. The annual economic benefit would be \$588,426 in additional sales revenues in the project area.

The improvements along the north side of US36 between 3rd and 5th Avenues will allow for businesses to expand their building square footage and develop a storefront along Broadway/US36 in addition to Main Street to the north. Multiple businesses have expressed interest in this project as an opportunity to expand. The increase in square footage will generate additional commercial sales revenue. To estimate a possible effect, we take two examples of local businesses which have expressed interest in additional commercial space should access to the south side of their property be developed. We assume that the St. Vrain Market expansion would be 100 percent retail development in keeping with existing use and we assume 40 percent retail in a second site proposed as mixed use with hotel space above.

- The St. Vrain Market lot would add 2,100 sq ft of retail space = \$352,088
- Hotel building at corner of US36 and 4th Avenue would add 10,500 sq ft x 40% retail = \$704,172

These two interested businesses alone could generate an additional \$1,056,260 of sales revenue with enhancements made to promote US36/Broadway business development.

D. Project Leveraging		WEIGHT 10%
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	60%+ outside funding sources High 30-59%Medium 29% and belowLow

Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	402
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	2050	258	2308
2040	2989	425	3412

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. (Using 50% growth above year of opening for 2040 value, unless justified) Data provided by DRCOG.	20	30
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: {#3 X 25%} or other percent, if justified)	5	7.5
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: {#3 X 25%} or other percent, if justified)	5	7.5
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	10	15
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)	150	225
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	142.5	213.75
9. If values would be distinctly greater for weekends, describe the magnitude of difference: The Town believes that the numbers above could significantly increase based on weekend and recreational travel to and from the Town. Currently, the Town hosts up to 150,000 visitors during the busy, summer season. In 2016, 29,288 utilized transit services in Lyons. If we assume 50% growth by 2040, then the annual transit ridership will increase from 29,288 to 43,932 in 2040. It is likely that the majority of this increase would be on weekends and in fair weather.		
10. If different values other than the suggested are used, please explain here: Population and Employment numbers are different from the TAZ data provided. 2020 Population: Due to the method of calculation, the population of Lyons was underrepresented at 1,370. The Town knows that its current overall population is in fact approximately 2050. 2040 Population and Employment: Projecting out to 2040, the Town has incorporated current development planning. In all, the Town estimates that the Eastern Corridor Development along Hwy 66 will add 300 additional housing units, with another 90 units within the current Town limits, totaling 390 units by 2040. These housing units are expected to average 2.41 people/household, equaling 939 additional residents within the 1-mile radius of the trail by 2040 for a total of 2,989. Additionally, the Eastern Corridor will also see boosted employment		

numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 141 additional positions above the original TAZ projections of 284, equaling 425 by 2040.

Ridership based on 2016 stats provided in RTD Service Standards Analysis – Y Route. Total ridership for 2016 on the Y Route was 29,288, with 1,706 in-service hours. If the same hours are estimated daily, then 32.8 in-service hours per week, or 4.7 in-service hours per day at 17.17 riders per hour. 4.7 hrs x 17.17 riders/hr = 80.5 riders/day. 5 days X 80.5 = 402.36. Daily increase is estimated at 25%.

B. Bicycle Use

1. Current weekday bicyclists	300
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	2050	258	2308
2040	2989	425	3412

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	218	587
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)	109	294
5. = Initial number of new bicycle trips from project (#3 – #4)	109	293
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)	33	88
7. = Number of SOV trips reduced per day (#5 - #6)	76	205
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	152	410
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	144	390
10. If values would be distinctly greater for weekends, describe the magnitude of difference: The Town believes that weekends would account for a large percentage of increased cyclists to Lyons as this multimodal corridor would eventually be a major connection point to Longmont's trail system in the east and planned access to SH7, Heil Valley Open Space and the Hall Ranch Open Space to the west. The numbers given above do take weekends into account.		
11. If different values other than the suggested are used, please explain here: Surrounding cities counts: The Town does not have data for the number of cyclists that pass through Lyons, as it is outside of DRCOG's usual study area. However, according to the 2016 Benchmarking Report, Boulder statistics show that 21.3% of its population rides bicycles or walks to navigate the city. By contrast, Denver shows that 13% of its population uses cycling, walking or transit. Additionally, 6.6% of the population uses bicycles to get to work in Denver, according to the Downtown Denver Partnership's annual commuter survey.		

Current Lyons local counts: While not everyone who lives in Lyons works in Lyons, most of the community walks or rides bikes to access local businesses, services, and institutions. The entire town is within walking or riding distance from its center and, as such, Lyons is similar to Boulder in terms of residential transportation habits. Assuming 21.3 % of the population of 2,050 is walking or cycling in Lyons, the Town has 437 cyclists and pedestrians per day, on average. If we assume half of these are on bicycle, then the Town has 218 *local* cyclists and 218 *local* pedestrians per day, or 79,570 *local* cyclists and 79,570 *local* pedestrians per year.

2040 Population and Employment: Projecting out to 2040, the Town has incorporated current development planning. In all, the Town estimates that the Eastern Corridor Development along Hwy 66 will add 300 additional housing units, with another 90 units within the current Town limits, totaling 390 units by 2040. These housing units are expected to average 2.41 people/household, equaling 939 additional residents within the 1-mile radius of the trail by 2040 for a total of 2,989. Additionally, the Eastern Corridor will also see boosted employment numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 141 additional positions above the original TAZ projections of 284, equaling 425 by 2040.

Assuming these 939 additional residents and employees living and working within 1-mile radius of the Eastern Corridor specifically, the following is expected: Cyclists expected $(939 \times .213 \times .80) = 160$ per day, or 58,402 local cyclists annually by 2040. Pedestrians expected $(939 \times .213 \times .20) = 40$ per day, or 14,600 annually.

Current Visitors: Additionally, the Town hosts approximately 150,000 visitors per year in the busy, tourist months. If 25% of these are already traveling in Lyons either by bicycle or on foot, the Town currently has 37,500 using non-vehicular modes of transport. Casual observation by staff collaborating on this application confirms this account. Because a number of these travelers would be cycling from other areas, we use a 80 : 20 ratio of bikes to pedestrians. With these assumptions, the Town has 30,000 visiting cyclists and 7,500 visiting pedestrians annually, which breaks down to an average of 82 *visiting* cyclists and 20 *visiting* pedestrians per day.

If we assume that at least 80% of the 30,000 visiting cyclists arrived in Lyons from another area via bicycle (and did not bus or use their vehicle to bring their bike), then $30,000 \times .80 = 24,000$ visiting cyclists will access Lyons via the new multimodal pathway each year.

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	238
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	2050	258	2308
2040	2989	425	3412

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	93	179
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)	47	90
5. = Number of new trips from project (#3 – #4)	46	89

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)	14	27
7. = Number of SOV trips reduced per day (#5 - #6)	32	62
8. Enter the value of {#7 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	13	25
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	12.2	23.8
<p>10. If values would be distinctly greater for weekends, describe the magnitude of difference:</p> <p>The Town believes that weekends would account for a large percentage of increased pedestrians to Lyons as this multimodal corridor would eventually be a major connection point to Longmont's trail system in the east and planned access to SH7, Heil Valley Open Space and the Hall Ranch Open Space to the west. The numbers given above, therefore, reflect an overall daily average for the year, including weekends.</p>		
<p>11. If different values other than the suggested are used, please explain here:</p> <p>Surrounding cities counts: The Town does not have data for the number of cyclists that pass through Lyons, as it is outside of DRCOG's usual study area. However, according to the 2016 Benchmarking Report, Boulder statistics show that 21.3% of its population rides bicycles or walks to navigate the city. By contrast, Denver shows that 13% of its population uses cycling, walking or transit. Additionally, 6.6% of the population uses bicycles to get to work in Denver, according to the Downtown Denver Partnership's annual commuter survey.</p> <p>Current Lyons local counts: While not everyone who lives in Lyons works in Lyons, most of the community walks or rides bikes to access local businesses, services, and institutions. The entire town is within walking or riding distance from its center and, as such, Lyons is similar to Boulder in terms of residential transportation habits. Assuming 21.3 % of the population of 2,050 is walking or cycling in Lyons, the Town has 437 cyclists and pedestrians per day, on average. If we assume half of these are on bicycle, then the Town has 218 <i>local</i> cyclists and 218 <i>local</i> pedestrians per day, or 79,570 <i>local</i> cyclists and 79,570 <i>local</i> pedestrians per year.</p> <p>2040 Population and Employment: Projecting out to 2040, the Town has incorporated current development planning. In all, the Town estimates that the Eastern Corridor Development along Hwy 66 will add 300 additional housing units, with another 90 units within the current Town limits, totaling 390 units by 2040. These housing units are expected to average 2.41 people/household, equaling 939 additional residents within the 1-mile radius of the trail by 2040 for a total of 2,989. Additionally, the Eastern Corridor will also see boosted employment numbers due to the expected addition of employers, currently under negotiation. This should boost employment to 141 additional positions above the original TAZ projections of 284, equaling 425 by 2040.</p> <p>Assuming these 939 additional residents and employees living and working within 1-mile radius of the Eastern Corridor specifically, the following is expected: Cyclists expected $(939 \times .213 \times .80) = 160$ per day, or 58,402 local cyclists annually by 2040. Pedestrians expected $(939 \times .213 \times .20) = 40$ per day, or 14,600 annually.</p> <p>Current Visitors: Additionally, the Town hosts approximately 150,000 visitors per year in the busy, tourist months. If 25% of these are already traveling in Lyons either by bicycle or on foot, the Town currently has 37,500 using non-vehicular modes of transport. Casual observation by staff collaborating on this application confirms this account. Because a number of these travelers would be cycling from other areas, we use a 80 : 20 ratio of bikes to pedestrians. With these assumptions, the Town has 30,000 visiting cyclists and 7,500 visiting pedestrians annually, which breaks down to an average of 82 <i>visiting</i> cyclists and 20 <i>visiting</i> pedestrians per day.</p> <p>If we assume that at least 80% of the 30,000 visiting cyclists arrived in Lyons from another area via bicycle (and did not bus or use their vehicle to bring their bike), then $30,000 \times .80 = 24,000$ visiting cyclists will access Lyons via the new multimodal pathway each year.</p>		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	250
	2. Minority persons	33
	3. Low-Income households	32
	4. Linguistically-challenged persons	10
	5. Individuals with disabilities	21
	6. Households without a motor vehicle	12
	7. Children ages 6-17	280
	8. Health service facilities served by project	12 + Boulder facilities

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	21,352
2. 2040 ADT estimate	32,028
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations – No data available	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. While we do not have available data, it is worth noting that traffic delays are significant through Lyons during peak times during the summer months. Westbound traffic backs up through town along Ute Hwy past Hwy 36. This project would extend multimodal access to and from downtown for residents and regional recreational visitors, reducing eastbound local vehicles from the traffic flow along US36.	
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
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Fatal crashes	2	(CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Serious Injury crashes	0	
Other Injury crashes	55*	
Property Damage Only crashes	0	
*Note: Data unclear. What we do know is that the Town of Lyons averages about 11 crashes per year.		
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

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

Roadway Pavement

1. Current roadway pavement condition	Fair
2. Describe current pavement issues and how the project will address them. The existing frontage road parallel to US36/Broadway is unpaved. This project includes paving the delivery route along this road. Additionally, the enhancements of access points to/from US36 onto this delivery route greatly improve the gutters and driveways.	
3. Average Daily User Volume	10,976

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Fair
5. Describe current condition issues and how the project will address them. The multimodal pathway that extends from SH7 Lower project to the east end of the project at McConnell Drive will be paved, either providing a new path or replacing unpaved portions. The project includes paving the existing unpaved parking lot at Black Bear Hole recreation area. Landscaping along the path will enhance the comfort level of multimodal path users and improve the experience of cycling through Lyons or traveling on foot.	
6. Average Daily User Volume	300

H. Bridge Improvements – N/A

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	0

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

1.	<p>Economic Impact of Additional Parking Spaces</p> <p>The proposed project would provide an additional 51 parking spaces in the CDOT right-of-way. The economic effect of visitors to the project area due to additional parking alone can be estimated using the growth in sales receipts per parking place in the project area, which is estimated at \$36.98. The annual economic benefit would be \$588,426 in additional sales revenues in the project area.</p>
2.	<p>Economic impact of additional business infill development</p> <p>The improvements along the north side of US36 between 3rd and 5th Avenues will allow for businesses to expand their building square footage and develop a storefront along Broadway/US36 in addition to Main Street to the north. Multiple businesses have expressed interest in this project as an opportunity to expand. The increase in square footage will generate additional commercial sales revenue. To estimate a possible effect, we take two examples and assume that the St. Vrain Market expansion would be 100 percent retail development in keeping with existing use. We assume 40 percent retail in a second site proposed as mixed use with hotel space above.</p> <p>The St. Vrain Market lot would add 2,100 sq ft of retail space = \$352,088 Hotel building at corner of US36 and 4th Avenue would add 10,500 sq ft x 40% retail = \$704,172</p> <p>These two interested businesses alone could generate an additional \$1,056,260 of sales revenue with enhancements made to promote US36/Broadway business development.</p> <p>Current Main Street businesses on the south side generate approximately \$8.2 million in annual sales with a total square footage of 51,294 sq ft. The economic benefit calculation assumes this ratio of \$167.66 in sales per square foot would hold for the infill development.</p>
3.	

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

1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	

ITEM	WORK ITEM	UNIT	UNIT COST	QUANTITY	COST
	Right of Way Survey and Topography	LS	\$ 17,700.00	1	\$ 17,700.00
	Acquisition Maps	LS	\$ -	1	\$ -
	Appraisals	LS	\$ -	1	\$ -
	Traffic and Transportation Studies	LS	\$ 15,000.00	1	\$ 15,000.00
	Environmental Studies and Clearances	LS	\$ 20,000.00	1	\$ 20,000.00
	Utility Potholes and Clearances	LS	\$ 16,000.00	1	\$ 16,000.00
	Engineering/Landscape Design	LS	\$ 150,000.00	1	\$ 150,000.00
	Building Design	LS	\$ -	1	\$ -
	Construction Administration	LS	\$ 150,000.00	1	\$ 150,000.00
	Materials Testing	LS	\$ 12,000.00	1	\$ 12,000.00
	Rent of Easements	LS	\$ -	1	\$ -
SUBTOTAL					\$ 380,700.00
	Advance Utility Relocations	LS	\$ -	1	\$ -
SUBTOTAL					\$ -
ITEM	TOTALS	UNIT	UNIT COST	QUANTITY	COST
	Design and Construction Administration Fees	LS		1	\$ 380,700.00
	Contingency	LS		15%	\$ 57,105.00
					\$ 437,805.00
	Advance Utility Relocations	LS		1	\$ -
	Contingency	LS		25%	\$ -
					\$ -
	Construction	LS		1	\$ 1,755,772.00
	Contingency	LS		15%	\$ 263,365.80
					\$ 2,019,137.80
GRAND TOTAL					\$ 2,456,942.80

ITEM	CONTRACT ITEM	UNIT	UNIT COST	QUANTITY	COST
201	CLEARING AND GRUBBING	LS	\$ 17,500.00	1	\$ 17,500.00
202	REMOVAL OF INLET	EA	\$ 400.00	5	\$ 2,000.00
202	REMOVAL OF PIPE	LF	\$ 6.00	40	\$ 240.00
202	REMOVAL OF SIDEWALK	SY	\$ 10.00	256	\$ 2,560.00
202	REMOVAL OF CURB AND GUTTER	LF	\$ 5.00	1723	\$ 8,615.00
202	REMOVAL OF CONCRETE CURB RAMP	SY	\$ 10.00	164	\$ 1,640.00
202	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 36.00	25	\$ 900.00
202	REMOVAL OF ASPHALT MAT	SY	\$ 4.00	384	\$ 1,536.00
202	REMOVAL OF LIGHT STANDARD	EA	\$ 2,500.00	2	\$ 5,000.00
202	REMOVAL OF GROUND SIGN	EA	\$ 150.00	12	\$ 1,800.00
202	REMOVAL OF PLANTER	EA	\$ 1,000.00	0	\$ -
202	REMOVAL OF MANHOLE	EA	\$ 1,000.00	2	\$ 41,791.00
202	REMOVAL OF TREE	EA	\$ 500.00	4	\$ 2,000.00
203	SWEEPING, BROOM PICKUP	HR	\$ 150.00	60	\$ 9,000.00
203	UNCLASSIFIED EXCAVATION	CY	\$ 25.00	500	\$ 12,500.00
207	TOPSOIL	CY	\$ 45.00	390	\$ 17,550.00
208	GRAVEL BAG (ROCK SOCK)	LF	\$ 8.00	340	\$ 2,720.00
208	CONCRETE WASHOUT STRUCTURE	EA	\$ 1,200.00	1	\$ 1,200.00
208	STORM DRAIN INLET PROTECTION	EA	\$ 500.00	8	\$ 4,000.00
208	STABILIZED CONSTRUCTION ENTRANCE	EA	\$ 1,500.00	2	\$ 3,000.00
208	SEDIMENT REMOVAL AND DISPOSAL	HR	\$ 65.00	60	\$ 3,900.00
208	EROSION CONTROL SUPERVISOR	HR	\$ 120.00	90	\$ 10,800.00
210	ADJUST MONUMENT BOX	EA	\$ 500.00	2	\$ 1,000.00
210	RESET GROUND SIGN	EA	\$ 300.00	12	\$ 3,600.00
210	ADJUST MANHOLE	EA	\$ 350.00	4	\$ 1,400.00
210	ADJUST VALVE	EA	\$ 20.00	8	\$ 160.00
210	ADJUST WATER METER	EA	\$ 900.00	0	\$ -
210	RESET FLASHING PED SIGN	EA	\$ 2,000.00	1	\$ 2,000.00
210	MODIFY STRUCTURE	EA	\$ 3,000.00	1	\$ 3,000.00
212	SOD	SF	\$ 1.20	7740	\$ 9,288.00
213	CRUSHED ROCK MULCH AND WEED CONTROL FABRIC	CF	\$ 2.50	1720	\$ 4,300.00
213	METAL LANDSCAPE BORDER (3/16 x 6 INCH)	LF	\$ 3.00	620	\$ 1,860.00
213	MULCHING (WOOD CHIP)	CF	\$ 2.80	1260	\$ 3,528.00
214	SHADE TREES: 2.5" CALIPER	EA	\$ 650.00	28	\$ 18,200.00
214	ORNAMENTAL TREES: 2.0" CALIPER	EA	\$ 750.00	28	\$ 21,000.00
214	ORNAMENTAL TREES: 8' CLUMP	EA	\$ 460.00	8	\$ 3,680.00
214	DECIDUOUS SHRUB: 5 GALLON	EA	\$ 32.00	180	\$ 5,760.00
214	EVERGREEN SHRUB: 5 GALLON	EA	\$ 33.00	40	\$ 1,320.00
214	ORNAMENTAL GRASSES: 5 GALLON	EA	\$ 38.00	120	\$ 4,560.00
214	ORNAMENTAL GRASSES: 1 GALLON	EA	\$ 13.00	220	\$ 2,860.00
214	PERENNIAL / GROUND COVER: 1 GALLON	EA	\$ 12.00	280	\$ 3,360.00
214	BOULDER 1: 18" X 2' X 2'	EA	\$ 440.00	0	\$ -
214	BOULDER 2: 2' X 2' X 3'	EA	\$ 680.00	0	\$ -
214	BOULDER 3: 2' X 3' X 4'	EA	\$ 1,210.00	0	\$ -
304	AGGREGATE BASE COURSE (CLASS 6)	CY	\$ 34.00	300	\$ 10,200.00
403	HOT MIX ASPHALT (PATCHING) (PG 58-28)	TON	\$ 220.00	120	\$ 26,400.00
403	HOT MIX ASPHALT (PAVE) (PG 64-22)	TON	\$ 120.00	1298	\$ 155,760.00
504	STONE VENEER SEAT WALL	LF	\$ 180.00	0	\$ -
504	MASONRY WALL WITH STONE VANNER	SF	\$ 36.00	4000	\$ 144,000.00
507	CONCRETE DITCH PAVING	CY	\$ 52.00	0	\$ -
514	HAND RAILING	LF	\$ 100.00	275	\$ 27,500.00
603	8 INCH PLASTIC PIPE	LF	\$ 30.00	200	\$ 6,000.00
603	18 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$ 52.00	357	\$ 18,564.00
603	24 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$ 66.00	40	\$ 2,640.00
603	30 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$ 72.00	300	\$ 21,600.00
603	43"X67" HOR. REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$ 190.00	0	\$ -
603	8'X4' THREE SIDED BOX WITH RAILING	LF	\$ 750.00	0	\$ -
603	6'X4' CONCRETE BOX CULVERT	LF	\$ 390.00	0	\$ -
604	INLET TYPE R (5 FOOT)	EA	\$ 3,200.00	4	\$ 12,800.00
604	INLET - CUSTOM AREA	EA	\$ 4,700.00	4	\$ 18,800.00
604	MANHOLE SLAB BASE (5 FOOT)	EA	\$ 3,500.00	3	\$ 10,500.00
604	MANHOLE SLAB BASE (6 FOOT)	EA	\$ 4,560.00	0	\$ -
604	GRATING AND FRAME (CHASE DRAIN)	EA	\$ 1,800.00	0	\$ -
608	CONCRETE SIDEWALK	SY	\$ 50.00	5250	\$ 262,500.00
608	CONCRETE SIDEWALK (8-INCH)	SY	\$ 72.00	1935	\$ 139,320.00
608	CONCRETE CURB RAMPS AND INTERSECTIONS	EA	\$ 1,460.00	7	\$ 10,220.00
608	SANDSTONE RIBBON CURB	SY	\$ 150.00	205	\$ 30,750.00
609	CURB AND GUTTER TYPE 2 (SECTION IIB)	LF	\$ 16.00	3520	\$ 56,320.00
609	CURB AND GUTTER (SPECIAL TRICKLE CHANNEL)	LF	\$ 32.00	0	\$ -
613	UNDERGROUND MAIN LINE ELECTRIC SYSTEM	LF	\$ 142.05	0	\$ -
613	1-1/2 INCH ELECTRICAL CONDUIT	LF	\$ 9.00	2340	\$ 21,060.00
613	2 INCH ELECTRICAL CONDUIT	LF	\$ 12.00	240	\$ 2,880.00
613	3 INCH ELECTRICAL CONDUIT	LF	\$ 14.00	2340	\$ 32,760.00
613	ELECTRICAL PULL BOXES	EA	\$ 460.00	16	\$ 7,360.00
613	WIRING - LIGHTING	LF	\$ 0.80	2280	\$ 1,824.00
613	LIGHT STANDARD METAL (12 FOOT) (TYPE 'BB')	EA	\$ 2,000.00	22	\$ 44,000.00
613	LUMINAIRE (SPECIAL) INDUCTION (55 WATT) (TYPE 'BB')	EA	\$ 1,200.00	22	\$ 26,400.00
613	LIGHT STANDARD METAL (30 FOOT) (TYPE 'AA')	EA	\$ 2,200.00	4	\$ 8,800.00
613	LUMINAIRE (SPECIAL) INDUCTION (165 WATT) (TYPE 'AA')	EA	\$ 7,500.00	4	\$ 30,000.00

ITEM	CONTRACT ITEM	UNIT	UNIT COST	QUANTITY	COST
613	LIGHT STANDARD FOUNDATION (TYPE 'AA')	EA	\$ 1,500.00	26	\$ 39,000.00
613	CONCRETE FOUNDATION PAD	EA	\$ 750.00	0	\$ -
613	LIGHTING CONTROL CENTER	EA	\$ 7,250.00	0	\$ -
614	STEEL SIGN POST	LF	\$ 16.00	201	\$ 3,216.00
614	SIGN PANEL (CLASS II)	SF	\$ 19.00	290	\$ 5,510.00
622	BUS SHELTER	EA	\$ 7,980.00	2	\$ 15,960.00
622	TRASH RECEPTACLES	EA	\$ 2,000.00	4	\$ 8,000.00
622	BIKE RACKS (STANDARD)	EA	\$ 460.00	4	\$ 1,840.00
622					\$ -
623	IRRIGATION SYSTEM	LF	\$ 2.00	2980	\$ 5,960.00
623	IRRIGATION CONTROLLER	EA	\$ 7,700.00	1	\$ 7,700.00
625	CONSTRUCTION SURVEYING	LS	\$ 35,000.00	1	\$ 35,000.00
626	MOBILIZATION	LS	\$ 150,000.00	1	\$ 150,000.00
627	EPOXY PAVEMENT MARKING	GAL	\$ 500.00	6	\$ 3,000.00
627	THERMOPLASTIC PAVEMENT MARKING	SF	\$ 25.00	420	\$ 10,500.00
630	CONSTRUCTION ZONE TRAFFIC CONTROL	LS	\$ 100,000.00	1	\$ 100,000.00
SUBTOTAL					\$ 1,755,772.00



Figure 1
Conceptual Roadway & Pedestrian Improvements
Overview Map

Multimodal Path



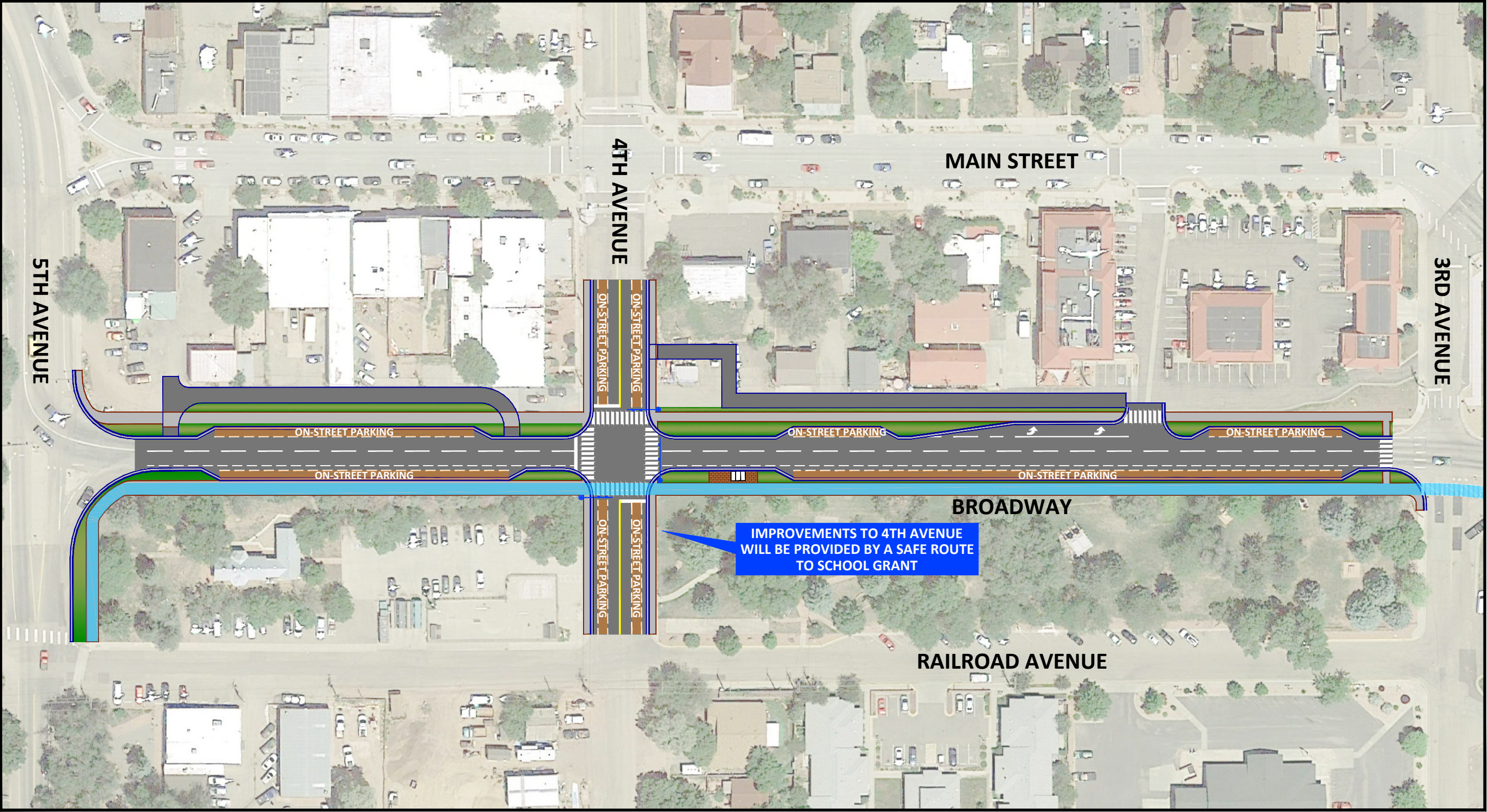


Figure 2
Conceptual Roadway & Pedestrian Improvements
Broadway Street Improvements

- Multimodal Path
- On-Street Parking



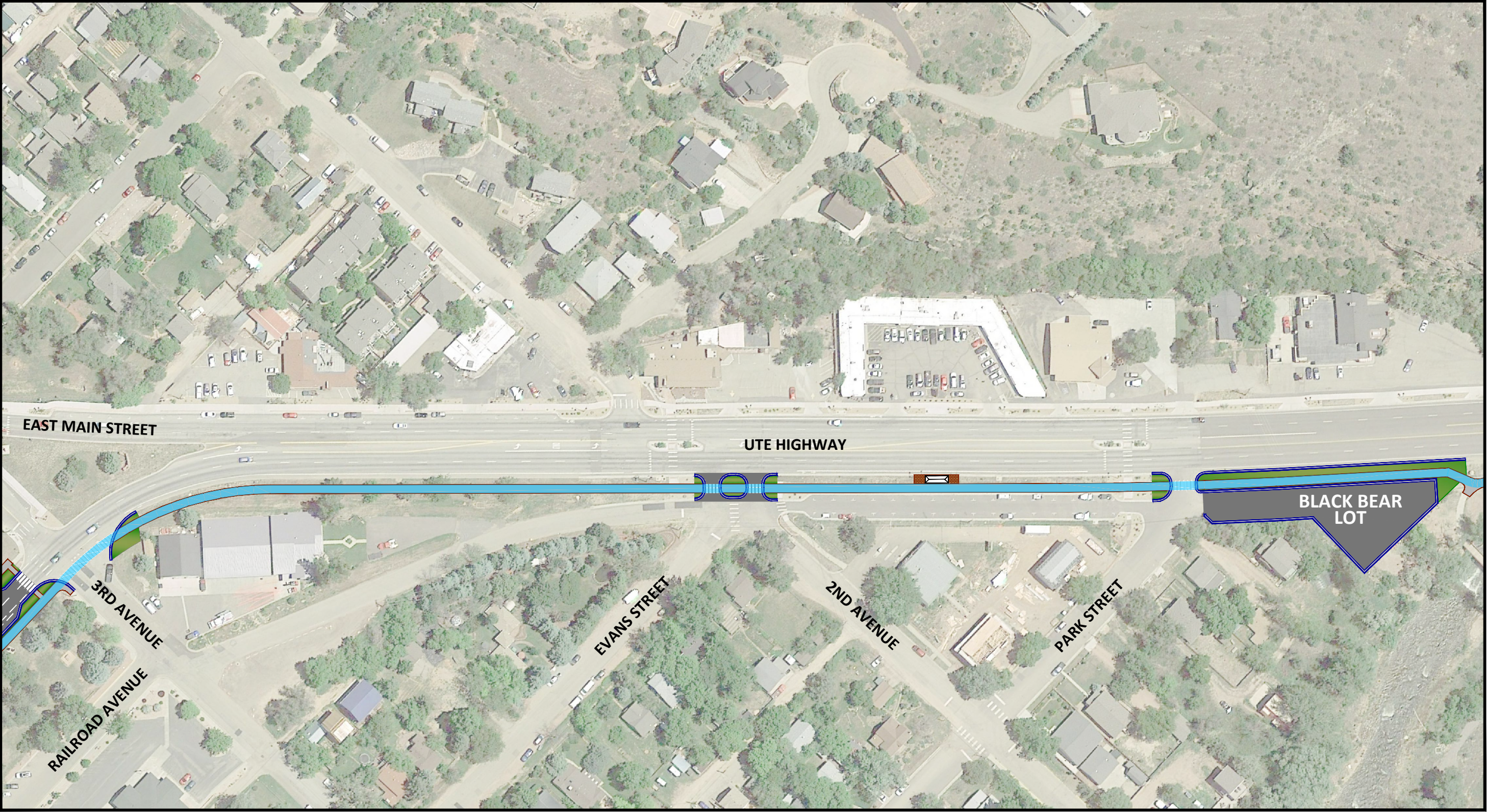


Figure 3
Conceptual Roadway & Pedestrian Improvements
Pedestrian Trail Improvements

Multimodal Path



Town of Lyons
Town of Lyons, Colorado





Figure 4
Conceptual Roadway & Pedestrian Improvements
Pedestrian Trail Improvements

Multimodal Path



Town of Lyons
Town of Lyons, Colorado





COLORADO

Department of Transportation

Region 4

Regional Director's Office
10601 W. 10th Street
Greeley, CO 80634-9000

February 7, 2019

Paul Glasgow
Town of Lyons
432 5th Ave
Lyons, CO 80540

US 36 Improvements & Multi-Modal Connections

Dear Mr. Glasgow,

RE: CDOT Region 4 Support Request for DRCOG TIP Sub-Regional Call FY20-FY23

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 staff is issuing a conditional concurrence for the Town of Lyons application for the DRCOG Sub-Regional FY20-23 TIP Call. This concurrence applies only to the US 36 Improvements & Multi-Modal Connections project, in the event this project is selected by DRCOG as a sub-regional project around Summer 2019. If this project is awarded DRCOG funds at a later date, the Local Agency (LA) will need to reaffirm CDOT's concurrence at that time.

CDOT grants this conditional concurrence based on the project scope as described. In order to retain CDOT's approval for this application, all existing Federal-aid projects must be formally closed to the approval of CDOT Region 4 staff on or before March 15, 2019. Project closure requires that all required documentation be submitted. If these stipulations are unmet by the noted deadline, CDOT withdraws concurrence for this application. CDOT retains final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses, the LA will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

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

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with a member of the CDOT Specialty Unit, please contact Karen Schneiders at (970) 350-2172.

Sincerely,

Johnny Olson, P.E.
Region 4 Transportation Director

JWO:KAS:mbc
cc: Todd Cottrell, DRCOG
Long Nguyen
Katrina Klobberdanz
Katelyn Triggs
Karen Schneiders



TOWN OF LYONS
Resolution 2019-17

**A RESOLUTION OF THE TOWN OF LYONS IN SUPPORT OF SUBMITTAL OF
APPLICATION FOR THE DRCOG 2020 - 2023 TIP CYCLE GRANT APPLICATION
US 36 IMPROVEMENTS AND MULTI-MODAL CONNECTIONS**

WHEREAS, The Denver Regional Council of Governments (DRCOG) is the designated Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) for the Denver region, and it is DRCOG's responsibility as an MPO to plan, program, and coordinate federal transportation funds; and

WHEREAS, A *Transportation Improvement Program* (TIP) identifies all federally funded transportation projects in the Denver region over a six-year period. It is prepared by DRCOG every four years, and must show that it meets air quality requirements; and

WHEREAS, it is the desire of the Board of Trustees of the Town of Lyons to actively pursue funding to proceed with the final design and construction of the St. Vrain Trail Extension; and

WHEREAS, the estimated new project budget for the outstanding design, construction, legal and administrative fees for the US36 Improvements and Multimodal Connections is \$2,687,000; and

WHEREAS, the federal share of the TIP Grant may cover 50% of the project budget and must be met by a 50% local match; and

WHEREAS, a Multi-Modal grant comprised of state funds may concurrently be applied for and may serve as a 50% local match; and

WHEREAS, the provision of Town funds as a portion of the local match are highly encouraged as part of the grant application, and the Town wishes to provide the equivalent of up to 20% of the total local match; and

WHEREAS, the Town wishes to apply for a TIP Grant with the following match breakout:

50% - Federal share (TIP):	\$1,343,500
30% - Local share (Multi-modal):	\$ 806,100
20% - Town share:	\$ 537,400

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE
TOWN OF LYONS, COLORADO THAT:**

Section 1. The above recitals are hereby incorporated by reference.

Section 2. The Board of Trustees agrees to submit the application for 2020-2023 TIP funding through DRCOG for the US36 Improvements and Multimodal Connections project as set forth herein.

Section 3. The Board of Trustees authorizes Town Staff to make non-substantial changes to the application necessary for submission consistent with the intent of this resolution.


Section 4. The resolution shall take effect immediately upon adoption.

ADOPTED THIS 19th DAY OF FEBRUARY 2019




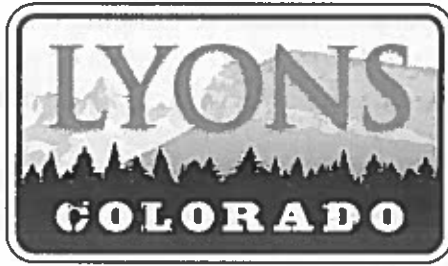
Connie Sullivan, Mayor

ATTEST:



Debra K. Anthony, Town Clerk





US36 Improvements and Multimodal Connections

Local Agency Sponsor: Town of Lyons

Local Agency Direct Beneficiaries: Town of Lyons

Type of Project: Capital

Total Budget: \$2,687,000

Background

The heart of downtown Lyons is situated at the intersection of two heavily-traveled highways, US36 and CO7. It is estimated that on average 10,000 vehicles pass through Lyons daily in the busy tourist season on their way to/from Rocky Mountain National Park. The Town of Lyons historic downtown corridor hosts over 100,000 visitors in these months, together with our local community of nearly 2,000 residents. While we heavily promote exploring our business districts and outdoor adventure opportunities through cycling and on foot, these major highways create islands of activity without safe connections between them. Additionally, our largest senior housing facility is located across the highway from our downtown commercial corridor. We have completed significant improvements to the safety and walkability of our Main Street corridor, westbound US36, and are seeking to develop connections in the eastbound direction along US36 with additional infrastructure and multimodal pathway projects.

The proposed projects will improve traffic flow, encourage multimodal options, and increase safety by decreasing conflict between bikes, pedestrians, and automobile traffic. It will build the backbone of two planned regional trail corridors (i.e. St. Vrain Regional Trail Corridor and the Lyons to Boulder Trail) and will connect regional destinations west of Lyons (Heil and Hall Ranch) to areas to the east (Rabbit Mountain).

Description

This project will significantly improve pedestrian and bicycle safety along US36 where it aligns with Broadway and will connect downtown multimodal paths to the trail system on the east end of Lyons. The scope includes:

1. Improve the existing detached frontage road that parallels eastbound US36 and between 3rd and 5th Avenues. Improvements will remove delivery trucks from the flow of highway traffic and separate pedestrians from traffic along the frontage road;

2. Develop a paved multimodal path parallel to eastbound US36 from 5th Avenue eastward to the meet the St. Vrain Corridor Trail at McConnell Drive;
3. Addition of parallel parking on the north and south side of eastbound US36 between 3rd and 5th Avenues;
4. Installation of sidewalks on 4th Avenue from Railroad to Main Street, connecting residents in the Confluence neighborhood and the Walter Self Senior Housing facility with downtown businesses and services;
5. Relocation of the bus stop at 4th Avenue and addition of a bus shelter at the new RTD Park-n-Ride location;
6. Installation of intelligent transportation systems to reroute traffic and mitigate congestion in Lyons and on US36; and
7. Enhancement of the trailhead and parking lot at Black Bear Hole, including paving the parking lot and installation of a restroom.

Focus Areas

Small Communities: Yes

Regional Connections: Yes

Multimodal: Yes

Safety: High

Technology: Yes

Budget

	2020	2021	2022	2023	Total
DRCOG component (Fed or State)	240,000	240,000	1,538,400	131,200	2,149,600
Town of Lyons Match	60,000	60,000	384,600	32,800	537,400
Total Project	300,000	300,000	1,923,000	164,000	2,687,000

Local Match

The local match will come from the state Multimodal Options Fund.

