

Project Information

1. Project Title	Colorado Highway 119 Commuter Bikeway- Jay Road to N. 63rd St. (Segment 3) and CO 52 to Niwot Road (Segment 7)		
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Jay Road End point: Niwot Road OR Geographic Area: See Attachment A- Project Location Map		
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Boulder County		
4. Project Contact Person:			
Name	Stacey Proctor	Title	Project Manager
Phone	303-441-1107	Email	sproctor@bouldercounty.org
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
<input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: 2030-2039, but all components are non regionally significant for air quality purposes			
6. What planning document(s) identifies this project? <i>Provide link to document/s and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Northwest Area Mobility Study (NAMS); CO 119 Planning and Environmental Linkages Study (PEL); CDOT 10-Year Vision; Boulder County Transportation Master Plan (TMP); City of Boulder Transportation Master Plan (TMP); (see Supplemental Materials Exhibit A) Adopting agency (local agency Council, CDOT, RTD, etc.): RTD (NAMS and PEL); CDOT (10-Year Vision); Boulder County (TMP); City of Boulder (TMP); Provide date of adoption by council/board/commission, if applicable: NAMS- Aug. 2014; PEL- Sept. 2019; 10-Year Vision- May 2020; Boulder County TMP- February 2020; City of Boulder TMP- September 2019;	
Please describe public review/engagement to date:		The public has provided input on the CO 119 Commuter Bikeway during all of the planning phases, including as part of the Northwest Area Mobility Study, the CO 119 Planning and Environmental Linkages Study (PEL), the CDOT-led Conceptual Design, and the development of the Boulder County Transportation Master Plan. During the development of the PEL and the conceptual design for this project, three rounds of in-person meetings were held in Boulder, Longmont, and Niwot between 2017 and 2019 using both the “open house” and “public hearing” formats. RTD also hosted pop-up events and conducted both an on-board (the BOLT and J) survey of existing transit riders and an online survey for the general public.	

		<p>During the development of the PEL, 18% of the 475 comments from the public on the proposed vision for the corridor mentioned the need for a separated bikeway on the corridor.</p> <p>We have begun additional public engagement as part of the preliminary and final design process. In 2021, the project team:</p> <ul style="list-style-type: none"> • Conducted a virtual public meeting with over 130 attendees with simultaneous Spanish interpretation • Issued a survey with over 1,100 respondents • Presented to 11 advocacy organizations, special events, and businesses • Developed an email list for the project with over 1,100 subscribers • Created a project website (https://www.bouldercounty.org/transportation/plans-and-projects/highway-119-bikeway-project/) as well as a project video (https://www.youtube.com/watch?v=adOaWAjFMkM) highlighting the multimodal corridor vision for CO 119 • Created a Community Advisory Committee and a Latinx Equity Advisory Committee to provide ongoing input on the project • Presented at the Commuting Solutions Membership Meetings <p>Additional public outreach is planned for summer 2022, when FIR level designs for the project will be available. Throughout the project’s development, the project partners have maintained a continued social media and online presence, including a solicitation for input at any time.</p>
	Other pertinent details:	<p>While Boulder County is the Project Sponsor for the grant application, if awarded funds, we will partner with CDOT to manage and construct the project improvements. CDOT has provided a letter of support/concurrence for the project along with local community partners (see Attachment C and Attachment E).</p>

7. Identify the project’s key phases and the anticipated schedule of phase milestones.
 (phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)	04/2023
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Design scoping meeting held with CDOT (if no consultant):	

<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	06/2022
	FOR (Final Office Review):	04/2023
	Required clearances:	07/2023
	Project publicly advertised:	09/2023
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

Serving residents, employees, and visitors from all across the North Front Range, CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County. Travelers face highly unreliable travel times and this section of CO 119 is a high crash corridor that produces more severe crashes per mile than any other road in unincorporated Boulder County.

State Highway 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County’s two largest municipalities, Boulder and Longmont, which together make up about two thirds of the total population of Boulder County. Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County, behind only US 36 connecting Boulder and Denver. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection. Survey data and bicycle count data indicate the lack of a safe bicycle facility is severely limiting the number of people who would travel by bicycle on this corridor.

The CO 119 corridor is a high crash corridor, with significant trends in broadside, bicycle, rear-end, and single vehicle crashes. High vehicle speeds increase crash severities for all roadway users but pose a particularly high risk for persons travelling via bicycle on the corridor. With only 9 miles separating Boulder and Longmont, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular. However, CO 119 has the second-highest number of severe bicycle and pedestrian traffic crashes of all corridors in unincorporated Boulder County, and survey data shows that the majority of the population finds the shoulders of CO 119 too stressful to consider cycling there.

CO 119 is a key regional travel corridor for Boulder County and the North Front Range, but requires urgent improvements to ensure that this corridor is ready to support safety, air quality, mobility, and equity goals well into the 21st century.

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTD)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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

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

The proposed project would fund construction of approximately 3-miles of a planned 9.12-mile commuter bikeway along Colorado Highway 119 (CO 119) between Boulder and Longmont in Boulder County. The segment includes construction of the separated bike facility from north of the Jay Road intersection to south of the N. 63rd St. intersection (Segment 3) and from north of the Colorado Highway 52 intersection to south of the Niwot Road intersection (Segment 7). These segments will connect into planned underpasses at the Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The commuter bikeway will be 12-feet wide and will be a hard surface concrete facility that will be maintained for year-round use.

Conceptual designs with revisions based on survey and environmental information for the CO 119 Commuter Bikeway are included in the Supplemental Materials Exhibit B.

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

The proposed scope has been previously identified in multiple planning documents including the Boulder County Transportation Master Plan (2020 Update), CDOT 10 Year Plan, DRCOG 2050 MetroVision Regional Transportation Plan, and the RTD Northwest Area Mobility Study. RTD has completed a Planning & Environmental Linkages (PEL) Study for the corridor, CDOT completed a conceptual design for the commuter bikeway, and Boulder County is currently underway with final design for the CO 119 Commuter Bikeway between CO 157 (Foothills Pkwy) and Hover St, which includes the proposed scope for this project. Boulder County expects to be done with preliminary design in June 2022, final design by April 2023, and ready to advertise for construction by September 2023.

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

Yes No

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

Smaller DRCOG funding request: This project can be completed in phases and with a smaller allocation, one segment could be completed rather than the two proposed.

Option A: Complete bikeway Segment 3 between Jay Road and N. 63rd St.

Cost for Segment 3- \$4,075,000

Distance of Segment 7- 1.9 miles

Option B: Complete bikeway Segment 7 between CO 52 and Niwot Road

Cost for Segment 7- \$1,389,000

Distance of Segment 7- .9 miles

Outline the differences between the scope outlined above and the reduced scope: The difference in the scope is the length of bikeway that could be completed. The full request would complete 2.8 miles of the bikeway. With a reduced scope, either 1.9 miles or .9 miles could be completed. No other scope elements would change under these alternate funding scenarios.

Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

Total amount of Regional Share Funding Request

(No greater than \$20 million and not to exceed 90% of the total project cost)

Check box if requesting **only state MMOF funds (requires minimum 50% local funds)**¹

\$4,911

89.9%
of total project cost

Match Funds

List each funding source and contribution amount.

Contribution Amount

% Contribution to Overall Project Total

Boulder County	\$159	3%
CDOT	\$394	7%
	\$	0%
	\$	0%
	\$	0%
	\$	0%

Total Match <i>(private, local, state, subregional, or federal)</i>		\$553	10.1%
Project Total		\$5,464	
Notes:	<p>1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.</p> <p>The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.</p> <p>All sponsors will still be required to have 20% match on any added federal funds.</p>		

Funding Breakdown in \$1,000s (by program year) ¹				
	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$4,911	\$ <input type="text"/>	\$4,911
CDOT or RTD Supplied Funds ²	\$ <input type="text"/>	\$394	\$ <input type="text"/>	\$394
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$159	\$ <input type="text"/>	\$159
Total Funding	\$0	\$5,464	\$0	\$5,464
Phase to be Initiated	Choose an item	Construction	Choose an item	
Notes:	<ol style="list-style-type: none"> Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a 3% inflation factor. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT

30%

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

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

CO 119 is a vital regional and inter-regional transportation corridor serving the economic health of both Boulder County and the greater North Front Range. This corridor is the primary connection between Boulder and Longmont, Boulder County's two largest municipalities, which together make up about two thirds of the total population of Boulder County. Nine of Boulder County's 11 DRCOG-designated urban centers lie directly on the CO 119 corridor, as does the University of Colorado-Boulder, the state's largest university. In 2020, there were 57,000 households and 136,000 jobs within a .5 mile buffer of the full CO 119 corridor.

The annual average daily traffic (AADT) on segments of CO 119 between Boulder and Longmont is currently 40,000 daily vehicles and is forecast to rise 15% to 56,000 daily vehicles by 2040, making this the second busiest regional corridor in Boulder County, behind only US 36 connecting Boulder and Denver (see Supplemental Materials Exhibit D). The RTD BOLT route which connects Boulder and Longmont is one of the busiest bus routes in Boulder County. Additionally, this section of CO 119 has the highest number of serious injury and fatal traffic crashes of any corridor in unincorporated Boulder County.

Addressing the travel time delay on this corridor is critical to supporting the economic health of Boulder County and the North Front Range, and addressing safety is critical to achieving CDOT, DRCOG, and Boulder County's vision zero goals. Currently, the corridor is also a significant barrier to the growth of active transportation modes; Boulder and Longmont are only 9 miles apart, but to many prospective bicycle commuters it appears as daunting as 999 miles due to the adjacent vehicle traffic traveling at 65+ miles per hour. The municipalities of the Northwest metro area, Boulder County, CDOT, and RTD have long recognized the need for change on this corridor and have developed a vision for Bus Rapid Transit and associated operational and safety improvements, including a commuter bikeway. This corridor has been the number one short-term transportation priority for Boulder County since the Northwest Area Mobility Study was completed in 2014.

CDOT, RTD, Boulder County, the City of Boulder, the City of Longmont and other stakeholders have now come together to fulfill this vision. CDOT is leading the design for the "CO 119 Safety and Mobility Project," which includes roadway, bus rapid transit and safety improvements. Boulder County is leading the design for the CO 119 Commuter Bikeway, which will provide a separated multi-use path in the median of the highway for bicyclists and pedestrians. The proposed project will complete about 1/3 commuter bikeway component of the corridor vision.

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

The CO 119 Commuter Bikeway will improve safety on the CO 119 corridor for people using the corridor to bike or walk. This project will complete two key segments of the commuter bikeway. The commuter bikeway will provide a safe replacement for bicycling on the existing shoulders of CO 119. The project will improve transportation safety by creating a facility that will greatly reduce the number of bicycle and pedestrian crashes on the CO 119 corridor by removing the conflicts between cyclists and motor vehicles. Physically separating the bikeway from the highway will remove the primary reason people cite for not bike commuting: fear of interacting with much faster moving motor vehicle traffic. The project will also improve transportation security by creating a facility that feels safe, comfortable, and inviting.

The bikeway will be 12-feet wide, paved, maintained year-round, and designed for all user types. The facility will also allow e-bikes, which will make biking the 9-miles distance between Longmont and Boulder feasible for more users. Recent survey results indicate that there are many people who do not currently bike CO 119, who would be likely to bike if a separated bike facility were available. For example, of the 521 respondents who currently commute along the CO 119 corridor but do not currently bike, 62% said that they would be likely or very likely to commute by bike once a bikeway facility was built.

Improving safety on the CO 119 corridor is critical to achieving Boulder County's, DRCOG's and CDOT's safety and vision zero goals. Boulder County's Traffic Crash Analysis identified this corridor as having the highest number of serious injury and fatal crashes in unincorporated Boulder County, and the second highest number of bicycle and pedestrian injury and fatal crashes in unincorporated Boulder County (see Supplemental Materials Exhibit E). CO 119 represents 12% of all Major Injury bicycle crashes (5 of 42 total) in unincorporated Boulder County from 2009 to 2018, as well as 15% of all the Minor Injury bicycle crashes (16 of 108 total). The lack of separation between cyclists and vehicular traffic, as well as high vehicular traffic volumes and speeds, creates a high-stress route for both commuter and recreational cyclists.

Improving perceived safety and comfort on the CO 119 corridor is also critical to inducing more people to walk and bike to transit stations on the corridor, and to travel by bicycle between Boulder, Niwot, and Longmont. When people decide whether or not to travel by foot or bike, most people do not consult a crash history, but rather decide based on how a route feels. Indeed, a recent DRCOG Active Transportation Plan survey found that 70% of respondents said they would ride more if they felt safer from traffic while bicycling (Source, DRCOG, https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf).

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

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

Source: Northeastern University, <http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/>

With traffic volumes ranging from 30,000 to 60,000, the shoulders on CO 119 fall clearly in the LTS 4 category, meaning that only about 1% of the population is willing to ride on them.

The proposed project will address both the crash history and patterns on the corridor, as well as the perception of safety by incorporating a separated bikeway, which is a proven safety countermeasure to mitigate crashes involving bicyclist or pedestrians.

Boulder County's Traffic Crash analysis identified the most common types of bicycle crashes in unincorporated Boulder County as: "Hit From Behind" (rear end), "Passing Bike," and "Right Turn Into Bike" - all crash types that can occur with bicyclists using the shoulders of CO 119. While not all of these bicycle crash types are present within the proposed project extents, a safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of "Hit From Behind" and "Passing Bike" crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of underpasses, which are included at major intersections along the corridor (though not included in the scope of this project).

Overall, the safety improvements included in the project scope are estimated to result in a 4% reduction in overall crashes within the project scope area.

Addressing the perception of safety, a separated bikeway would achieve an LTS 1 rating, and would appeal to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders. Additionally, hard-surface bicycle and pedestrian facilities can be plowed and would provide users assurances that their commute will remain unimpacted by winter weather. This is particularly important to providing a year-round option as Boulder County’s snowiest months (Feb-April) coincide with the second-highest season for cycling (as measured on the comparable US 36 Bikeway).

A recent community survey indicates that there are many people who do not currently bike CO 119, who would be likely to bike if a separated bike facility were available. For example, of the 521 respondents who currently commute along the CO 119 corridor but do not currently bike, 62% said that they would be likely or very likely to commute by bike once a bikeway facility was built. In addition, 25% of survey respondents anticipate using the CO 119 Bikeway at least a few times per week, with an additional 37% saying they will use the bikeway a few times per month. Finally, 23% of respondents said that they anticipate using an e-bike on the CO 119 Bikeway (see Supplemental Materials Exhibit F).

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

The proposed project will benefit multiple communities in Boulder County, including, the City of Boulder, the City of Longmont, and the unincorporated community of Niwot. CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County and serves residents, employees, and visitors from all across the county and beyond. However, no direct, reliable, safe, year-round bicycle facility connects these two cities, which account for two-thirds of Boulder County’s population.

Geographically the CO 119 Bikeway will cross the City of Longmont, Boulder County, and the City of Boulder jurisdictions. Recent StreetLight (a “big data” company that uses cell phone data to develop travel metrics) data analysis by Boulder County shows that the City of Longmont is the largest source of “in-commuters” to the City of Boulder (people who work in the City of Boulder but live somewhere else). Functionally, it provides benefit to many other jurisdictions, including Larimer County and the SW Weld County subregion. The Streetlight data shows that almost 30% of trips on the corridor start in Larimer or Weld Counties, including the 16% of all trips on CO 119 (about 7,500 per day) that start or end in Weld County.

In keeping with the multi-agency benefits this project will deliver, the project’s local match is being provided by CDOT (\$394,000) and Boulder County (\$159,000). It should also be noted that this project represents another increment towards a larger vision for the entire CO 119 corridor, with significant funding commitments from CDOT, RTD, the City of Boulder, City of Longmont, and Boulder County.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	9538	100%
	b. Total households	4220	100%
	c. Individuals of color	1,150	12.00%
	d. Low-Income households	452	11.00%
	e. Individuals with limited English proficiency	25	0.00%
	f. Adults age 65 and over	1,272	13.00%
	g. Children age 5-17	1,193	13.00%
	h. Individuals with a disability	463	5.00%
	i. Households without a motor vehicle	35	1.00%

j. Households that are housing cost-burdened	1,147	27.00%
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For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “‘cost-burdened’ means a household that spends more than thirty percent of its income on housing.”

Describe, including the required quantitative analysis: The quantitative analysis shows that within the project area, 12% of residents are children ages 5-7, 13% of the residents are 65 or over, and 12% are individuals of color. In addition, while 10% of the households are low-income, nearly 1/3 (27%) of the households are housing cost-burdened.

After housing, transportation often accounts for the second largest share of household spending, and travelling via private vehicle is an expensive way to travel. Providing mobility options will reduce the cost-of-living for residents in Boulder County, which may allow some of the project area’s housing cost-burdened residents to remain in Boulder County even as housing costs continue to rise.

Using the DRCOG region average of 25.5 miles per day per person (Source: DRCOG, <https://metrovision.drcog.org>), and the IRS mileage rate of 59¢ per mile, individual annual transportation costs for private vehicle travel come to \$4,200- \$5,200 per year. By contrast, 12 months of an RTD regional monthly pass costs \$2,400 per year, and the Victoria Transport Policy Institute (<http://www.vtpi.org/tca/tca0501.pdf>) has estimated the cost of bicycle commuting at 5-15¢ per mile, or roughly six times cheaper than motor vehicle travel. However, these cheaper modes are of little use if they are not safe and reliable.

By constructing bikeway segments 3 and 7, this project will lay the groundwork for a fully separated bikeway on the CO 119 corridor. This facility will open up bicycle travel to those who are physically capable but unwilling to bicycle on the shoulders of the existing highway unprotected from 60-70 mph vehicle traffic. A primary design goal for the CO 119 Commuter Bikeway is to design a facility that is accessible to all users, including children, people with disabilities, and older adults. By greatly improving the viability of much cheaper modes of travel, this project will support low-income households, households that are housing cost-burdened, and households without a motor vehicle by significantly reducing their annual transportation costs.

For children who are too young to drive, older adults who can no longer drive, and individuals with disabilities that prevent them from driving, this project will improve their personal mobility and provide newfound independence by making bicycling a viable option and improving access to transit.

This project will promote equity within Boulder County, a county that is becoming increasingly diverse. Latinos are the largest minority population in the county and currently have lower levels of education and are more likely to live in poverty than the population as a whole (2017-2019 Community Foundation Boulder County Trends Report- <https://www.commfound.org/files/trends/TRENDS-2017-2019.pdf>). According to the 2015 American Community Survey estimates, 27% Longmont residents identify as Latino, as compared to 21% for the entire State of Colorado. Investing in this vital corridor will help connect individuals of all backgrounds with meaningful employment and higher educational opportunities allowing them to increase their ability to realize economic mobility

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

Contain urban development in locations designated for urban growth and services; Increase housing and employment in urban centers; Improve the diversity and livability of communities;

Through the Boulder County Comprehensive Plan, Boulder County has intergovernmental agreements with the Cities of Boulder and Longmont to ensure development is focused in existing urbanized areas, preserving the rural character of unincorporated Boulder County (<https://assets.bouldercounty.org/wp-content/uploads/2019/10/iga-super-iga-map.pdf>).

Channeling development, including housing and employment, into Boulder County's urbanized areas is contingent on creating strong transportation connections between these urban centers which serve as the arteries for economic activity. It is widely recognized that private dollars follow public investment. In its 2013 report, the Institute for Transportation Development Project found that of 21 transit corridors in North America evaluated, 14 leveraged more than \$1 of TOD investment per \$1 of transit investment, and five of these were BRT projects. (Source: Institute for Transportation & Development Policy, <https://www.itdp.org/2013/11/13/more-development-for-your-transit-dollar-an-analysis-of-21-north-american-transit-corridors/?/moredevelopment>). The urban centers that are connected by this project are zoned for increased job and housing density, and this project will ensure their ability to thrive including by providing alternate means of travel to single occupancy vehicles, whose numbers limit economic growth in the form of traffic congestion.

Improve and expand the region's multimodal transportation system, services, and connections; Operate, manage, and maintain a safe and reliable transportation system;

This project will complete two segments of the CO 119 Commuter Bikeway, which is a key component of the CO 119 multimodal corridor vision. Pedestrians and bicyclists travelling along the corridor and accessing the transit stations at N. 63rd St, CO 52, and Niwot Road will see improved safety and comfort from the commuter bikeway.

Improve air quality and reduce greenhouse gas emissions;

This project will improve air quality and reduce greenhouse gas emissions by converting single occupant vehicle trips into walking, biking, and transit trips by providing safe and comfortable facilities for bicycling along the corridor or accessing transit stops.

Connect people to natural resource and recreational areas; Increase access to amenities that support healthy, active choices;

The project traverses and provides connections to City of Boulder and Boulder County Open Space properties and trails. Providing these key segments of the bikeway along the CO 119 corridor will entice more people to travel via bicycle between Boulder and Longmont, and complete a major missing link in the DRCOG Active Transportation network.

Improve access to opportunity; Improve transportation connections to health care facilities and service providers;

Multimodal projects increase equity by providing mobility options for the many residents and employees of our region that cannot drive a personal car for health or financial reasons. This project improves connections to the two largest education centers in Boulder County: CU-Boulder and the Longmont campus of Front Range Community College. It also improves connections to numerous healthcare facilities, including Longmont United Hospital and Boulder Community Hospital. Enabling people to reach healthcare and education opportunities via bicycle will reduce transportation costs and allow households to re-allocate their financial resources to other needs.

The CO 119 corridor is home to some of the county's largest employers including, IBM, Crocs, Inc., Intrado, and Digital Globe. The CO 119 corridor also includes a number of manufacturing facilities including Celestial Seasonings, Dynamic Design Manufacturing, and Claremont Foods. Improved multimodal connections to these employers provides employment opportunities for residents who may not have a vehicle or are unable to drive.

Improve the region's competitive position;

While the connection between increased walking and bicycling and improved health is more intuitive, research indicates that transit riders are also healthier than those who commute via private vehicle (Source: <https://www.bmj.com/content/349/bmj.g4887>), mainly because most transit trips also include a walking or biking trip to get to or from a transit stop. By inducing travel via walking, bicycling, and transit, this project will improve the overall health of Boulder County residents and employees, and the CDC outlines a number of ways in which healthier employees are more productive and save employers money (Source: <https://www.cdc.gov/workplacehealthpromotion/model/control-costs/benefits/productivity.html>).

Bicycling provides additional economic benefits to both the individuals who ride and to society at large. The economic impact of bicycling to the City of Boulder alone in 2011 was estimated to exceed \$52 million annually, supporting 330 jobs (Source, Bike League: <https://bikeleague.org/sites/default/files/ABsept-oct2012-final.pdf>). By reducing reliance on personal vehicles, bicycling and transit can allow cities and developers to construct less parking, making cities and neighborhoods more compact, more walkable and more efficient. (Source, People for Bikes: https://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf)

The CO 119 Commuter Bikeway will help the county to remain globally competitive. Countries that have been at the forefront of encouraging bicycling as a transportation method for decades such as Denmark, Norway, the Netherlands, and Germany have begun to design and build bicycle "highways" between communities. The CO 119 bikeway will be similar to the European-style bicycle "highways" as it will connect Boulder County's two largest municipalities as well as create safe and convenient connections to employment centers including manufacturing job sites that currently are not safely or directly accessible by bike.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [Gunbarrel Activity Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: [Boulder Valley Comprehensive Plan:
https://bouldercolorado.gov/media/3350/download?inline](#), [Gunbarrel Community Center Plan \(not available online, but available upon request\)](#)
- If yes, provide how the area is defined in the relevant planning document: [Gunbarrel Town Center, within the Gunbarrel Subcommunity](#)
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): [Community Business, Mixed Use Business, Transitional Business, Mixed Use Industrial, High Density Residential, Medium Density Residential](#)

Provide households and employment data*	2020	2050
Households within ½ mile	4,220	5,852
Jobs within ½ mile	23,643	31,724
Household density (per acre) within ½ mile	0.76	1.42
Job density (per acre) within ½ mile	6.62	8.69

Describe, *including the required quantitative analysis*: The full CO 119/ US 287 corridor connects 9 of Boulder County’s 11 DRCOG urban centers, including the Gunbarrel Activity Center which directly connects to the proposed project at CO 119 & N 63rd St.

The Gunbarrel Activity Center is an area identified by the City of Boulder for development and increased density. The adopted subcommunity plan for this area, the Gunbarrel Community Center Plan, “provides a blueprint for transitioning the Gunbarrel commercial area from mostly light industrial uses to a viable and vibrant, pedestrian-oriented commercial center,” including by “expanding the amount of retail and allowing more density... adding new residential and some offices uses” and promoting “more pedestrian-scale architecture and outdoor spaces.” It is anticipated that Gunbarrel will continue to grow and densify in the future reflected in the significant growth of both households (38%) and jobs (34%) forecast between 2020 and 2050. Note that the job and housing density in the Gunbarrel core immediately adjacent to the project area is actually much higher than what is shown in the table above, due to the TAZs within a .5 mile buffer including both the high density Gunbarrel core, and open space and preserved farmland which has very low densities, but serves to funnel development into previously urbanized areas.

While this project is only a portion of the full vision, once complete, the proposed CO 119 Commuter Bikeway will fill an important gap in the active transportation network between Boulder and Longmont. The bikeway will allow users to access urban centers within Longmont and Boulder by bike especially the 29th St. BVRC and the Twin Peaks Activity Center.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

CO 119 in its existing state poses numerous barriers to access and connections between key regional destinations in Boulder and Longmont. In the peak periods, travel times are highly variable and significantly longer than during off-peak periods, and it is the highest crash corridor in unincorporated Boulder County, which greatly limits the demand for trying to access transit on the corridor via walking or biking, or trying to bike along the corridor. This project will improve access and connectivity providing a safe biking facility and improved access to transit. Both the City of Longmont and the City of Boulder have developed multi-use paths and bike lanes connecting to important destinations with the municipalities. The CO 119 Commuter Bikeway closes the gap and provides an important connection to the extensive bicycles facilities within the cities of Longmont and Boulder (see Supplemental Materials Exhibit G). Once complete, bicyclists will easily be able to go from downtown Longmont to downtown Boulder on low-stress bicycle facilities.

Segment 3 of this project provides a direct connection between Boulder (Jay Road) and Gunbarrel (N. 63rd St.). Several large employers are located in Gunbarrel including, Celestial Seasonings, Covidien, and SpectraLogic. Segment 7 has several employment centers including the IBM campus and the Niwot Tech Center, which hosts a number of employers including Crocs, Inc. and several manufacturing businesses. Segment 7 also connects to Niwot, a small community with a variety of businesses, restaurants, and shops. Niwot hosts several popular cultural events including a weekly concert event in the summer called Rock & Rails and several holiday parades. The CO 119 corridor provides direct access to the four highest density employment and housing locations in Boulder County: downtown Boulder, downtown Longmont, Boulder Junction, and the University of Colorado-Boulder, the latter of which is also the largest university in the state. The corridor also provides access to the Longmont campus of Front Range Community College, which is half a mile from the northern terminus of the planned CO 119 Commuter Bikeway. CO 119 transit service also provides connections to Boulder High School, Longmont High School, and Silver Creek High School (Longmont), and will help transport high school students to and from class.

Boulder is a major hub for medical services in Boulder County and the Northwest Metro Area. Boulder County's largest shopping districts- 29th Street Mall in Boulder and Village at the Peaks in Longmont, will benefit from this project.

The CO 119 Commuter Bikeway will provide access to City of Boulder and Boulder County Open Space properties and trails including the Cottonwood Trail, which is located less than 1,000 ft east of CO 119 and connected to it by buffered bike lanes on Jay Rd. The Jay Rd connection will also provide access via Jay Rd and N. 51st St. to the Boulder Reservoir, a regional recreation destination with swimming, boating, multi-use trails, and other activities. The N. 63rd St. connection provides access to N. 63rd St. north of Gunbarrel, part of a popular road cycling route that features 5' shoulders for cycling and also connects to an extensive system of gravel roads in rural north Boulder County that are used for gravel road cycling.

By improving access to downtown Boulder, CU-Boulder, and downtown Longmont, the project will improve access to the three largest cultural hubs in Boulder County, anchored by the Boulder Theater, Macky Auditorium, and the Longmont Theater Company respectively.

B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.):
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Describe, *include quantitative information, including any items referenced above, in your response:*

The CO 119 Commuter Bikeway will provide a safe and accessible bike and pedestrian facility between Boulder and Longmont and the communities in between. The CO 119 Commuter Bikeway will also provide access to the three transit platforms and two Park-N-Ride facilities along the corridor.

DRCOG identifies this section of CO 119 as a Regional Connector Street, which primarily functions to "facilitate long distance trips for transit and driving." For this street typology, the Complete Streets Toolkit places high emphasis on sidewalks and pedestrian lighting, travel lanes and transit lanes and stops, with a medium emphasis on bicycle facilities. This project will provide the "bicycle facility" element outlined in the toolkit for Regional Connector roads. Other elements of the complete street will be completed as part of the CDOT and RTD Safety and Mobility project (i.e. transit signal priority, transit lanes, transit stops, medians, etc.)

Users of the bikeway will have consistent travel times throughout the day and the year. The bikeway will not be impacted by traffic congestion and will be plowed in the winter for year-round use. As e-bikes become more popular, commuters will be able to easily travel the distance between Longmont and Boulder along the bikeway. In addition, the bikeway will provide connections to the Bus Rapid Transit system along the corridor, which will include improvements for transit travel time reliability such as Transit Signal Priority and Queue Bypass Lanes for buses.

This project will also improve asset management of active transportation facilities by replacing the existing high-stress, high crash bicycle route (the shoulders of CO 119) with a low-stress, separated facility that meets current AASHTO and NACTO guidelines given the characteristics of CO 119. The existing shoulders provide no separation from high speed vehicle traffic, and at intersections requires bicyclists and right turning vehicles to merge across each others' paths. Once complete, the Commuter Bikeway will address these issues.

The CO 119 Commuter Bikeway is being designed to be resilient from flooding, including designing creek crossings to pass the 100-year flood as well as installing pump systems at underpasses to ensure adequate drainage allowing for year-round use. Providing multiple options for travel is a key component to Boulder County's transportation resilience. The CO 119 Bikeway will provide an alternative transportation option during a natural or human-made disaster. In addition, the bikeway will provide access to the transit system. As in the case of many recent Boulder County disasters (2013 floods, 2016 Cold Springs Fire, and 2021 Marshall Fire), people often either lose their vehicle in a disaster, or have significant rebuilding costs that diminish their ability to afford operating and maintaining their vehicle. By providing viable alternatives to driving, this project addresses both cases. The 2019 Floodplain and Transportation Resilience Study and Action Plan (<https://assets.bouldercounty.org/wp-content/uploads/2020/02/floodplain-management-transportation-system-resiliency-study-action-plan.pdf>) identified increasing "transit service in response to economic or natural disasters" as a top recommendation. The bikeway will provide access to the transit system, which is critical during disasters.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?
 Yes No
- Does this project reduce vehicle miles traveled (VMT)?
 Yes No
- Does this project reduce single-occupant vehicle (SOV) travel?
 Yes No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	8.77	0.56	0.48	0.11

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

Providing a safe, year-round bike facility will increase the number of bicycle and pedestrian trips along the CO 119 corridor. The methodology for determining the number of new bicycle trips, and the automobile trips they would be replacing (100 trips per day), is described within the Active Transportation Section of this application. By shifting SOV trips to bicycling and walking, the proposed project will reduce VMT and SOV travel and will therefore reduce the emissions association with transportation on this corridor.

See Attachment D for the backup calculations for the above data.

**Regional
Transit**

Expand and improve the region’s transit network.

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

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

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 Metro Vision Regional Transportation Plan](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

Describe, include quantitative information, including any items referenced above, in your response:

The CO 119 Commuter Bikeway will provide a connection to the planned Bus Rapid Transit (BRT) stations at N. 63rd st., CO 52, and Niwot Road. Similar to the US 36 bikeway, some users may ride the entire corridor, others may use the bikeway as a way to connect to the closest transit stop. The proposed segments for this project will connect to bike and pedestrian infrastructure at these intersections along the corridor and through the connection to the transit system, will also provide access to the following DRCOG-defined urban centers: Twin Peaks Activity Center, Ken Pratt Extension, CBD of Longmont, North Main Street AC, SH66 Mixed Use Corridor, 28th/30th Streets BVRC, Downtown Boulder, and University Hill, and improves transit service within the Gunbarrel Activity Center Urban Center.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	1	
Serious Injury crashes	9	
Other Injury crashes	69	
Property Damage Only crashes	113	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.00	See below for methodology description.
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	3.00	
Property Damage Only crashes reduced	5.00	

Describe, include quantitative information, including any items referenced above, in your response:
 Methodology

Between 2015 and 2019, there were 192 crashes within the project area. The DRCOG data tool does not indicate which of these crashes were bike or pedestrian crashes. However, Boulder County’s data indicates that there were four “Other Injury” bike or pedestrian crashes within the project area. Boulder County does not track Property Damage Only bicycle and pedestrian crashes, so this number was estimated based on the “Other Injury” crash percentages, with an estimated total of 6 “Property Damage Only” bicycle crashes. FHWA estimates that bicycle lanes reduce crashes between 30%-49% and that separate facilities can reduce crashes even further (<https://safety.fhwa.dot.gov/provencountermeasures/bike-lanes.cfm>). We estimated that the project will reduce 75% of the bike and pedestrian crashes in the project area. The separated facility will be completely separated from motor vehicle conflicts, with the exception of at-grade crossings at 55th St. and Monarch Rd. These will be raised crossings and may include medians as well to encourage slowing by vehicles and ensure safe crossing for bicyclists.

Note, due to the large median of CO 119, the .02 buffer did not capture all crashes within the project area. For this reason, the drawing tool was used to ensure all crashes were include (see Supplemental Materials Exhibit H for more details).

Improving safety on the CO 119 corridor is critical to achieving Boulder County’s, DRCOG’s and CDOT’s safety and vision zero goals. Boulder County’s Traffic Crash Analysis identified this corridor as having the highest number of serious injury and fatal crashes in unincorporated Boulder County, and the second highest number of bicycle and pedestrian injury and fatal crashes in unincorporated Boulder County (See Supplemental Materials Exhibit E). CO 119 represents 12% of all Major Injury bicycle crashes (5 of 42 total) in unincorporated Boulder County from 2009 to 2018, as well as 15% of all the Minor Injury bicycle crashes (16 of 108 total). The lack of separation between cyclists and vehicular traffic, as well as high vehicular traffic volumes and speeds, creates a high-stress route for both commuter and recreational cyclists.

Improving perceived safety and comfort on the CO 119 corridor is also critical to inducing more people to walk and bike to transit stations on the corridor, and to travel by bicycle between Boulder, Niwot, and Longmont. When people decide whether or not to travel by foot or bike, most people do not consult a crash history, but rather decide based on how a route feels. Indeed, a recent DRCOG Active Transportation Plan survey found that 70% of respondents said they would ride more if they felt safer from traffic while bicycling (Source, DRCOG, https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf).

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

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

Source: Northeastern University, <http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/>

With traffic volumes ranging from 30,000 to 60,000, the shoulders on CO 119 fall clearly in the LTS 4 category, meaning that only about 1% of the population is willing to ride on them.

The proposed project will address both the crash history and patterns on the corridor, as well as the perception of safety by incorporating a separated bikeway, which is a proven safety countermeasure to mitigate crashes involving bicyclist or pedestrians.

Boulder County’s Traffic Crash analysis identified the most common types of bicycle crashes in unincorporated Boulder County as: “Hit From Behind” (rear end), “Passing Bike,” and “Right Turn Into Bike” - all crash types that can occur with bicyclists using the shoulders of CO 119. While not all of these bicycle crash types are present within the proposed project extents, a safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of “Hit From Behind” and “Passing Bike” crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of underpasses, which are included at major intersections along the corridor (though not included in the scope of this project).

Overall, the safety improvements included in the project scope are estimated to result in a 4% reduction in overall crashes within the project scope area.

Addressing the perception of safety, a separated bikeway would achieve an LTS 1 rating, and would appeal to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders. Additionally, hard-surface bicycle and pedestrian facilities can be plowed and would provide users assurances that their commute will remain unimpacted by winter weather. This is particularly important to providing a year-round option as Boulder County’s snowiest months (Feb-April) coincide with the second-highest season for cycling (as measured on the comparable US 36 Bikeway).

Freight**Maintain efficient movement of goods within and beyond the region.**

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

Describe, *include quantitative information, including any items referenced above, in your response:*

The proposed project is located on the Tier 2 Regional Highway Freight Vision Network within the Northwest Metro Freight Focus Area. The Regional Multimodal Freight Plan identified several “Needs and Issues” for the Northwest Metro Freight Focus Area, including the safety of local truck movements and residential delivery demand and multimodal and nonmotorized traveler safety. The CO 119 Commuter Bikeway will address non-motorized traveler safety by relocating bicyclists from the existing shoulder of CO 119 to a separated and protected facility. Currently, trucks turning right off of or onto CO 119 must merge across and weave with bicyclists on the shoulder to access the right turn lanes or merge from the acceleration lanes into the general purpose lanes. This existing configuration is highly stressful for truck drivers, who have limited visibility of smaller and vulnerable roadway users and is dangerous for bicyclists. The provision of a separated facility will reduce stress and improve safety by providing these disparate modes with separate operating space within the right-of-way.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?*
 Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
 Yes No If yes, please describe in your response.

Bicycle Use

1. Current Weekday Bicyclists:	250	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	250	400
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	125	200
4. = Initial number of new bicycle trips from project (#2 – #3)	125	200
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	25.00	40.00
6. = Number of SOV trips reduced per day (#4 - #5)	100.00	160.00
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	300.00	480.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	285.00	456.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here: For item #5 we are estimating to only pull 20% of these trips from other non-SOV modes due to the regional nature of this facility. Since SOVs are the dominant mode on CO 119, we expect that the vast majority of new bicycle trips would be pulled from SOV travel, instead of other non-SOV modes. For item #7 we increased to 3 miles since that is the length of the proposed project. All of the other values were suggested values.		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	1	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	20	50
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	10	25
4. = Number of new trips from project (#2 – #3)	10	25

5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. (Example: {#4 X 30%} or other percent, if justified on line 10 below)	3.00	7.50
6. = Number of SOV trips reduced per day (#4 - #5)	7.00	17.50
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	2.80	7.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	2.66	6.65
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here: All suggested values were used.		

Describe, include quantitative information, including any items referenced above, in your response:

The Denver Regional Active Transportation Plan identifies the CO 119 corridor between Boulder and Longmont as a “Future Regional Active Transportation Corridor.” In addition, CDOT has identified the CO 119 corridor as a Tier 1 “High Demand Bicycle Corridor,” which was “selected based on bicycle levels of use, connectivity to the transportation network, crash rates, and bicycle level of stress.”

(<https://www.codot.gov/programs/bikeped/high-demand-bicycle-corridors>). Currently CO 119 is a gap in the regional active transportation network. Gunbarrel is only 4 miles from Boulder and 6 miles from Longmont, but for those desiring to travel by bike (or foot), it is isolated from each due to the lack of a direct, safe, year-round bicycle and pedestrian facility. Currently, users can choose between the shoulders of CO 119 (the second-highest bicycle/pedestrian crash corridor in unincorporated Boulder County) and a longer, non-contiguous soft-surface route, which cannot be maintained in winter and is usually covered in ice for several months.

The proposed project would create and extend an active transportation facility on the CO 119 corridor and begin to close this regional gap. This project will provide key segments of a high-comfort, low-stress, fully separated facility for bicyclists and pedestrians, and will provide a direct, safe, high comfort, year-round active transportation connection between Boulder and Longmont, the two largest economic, cultural, and essential services hubs in Boulder County.

Currently, we estimate there are 250 daily bicyclists using CO 119. Bicycle counts for CO 119 were not available, but this number was estimated by looking at bicycle count data for adjacent county roads, US 36 north of Boulder and US 36 Bikeway (where CDOT does have bicycle counters) and Strava data. We are estimating that the construction of this project, will initially double bicycle use on the CO 119 corridor due to a protected facility offering a much safer and attractive route as compared to the existing shoulders.

Segment 3 of the project is immediately adjacent to the Gunbarrel Short Trip Opportunity Zone, and will help connect the Gunbarrel community to both the BRT station and transit service, as well as Boulder and Longmont via the bikeway. Currently there are very few pedestrians walking along CO 119. The US 36 bikeway has some pedestrians either using the bikeway for accessing transit or for recreational and transportation purposes. We estimate that once complete, there will be 20 new daily pedestrian trips on opening day.

Segment 3 is also within a .5 mile buffer of the Gunbarrel Pedestrian Focus Area, and will help serve the densifying core of Gunbarrel. When adopted in 2004, the Gunbarrel Community Center Plan anticipated 5,500 new jobs (a 43% increase), and 1,390 new residents (a 14% increase) by 2025. This job and population growth is entirely contained within the existing developed footprint of Gunbarrel by City of Boulder and Boulder County open space lands and land use policy. The increased density of Gunbarrel will spur more pedestrian, bicycle, and transit trips, and the active transportation facilities included in this project will further induce active transportation trips.

Segment 7 of the project is adjacent to several employment centers including the IBM campus and Niwot Tech Center. Segment 7 of the project also connects to the Town of Niwot, which has popular businesses, shops, and

restaurants. The CO 119 Commuter Bikeway will provide a way to use active transportation to access these facilities.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	10.1%	<table style="width:100%; border-collapse: collapse;"> <tr><td style="padding: 2px 5px;">60%+ outside funding sources</td><td style="text-align: right; padding: 2px 5px;">5 pts</td></tr> <tr><td style="padding: 2px 5px;">50-59.9%</td><td style="text-align: right; padding: 2px 5px;">4 pts</td></tr> <tr><td style="padding: 2px 5px;">40-49.9%</td><td style="text-align: right; padding: 2px 5px;">3 pts</td></tr> <tr><td style="padding: 2px 5px;">20-39.9%</td><td style="text-align: right; padding: 2px 5px;">2 pts</td></tr> <tr><td style="padding: 2px 5px;">10.1-19.9%</td><td style="text-align: right; padding: 2px 5px;">1 pt</td></tr> <tr><td style="padding: 2px 5px;">10%</td><td style="text-align: right; padding: 2px 5px;">0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%	0 pts													

D. Project Readiness	WEIGHT	10%
-----------------------------	---------------	------------

Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project submittal?
 Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
 Karl Buchholz, CO PE #27643

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:

ROW: The proposed project would occur within the existing ROW.

Railroad: As the proposed project would occur within the existing ROW and not impact a railroad crossing, no impacts to railroads are anticipated.

Utilities: The project design team has completed a Quality Level C and D review of the subsurface utilities for the entire CO 119 corridor. This information is now allowing us to identify any potential conflicts or relocations that will be required for the proposed project and will give us ample time to coordinate with the appropriate utility companies and ensure that the utilities will be cleared for construction.

Irrigation: The project design team has already generated a list of irrigation companies within the corridor and reached out to those companies to discuss potential impacts or relocations of existing facilities. Identified irrigation facilities have been mapped and we have a spreadsheet inventory of the irrigation companies, contacts, and planned next steps.

Historic: The project design team is going to build off the historic review previously completed by RTD during their PEL and we are in the process of reviewing and updating that information.

Environmental Resources: The project design team has completed the data collection for wetlands and other resources within the corridor and is in the process of consultation with the US Army Corps of Engineers. Wetlands have been identified and the project team will attempt to avoid them wherever possible. If for some reason they cannot be avoided, then work would be done to mitigate. We have an online GIS database of all environmental resource info that has been collected. There are some prairie dog colonies that may require mitigation. This will be determined during preliminary and final design.

Floodplains: The proposed project lies within two floodplains; the project design team has held initial consultation meetings with the appropriate floodplain administrators/reviewers (Mile High Flood District, Colorado Water Conservation Board and Boulder County). At this point the proposed project is not anticipated to require a CLOMR/LOMR, or to have a long lead time for floodplain permitting. The segments identified for this application do not cross any floodplain areas.

Other Projects: The project design team is coordinating closely with CDOT Region 4's adaptive signal project and CDOT and RTD's Safety and Mobility project to ensure that both projects are planned, designed and constructed in the most efficient manner possible.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

Yes No

If yes, are the other prerequisite phases complete? Yes No N/A

If this project is for construction, please note the NEPA status: [In Progress](#)

c. Has all required ROW been identified? Yes No N/A

Has all required ROW already been acquired and cleared by CDOT? Yes No N/A

d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?

Yes No

Does your agency have the appropriate staff available to work on this project? Yes No

If yes, are they knowledgeable with the federal-aid process? Yes No

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

Yes No N/A

If yes, who are the stakeholders? The proposed project is being designed as part of a larger project for the entire CO 119 corridor connecting Boulder and Longmont, with CDOT leading the design of the roadway improvements, and Boulder County leading the design for the bikeway improvements.

Stakeholders for this project include CDOT, RTD, Boulder County, City of Boulder, City of Longmont, FHWA, HPTE, and Commuting Solutions. For this project, a leadership structure has been developed with an Executive Committee of elected officials and director level staff providing executive oversight, a Project Leadership Team of policy-level staff providing policy oversight, and a Project Management Team comprised of technical staff working through the design and technical decisions. See Supplemental Materials Exhibit I

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

While Boulder County is the Project Sponsor for the grant application, if awarded funds, we will partner with CDOT to manage and construct the project improvements. CDOT has provided a letter of support/concurrence for the project along with local community partners (see Attachment C and Attachment E).

Design of the project is not yet complete, but FIR is anticipated for June 2022, FOR in April 2023, required clearances in July 2023, and the project will be ready for advertisement in September 2023.

Section 2. Local Match

a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

CDOT is committing \$394,000 in local match for this project (please see Attachment C: Concurrence Response Letter)

Boulder County is committing \$159,000 in local match for this project, and funding is currently available.

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

Yes No

Please describe:

CDOT has identified \$40M for CO 119 in Years 1-4 of the current 10 Year Plan; their \$394,000 local match will come from these funds.

Boulder County is committing \$159,000 in local match for this project, and has identified these funds in our Transportation Sales Tax Budget.

Section 3. Public Support

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

Yes No

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

Yes No

Please describe:

The public has provided input on the CO 119 Commuter Bikeway during all of the planning phases, including as part of the Northwest Area Mobility Study, the CO 119 Planning and Environmental Linkages Study (PEL), and the development of the Boulder County Transportation Master Plan. During the planning phase for this project, RTD was the lead agency for the roadway improvements, including the transit queue bypass lanes, and CDOT was the lead agency for the commuter bikeway elements. During this phase, three rounds of in-person meetings were held in Boulder, Longmont, and Niwot between 2017 and 2019. These meetings were a combination of both "open house" and "public hearing" formats. Also during this time, RTD conducted an on-board (the BOLT and J) survey of existing transit riders, an online survey for the general public, community events, and several rider "pop up" events, with materials available in English and Spanish. Together, over 1,000 people were reached.

During the PEL study for the CO 119 corridor, 18% of the 475 comments from the public on the proposed vision for the corridor mentioned the need for a separated bikeway on the corridor.

Additional public engagement has begun as part of the preliminary and final design process. In 2021, the project team:

- Conducted a virtual public meeting with over 130 attendees with simultaneous Spanish interpretation
- Issued a survey with over 1,100 respondents
- Presented to 11 advocacy organizations, special events, and businesses
- Developed a listserv for the project with over 1,100 subscribers
- Created a project website as well as a project video highlighting the multimodal corridor vision for CO 119
- Created a Community Advisory Committee and a Latinx Equity Advisory Committee to provide ongoing input on the project
- Presented at the Commuting Solutions Membership Meetings

We heard that safety, comfort, accessibility, and directness of the bikeway are priorities for the community (see Summary of Public Input- <https://assets.bouldercounty.org/wp-content/uploads/2022/01/cpp-co-119-bikeway-project-public-input-2021.pdf>) and we are working to incorporate this feedback into the design of the project.

Additional public outreach is planned for summer 2022, when FIR level designs for the project will be available. Throughout the project's development, the project partners have maintained a continued social media and online presence, including a solicitation for input at any time.

Key project materials have been translated into Spanish, including public meeting presentation materials and press releases/emails about the project. In addition, the public meeting in 2021 included Spanish interpretation. Moving forward, key materials will continue to be translated into Spanish and Spanish interpretation will be provided at public meetings.

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

Yes No N/A

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

At CO 119 & Jay Rd, the largest adjacent land owner is the City of Boulder Open Space & Mountain Parks (OSMP) Department. The project team has been working with OSMP staff to address their concerns, which will be primarily satisfied by keeping the entire project scope within the CDOT right-of-way. At N. 63rd St. and CO 52 one of the largest adjacent private property owners is IBM; throughout the planning and design process Boulder County has met with IBM representatives to share project concepts and transit operations alternatives. The largest adjacent private property owner is the BNSF Railroad, which borders the CO 119 corridor the southeast, but as this project will remain within CDOT right-of-way, there will be no impacts to the railroad. Residents who live along the corridor, most of whom live in Gunbarrel and Niwot, have been provided project concepts and opportunities for feedback at the multiple rounds of public meetings described above. We have also reached out to businesses along the corridor to talk about the project concept and get their input.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.

Required Attachments:

Attachment A- Project Location Map

Attachment B- Cost Estimate

Attachment C- Concurrence Response





Attachment D- Air Quality CMAQ Calculation



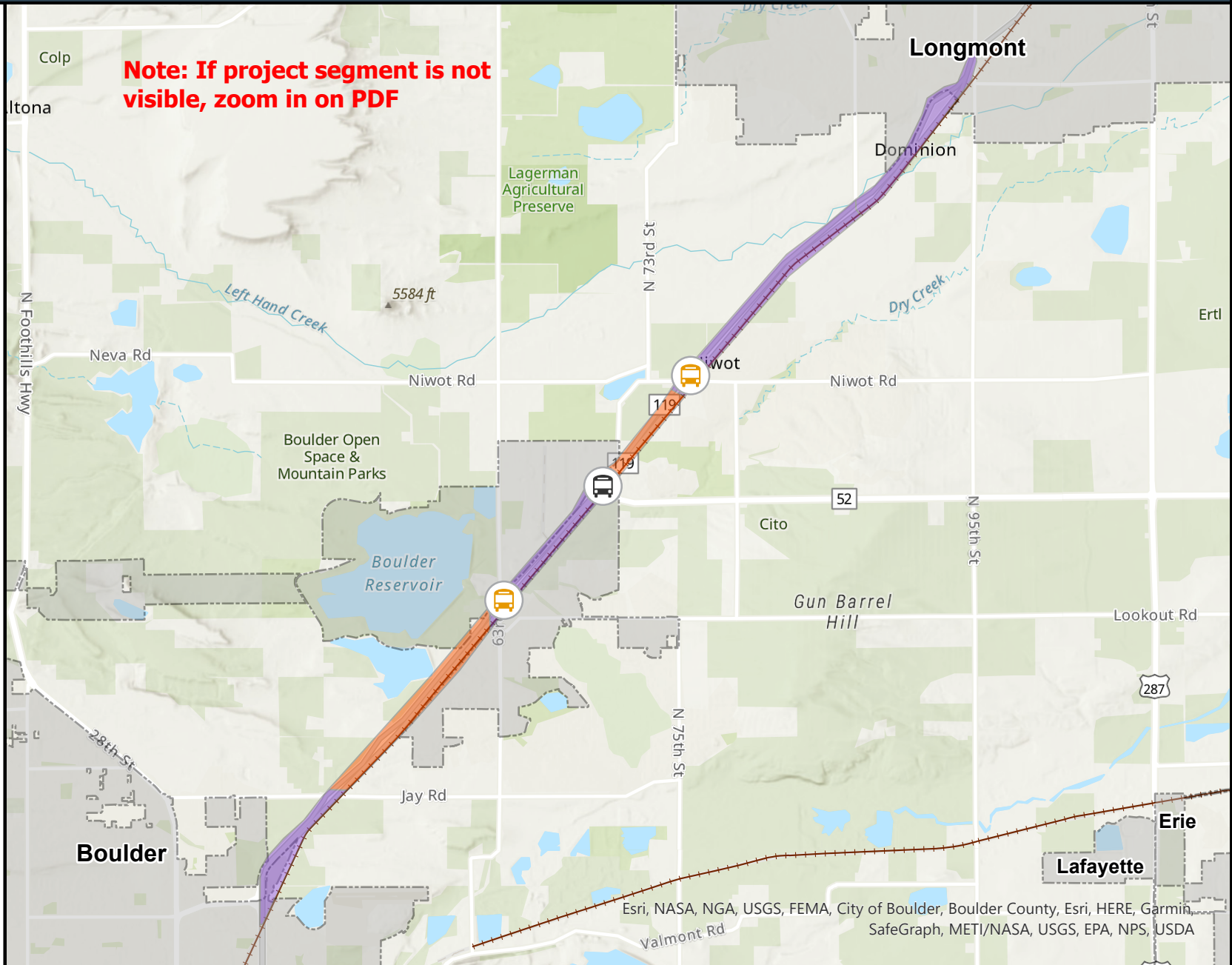
Community Planning & Permitting

2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org

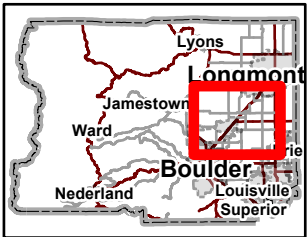
CO 119 Bikeway Overview

-  Project Segment
-  Proposed CO 119 Commuter Bikeway
-  BRT P&R and Transit Stop
-  BRT Transit Stop

Note: If project segment is not visible, zoom in on PDF



Area of Detail Date: 3/8/2022



The user agrees to all Terms of Use set forth by Boulder County. For Terms of Use, please visit: www.bouldercounty.org/joryan

Esri, NASA, NGA, USGS, FEMA, City of Boulder, Boulder County, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Key: Auto-Populated

Model Version 4 Rev 01
Last Update: 5-Feb-19

PCPT - EXECUTIVE SUMMARY SHEET

PROJECT PROFILE

Model Version 4 Rev 01
Last Update: 5-Feb-19

Project Name: CO 119 Bikeway - Segment 3
Project Number: 21015
Sub-Account Number: 0
Project Description: Segment 3 - North of Jay Road to South of 63rd Street
Project Work Type: OTHER
Estimator: DKH Date: 3/2/2022

PROJECT LOCATION & CHARACTERISTICS

Route: 119B Begin MP: 46.5 End MP: 48.0 Length: 1.5
CDOT Region: 4 FIPS City: NONE FIPS County: Boulder Co
FIPS City: 00000 FIPS County: 013
Segment Mid-point RefPt: 47.250 Latitude: 40.0607 Longitude: -105.2213
Functional Classification: Ipal Arterial - Fwys and Urban-Rural Class: 3 Urbanized Terrain: 2 Rolling
AADT: 51,000 Truck ADT: 820 Tier Class: Tier 2 Primary Surface: 1 Asphalt
Design Maturity: 0 - Conceptual NEPA Action: Cat/Ex NEPA Status: Not Started
Project Delivery Method: Design-Bid-Build Construction Start (MMM-YY): Mar-24 Construction Duration (mo): 9.0

REGION'S ESTIMATE

PROJECT CONSTRUCTION COSTS:

A MAJOR CONSTRUCTION ITEMS

Table with 5 columns: PCPT CAT, ITEM DESCRIPTION, QTY, UNIT, PERCENTAGE, COST. Rows include Earthwork, Pavement & Bases, Bridge Replacement, etc.

B MINOR CONSTRUCTION ITEMS

Table with 5 columns: PCPT CAT, ITEM DESCRIPTION, EFFORT, UNIT, PERCENTAGE, COST. Rows include Removals / Resets, Environmental, Structural, etc.

CONSTRUCTION BID ITEMS (A + B) CBI % OF A 146.4% \$2,380,000

72.1% of Base Cost

C FORCE ACCOUNTS & TSM&O

Table with 5 columns: PCPT CAT, ITEM DESCRIPTION, UNIT, PERCENTAGE, COST. Rows include F/A - General, F/A - Minor Contract Revisions, etc.

CONSTRUCTION ITEMS (A + B + C) CI % OF A 161.0% \$2,618,000

79.4% of Base Cost

D CONSTRUCTION ENGINEERING & INDIRECTS

Table with 5 columns: PCPT CAT, ITEM DESCRIPTION, UNIT, PERCENTAGE, COST. Rows include Construction Engineering, Construction Indirects.

PROJECT CONSTRUCTION BUDGET (A + B + C + D) \$3,299,000

100.0% of Base Cost

PROJECT PRECONSTRUCTION COSTS:

E PRECONSTRUCTION ITEMS

Table with 5 columns: PCPT CAT, ITEM DESCRIPTION, UNIT, PERCENTAGE, COST. Rows include Right-of-Way, Utilities, Design & Engineering, etc.

PROJECT BASE COST ESTIMATE (CONSTRUCTION + PRECONSTRUCTION) \$3,299,000

100.0% of Base Cost

RISK RESERVE

PROBABILISTIC COST ESTIMATE RISK RESERVE DATE: 3/2/2022 RISK RESERVE 15.0% OF BASE COST \$495,000
TOTAL PROJECT COST (P70) \$3,794,000

115.0% of Base Cost

COST ESCALATION

Construction Start Mar-24 Escalation from Estimate Date: Mar-22 ESCALATION COST 7.4% OF PROJECT COST \$281,000
Duration (mo) 9.0 to Construction Mid-Point Date: Jul-24
ESCALATED PROJECT COST \$4,075,000

123.5% of Base Cost

Key: Auto-Populated

Model Version 4 Rev 01
Last Update: 5-Feb-19

PCPT - EXECUTIVE SUMMARY SHEET

PROJECT PROFILE

Model Version 4 Rev 01
Last Update: 5-Feb-19

Project Name: **CO 119 Bikeway - Segment 7**
 Project Number: **21015**
 Sub-Account Number: **0**
 Project Description: **Segment 7 - North of CO 52 to South of Niwot Road**

Project Work Type: **OTHER**

Estimator: **DKH** Date: **3/1/2022**

PROJECT LOCATION & CHARACTERISTICS

Route: **119B** Begin MP: **49.5** End MP: **50.5** Length: **1.0**
 CDOT Region: **4** FIPS City: **NONE** FIPS County: **Boulder Co**
 FIPS City: **00000** FIPS County: **013**

Segment Mid-point RefPt: **50.000** Latitude: **40.0936** Longitude: **-105.1850** [GOOGLE MAP LINK](#)

Functional Classification: **pal Arterial - Fwys and** Urban-Rural Class: **3 Urbanized** Terrain: **2 Rolling**

AADT: **38,000** Truck ADT: **680** Tier Class: **Tier 2** Primary Surface: **1 Asphalt**

Design Maturity: **0 - Conceptual** NEPA Action: **Cat/Ex** NEPA Status: **Not Started**

Project Delivery Method: **Design-Bid-Build** Construction Start (MMM-YY): **Mar-24** Construction Duration (mo): **9.0**

REGION'S ESTIMATE

PROJECT CONSTRUCTION COSTS:

A MAJOR CONSTRUCTION ITEMS

PCPT CAT	ITEM DESCRIPTION	QTY	UNIT	PERCENTAGE	COST
A-01	Earthwork	2,000	CY	6.0%	\$33,000
A-02	Pavement & Bases	15,000	SY	85.7%	\$475,000
A-03_repl	Bridge Replacement	0	DECK AREA (SF)	0.0%	\$0
A-03_repa	Bridge Repair	0	DECK AREA (SF)	0.0%	\$0
A-03_wall	Walls	0	SF	0.0%	\$0
A-03_culv	Major Culverts	20	LF	8.3%	\$46,000
A-03_misc	Miscellaneous Structures	0	LS	0.0%	\$0
A-04	Traffic / ITS	N/A	N/A	0.0%	\$0
A-05	Other Major Items	N/A	N/A	0.0%	\$0
SUBTOTAL (A)				100.0%	\$554,000

B MINOR CONSTRUCTION ITEMS

PCPT CAT	ITEM DESCRIPTION	EFFORT	UNIT	PERCENTAGE	COST
B-01	Removals / Resets	3 - Average	% OF A	5.0%	\$27,700
B-02	Environmental	3 - Average	% OF A	8.4%	\$46,314
B-03	Structural	3 - Average	% OF A	3.0%	\$16,620
B-04	Drainage / Utilities	3 - Average	% OF A	6.0%	\$33,240
B-05	Roadway Appurtenances	3 - Average	% OF A	1.0%	\$5,540
B-06	Mobilization	3 - Average	% OF A	12.0%	\$66,480
B-07	Construction Traffic Control / Detour	3 - Average	% OF A	8.0%	\$44,320
B-08	Lighting & Electrical	3 - Average	% OF A	0.0%	\$0
B-09	Permanent Signing & Striping	3 - Average	% OF A	2.0%	\$11,080
B-10	Traffic Signalization & ITS	3 - Average	% OF A	0.0%	\$0
B-11	Miscellaneous	3 - Average	% OF A	1.0%	\$5,540
SUBTOTAL (B)				46.4%	\$257,000

CONSTRUCTION BID ITEMS (A + B) CBI % OF A 146.4% \$811,000

C FORCE ACCOUNTS & TSM&O

PCPT CAT	ITEM DESCRIPTION	UNIT	PERCENTAGE	COST	
C-01	F/A - General	% OF CBI	6.0%	\$48,660	
C-02	F/A - Minor Contract Revisions (MCR's)	% OF CBI	3.0%	\$24,330	
C-03	F/A - Project Communications	% OF CBI	1.0%	\$8,110	
C-04	TSM&O Traffic & Operations	% OF CBI	0.0%	\$0	
SUBTOTAL (C)				10.0%	\$81,000

CONSTRUCTION ITEMS (A + B + C) CI % OF A 161.0% \$892,000

D CONSTRUCTION ENGINEERING & INDIRECTS

PCPT CAT	ITEM DESCRIPTION	UNIT	PERCENTAGE	COST	
D-01	Construction Engineering	% OF CI	12.5%	\$111,500	
D-02	Construction Indirects	% OF CI	13.5%	\$120,420	
SUBTOTAL (D)				26.0%	\$232,000

PROJECT CONSTRUCTION BUDGET (A + B + C + D) \$1,124,000

PROJECT PRECONSTRUCTION COSTS:

E PRECONSTRUCTION ITEMS

PCPT CAT	ITEM DESCRIPTION	UNIT	PERCENTAGE	COST	
E-01	Right-of-Way [Phase R]	% OF CI	0.0%	\$0	
E-02	Utilities + Railroad Work [Phase U]	% OF CI	0.0%	\$0	
E-03	Design & Engineering [Phase D]	% OF CI	0.0%	\$0	
E-03.1	Subsurface Utility Engineering (SUE) Budget	% OF CI	0.0%	\$0	
E-03.2	Transportation Systems Management & Operation (TSM&O) Budget	% OF CI	0.0%	\$0	
E-04	Environmental (NEPA) [Phase E]	% OF CI	0.0%	\$0	
E-05	Miscellaneous [Phase M]	% OF CI	0.0%	\$0	
SUBTOTAL (E)				0.0%	\$0

PROJECT BASE COST ESTIMATE (CONSTRUCTION + PRECONSTRUCTION) \$1,124,000

RISK RESERVE

PROBABILISTIC COST ESTIMATE RISK RESERVE DATE: **3/1/2022** RISK RESERVE **15.0%** **\$169,000**
 TOTAL PROJECT COST (P70) **\$1,293,000**

COST ESCALATION

Construction Start **Mar-24** Escalation from Estimate Date: **Mar-22** ESCALATION COST **7.4%** **\$96,000**
 Duration (mo) **9.0** to Construction Mid-Point Date: **Jul-24** ESCALATED PROJECT COST **\$1,389,000**

72.2% of Base Cost

79.4% of Base Cost

100.0% of Base Cost

0.0% of Base Cost

100.0% of Base Cost

115.0% of Base Cost

123.6% of Base Cost



COLORADO

Department of Transportation

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

March 7, 2022

Alex Hyde-Wright
Principal Transportation Planner
Boulder County Public Works Department
PO Box 471
Boulder, CO 80306

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Regional Call FY22-FY25

Dear Mr. Hyde-Wright:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with the Boulder County application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the CO 119 Bikeway: Segments 3 and 7 project, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 4 is able to provide \$394,125 of the \$394,125 requested, in the event this project is selected by DRCOG. This determination applies to the FY22-25 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY22-25 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

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

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

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for right-of-way, utilities, and environmental. All costs associated with clearances including right-of-way



acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

http://www.coloradodot.info/business/designsupport/bulletins_manuals

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

Sincerely,

Heather Paddock
Region 4 Transportation Director

HP:dmm

cc: Dan Marcucci, R4 PE II
Josie Hadley, R4 Planning Manager
James Eussen, R4 Environmental & Planning Manager
Whitney Holcombe, R4 STIP Technician
Jan Rowe, R4 Transit Liaison



Bicycle and Pedestrian Improvements

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

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

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

Daily Passenger Vehicle Trips		
Before	After	Change
40000	39000	1000

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

Trip Distance Source

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

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="3"/>						

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	8.770
Particulate Matter <2.5 μm (PM _{2.5})	0.029
Particulate Matter <10 μm (PM ₁₀)	0.111
Nitrogen Oxide (NOx)	0.564
Volatile Organic Compounds (VOC)	0.485
Carbon Dioxide Equivalent (CO ₂ e)	926.325
Total Energy Consumption (MMBTU/day)	12.075

*Units in kg/day unless otherwise noted



City of Boulder City Council

Mayor Aaron Brockett Mayor Pro Tem Rachel Friend

Council Members: Matt Benjamin, Lauren Folkerts, Junie Joseph,
Nicole Speer, Mark Wallach, Tara Winer, Bob Yates

March 8, 2022

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

**RE: LETTER OF SUPPORT FOR THE CO 119 COMMUTER BIKEWAY DENVER REGIONAL COUNCIL
OF GOVERNMENTS (DRCOG) REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION**

Mr. Cottrell:

On behalf of the City of Boulder, I am pleased to offer this letter of support for Boulder County's application for the DRCOG Regional FY22- 25 TIP Call to fund construction of 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont. The CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities. for the DRCOG Regional FY22- 25 TIP Call.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County and the commuter bikeway project will be critical to optimizing regional connectivity and mobility by providing safe, direct, and comfortable bicycle connections. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.

A safe, reliable, and appealing bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to those travelling this corridor, including health benefits,

greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road.

Investing in multimodal improvements within the SH 119 corridor is essential to creating regional linkages and to building the multimodal network needed for our citizens and business community over the next 20 years. For these reasons we support funding construction of 2.7 miles of the CO 119 Commuter Bikeway.

Thank you for consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Aaron Brockett', with a long horizontal flourish extending to the right.

Aaron Brockett
Mayor

cc: Erika Vandenbrande, Director of Transportation and Mobility



CITY OF LONGMONT | Office of the Mayor & City Council

March 16, 2022

Todd Cottrell, Senior Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Mr. Cottrell:

The City of Longmont is pleased to provide this letter supporting the Boulder County's Regional TIP application for the Regional Share Air Quality/Multimodal (AQ/MM) funding the construction of 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County.

However, this vital link has no safe, direct, or comfortable bicycle connection. Survey data and bicycle count data indicate the lack of such a facility is severely limiting the number of people who would travel by bicycle on this corridor. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor. Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

Completing a safe, reliable, and comfortable bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to anyone travelling this key regional corridor: health benefits, greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road. Confirming the regional significance of this connection, the DRCOG Active Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor.

City Council

MAYOR:

Joan Peck

(303) 774-3619

MAYOR PRO TEM, AT-LARGE:

Aren Rodriguez

(303) 774-3615

WARD 1:

Tim Waters

(303) 774-3614

WARD 2:

Marcia Martin

(303) 774-3617

WARD 3:

Susie Hidalgo-Fahring

(303) 774-3612

AT-LARGE:

Shiquita Yarbrough

(303) 774-3613

For all these reasons we support funding Jay Road to N. 63rd St. and CO 52 to Niwot Road sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project. The City of Longmont looks forward to the completion of these essential elements along this critical travel corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Joan Peck". The signature is fluid and cursive, with the first name "Joan" being more prominent than the last name "Peck".

Joan Peck
Mayor



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

March 15, 2022

RE: Support for TIP Regional Share Air Quality/Multimodal Funding for CO 119 Commuter Bikeway

Mr. Cottrell:

We are pleased to provide this letter in support of Boulder County's application for 2022-2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) funding to construct 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont.

The bikeway project consists of a 2.2-mile segment from north of the Jay Road intersection to south of the 63rd St. intersection and a .5-mile segment from north of the CO 52 intersection to south of the Niwot Road intersection. Construction of the separated bike facility (the CO 119 Commuter Bikeway) is an integral element of the multimodal vision plan connecting the Boulder and Longmont communities. The two targeted segments will connect to planned underpasses at the Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-feet wide and will be maintained for year-round use.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities: Boulder and Longmont, which together make up about 2/3 of Boulder County's population. This vital link presently has no safe, direct, comfortable, and appealing bicycle connection, which survey data and bicycle count data indicate is severely limiting the number of people who would travel by bicycle on this corridor. Relatedly, intersecting Boulder County roads see 300-500 daily cyclists, while the shoulders of CO 119 average only 120. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit service for the corridor.

We note that, the growth in popularity of electric assist bicycles is likely to further increase the number of people capable of bicycle commuting longer distances. Access to low-stress and safe facilities, like the CO 119 Commuter Bikeway, will make this alternative commute mode even more appealing. In general, completing a safe, reliable, and comfortable bicycle connection between Boulder and Longmont will unlock the numerous health and cost savings benefits of cycling to anyone travelling this key regional corridor. We also know it will provide more equitable access to educational and employment opportunities and improved air quality for Boulder County residents. Confirming the regional significance of this bikeway connection, the DRCOG Active Transportation Plan (adopted in January of 2019) identified CO 119 as a Future Regional Active Transportation Corridor.

For all these reasons we support 2022-2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal funding of the Jay Road to N. 63rd St. and CO 52 to Niwot Road sections of the CO Commuter Bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in blue ink, appearing to be "T. Cottrell".



John Tayer, President & CEO, Boulder Chamber of Commerce

Amanda Mansfield

Amanda Mansfield, Senior Manager of Transportation, Boulder Transportation Connections

Elaine C. Erb

Elaine C. Erb, Sustainable Transportation Planner, Boulder Transportation Connections

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

March 9, 2022

Mr. Cottrell:

Commuting Solutions is pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2.2-mile segment from north of the Jay Road intersection to south of the 63rd St. intersection and a .5-mile segment from north of the CO 52 intersection to south of the Niwot Road intersection. Construction of the separated bike facility and The CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities.

The two segments will connect to planned underpasses at Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-feet wide and will be maintained for year-round use.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection, which survey data and bicycle count data indicate is severely limiting the number of people who would travel by bicycle on this corridor; intersecting Boulder County roads see 300-500 daily cyclists while the shoulders of CO 119 average only 120. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.


Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

Completing a safe, reliable, comfortable, and appealing bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to anyone travelling this key regional corridor: health benefits, greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road. Confirming the regional significance of this connection, the DRCOG Active

Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor.

For all these reasons we support funding Jay Road to N. 63rd St. and CO 52 to Niwot Road sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,



Audrey DeBarros
Executive Director
Enclosures



2601 SPRUCE ST, UNIT B
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

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

March 3 2022

Mr. Cottrell:

Community Cycles is pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2.2-mile segment from north of the Jay Road intersection to south of the 63rd St. intersection and a .5-mile segment from north of the CO 52 intersection to south of the Niwot Road intersection. Construction of the separated bike facility and The CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities.

The two segments will connect to planned underpasses at Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-feet wide and will be maintained for year-round use.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection, which survey data and bicycle count data indicate is severely limiting the number of people who would travel by bicycle on this corridor; intersecting Boulder County roads see 300-500 daily cyclists while the shoulders of CO 119 average only 120. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.

Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

Completing a safe, reliable, comfortable, and appealing bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to anyone traveling this key regional corridor: health benefits, greatly reduced transportation costs, increased access to educational and employment

opportunities, improved air quality, and fewer vehicles on the road. Confirming the regional significance of this connection, the DRCOG Active Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor.

For all these reasons we support funding Jay Road to N. 63rd St. and CO 52 to Niwot Road sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,
Sue Prant
Community Cycles

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

March 3 2022

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's application for the 2022-2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2.7 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2.2-mile segment from north of the Jay Road intersection to south of the 63rd St. intersection and a .5-mile segment from north of the CO 52 intersection to south of the Niwot Road intersection. Construction of the separated bike facility and The CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities.

The two segments will connect to planned underpasses at Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-foot wide and will be maintained for year-round use.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection, which survey data and bicycle count data indicate is severely limiting the number of people who would travel by bicycle on this corridor; intersecting Boulder County roads see 300-500 daily cyclists while the shoulders of CO 119 average only 120. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.

Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

Completing a safe, reliable, comfortable, and appealing bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to anyone traveling this key regional corridor: health benefits, greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road. Confirming the regional significance of this connection, the DRCOG Active Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor.

For all these reasons we support funding Jay Road to N. 63rd St. and CO 52 to Niwot Road sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Matt Muir
Operations Manager, Cyclists 4 Community
c4community.org
matt@c4community.org