



Transportation Advisory Committee
Monday, May 20, 2024
1:30 p.m.
1001 17th St, Denver, CO
1st Floor Aspen & Birch Conference Rooms

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Agenda

1. Call to Order
2. Public Comment
3. April 29, 2024 Transportation Advisory Committee Meeting Summary (Attachment A)

Discussion Items

4. Regional Housing Needs Assessment and Strategy (Attachment B) Kris Valdez, Plan Implementation Program Manager
5. Denver Regional Council of Governments Data Tool (Attachment C) Byron Schuldt, Senior GIS Specialist
6. 2021 Regional Crash Data (Attachment D) Erik Braaten, Senior Planner, Crash Data Consortium

Informational Items

7. Fiscal Year 2024 Active Transportation Infrastructure Investment Program (ATIIP) Discretionary Grant Informational Form (Attachment E) Jacob Riger, Multimodal Transportation Planning Manager

Administrative Items

8. Member Comment/Other Matters
9. Next Meeting – June 24, 2024
10. Adjournment

ATTACH A

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, April 29, 2024
Virtual Meeting Only (Via Zoom)

Members (or Voting Alternates) Present:

Shawn Poe	Adams County – City of Commerce City
Michele Riccio	Adams County
Kent Moorman	Adam County – City of Thornton
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Brent Soderlin	Arapahoe County
Jean Sanson	Boulder County – City of Boulder
Alex Hyde-Wright	Boulder County
Michelle Melonakis	Boulder County – City of Lafayette
Sarah Grant (Chair)	Broomfield, City & County
David Krutsinger (Alternate)	Denver, City & County
Jonathan Webster (Alternate)	Denver, City & County
Justin Begley	Denver, City & County
Justin Schmitz (Vice-Chair)	Douglas County – City of Lone Tree
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Art Griffith	Douglas County
Christina Lane	Jefferson County
Mike Whiteaker	Jefferson County – City of Lakewood
John Firouzi (Alternate)	Jefferson County – City of Arvada
Kevin Ash	Southwest Weld County – Town of Frederick
Brodie Ayers	Aviation Special Interest Seat
Jeff Boyd	Housing Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Wally Weart	Freight Special Interest Seat
Frank Bruno	Via Mobility
Carson Priest	Transportation Demand Management Seat
Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Tom Moore	Regional Air Quality Council
Ron Papsdorf	Denver Regional Council of Governments
Rick Pilgrim	Environmental Special Interest Seat
Bill Sirois	Regional Transportation District
Angie Rivera-Malpiede	Equity Special Interest Seat
Brad Revare	Non-Motorized Special Interest Seat
Marissa Gaughan	Colorado Department of Transportation Division of Transportation Development

Additional Alternates (Or Members and Alternates Attending Virtually) Present:

Tom Reiff	Douglas County – City of Castle Rock
Chris Hudson	Douglas County – Town of Parker
Dawn Sluder (Alternate)	Lakewood Rides

Phil Greenwald (Alternate)	Boulder County – City of Longmont
Mike Vanatta (Alternate)	Jefferson County
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Kellee Van Bruggen (Alternate)	Adams County – City of Arvada
Emma Belmont (Alternate)	Federal Transit Administration (ex-officio)
Jeff Dankenbring	Arapahoe County – City of Centennial

Public: Will Keenan, Bridget Hart, Danny Herrmann, Chris Chovan, Zeke Lynch, Don Beckwith, Jason Hercules, JoAnn Mattson, Josie Thomas, Dee McIntosh, Myron Hora, Steven Sherman, Jen Lambrick

DRCOG staff: Josh Schwenk, Maddy Nesbit, Cam Kennedy, Lauren Kirgis, Emily Kleinfelter, Jacob Riger, Cole Neder, Nora Kern, Alvan-Bidal Sanchez, Aaron Villere, Brad Williams, Steve Cook, Robert Spotts, Max Monk, Ala Alnawaiseh, Todd Cottrell, Erik Braaten, Sang Gu Lee, Kalie Fallon

Call to Order

Chair Sarah Grant called the meeting to order at 1:30 p.m.

Public Comment

There was no public comment.

March 25, 2024 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Action Items

2050 Metro Vision Regional Transportation Plan Amendments Recommendation
Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, informed the committee that the 2050 Regional Transportation Plan, commonly known as the RTP, sets the vision for the Denver region’s multimodal transportation system and guides investment in projects and programs to achieve that vision. The 2050 RTP underwent an update in 2022 to comply with the state’s Greenhouse Gas Planning Standard. DRCOG staff initiated a cycle amendments process in September 2023 that is scheduled to conclude in mid-2024. The draft was the subject of an April 17 public hearing before the Board of Directors and Appendix C has been updated to reflect comments received during the public review period, staff responses, and any revisions to the 2050 RTP based on those comments.

Angie Rivera-Malpiede inquired about outreach efforts for communities that communicate in a language other than English. Alvan-Bidal Sanchez replied that the executive summary is provided in Spanish as well as in English and the Social Pinpoint website does allow individuals to translate materials to a language other than English. Alvan also described some of the outreach techniques staff use for major plan updates.

Tom Moore asked what the cycle time on this is if a new conformity analysis is required. Alvan-Bidal Sanchez replied that the plan is updated every four years, with the next major update beginning later this year.

Kent Moorman moved to recommend to the Regional Transportation Committee the draft 2050 Metro Vision Regional Transportation Plan and associated Denver Southern Subarea 8-hour Ozone Conformity Determination and Greenhouse Gas Transportation Report. The motion was seconded and passed unanimously.

Fiscal Year 2024-2027 Transportation Improvement Program Policy Amendments
Josh Schwenk, Senior Planner, explained that the region's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program, commonly known as the TIP, on an as-needed basis. The proposed amendments to the Fiscal Year 2024-2027 TIP have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted Policies for Transportation Improvement Program Development and conform with the State Implementation Plan for Air Quality.

Tom Moore inquired about the conformity analysis and the reporting of conformity compliance. Jacob Riger replied that the conformity compliance is based on the State Implementation Plan for Air Quality that has been adopted by RAQC and the Air Quality Control Commission. The 2050 Regional Transportation Plan addresses the current State Implementation Plan budget for criteria pollutants and the TIP uses the RTP's air quality conformity analysis since the TIP implements the plan. Staff agreed to talk to Tom Moore offline to fully understand and address his question.

Larry Nimmo moved to recommend to the Regional Transportation Committee the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*. The motion was seconded and passed unanimously.

2024-2025 Unified Planning Work Program Amendment

Josh Schwenk, Senior Planner, stated that the Unified Planning Work Program, commonly known as the UPWP, serves as the management tool for scheduling, budgeting, and monitoring the metropolitan planning activities of DRCOG and participating entities. The primary reasons for this amendment are to revise the financial tables to reflect the final carryover balances from DRCOG's previous Consolidated Planning Grant contract, adjust planned expenditures to reflect updated costs for work elements, and include two new deliverables: a transportation demand management incentives whitepaper and Vision Zero quick build toolkit.

Kent Moorman moved to recommend to the Regional Transportation Committee the amendment to the Fiscal Year 2024-2025 Unified Planning Work Program for the Denver Region. The motion was seconded and passed unanimously.

Discussion Items

Nondiscrimination Program Update

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, discussed that DRCOG staff have initiated a required three-year update to three existing plans: the Title VI Implementation Plan, Limited English Proficiency Plan, and Americans with

Disabilities Act Program Access Plan. Staff are also developing a new Disadvantaged Business Enterprise Program Plan for its Federal Transit Administration Section 5310 grant program.

Kent Moorman inquired about the new Limited English Proficiency procedures for the Denver region. Alvan-Bidal Sanchez stated that they revolve around DRCOG's new translation policy regarding what products should be translated, such as executive summaries or social media campaigns.

Regional Crash Data Consortium Update

Erik Braaten, Crash Data Consortium Senior Planner, reminded the committee that over the course of federal fiscal years 2023 and 2024, DRCOG has been coordinating a regional crash data consortium effort to identify and address common issues with crash data collection, processing, and analysis in the Denver region. Through this stakeholder engagement process, staff has developed a regional crash data inventory and needs assessment, which will guide the actions of the consortium to improve crash data collection, processing, and analysis.

Justin Begley asked if bicycles, scooters, and motorcycles are classified separately in the crash data inventory section. Erik Braaten replied that they are listed differently but it depends on a couple of different factors. For example, if the vehicle's motor is less than 50 cubic centimeters on an electric scooter then it will be classified in a different category than a scooter above 50 cubic centimeters. However, they are all considered to be a non-motorist.

Justin Schmitz inquired if this work would continue in the region beyond the final September report. Erik Braaten stated that ideally the work will continue and there are several plans in the pipeline to allow this work to extend beyond September. Jacob Riger clarified that the regional crash data consortium group will continue, and DRCOG is pursuing additional grant funding to potentially implement a regional implementation pilot project arising from the work completed to date.

Climate Pollution Reduction Grant Program

Robert Spotts, Mobility Analytics Program Manager, discussed that through a three-month-long process that included a stakeholder steering committee, equity steering committee, project management team, and public review and feedback, a set of eight priority strategies were identified to address climate change. These interconnected strategies prioritize actions that the region, local jurisdictions, and others may implement in the residential and commercial building sector, the transportation sector, and workforce development. They will also address economic disparities by prioritizing equitable access to benefits and ensuring that vulnerable communities receive a fair share of the opportunities arising from these investments.

Kent Moorman inquired how the Climate Pollution Reduction Grant for the Decarbonize DRCOG Initiative connects to the TIP. Robert Spotts replied that the grant is separate

from the TIP, and the funding would not overlap. Ron Papsdorf added that there would be coordination of the Comprehensive Climate Action Plan and the Regional Housing Needs Assessment. The content of the planning work is interconnected even though the grant funding is distinct.

Rick Pilgrim asked what metrics can be used to show performance over time. Robert Spotts replied that there is a lot of modeling happening and certain strategies are being identified to make the most of this potential grant so staff can hit the ground running if DRCOG is awarded the grant.

Informational Items

Multimodal Project Discretionary Grant

Jacob Riger, Manager, Multimodal Transportation Planning, informed the committee that the United States Department of Transportation, commonly known as USDOT, announced the National Infrastructure Project Assistance grants program, the Nationally Significant Multimodal Freight and Highways Projects grants program, and the Rural Surface Transportation Grant program. Applicants can apply to individual programs or all three of these funding opportunities. DRCOG requested that agencies considering applying for an MPDG grant submit information about their project to enhance regional coordination. In response, DRCOG received seven submittals from three agencies.

Safe Streets and Roads for All Grant

Jacob Riger, Manager, Multimodal Transportation Planning, stated that USDOT published a Notice of Funding Opportunity for \$1.26 billion in grant funding for the Fiscal Year 2024 Safe Streets and Roads for All, commonly known as SS4A, grant program. The program supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. DRCOG requested that agencies considering applying for a Fiscal Year 2024 SS4A grant submit information about their project to enhance regional coordination. In response, DRCOG received two submittals from two agencies.

Administrative Items

Member Comment/Other Matters

- Advanced Mobility Partnership Working Group Update
Carson Priest told the committee that the Advanced Mobility Partnership, commonly known as the AMP, met earlier this month, and received briefings from RTD regarding its innovation mobility demonstration project and from CDOT on its Digital Mobility Hub.

Jacob Riger took the opportunity to remind the committee that DRCOG has an obligation under Title VI requirements to conduct a demographic survey of TAC members and alternates. An email will be sent this afternoon asking members and alternates a list of questions to please complete by May 8. The survey is completely voluntary, and responses will be kept confidential.

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Bill Sirois notified the TAC that RTD will be releasing a call for projects on May 1 for its Partnership Program. The program can support a wide range of local transit ideas. No more than 30% of funding will be allocated to a single Subregional Service Council.

Next Meeting – May 20, 2024

Adjournment

There were no additional comments and the meeting adjourned at 3:07 p.m.

ATTACH B

Transportation Advisory Committee

Meeting date: May 20, 2024

Agenda Item #: 4 (Attachment B)

Regional Housing Needs Assessment and Strategy

Agenda item type: Discussion

Summary

Staff will update the Transportation Advisory Committee on the ongoing Regional Housing Needs Assessment and upcoming regional housing strategy.

Background

Metro Vision, the region's plan, includes an outcome that "*diverse housing options to meet the needs of residents of all ages, incomes, and abilities.*" DRCOG, along with the consultant team of ECONorthwest, Community Planning Collaborative, and MIG kicked off the Regional Housing Needs Assessment at the end of September 2023. The Regional Housing Needs Assessment is divided into two phases.

Phase 1 of the Regional Housing Needs Assessment focuses on data analysis to define the size and nature of current and future housing supply gaps based on changing demographics and land areas.

Phase 2 focuses on stakeholder engagement to identify systemic barriers to meeting housing needs defined in phase 1.

During the May 2024 meeting of the Transportation Advisory Committee, DRCOG staff will update on the progress of the Regional Housing Needs Assessment. They will also seek feedback on the strategy framework and initial strategy development by utilizing the unique expertise of the Transportation Advisory Committee members and their role with DRCOG.

The Regional Housing Needs Assessment is planned to be completed by July 2024. The regional housing strategy work is proposed to begin in August 2024.

Action by others

None

Previous discussion

[June 26, 2023](#) – Unified Planning Work Program amendment to add transportation-housing coordination plan activity.

[February 26, 2024](#) – Regional Housing Needs Assessment update.

Recommendation

None



Attachment

Staff Presentation: Regional Housing Needs Assessment Update

For more information

If you need additional information, please contact Kris Valdez, Program Manager, Regional Planning, at (303) 480-6837 or kvaldez@drcog.org; or Sheila Lynch, Division Director, Regional Planning and Development, at (303) 480-6839 or slynch@drcog.org.





Regional Housing Needs Assessment

Transportation Advisory Committee | May 20, 2024

Project update



Regional housing needs

COMPONENT	HOUSING UNITS
HOMELESSNESS NEED	26,394
UNDERPRODUCTION	26,330
FUTURE NEED	458,895
Total units	511,618

- The Denver region will need to produce just over **511,000 new housing units between 2023-2050** to meet current and future regional housing needs

Source: ECONorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast; and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023

Phase 1 - Summary of key findings

- Housing production has largely kept pace with population growth, but is happening in a context of historic underproduction
- Low-income households (below 60% Area Median Income) represent the greatest need for additional housing
- Aging population and smaller household trends will require more diverse housing types
- Housing types and affordability are unevenly distributed across the region

Stakeholder Engagement



Assessing barriers to housing production

Barriers can operate at various levels, interact in complex ways, and vary in significance, impact, and dynamics across the region. They include:

1. Zoning, land use, and regulatory process barriers
2. Construction and finance barriers
3. Infrastructure barriers
4. Ongoing funding for below market rate housing
5. Political will and collective action barriers

Input on strategy development

Mentimeter Slides

QR code to be provided at the meeting

Input on strategy development

- **Question #1:** The Bipartisan Infrastructure Bill made changes to include housing considerations in the metropolitan transportation planning process. As you think about the considerations, which considerations seem most relevant for the region?
- The multiple-choice answers to this question on the next slide are taken directly from the Bipartisan Infrastructure Bill, demonstrating the link between the discussion to the Housing-Transportation Coordination planning work established through the bill.

Input on strategy development

- **Question #1: Multiple Choice Answers**

1. Develop regional goals for the integration of housing, transportation, and economic development strategies
2. Identify the location of existing and planned housing and employment, and transportation options that connect housing and employment
3. Include a comparison of transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership, and housing development

Input on strategy development

- **Question #2:** How would a housing strategy or other reports/analysis be most helpful to your work in transportation?

Next steps

- Finish Phase 2: Assessing barriers and initial strategies – May
- Final Advisory Group meeting – June
- Prepare final RHNA report – July



Thank you!

Kris Valdez, AICP

Regional Planning and Development

Kvaldez@drcog.org

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ATTACH C

Transportation Advisory Committee

Meeting date: May 20, 2024

Agenda Item #: 5 (Attachment C)

DRCOG Data Tool

Agenda item type: Discussion

Summary

Overview of upgrades and enhancements to the DRCOG Data Tool.

Background

The DRCOG Data Tool enables users to easily generate information about the spatial context of projects or areas of interest in the Denver region. Users can import their own projects or draw an area in the tool for analysis. Beyond project analysis, the tool also enables interactive exploration of many key regional datasets to support a wide range of uses such as understanding a project's proximity to marginalized communities, existing transportation safety conditions, or future infrastructure.

The current software provider will eventually sunset the platform that the Data Tool is built on, so the DRCOG GIS team has been working to create a new and improved version on a new platform that includes the same data and capabilities. The previous version of the DRCOG Data Tool will remain available until July 1.

Action by others

None

Previous discussion/action

None

Recommendation

None

Attachments

1. Staff presentation
2. [DRCOG Data Tool](#)

For more information

If you need additional information, please contact Byron Schuldt, Senior GIS Specialist, 303-480-6790 or bschuldt@drcog.org.



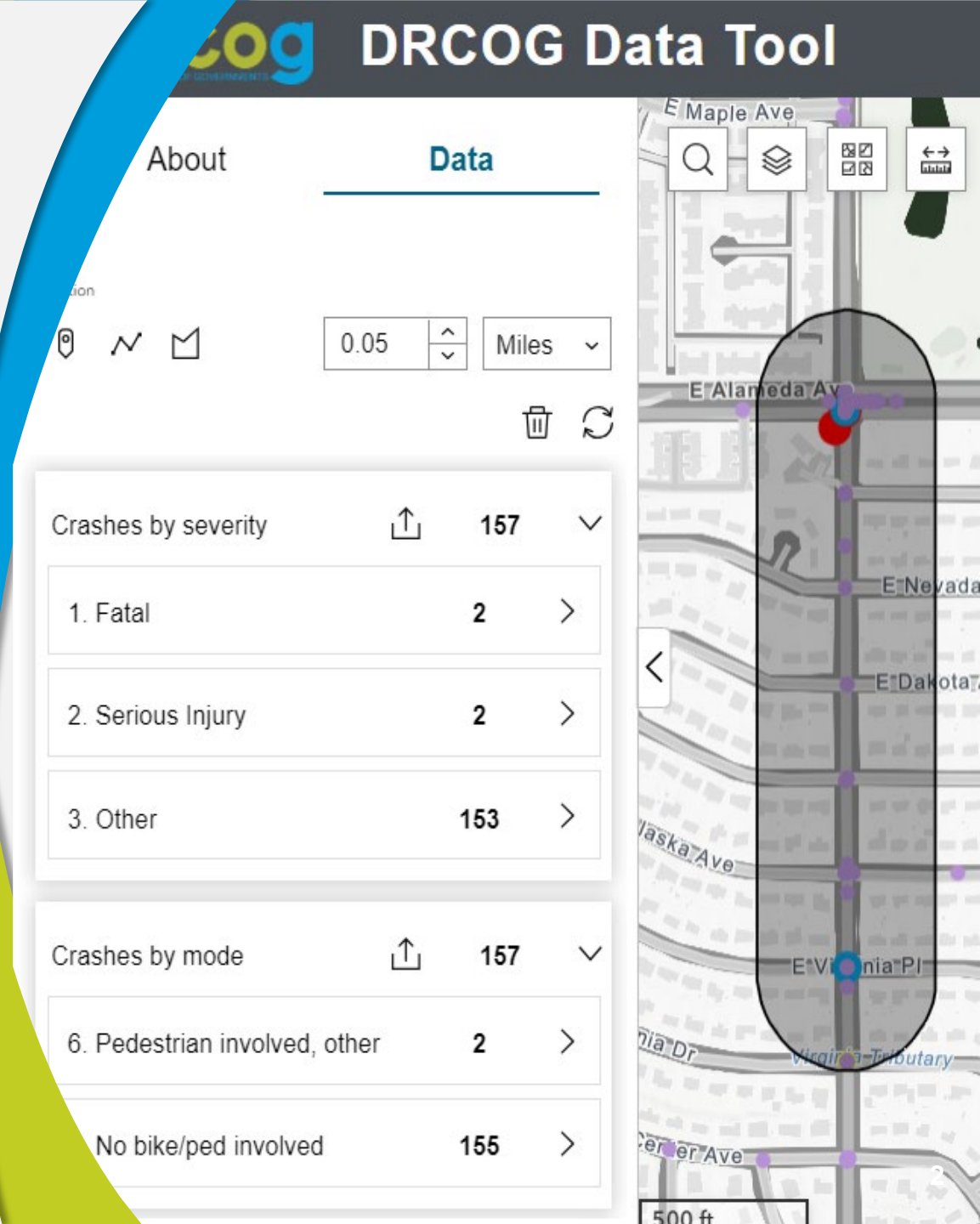


DRCOG Data Tool

Transportation Advisory Committee: May 20, 2024

What is the Data Tool?

- Browser-based mapping tool.
- Explore regional datasets.
- Analyze a project location or area of interest.
- Example use cases:
 - TIP applications.
 - Assess safety issues.
 - Explore demographic data.



Why did staff create a new version?

- Current platform is sunsetting.
- Layout and design improvements.
- Accessibility.

What is the same or different?

- All data in the previous version is included.
- Analysis tool looks slightly different, but functionality is the same.
- Data layers are organized into groups.
- Cleaner layout.

How do users access the new version?

- <https://gis.drcog.org/datatool>
- The previous version will remain available at the link below until July 1, 2024:
<https://drcog.maps.arcgis.com/apps/webappviewer/index.html?id=438c8406070d4b34bc9e892b56146ed8>
- This information is also included on the welcome screens of both the new and old versions.

Brief demonstration

<https://gis.drcog.org/datatool>

Questions?

Byron Schuldt
Senior GIS Specialist
bschuldt@drcog.org

If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000. Please expect a response within 72 hours (three business days).

ATTACH D

Transportation Advisory Committee

Meeting date: May 20, 2024

Agenda Item #: 6 (Attachment D)

2021 Regional Crash Data

Agenda item type: Discussion

Summary

Information about 2021 annual crash data available for download on the DRCOG regional data catalog.

Background

The Denver Regional Council of Governments (DRCOG) provides downloadable geolocated crash data for the Denver region on an annual basis that can be accessed on the [Regional Data Catalog](#). DRCOG requests annual crash data from the Colorado Department of Transportation and geocodes all crashes in the Denver region that do not have geospatial coordinates, including all regional records that are off the Colorado Department of Transportation system. DRCOG works with the Colorado Department of Transportation to provide quality assurance feedback to suggest improvements to the data.

DRCOG checks the spatial accuracy of all records of the regional data set considered high priority by DRCOG including all fatal and serious injury crashes, and all bicyclist and pedestrian crashes. DRCOG has included with the 2021 crash data a robust data dictionary defining the fields and has changed coded values to text to improve readability and limit the need to reference multiple tables to make analysis easier.

Annual crash data is available dating back to 2013. DRCOG staff are processing 2022 crash data and anticipate making it available by the summer of 2024.

Action by others

None

Previous discussion/action

None

Recommendation

None

Attachments

None

For more information

If you need additional information, please contact Erik Braaten, Senior Crash Data Consortium Planner, at 303-480-6711 or ebraaten@drcog.org.



ATTACHE

Transportation Advisory Committee

Meeting date: May 20, 2024

Agenda Item #: 7 (Attachment E)

Fiscal Year 2024 Active Transportation Infrastructure Investment Program Discretionary Grant Informational Forms

Agenda item type: Informational Item

Summary

Fiscal Year 2024 Active Transportation Infrastructure Investment Program (ATIIP)
Informational Forms

Background

The United States Department of Transportation published a Notice of Funding Opportunity for \$45 million in grant funding for the Fiscal Year 2024 [Active Transportation Infrastructure Investment Program](#) (ATIIP) discretionary grant. This grant program funds projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

ATIIP will award two types of grants: Planning and Design grants and Construction grants. FHWA will award Planning and Design grants for eligible applicants to develop plans for active transportation networks and active transportation spines. Projects seeking Planning and Design grants must have planning and design costs of at least \$100,000 to be eligible.

FHWA will award Construction grants to eligible applicants to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least \$15 million to be eligible.

Both types of grants can go toward planning, designing, and constructing active transportation networks and active transportation spines. Active transportation networks are active transportation facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. Active transportation spines are active transportation facilities that connect between communities, metropolitan regions, or States.

A goal of both types of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation.

Eligible applicants include:

- A local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council.
- A multicounty special district.
- A state.



- A multistate group of governments.
- An Indian tribe.

The Department recently issued a [Notice of Funding Opportunity](#). Applications must be submitted electronically through [grants.gov](#) no later than 11:59 pm Eastern Daylight Time on Monday, June 17, 2024.

DRCOG requested that agencies considering applying for a Fiscal Year 2024 AATIP grant submit information about their project to enhance regional coordination by Thursday, May 9, 2024 at 5pm MDT. In response, DRCOG received two submittals from two agencies.

Action by others

None

Previous discussion/action

None

Recommendation

None

Attachments

Submitted member government project informational forms.

For more information

If you need additional information, please contact Jacob Riger, Multimodal Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org.





FY2023 Active Transportation Infrastructure Investment Program (ATIIP) Grant

Information about the ATIIP Grant program is available [here](#).

DRCOG requests that all ATIIP grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the May 20, 2024 meeting for information and discussion – ***not approval***.

If requested, DRCOG will provide letters of support for any project consistent with the 2050 Metro Vision Regional Transportation Plan.

Please submit this form to ckennedy@drcog.org by 5:00 PM (MST) on May 9, 2024.

Agency: City of Littleton

Contact: Kenna Davis

Project Name: Littleton Corridor and Design Studies

Project Type: Planning and Design

Project Description:

The City of Littleton is applying to the Active Transportation Infrastructure Investment Program to fund the planning and design of improvements to eight major mobility corridors within the city. These corridors were identified in the city's 2019 Transportation Master Plan as needing upgraded pedestrian and bicycle infrastructure. The intent of building out these multimodal corridors will be to create a comprehensive active transportation network that connects to major destinations, such as Downtown Littleton, and major regional corridors, such as Broadway or the Southwest Light Rail Transit (LRT) line along Santa Fe Drive. This project includes planning and design for each corridor; the amount of corridors completed through this project and the level of design will be determined based on available funding.

Total Project Cost: \$2,400,000

ATIIP Grant Funding Request: \$2,000,000



FY2023 Active Transportation Infrastructure Investment Program (ATIIP) Grant

Information about the ATIIP Grant program is available [here](#).

DRCOG requests that all ATIIP grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the May 20, 2024 meeting for information and discussion – ***not approval***.

If requested, DRCOG will provide letters of support for any project consistent with the 2050 Metro Vision Regional Transportation Plan.

Please submit this form to ckennedy@drcog.org by 5:00 PM (MST) on May 9, 2024.

Agency: City of Wheat Ridge, Colorado

Contact: Maria D'Andrea

Project Name: West 38th Avenue Transportation Improvements

Project Type: Adding bike lanes, missing sidewalk gaps, and traffic calming

Project Description:

38th Avenue between Youngfield Street and Kipling Street lacks adequate infrastructure from a biking, walking, and rolling standpoint. The existing multimodal facilities are inconsistent throughout the corridor with non-vehicular users being forced to use the shoulders to ride, walk, and roll. Improved facilities would provide better and safer multimodal connections from the nearby residential subdivisions to destinations, such as Prospect Valley Elementary and Everitt Middle Schools north and south of the corridor, and the Applewood and Kipling Ridge shopping centers at either end of the corridor.

In addition, the middle 70% of 38th West does not have adequate drainage facilities to handle even minor storm events. The existing roadside ditches do not have adequate capacity which often results in water ponding on the side of the road and flooding the shoulders, further degrading the use of that area to bike, walk, and roll.

A planning study to identify a preferred alternative design, with input from the community, is currently being completed.

Total Project Cost: \$24.2M

ATIIP Grant Funding Request: \$9.0M