



TOWN OF ELIZABETH

**TOWN OF ELIZABETH
BOARD OF TRUSTEES REGULAR MEETING **UPDATED 1/8/2024**
Tuesday, January 09, 2024 at 7:00 AM
Town Hall, 151 S. Banner Street**

Conferencing Access Information: This is viewing only access.
<https://us02web.zoom.us/j/84725170985?pwd=Tnp2WE1xT1g5QXVsK29FcVpSaFhCUT09>
Join via phone at 1 669 900 9128 Meeting ID: 879 6046 6788
Meeting Passcode: 118211

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

UNSCHEDULED PUBLIC COMMENT

This is a meeting of the Board of Trustees held in public. We welcome you here and thank you for your time and concerns. When you are recognized, please stand, state your name, and then address the Board. Your comments will be limited to 3 minutes. The Board of Trustees may not respond to your comments during this meeting, rather they may take your comments and suggestions under advisement and your questions will be directed to the appropriate person or department for follow-up. Personal attacks against Board Members, Administrative Staff or Employees will not be recognized. Thank You.

AGENDA CHANGES

CONSENT AGENDA

1. Minutes of the Regular Meeting of December 12, 2023, at 7:00 p.m.

NEW BUSINESS

2. Discussion and possible action on Resolution 24R01, a Resolution Establishing a Designated Public Place for the Posting of Meeting Notices Pursuant to C.R.S § 24-6-402(2)(c) – Michelle Oeser
3. Discussion and possible action on Resolution 24R02, a Resolution approving the Direct Service Agreement between the Town and the East Central Council of Local Governments regarding public transit services – Michelle Oeser

- [4.](#) Discussion and possible action on Resolution 24R03, a Resolution authorizing the Mayor to enter into a Personal Services agreement between the Town of Elizabeth and Patricia Ann Fontenot to provide victim advocate services to the Town of Elizabeth – Patrick Davidson
- [5.](#) Discussion and possible action regarding reappointment of Ed Beard as a non-voting member to the Planning Commission for a term through December 31, 2025 – Zach Higgins
- [6.](#) Discussion and possible action on Resolution 24R04, a Resolution authorizing the Director of Public Works to expend funds for purposes of the acquisition of heavy equipment for the use of the Town operations – Patrick Davidson
- [7.](#) Discussion and possible action on Resolution 24R05, a Resolution approving the Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder – Michelle Oeser
8. Discussion and possible action on Resolution 24R06, a Resolution approving the Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder – Michelle Oeser
- [9.](#) Discussion and possible action on Resolution 24R07, a Resolution amending set Mill Levies for 2024 Budget – Patrick Davidson
- [10.](#) Discussion and possible action on Resolution 24R08, a Resolution authorizing the Mayor to enter into a Professional Services Agreement between the Town of Elizabeth and Terracina Design to provide Engineering Services to the Town of Elizabeth – Patrick Davison
- [11.](#) Discussion on Messer Arena Home Show

MANAGEMENT MONITORING REPORTS

- [12.](#) Management Monitoring Reports

BOARD OF TRUSTEES REPORTS

13. Board reports

STUDENT LIAISON REPORT

14. Student Liaison report – Shaye Lovato

MINUTES

- [15.](#) Minutes of the Main Street Board of Directors Board Meeting of November 10, 2023

ADJOURNMENT

MEETING PROTOCOL AND STANDARDS OF CONDUCT

Public Participation

Public comment is encouraged and will be listed as an agenda item at every regular Board meeting.

Each individual wishing to be heard during the public comment period will be given up to three (3) minutes to make a comment.

The public comment period will not be used to make political endorsements or for political campaign purposes.

Questions from the Board will be for clarification purposes only. Public comment will not be used as a time for problem solving or reacting to comments made but, rather, for listening to the comments of citizens without taking any formal action.

The Board may direct the Town Administrator to provide information requested by a speaker during the public comment period.

Speakers are not allowed to make belligerent, accusatory, impertinent, slanderous, threatening, abusive, or disparaging comments.

The Mayor may elect to defer public comment on a specific issue that appears on the regular agenda until that specific item is addressed.

The Mayor may call for order when sidebar conversations occur in the audience. Those conversations are distracting from the Board addressing the topics at hand.

Members of the public who do not follow proper conduct after a warning in a public meeting may be barred from further participation at that meeting or removed from the Board Chambers pursuant to the Elizabeth Municipal Code and Colorado Revised Statutes.



Board of Trustees – Record of Proceedings

December 12, 2023

CALL TO ORDER

The Regular Meeting of the Board of Trustees of the Town of Elizabeth was called to order on Tuesday, December 12, 2023, at 7:00 p.m. by Mayor Nick Snively.

ROLL CALL

Present were Mayor Nick Snively, Mayor Pro Tem Linda Secrist, and Trustees Loren Einspahr, Tammy Payne, Joe Belongia, Barb McGinn, and Marianne Mayer Opl.

Also, present were Town Administrator Patrick Davidson, Town Clerk Michelle Oeser, Community Development Director Zach Higgins, and Assistant Public Works Director James McErnie.

PLEDGE OF ALLEGIANCE

Mayor Snively led the Board in the Pledge of Allegiance.

UNSCHEDULED PUBLIC COMMENT

There was no public comment.

AGENDA CHANGES

No agenda changes from the Administration.

No agenda changes from the Board.

Agenda set.

CONSENT AGENDA

1. Minutes of the Regular Meeting of November 28, 2023

Motion by Trustee Belongia, seconded by Trustee Einspahr, to accept the Consent Agenda as presented.

The vote of those Trustees present was 7 in favor and 0 opposed. Motion passed unanimously.

NEW BUSINESS

2. Discussion and Possible action regarding reappointment of Lynn Mitchell and Jacquie Hansen-Hallett to the Historic Advisory Board with terms through 12/31/2026

Mr. Higgins provided a Staff report.



Motion by Trustee Belongia, seconded by Trustee Einspahr, to reappoint Lynn Mitchell and Jacque Hansen-Hallett to the Historic Advisory Board with terms through 12/31/2026. The vote of those Trustees present was 7 in favor and 0 opposed. Motion passed unanimously.

3. Discussion regarding Community Development EHS Intern Community Survey
Community Development Intern Landen Sherlock provided a report on the results of his community survey.

MANAGEMENT MONITORING REPORTS

- Town Administrator Patrick Davidson
 - Mr. Davidson thanked the Board and all the Staff for everything they have done this year.
 - Mr. Davison thanked the Staff for all their hard work.
 - 2024 Calendars with Historic Town pictures will be sent out to the Board.
- Mr. Davidson spoke for Public Works Director Mike DeVol
 - Mr. DeVol provided a report with details of water usage for the prior year.
 - Discussion followed on banked water volume.
 - Discussion on snow removal.
 - Mayor Snively discussed snow and ice removal.
- Chief of Police Jeff Engel
 - Chief Engel thanked the Board for the holiday cards and support.
 - Chief Engel said that the Mayor's Tree Lighting was a huge success.
 - Discussion on a donation the Police Department received from the Responders Relief Fund.
 - The Colorado State Patrol provided training for the Elizabeth Police Department.
 - Discussion followed on the medical supplies to be purchased with the Responders Relief Fund donation.
- Community Development Director Zach Higgins
 - Mr. Higgins stated that the Main Street Board of Directors had their annual visit with the Department of Local Affairs (DOLA).
 - Mr. Higgins said that the Advisory Boards are looking for joint meetings with the Trustees.
 - The Historic Advisory Board (HAB) and the Main Street Board of Directors (MSBOD) approved their 2024 budgets.
 - Lennar will be starting clean-up on the Abraham lot.



- The application for the 1-million-dollar EIAF Grant has been submitted.
- The Town is working with Elizabeth Parks and Recreation, and the Elizabeth School District on a GOCO Grant to develop an Open Space and Transit Master Plan.
- Community Development is working with four Main Street businesses on the preservation grant.
- Mr. Higgins thanked the Board for himself and the Community Development Staff for the kind gifts and support.
- Discussion on the Lennar clean-up.
- Trustee Payne asked about potential joint Board meetings.
- Assistant Public Works Director James McErnie
 - Mr. McErnie stated the Mayor’s Tree Lighting went off without a hitch.
 - Public Works will continue to maintain the Town as the snow comes in.
 - On behalf of himself, Mr. DeVol, and Public Works, he thanked the Board for all the kind words and gifts.
 - Mr. McErnie said they are all looking forward to 2024 and have a lot of interesting projects coming up.
- Town Clerk Michelle Oeser
 - Ms. Oeser stated that Staff had a wonderful time at their lunch and wanted to pass on their thanks for the generosity and thoughtfulness of the Board.
 - Ms. Oeser let the Board know that the Sawmill is being sold and the new business will take over soon.
 - Ms. Oeser stated that Sammie D’s Fine Smokehouse has opened.
 - Ms. Oeser reminded the Board that the wreath laying at the cemetery will be this Saturday.
 - Discussion on the Elizabeth Chamber of Commerce 2024 planned event schedule.
 - Staff will have a follow-up meeting to discuss the Mayor’s Tree Lighting.
 - Ms. Oeser thanked the Board for coming out for the event.

STUDENT LIAISON REPORT

- Student Liaison Shaye Lavato told the Board that students are preparing for the holidays and finals.
- The Senior Class is participating in adopting a family.
- All High Schoolers that attended the Mayor’s Tree Lighting had a good time.



- Basketball and wrestling seasons have started.
- Trustee Einspahr asked about where to find athletic event information.

BOARD OF TRUSTEE REPORTS

- Trustee Einspahr thanked the Public Works and Staff for the Mayor's Tree Lighting Event.
- Trustee Einspahr discussed the Boards and Commission Banquet.
- Trustee Mayer Opl discussed the Police Academy Graduation.
- Trustee Mayer Opl discussed her ride along with Officer Bigler.
- Trustee Mayer Opl discussed her tour of the Public Works Facilities.
- Trustee Mayer Opl thanked the Staff for their work on the Mayor's Tree Lighting.
- Mayor Pro Tem Secrist thanked everyone for all their hard work and wished them Merry Christmas and a Happy New Year.
- Mayor Snively stated he appreciated all the work on all the events.
- Trustee Payne stated she appreciated everyone on the Staff.
- Trustee Payne said she has received positive feedback from attendees of the Mayor's Tree Lighting.
- Trustee Payne discussed the Senior Basket Project and the planned timeline.
- Trustee Payne wished everyone a Merry Christmas.
- Trustee Belongia thanked everyone one for their hard work and support.
- Trustee Belongia said it has been an exciting year since joining the Board in January.
- Trustee Belongia said he appreciates the Board and Staff.
- Trustee Belongia wished everyone a Happy Holiday.
- Trustee McGinn Thanked Staff for all that they do.
- Trustee McGinn said she will be here to help stuff holiday baskets.
- Trustee McGinn said Merry Christmas and that she is very proud to be here.
- Trustee Mayer Opl discussed the need for volunteers to help with parking on Saturday's wreath laying event.

ADJOURNMENT

Motion by Trustee Einspahr, seconded by Mayor Pro Tem Secrist, to adjourn the meeting at 8:08 p.m.

The vote of those Trustees present was unanimously in favor. Motion carried.



TOWN OF ELIZABETH

Town Clerk Michelle Oeser

Mayor Nick Snively



TOWN OF ELIZABETH

MICHELLE OESER TOWN CLERK

TO: Honorable Mayor and Board of Trustees
FROM: Michelle Oeser Town Clerk
DATE: January 9, 2024
SUBJECT: Resolution 24R01

SUMMARY

It is required by the Colorado Open Meeting Law that at the first Board meeting of the year a Resolution is passed to designate a public posting place for meeting notices.

The Town's posting place is located on the outside of the Town Hall in the information board and on the Town's website.

STAFF RECOMMENDATION

Staff recommend approval Resolution 24R01 designating the required posting place for meeting notices. a Resolution Establishing a Designated Public Place for the posting of meeting notices pursuant to C.R.S. § 24-6-402(2)(c).

ATTACHMENT

Resolution 24R01

RESOLUTION 24R01

A RESOLUTION ESTABLISHING A DESIGNATED PUBLIC PLACE FOR THE POSTING OF MEETING NOTICES PURSUANT TO C.R.S. § 24-6-402(2)(c)

WHEREAS, C.R.S. § 24-6-402(2)(c) requires the Town to annually designate the public place for posting notices to comply with the Colorado Open Meetings Law, C.R.S. § 24-6-401, *et seq.* (the "Open Meetings Law");

WHEREAS, consistent with House Bill 19-1087, the Town hereby desires to post notice of the Town's public meetings not only in physical locations, but also on the Town's website as the Town's official online presence to the greatest extent practicable; and

WHEREAS, the notice must have specific agenda information, posted no less than twenty-four (24) hours prior to the meeting, must be accessible at no charge to the public, must be searchable by type of meeting, date of meeting, time of meeting and agenda contents, shall link to any social media accounts of the local public body, shall provide the address of the website to the Department of Local Affairs, and shall designate a public place within the boundaries of the local public body at which it may post a notice no less than twenty-hours (24) hours prior to a meeting if it is unable to post a notice online in exigent or emergency circumstances such as a power outage or interruption in internet service that prevents the public from accessing the notice online.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

Section 1. Designation. The Board of Trustees of the Town of Elizabeth, in compliance with C.R.S. § 24-6-402(2)(c) of the Open Meetings Law, hereby designates the Town website at www.townofelizabeth.org as the official place for posting notices. The Town may additionally post notices at Town Hall, located at 151 South Banner Street, and any Town social media accounts. If there is a known power outage, known interruption of internet service, or an emergency meeting, the Town may post a physical notice at the public entrance of the Town Hall located at 151 South Banner Street.

PASSED, APPROVED, and ADOPTED this ____ day of _____, 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST

Michelle M. Oeser, Town Clerk



TOWN OF ELIZABETH

MICHELLE OESER TOWN CLERK

TO: Honorable Mayor and Board of Trustees
FROM: Michelle Oeser Town Clerk
DATE: January 9, 2024
SUBJECT: East Central Council of Local Government

SUMMARY

The attached Direct services Contract between the East Central Council of Local Governments and the Town of Elizabeth is a contract that is put before the Town Board annually. Attached is the January Transit Schedule along with additional transit information.

The Town's portion would be \$1,394.21 for 2024. The amount will most likely be back up next year to \$3,265.68. Last year had a carryover of \$1,871.46, which reduced the Town's cost.

STAFF RECOMMENDATION

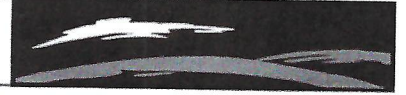
Staff recommends approval of Resolution 24R02, a Resolution approving the Direct Service agreement between the Town and the East Central Council of Local Governments regarding public transit services.

ATTACHMENTS(S)

January Transit Schedule
Letter from Sean Vanous
Resolution 24R02

EAST CENTRAL COUNCIL OF LOCAL GOVERNMENTS

COLORADO'S CENTRAL PLAINS



Box 28 • Stratton, Colorado 80836 • 719-348-5562 • FAX (719-348-5887) • www.eccog.com

December 29, 2023

Town Clerk
Town of Elizabeth
151 S. Banner St.
Elizabeth, CO 80107
moeser@townofelizabeth.org

Hello:

Attached is the 2024 ECCOG Direct Service Contract for the Title III/FTA funds.

The 2024 budget detail is provided under section 5 in the contract. Please note that the Total Sponsor Portion due with this contract is reduced due to carryover funds.

Please consider when you are preparing your 2025 budget that you may be responsible for the total Sponsor Portion next year as carryover funds are not a guarantee in 2024.

Please print and sign two copies of the attached contract and mail them back to us. We will then sign them and return one to you.

If you are not the contact within your organization who should be receiving the contracts, please forward me the correct contact information so I may update my records and forward a copy to the correct contact.

If you have any questions, please don't hesitate to contact me. Thanks.

Sincerely,

Sean Vanous, Senior & Transit Services Director
East Central Council of Local Governments

Outback Express

Public Transit Open to All Ages
...taking you places you need to go
**January 2024 Schedule for
 Elbert County**

Date of Trip	Going To	Bus will pick up passengers in the following towns:	Driver
1/1/24 1st Monday	CO Springs	Matheson, Simla HOLIDAY	Karen 719-313-8076 ECCOG 719-348-5562
1/2/24 1st Tuesday	Parker	Elizabeth, Kiowa, Elbert CANCELLED	Karen 719-313-8076 ECCOG 719-348-5562
1/2/24 1st Tuesday	Denver/CO Springs	Burlington, Stratton, Vona, Seibert, Flagler, Arriba, Genoa, Limon, (Matheson, Simla) Depending on Demand of Dr. Appointments	Barb 719-343-5566 ECCOG 719-348-5562
1/8/24 2nd Monday	CO Springs	Elizabeth	Karen 719-313-8076 ECCOG 719-348-5562
1/9/24 2nd Tuesday	CO Springs/ Denver	Burlington, Stratton, Vona, Seibert, Flagler, Arriba, Genoa, Limon, (Matheson, Simla) Depending on Demand of Dr. Appointments	Barb 719-343-5566 ECCOG 719-348-5562
1/15/24 3rd Monday	Parker	Elizabeth, Kiowa, Elbert CANCELLED	Karen 719-313-8076 ECCOG 719-348-5562
1/15/24 3rd Monday	CO Springs	Matheson, Simla HOLIDAY	Karen 719-313-8076 ECCOG 719-348-5562
1/18/24 3rd Thursday	Denver	Burlington, Bethune, Stratton, Vona, Seibert Flagler, Arriba, Genoa, Limon	Barb 719-343-5566 ECCOG 719-348-5562
1/22/24 4th Monday	CO Springs	Elizabeth, Kiowa, Elbert	Karen 719-313-8076 ECCOG 719-348-5562
1/24/24 4th Wednesday	CO Springs	Arriba, Genoa, Hugo, Limon CANCELLED	ECCOG 719-348-5562
1/25/24 4th Thursday	Limon	Elizabeth , Kiowa, Elbert	Karen 719-313-8076 ECCOG 719-348-5562

**Trips starting in Burlington and Stratton depart at 6AM
 Dr. appointments should be made between 10 AM & 2 PM**

For trips beginning in Elbert County, call Karen @ 719-313-8076 or the ECCOG Office

To schedule a ride or for more information call

East Central Council of Governments

Local 719-348-5562

Long Distance 1-800-825-0208

Website: www.eccog.com

To ensure a seat is available on the bus, 24-hour advance reservation is required,
 48 hours is appreciated!

RESOLUTION 24R02

A RESOLUTION APPROVING THE DIRECT SERVICE AGREEMENT BETWEEN THE TOWN AND THE EAST CENTRAL COUNCIL OF LOCAL GOVERNMENTS REGARDING PUBLIC TRANSIT SERVICES

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

Section 1. The Direct Service Agreement between the Town and the East Central Council of Local Governments regarding public transit services, attached hereto as **Exhibit A**, is hereby approved and the Mayor is authorized to execute same on behalf of the Town.

PASSED, APPROVED, and ADOPTED this ____ day of _____, 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST

Michelle M. Oeser, Town Clerk

Direct Service Contract

East Central Council of Local Governments' *Area Agency on Aging & Outback Express*
OAA Title III-B/C1-C2 Services/FTA Section 5311
Number: FY-2024 Senior Services #10

THIS AGREEMENT is made the 1st day of January 2024 by and between the Town of Elizabeth (hereinafter referred to as the "Sponsor"), and the East Central Council of Local Governments, 128 Colorado Avenue, Stratton, CO 80836 (hereinafter referred to as the "COG").

WHEREAS the COG is the designated Area Agency on Aging and as such is the recipient of a contract under Title III of the Older Americans Act of 1978; is the designated provider of general public transit services through a contract with the Colorado Department of Transportation, Transit Unit under the Federal Transportation Act; and

WHEREAS the COG is charged with the responsibility of assuring the provision of national priority and supportive services to the older residents of Region V; and public transit services to the general public, regardless of age; and

WHEREAS the priority services for older residents of Elbert, Lincoln, Cheyenne, and Kit Carson Counties have been determined to include transportation, outreach, information & referral, and client representation through multipurpose senior services coordinators; and

WHEREAS the Sponsor has requested that the COG provide OAA support services direct in the community; and public transit services not available in the community for the period January 1, 2024, through December 31, 2024.

NOW, THEREFORE, in consideration of the provision of these services, the following terms and conditions are agreed upon:

1. The Senior Services Coordinator and/or Outback Express Bus Driver shall be an employee of the COG.
2. All necessary reports, fiscal and programmatic, shall be the responsibility of the COG.
3. Supervision of the Senior Services Coordinator and/or Outback Express Bus Driver shall be the responsibility of the COG.
4. The COG will assume the responsibility of providing services to the older residents and general public of the community.

Direct Service Contract

5. Budget Detail:

Town of Elizabeth	Salary/Fringe	FTA Cost	T-3 Cost
Total Budget Expenses	\$18,876.77	\$925.67	\$17,951.10
Est Program Income (based off prior year)	\$3,936.90	\$0.00	-\$3,936.90
In-Kind Allowance (based off prior year)	\$0.00	\$0.00	\$0.00
Net Expenses	\$14,939.87	\$925.67	\$14,014.20
Sponsor Portion	\$3,265.68	\$462.84	\$2,802.84
Minus 2023 Carry-over	-\$1,871.46	\$0.00	-\$1,871.46
Total Sponsor Portion Due with this Contract	\$1,394.21	\$462.84	\$931.38

6. The ECCOG employees will be employed for an average of 29.6 hours per week, for 48 weeks during the above-mentioned project year in the Elizabeth area.

The following listed breakdown of hours and services are suggested guides for effective service provision for Elizabeth.

ELIZABETH DIRECT SERVICES	ESTIMATED HOUR/WEEK
FTA Transportation	2.7
Title III Transportation	1.0
Info & Assistance	2.0
Outreach	2.0
Prog Management	2.0
Bookwork	2.0
Project SMILE	17.9

7. This contract is subject to and contingent upon the availability of federal funds for the purposes of the award.
8. Changes in this contract can be made with the consent of both parties.
9. This contract shall terminate on December 31, 2024.

Direct Service Contract

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the day first written above.

Mayor
Town of Elizabeth

Clerk
Town of Elizabeth

Candace Payne, Executive Director
East Central Council of Local Governments

Sean Vanous, Senior & Transit Services Director
East Central Council of Local Governments



TOWN OF ELIZABETH POLICE DEPARTMENT

JEFFERY R. ENGEL
CHIEF OF POLICE

To: *Mayor Snively, Mayor ProTem Secrist, and Board of Trustees*

From: *Jeff Engel*

Subject: Contractual Service Agreement with Patty Anne Fontenot

Date: December 7, 2023

SUMMARY

Services of Victim Advocates are provided when a crime or municipal ordinance, governed under the Victim Bill of Rights, occurs and the victim desires such services. The State of Colorado, under Colorado Revised Statute 24-4.1-302.05 (3) cites "Municipalities and municipal courts shall be encouraged to adopt policies which afford the rights granted to crime victims at the municipal court level."

Victim Advocacy, within the Elizabeth Police Department, goes beyond providing services outlined by the Victim Bill of Rights. Victim Advocates for the Elizabeth Police Department may help citizens who have experienced a significant crisis situation needing someone to speak with or assist with obtaining resources relieving some of the trauma experienced.

Patricia Ann Fontenot has provided victim advocacy services since 2021. The services provided have been of benefit to the citizens of the Town of Elizabeth.

The 2024 budget has allocated funds and designated a budgetary line item for the advocacy services provided by Patricia Ann Fontenot.

Each year, the parties, Patricia Ann Fontenot and the Elizabeth Police Department sign a contractual agreement outlining expenditure and terms of services.

STAFF RECOMMENDATION

The services contracted through Patricia Ann Fontenot have proven valuable to the Elizabeth Police Department and for the community. The Elizabeth Police Department supports the agreement with Patricia Ann Fontenot and recommends approval of the contract.

ATTACHMENT(S)

Resolution 24R03

RESOLUTION 24R03

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A PERSONAL SERVICES AGREEMENT BETWEEN THE TOWN OF ELIZABETH AND PATRICIA ANN FONTENOT TO PROVIDE VICTIM ADVOCATE SERVICES TO THE TOWN OF ELIZABETH

WHEREAS Colorado Revised Statute 24-4.1-302.05(3) encourages municipalities and municipal courts to provide crime victim services for municipal court actions; and

WHEREAS, since 2021 Patricia Ann Fontenot has provided services to the Town of Elizabeth, and has benefited the citizens of the Town of Elizabeth; and

WHEREAS the 2024 adopted budget anticipated the continuation of this agreement for victim services, and funds have been allocated accordingly.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

SECTION 1. The Board of Trustees hereby authorizes the Mayor to execute and enter into a Personal [Professional] Services Agreement [attached hereto] with Patricia Ann Fontenot to provide victim advocate services for the Town of Elizabeth.

PASSED, APPROVED, and ADOPTED this 9th day of January 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST:

Michelle M. Oeser, Town Clerk

PERSONAL SERVICES AGREEMENT BETWEEN PATRICIA ANN FONTENOT AS PROVIDER OR CONTRACTOR
AND THE TOWN OF ELIZABETH

CONTRACTOR The Provider shall perform its duties, Attachment A, hereunder as an independent contractor and not as an employee of the Town of Elizabeth. Neither the provider nor any agent or employee of the Provider shall be or shall be deemed to be an agent or employee of the Town of Elizabeth.

TERM The term of this Agreement shall commence on the 1st day of January 2024 and shall terminate on the 31st day of December 2024 (the "Expiration Date"). For purposes of this Agreement, "Expiration Date" shall also mean and refer to December 31 of subsequent years if the Agreement is renewed as set forth below, unless earlier terminated pursuant to Section IO herein.

AUTOMATIC RENEWAL This Agreement may be renewed on the Expiration Date of each year for up to three (3) additional one (1) year terms, unless either party gives written notice of nonrenewal at least thirty (30) days before the Expiration Date.

COMPENSATION In consideration of the performance of the instruction and/or services provided herein, Contractor shall receive compensation \$1,250.00 per month. A portion of the compensation provided by this agreement is intended to offset the insurances costs of the Contractor, if insurance rates change more than 10% in any given year, the Provider may submit a change rate request 90 days prior to the end of the fiscal year for review.

BILLING The Provider shall provide an invoice by the last working day of the month to the Police Chief for review and approval.

CREDENTIALING

- The Provider agrees to meet credentialing standards.
- The Provider certifies that, at the time of entering into this contract, it has currently in effect all necessary licenses certifications, approved, insurance, etc. required to properly provide the services and/pr supplies covered by this contract. Any revocation, withdrawal or non-renewal of necessary license, certification, approval, insurance, etc. required for the Provider to properly perform this contract, shall be grounds for termination of this contract.
- The Provider further certifies that, if a foreign corporation, a limited liability company, a limited partnership or a limited liability partnership, it currently has a Certified of Good certification shall be provided upon request.

CONFORMANCE WITH THE LAW Adhere to all applicable federal and state law as and regulations (Civil Rights Act, ADA, ADEA, etc.) Comply with all laws and regulations prohibiting discrimination.

PERFORMANCE MONITORING The Provider shall permit the Chief of Elizabeth Police Department, or its authorized designee, to monitor all activities conducted by the Provider pursuant to the terms of this contract. As the monitoring agency, the Town of Elizabeth may, in its sole discretion, perform such

supervision as it deems necessary, such monitoring may consist of internal evaluation, procedures, examination of program data, special analyses, on-site verification, formal audit and examination or any other reasonable procedures. All such monitoring shall be performed in a manner that will not unduly interfere with the Contract work.

CONFIDENTIALITY All records and information by the Provider pertaining to persons served by the program shall remain confidential and shall not be released to anyone other than the person in interest without a specific order of the Court with proper jurisdiction.

HOLD HARMLESS. Contractor shall indemnify, defend and hold harmless the Town, its officers, agents and employees, from and against any and all loss, damage, injuries, claims, or causes of action, or any liability of any kind whatsoever resulting from, arising out of or in connection with the services provided by Contractor pursuant to this agreement.

INSURANCE. Contractor understands and agrees that Contractor shall have no right of coverage under any and all existing or future Town comprehensive or personal injury liability policies, and in that regard, Contractor agrees to provide insurance coverage on behalf of the Contractor, that will sufficiently protect Contractor, and Contractor's agents, servants and employees, in connection with the services which are to be provided by Contractor pursuant to this Agreement, in an amount no less than the limits established by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as the same may be amended from time to time.

IN WITNESS WHEREOF, the parties have executed this agreement as of the dates written opposite their respective signatures.

Town of Elizabeth
Nick Snively, Mayor

Attest:

Town Clerk
Michelle M. Oeser

Contractor
Patricia A Fontenot



TO: Honorable Mayor and Board of Trustees
FROM: Zach Higgins, AICP Community Development Director
DATE: January 9, 2024
SUBJECT: Planning Commission Candidate – Non-voting Business Owner

SUMMARY

The Town has received reappointment interest for the business owner non-voting member Planning Commission seat. Ed Beard has submitted a letter of interest to be reappointed on the Planning Commission as a non-voting representative. The term for this non-voting seat is through December 31, 2025.

Planning Commission Candidate Questions

The questions are based on the following: experience with land use and development, open mindedness (not concerned on just one issues), demonstration of good ethical behavior, detail oriented, commitment to community service, and speaking/ interpersonal skills.

1. Please tell us about yourself.
2. Please explain how your skillset and experience will contribute toward the duties of the Planning Commission.
3. The ideal candidate is open minded when it comes to Planning Commission business and is not solely concerned about one issue. Will you tell us how this does or does not describe you?
4. It is important that members of the Planning Commission demonstrate good ethical behavior. Please tell us how you currently demonstrate good ethical behavior and would apply that to the Planning Commission if appointed.
5. It is important that members of the Planning Commission be detail oriented. Are you detail oriented? If so, please provide an example.
6. The ideal Planning Commission candidate has a commitment to community service. Please tell us about your commitment to community service.
7. The Planning Commission role requires frequent interaction and communication with Staff, developers, and members of the public. That said, good interpersonal and speaking skills are pertinent to the position. Please tell us how you've demonstrated good speaking and interpersonal skills in the past.

ATTACHMENT(S)

Resume/Letter of Interest

1/2/24

To: Town of Elizabeth, Board of Trustees

From: Ed Beard, Planning Commissioner

Dear Board,

Please consider re-appointing me to another term on the Planning Commission. I believe I can add to the Commission making better and more thorough decisions as well as giving the Commission the valuable perspective of a TOE business owner.

Ed

ED BEARD
THE CARRIAGE SHOPPES
392 Main Street
Elizabeth, CO 80107

CONTACT INFORMATION:



PLANNING COMMISSION APPLICATION PURPOSE:

1. Strategic Planning – To influence the growth of the Town in a sustainable model that considers the motivations and interests of multiple groups of people, often with opposing visions.
2. To help the Planning Commission itself to be are more effective governing entity.
3. The brand of the Town is perceived as “country cool”. The goal is to address the needs of a shifting demographic but sustain the “country cool” factor.
4. From the perspective of the citizens, improve the perception of the Town to becoming a more collaborative entity that will listen and make inclusive decisions.

QUALIFICATIONS:

- **President, The Employers Edge:** Since 1992, over 200 business clients have relied on our company, The Employers Edge, to build teams, develop leaders, guide strategic planning, coach, and effectively hire and grow good talent.
- **Owner, The Carriage Shoppes:** A business located in Elizabeth, CO. The Carriage Shoppes is the largest anchor business on Main Street, and is successful in attracting customers to Elizabeth from all over central Colorado thus bringing essential revenue to the Town.
- **Coaching and Training:** Currently have 80+ leaders in business rely on my coaching and training services to develop their leadership effectiveness by building trust, improving communication, and more effectively hiring and onboarding the right people who fit the job and the team.
- **A heart for people:** To add joy to the Town residents or anybody that visits the Town, and build families by offering free carriage rides for all, and draft horse play days for the wonderful children.

CLIENT PERSPECTIVES

I have known Ed for three years and he provides leadership coaching to my leadership team here at SCL Health. He has been truly instrumental in transforming our team here at SCL Health - our associate engagement scores have improved dramatically and employee turnover is much lower now than it was 3 years ago. He is a trusted partner, a great communicator, and a man of integrity. Ed is no-nonsense which I really appreciate but his approach is kind and compassionate. My leadership team truly enjoys working with him. I believe that you would find tremendous value in utilizing Ed's talents to help you achieve your goals!

**Troy D. Spring MHA, CHFP | Vice President Revenue Cycle
SCL Health**

Dear Town of Elizabeth Colorado,

I have had the good fortune of working with Ed Beard now for three years. Ed works with my team of 26 leaders as a coach and mentor. We measure employee engagement and satisfaction using a survey facilitated by Press Ganey. Before SCL Health brought Ed in to coach and mentor our leaders, we were scoring on the lower end of the engagement and satisfaction scale. Since we've had Ed in coaching and mentoring, our scores have been in the top tiers, and above the national level, for two years in a row. Ed is a pleasure to work with, he listens, he understands, and he takes action that drives results. I love working with Ed, and SCL Health will continue to leverage Ed's services for the foreseeable future.

Jeff Neisen, MBA | Sr. Director
Billing & A/R Management
SCL Health
\$



TOWN OF ELIZABETH

PATRICK G. DAVIDSON, TOWN ADMINISTRATOR

TO: Honorable Mayor, Mayor Pro Tem, and Board of Trustees
FROM: Patrick Davidson, Town Administrator
Michael DeVol, Director of Public Works
DATED: January 9, 2024
SUBJECT: Purchase of Equipment for Use by Public Works

BACKGROUND

During the budget process in the Fall of 2022, staff noted the need to acquire certain equipment in the calendar year 2023. One concern was that mechanical sound equipment could be acquired on the used equipment market, but since those sales were often done by auction, prior authorization would need to be made in order to bid and possibly purchase equipment. In 2023, the Board pre-authorized the Director of Public Works to purchase a front-end loader with constraining language as to the total purchase price. This process worked well and allowed for a piece of quality equipment to be acquired timely and at a cost savings. Staff is requesting the same authority to be granted for the purchase of a streetsweeper, hydro-vac trailer, and up to two (2) enclosed trailers as otherwise authorized and appropriated in the 2024 Budget.¹

STAFF RECOMMENDATION

Staff recommends the Resolution for approval so that good, mechanically sound, equipment may be purchased in 2024, through auction, direct purchase, or other means, to maximize the value of equipment being purchased, and to increase the transaction time so as to not miss out on specific opportunities.

BUDGET CONSIDERATIONS

The equipment identified in the budget has been authorized through the 2024 Budget and Appropriation and is for the benefit of the General Fund operations.

ATTACHMENTS

Resolution 24R04

¹ The Board may recall that the acquisition of a street sweeper and a hydro-vac trailer were authorized in the 2023 budget. Staff was unable to find quality used equipment last year, and therefore asked that these items be carried forward into the 2024 budget.

RESOLUTION 24R04

A RESOLUTION AUTHORIZING THE DIRECTOR OF PUBLIC WORKS, OR HIS DESIGNEE, TO EXPEND FUNDS FOR PURPOSES OF THE ACQUISITION OF EQUIPMENT FOR THE USE IN TOWN OPERATIONS.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

Section 1. By and through the Town of Elizabeth's 2024 Budget Process, the Board of Trustees specifically budgeted funds for the acquisition of a hydro-vac trailer, a street sweeper, and up to two (2) enclosed trailers for storage and transportation of event equipment.

Section 2. As a means of balancing the needs of the Town with the use of taxpayer funds, there may be opportunities to acquire used equipment, in good working condition, that will meet the needs of the Town of Elizabeth for years into the future.

Section 3. As used equipment is often sold at auction or by private sale, there may be insufficient time available in which to locate equipment, obtain Board consent for the purchase of the equipment, and complete the transaction.

Section 4. As a means of being able to compete in auctions and to complete specific transactions for the purchase of equipment in a timely manner, this Resolution allows for specific authority to acquire specific equipment.

Section 5. The Director of Public Works, or his designee, is specifically authorized to expend the following funds, in the following amounts, without further action of the Board of Trustees, but subject to the authorization of the Town Administrator:

- a. The purchase of a new or used hydro-vac trailer, or its equivalent, in an amount not to exceed forty-five thousand dollars (\$45,000.00);
- b. The purchase of a used street sweeper, or its equivalent, in an amount not to exceed three hundred thousand dollars (\$300,000.00);
- c. The purchase of up to two (2) enclosed new or used enclosed trailers for use to store and transport equipment for Town events, in an amount not to exceed fifteen thousand dollars (\$15,000.00).

Section 6. An accounting and notice shall be provided to the Board of Trustees at the first regularly scheduled meeting of the Board after the purchase and acquisition of equipment.

Section 7. This Resolution shall be in full force and effect for a period of one hundred eighty (180) days after its adoption, or the expenditure of budgeted funds, whichever occurs first.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

1. The Director of Public Works, or his designee, with consent of the Town Administrator, is authorized to purchase the following pieces of equipment in the amounts otherwise set forth below:

- a. The purchase of a new or used hydro-vac trailer, or its equivalent, in an amount not to exceed forty-five thousand dollars (\$45,000.00);
- b. The purchase of a used street sweeper, or its equivalent, in an amount not to exceed three hundred thousand dollars (\$300,000.00);
- c. The purchase of up to two (2) enclosed new or used enclosed trailers for use to store and transport equipment for Town events, in an amount not to exceed fifteen thousand dollars (\$15,000.00).

2. An accounting and notice shall be provided to the Board of Trustees at the first regularly scheduled meeting of the Board after the purchase and acquisition of equipment.

3. This Resolution shall be in full force and effect for a period of one hundred eighty (180) days after its adoption, or the expenditure of budgeted funds, whichever occurs first.

PASSED, APPROVED, and ADOPTED this 9th day of January 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST:

Michelle M. Oeser, Town Clerk



TO: Honorable Mayor and Board of Trustees
FROM: Michelle M. Oeser, Town Clerk
DATE: January 9, 2024
SUBJECT: Resolutions approving the proposed IGA between the Town and the Elbert County Clerk and Recorder Regarding

SUMMARY –

The proposed IGA between the Town of Elizabeth and the Elbert County Clerk and Recorder. This type of IGA agreement has been put into place in past years to help provide a polling place for County Elections. Regarding Conduct and Administration of the Voter Service and Polling Center (VSPC) is proposed for the March 5, 2024, Presidential Primary Election and June 25, 2024, Primary Election.

The Town Clerk, Deputy Clerk, and Assistant Town Clerk will be sworn in as temporary Deputy County Elections Clerks. Swearing the Town Clerks in covers all bases as to who has the authority to handle the ballots.

The Elbert County Clerk and Recorder’s Office need to have the ability to utilize the Board room on March 5, and June 25, 2024. Staff can lock doors preventing access to non-public areas of the Town Hall. The agreement approves the use of Town Hall in an emergency if something were to happen preventing the County from using their location for election business.

In the future the Board will be presented with another IGA agreement like the ones you are considering action on. A future agreement will be for November 5, 2024, regular elections.

Town Attorney Corey Hoffmann has approved the agreements as written.

STAFF RECOMENDATIONS-

Staff recommends approval of Resolution 24R05, a Resolution approving the Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder for the dates of March 5th and Resolution 24R06, a Resolution approving the Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder for June 25th of 2024.

ATTACHMENT(S)

- Resolution 24R05
- Intergovernmental Agreement
- Resolution 24R06
- Intergovernmental Agreement

RESOLUTION 24R05

A RESOLUTION APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN AND THE ELBERT COUNTY CLERK AND RECORDER

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

Section 1. The Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder regarding an alternate Voter Service and Polling Center (VSPC) Site For the March 5, 2024, Presidential Primary Election attached hereto as **Exhibit A** is hereby approved by the Board of Trustees of the Town of Elizabeth, and the Mayor is authorized to execute same on behalf of the Town.

Section 2. The Town hereby designates Town Clerk Michelle M. Oeser as the Designated Election Official (DEO) of the Town.

PASSED, APPROVED, and ADOPTED this ____ day of _____, 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST

Michelle M. Oeser, Town Clerk

**INTERGOVERNMENTAL AGREEMENT BETWEEN
THE ELBERT COUNTY CLERK AND RECORDER
AND
THE TOWN OF ELIZABETH**

**Regarding an alternate
Voter Service and Polling Center (VSPC) Site
For the March 5, 2024 Presidential Primary Election**

This Intergovernmental Agreement (hereinafter the "Agreement") is made this ___ day of _____, 2024, between the Elbert County Clerk and Recorder (hereinafter "County") and the Town of Elizabeth (hereinafter "Town"), located in Elizabeth, Colorado (each a "Party" and collectively the "Parties").

WHEREAS, the County desires to use the Town's board room located at 151 South Banner Street, Elizabeth, Colorado as an alternate voter service and polling center (VSPC) site for the March 5, 2024, Elbert County Presidential Primary Election should the County's Voter Service and Polling Center (VSPC) site located at 440 Comanche Street, Kiowa, Colorado become unusable.

WHEREAS, the County desires to allow voting to continue with as little interruption as possible in the event of a natural or human-made disaster.

WHEREAS, the Town agrees to permit the County to use the board room located at 151 South Banner Street, Elizabeth, Colorado, if needed to conduct the March 5, 2024, Elbert County Presidential Primary Election;

WHEREAS, the permission to set up a Voter Service and Polling Center at the Town will be made within two hours of the County notifying the Town either by phone or electronically from February 26, 2024, to March 5, 2024.

WHEREAS, the parties understand and agree that the duties, obligations and provisions contemplated in this IGA are subject to the provisions of the Uniform Election Code of 1992.

NOW, THEREFORE, it is agreed that:

1. Duties of the Town

- a. The Town will designate two points of contact (primary and backup) to assist the County with carrying out the duties of this agreement.
- b. The Town shall keep the Town of Elizabeth open to the general public for the delivery of mail ballots and voting by electors on any of the following dates if needed:

Monday through Friday (February 26 – March 5) 8:00 AM to 5:00 PM

Saturday (March 2) 8:00 AM to 12:00 PM

Tuesday March 5 - Election Day 7:00 AM to 7:00 PM or until polls close, in the event of a court order to extend polling hours.

- c. The Town will supply the County with a lockable room to store voting equipment if delivered outside of hours of operation. The locked room must be accessible to the County one hour prior to polls opening to set up the Voter Service and Polling Center.
- d. The Town will ensure outdoor lighting is turned on in the event County staff or temporary elections workers arrive during a time the lighting is not normally operational.
- e. The Town shall ensure the Property complies with all requirements of the American with Disabilities Act, including but not limited to:
 - i. Maintaining a clear and accessible entry path;
 - ii. Removing any object or item which affect accessibility into the Town of Elizabeth;
 - iii. Removing any object or item blocking or preventing the use of accessible parking spaces, etc.
- f. The Town shall notify the County of any additional ballots dropped off after election day.

- i. The Town will coordinate with the County to determine an appropriate time for the County to pick up ballots.

2. **Duties of the County**

- a. Notify the state Elections Division, the media, temporary election workers, and other applicable County departments of a relocation to the alternate Voter Service and Polling Center site.
- b. Post notices at 440 Comanche Street, Kiowa, to inform voters of the location of the new polling place.
- c. Post Voter Service and Polling Center signage at the alternate location.
- d. Post the polling place change on the county website.
- e. Update County telephone system voicemail to provide updated information to voters about a last-minute polling place change.
- f. Transfer all equipment and supplies needed to continue voting as required by law.
- g. The County shall provide the Town with at least three (3) election judges to staff the VSPC.

IN WITNESS WHEREOF, the parties have executed this Intergovernmental Agreement as of the date set forth above.

ELBERT COUNTY CLERK AND RECORDER

By: _____
Rhonda Braun

Date: _____

TOWN OF ELIZABETH

By: _____

Date: _____

Print: _____

RESOLUTION 24R06

A RESOLUTION APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN AND THE ELBERT COUNTY CLERK AND RECORDER

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

Section 1. The Intergovernmental Agreement between the Town and the Elbert County Clerk and Recorder regarding an alternate Voter Service and Polling Center (VSPC) Site For the June 25, 2024, Primary Election attached hereto as **Exhibit A** is hereby approved by the Board of Trustees of the Town of Elizabeth, and the Mayor is authorized to execute same on behalf of the Town.

Section 2. The Town hereby designates Town Clerk Michelle M. Oeser as the Designated Election Official (DEO) of the Town.

PASSED, APPROVED, and ADOPTED this ____ day of _____, 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST

Michelle M. Oeser, Town Clerk

**INTERGOVERNMENTAL AGREEMENT BETWEEN
THE ELBERT COUNTY CLERK AND RECORDER
AND
THE TOWN OF ELIZABETH**

**Regarding an alternate
Voter Service and Polling Center (VSPC) Site
For the June 25, 2024 Primary Election**

This Intergovernmental Agreement (hereinafter the "Agreement") is made this ___ day of _____, 2024, between the Elbert County Clerk and Recorder (hereinafter "County") and the Town of Elizabeth (hereinafter "Town"), located in Elizabeth, Colorado (each a "Party" and collectively the "Parties").

WHEREAS, the County desires to use the Town's board room located at 151 South Banner Street, Elizabeth, Colorado as an alternate voter service and polling center (VSPC) site for the June 25, 2024, Elbert County Primary Election should the County's Voter Service and Polling Center (VSPC) site located at 440 Comanche Street, Kiowa, Colorado become unusable.

WHEREAS, the County desires to allow voting to continue with as little interruption as possible in the event of a natural or human-made disaster.

WHEREAS, the Town agrees to permit the County to use the board room located at 151 South Banner Street, Elizabeth, Colorado, if needed to conduct the June 25, 2024, Elbert County Primary Election;

WHEREAS, the permission to set up a Voter Service and Polling Center at the Town will be made within two hours of the County notifying the Town either by phone or electronically from June 17, 2024, to June 25, 2024.

WHEREAS, the parties understand and agree that the duties, obligations and provisions contemplated in this IGA are subject to the provisions of the Uniform Election Code of 1992.

NOW, THEREFORE, it is agreed that:

1. Duties of the Town

- a. The Town will designate two points of contact (primary and backup) to assist the County with carrying out the duties of this agreement.
- b. The Town shall keep the Town of Elizabeth open to the general public for the delivery of mail ballots and voting by electors on any of the following dates if needed:

Monday through Friday (June 17th – June 21st) 8:00 AM to 5:00 PM

Saturday (June 22) 8:00 AM to 12:00 PM

Tuesday June 25 - Election Day 7:00 AM to 7:00 PM or until polls close, in the event of a court order to extend polling hours.

- c. The Town will supply the County with a lockable room to store voting equipment if delivered outside of hours of operation. The locked room must be accessible to the County one hour prior to polls opening to set up the Voter Service and Polling Center.
- d. The Town will ensure outdoor lighting is turned on in the event County staff or temporary elections workers arrive during a time the lighting is not normally operational.
- e. The Town shall ensure the Property complies with all requirements of the American with Disabilities Act, including but not limited to:
 - i. Maintaining a clear and accessible entry path;
 - ii. Removing any object or item which affect accessibility into the Town of Elizabeth;
 - iii. Removing any object or item blocking or preventing the use of accessible parking spaces, etc.
- f. The Town shall notify the County of any additional ballots dropped off after election day.

- i. The Town will coordinate with the County to determine an appropriate time for the County to pick up ballots.

2. **Duties of the County**

- a. Notify the state Elections Division, the media, temporary election workers, and other applicable County departments of a relocation to the alternate Voter Service and Polling Center site.
- b. Post notices at 440 Comanche Street, Kiowa, to inform voters of the location of the new polling place.
- c. Post Voter Service and Polling Center signage at the alternate location.
- d. Post the polling place change on the county website.
- e. Update County telephone system voicemail to provide updated information to voters about a last-minute polling place change.
- f. Transfer all equipment and supplies needed to continue voting as required by law.
- g. The County shall provide the Town with at least three (3) election judges to staff the VSPC.

IN WITNESS WHEREOF, the parties have executed this Intergovernmental Agreement as of the date set forth above.

ELBERT COUNTY CLERK AND RECORDER

By: _____
Rhonda Braun

Date: _____

TOWN OF ELIZABETH

By: _____

Date: _____

Print: _____



TOWN OF ELIZABETH

HANNAH BRUCE FINANCE OFFICER

TO: Honorable Mayor and Board of Trustees
FROM: Hannah Bruce, Finance Officer
DATE: January 9, 2024
SUBJECT: Resolution 24R07, Amending Set Mill Levies for 2024 Budget Year

SUMMARY

Final Property Valuations were received from the county assessor on the 18th of December 2023 with a slight decrease of total taxable assessed valuation in the amount of \$2,469,818 from \$60,980,385. Due to the decrease, the calculation for Mill Levy's should be levied at **12.642** mills upon each dollar for the Town of Elizabeth for the year 2024.

STAFF RECOMMENDATION

Staff recommends approving Resolution 24R07, Amending Set Mill Levies for the 2024 Budget Year

ATTACHMENTS(S)

- A.) Resolution 24R07, A Resolution Amending Set Mill Levies for the 2024 Budget Year

RESOLUTION 24R07

A RESOLUTION AMENDING SET MILL LEVIES FOR 2024 BUDGET YEAR

AN AMENDED RESOLUTION LEVYING PROPERTY TAXES FOR THE YEAR 2023 TO HELP DEFRAY THE COSTS OF GOVERNMENT FOR THE TOWN OF ELIZABETH, COLORADO, FOR THE 2024 BUDGET YEAR

WHEREAS, the Board of Trustees of the Town of Elizabeth, has adopted the annual budget in accordance with the Local Government Budget Law, on November 28, 2023, and;

WHEREAS, the amount of money necessary to balance the budget for general operating purposes from property tax revenues is \$780,119;

WHEREAS, the estimated 2023 valuation assessment for the Town of Elizabeth approved on November 28, 2022 was in the amount of \$60,980,385;

WHEREAS, the estimated 2024 Mill Levy was calculated at 12.792 mills for all taxable property within the Town of Elizabeth for the year 2024;

WHEREAS, the 2024 Mill Levy should be levied at 12.642 mills for all taxable property within the Town of Elizabeth for the year 2024, and;

WHEREAS, the 2023 valuation for assessment for the Town of Elizabeth as certified by the County Assessor at \$58,510,567;

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO:

Section 1. That for the purpose of meeting all general operating expenses of the Town of Elizabeth during the 2024 budget year, there is hereby levied a tax of **12.642** mills upon each dollar of the total valuation for assessment of all taxable property within the Town of Elizabeth for the year 2024.

Section 2. That the Town Clerk is hereby authorized and directed to either immediately certify to the County Commissioners of Elbert County, Colorado, the mill levies for the Town of Elizabeth as hereinabove determined and set, or be authorized and directed to certify to the County Commissioners of Elbert County, Colorado, the mill levies for the Town of Elizabeth as hereinabove determined and set based upon the final December certification of valuation from the County Assessor.

PASSED, APPROVED, and ADOPTED this 9th day of January 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST:

Michelle M. Oeser, Town Clerk

New Tax Entity? YES NO

Elbert County COUNTY ASSESSOR

Date 12/14/2023

NAME OF TAX ENTITY: TOWN OF ELIZABETH

USE FOR STATUTORY PROPERTY TAX REVENUE LIMIT CALCULATION ("5.5%" LIMIT) ONLY

IN ACCORDANCE WITH 39-5-121(2)(a) and 39-5-128(1), C.R.S., AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES THE TOTAL VALUATION FOR ASSESSMENT FOR THE TAXABLE YEAR 2023:

Table with 11 rows listing valuation items and their amounts, such as 'PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION' and 'CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION'.

† This value reflects personal property exemptions IF enacted by the jurisdiction as authorized by Art. X, Sec. 20(8)(b), Colo. Constitution
* New Construction is defined as: Taxable real property structures and the personal property connected with the structure.
~ Jurisdiction must submit to the Division of Local Government respective Certifications of Impact in order for the values to be treated as growth in the limit calculation; use Forms DLG 52 & 52A.
Ⓢ Jurisdiction must apply to the Division of Local Government before the value can be treated as growth in the limit calculation; use Form DLG 52B.

USE FOR TABOR "LOCAL GROWTH" CALCULATION ONLY

IN ACCORDANCE WITH ART. X, SEC. 20, COLO. CONSTITUTION AND 39-5-121(2)(b), C.R.S., THE Elbert County ASSESSOR CERTIFIES THE TOTAL ACTUAL VALUATION FOR THE TAXABLE YEAR 2023:

Table with 7 rows listing actual valuation items and their amounts, such as 'CURRENT YEAR'S TOTAL ACTUAL VALUE OF ALL REAL PROPERTY' and 'CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS'.

DELETIONS FROM TAXABLE REAL PROPERTY

Table with 3 rows listing deletion items and their amounts, such as 'DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS' and 'DISCONNECTIONS/EXCLUSIONS'.

† This includes the actual value of all taxable real property plus the actual value of religious, private school, and charitable real property.
* Construction is defined as newly constructed taxable real property structures.
Ⓢ Includes production from new mines and increases in production of existing producing mines.

IN ACCORDANCE WITH 39-5-128(1), C.R.S., AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES TO SCHOOL DISTRICTS: TOTAL ACTUAL VALUE OF ALL TAXABLE PROPERTY \$480,578,878

IN ACCORDANCE WITH 39-5-128(1.5), C.R.S., THE ASSESSOR PROVIDES: HB21-1312 ASSESSED VALUE OF EXEMPT BUSINESS PERSONAL PROPERTY (ESTIMATED): ** \$128,254

*** The tax revenue lost due to this exempted value will be reimbursed to the tax entity by the County Treasurer in accordance with 39-3-119.5(3), C.R.S.

NOTE: ALL LEVIES MUST BE CERTIFIED to the COUNTY COMMISSIONERS NO LATER THAN DECEMBER 15.

PROPERTY TAX REVENUE LIMIT CALCULATIONS WORKSHEET

("5.5%" limit in 29-1-301, C.R.S., and the TABOR limits, Art. X, Sec. 20(4)(a) and (7)(c), Colo. Const.)

The following worksheet can be used to calculate the limits on local government property tax revenue. Data can be found on the Certification of Valuation (CV) sent by the county assessor on August 25, unless otherwise noted. The assessor can revise the valuation one time before Dec. 10; if so, you must perform the calculation again using the revised CV data. **(Note for multi-county entities:** If a taxing entity is located in two or more counties, the mill levy for that entity must be the same throughout its boundaries, across all county boundaries (Uniform Taxation, Article X, Section 3, Colo. Const.). This worksheet can be used by multi-county entities when the values of the same type from all counties are added together.)

Version January 2021

Data required for the "5.5%" calculation (assessed valuations certified by assessor):

1. Previous year's net total assessed valuation ¹	\$	36,820,981
2. Previous year's revenue ²	\$	714,473
3. Current year's total net assessed valuation	\$	58,510,567
4. Current year's increases in valuation due to annexations or inclusions, if any		
5. Current year increase in valuation due to new construction, if any	\$	1,276,378
6. Total current year increase in valuation due to <u>other</u> excluded property ³		
7. "Omitted Property Revenue" from current year CV ⁴		
8. "Omitted Property Revenue" from previous year CV ⁵		
9. Current year's "unauthorized excess revenue," if any ⁶		

Data required for the TABOR calculations (actual valuations certified by assessor):

10. Previous year's revenue ⁷	\$	714,473
11. Total actual value of all real property	\$	482,885,422
12. Construction of taxable real property	\$	16,707,375
13. Annexations/Inclusions		
14. Increase in mining production		
15. Previously exempt property		
16. Oil or gas production from new wells		
17. Taxable property omitted (from current year's CV)	\$	184,200
18. Destruction of Property improvements	\$	(288,584)
19. Disconnections/Exclusions		
20. Previously taxable property	\$	696,987

21. Inflation _____
 (The U.S. Bureau of Labor Statistics (<http://www.bls.gov/cpi/home.htm>) will not release this number, the Consumer Price Index (CPI) for the Denver-Boulder Area, until February of next year. Forecasts of this inflation figure are available at <http://dola.colorado.gov/budgets>.)

¹ There will be a difference between **net** assessed valuation and **gross** assessed valuation only if there is a "tax increment financing" entity, such as a Downtown Development Authority or Urban Renewal Authority, within the boundaries of the jurisdiction.

² For the "5.5%" limit only (Part A of this Form), this is the **lesser** of: (a) the total amount of dollars **levied for general operating purposes** on the **net assessed valuation** before deducting any Temporary Tax Credit [if Form DLG 70 was used to certify levies in the previous year, this figure is on Line 1], or (b) last year's "5.5%" revenue limit.

³ Increased production of a producing mine, previously exempt federal property, or new primary oil or gas production from any oil and gas leasehold or land. **NOTE: These values may not be used in this calculation until certified to, or applied for, by filing specific forms with the Division of Local Government** [forms can be found in the *Financial Management Manual*, published by/on the **State Auditor's Office web page** or contact the **Division of Local Government**].

⁴ Taxes paid by properties that had been previously omitted from the tax roll. This is identified on the CV as "taxes collected last year on omitted property as of Aug. 1."

⁵ This figure is available on the CV that you received from the assessor last year.

⁶ This applies only if an "Order" to reduce the property tax revenue was issued to the government in the spring of the current year by the Division of Local Government, pursuant to 29-1-301(6), C.R.S.

⁷ For the TABOR property tax revenue limit only (Part C of this form), use the previous year's TABOR limit or the property tax revenue **levied for general operating purposes**. This is a local option. DLG staff is available to discuss the alternatives.

Steps to calculate the TABOR Limit (refer to numbered lines on page one):¹⁴

B. TABOR “Local Growth” Percentage

B1. Determine net growth valuation:

$$\frac{\$ 16,891,575}{\text{Lines 12+13+14+15+16+17}} - \frac{\$ 408,403}{\text{Lines 18+19+20}} = \frac{\$ 16,483,172}{\text{Net Growth Value}}$$

B2. Determine the (theoretical) valuation of property which was on the tax roll last year:

$$\frac{\$ 482,885,422}{\text{Line 11}} - \frac{\$ 16,483,172}{\text{Line B1}} = \frac{\$ 466,402,250}{\text{Net Growth Value}}$$

B3. Determine the rate of “local growth”:

$$\frac{\$ 16,483,172}{\text{Line B1}} \div \frac{\$ 466,402,250}{\text{Line B2}} = \frac{0.035341}{\text{Local Growth Rate (round to 6 decimal places)}}$$

B4. Calculate the percentage of “local growth”:

$$\frac{0.035341}{\text{Line B3}} \times 100 = \frac{3.534\%}{\text{(round to 3 decimal places)}}$$

C. TABOR Property Tax Revenue Limit

C1. Calculate the growth in property tax revenue allowed:

$$\frac{\$ 714,473}{\text{Line 10}^{15}} \times \frac{3.534\%}{\text{Line B4 + line 21}} = \frac{\$ 25,250}{\text{Increase allowed}}$$

C2. Calculate the TABOR property tax revenue limit:

$$\frac{\$ 714,473}{\text{Line 10}^{15}} + \frac{\$ 25,250}{\text{Line C1}} = \frac{\$ 739,724}{\text{TABOR Property Tax Revenue Limit}}$$

C3. Calculate the mill levy which would generate the TABOR Property Tax Revenue Limit (Line C2):

$$\left[\frac{\$ 739,724}{\text{Line C2}} \div \frac{\$ 58,510,567}{\text{Line 3}} \right] \times 1,000 = \frac{12.642}{\text{Mill Levy (round to 3 decimal places)}}$$

D. Which One To Use? There is general agreement among practitioners that the most restrictive of the two revenue limits (“5.5%” or TABOR) must be respected, disallowing the levying of the greater amount of revenue which would be allowed under the other limit. Therefore, one must decide which of the two limits is more restrictive.

Compare Line A7 (Current Year’s 5.5% Revenue Limit) to Line C2 (TABOR Property Tax Revenue Limit). The lesser of the two is the more restrictive revenue limit.

NOTE: TABOR(4)(a) requires prior voter approval to levy a mill levy above that of the prior year. This is a third limit on property taxes that must be respected, independent of the two revenue limitations calculated above. **If the lesser of the two mill levies in A9 and C3 is more than the levy of the prior year, it is possible that neither of the revenue amounts may be generated, and that revenues must be lowered to comply with this third limit.**

¹⁴This section is offered as a guideline only. The Division is required by law to enforce the “5.5%” limit, but does not have any authority to define or enforce any of the limitations in TABOR.

¹⁵**NOTE: For the TABOR property tax revenue limit only** (Part C of this form), use the previous year’s TABOR limit or the property tax revenue levied for general operating purposes. This is a local option. DLG staff is available to discuss the alternatives.



TOWN OF ELIZABETH

PATRICK G. DAVIDSON, TOWN ADMINISTRATOR

TO: Honorable Mayor, Mayor Pro Tem, and Board of Trustees
FROM: Patrick Davidson, Town Administrator
Michael DeVol, Public Works Director
Zach Higgins, Community Development Director
DATED: January 9, 2024
SUBJECT: Professional Services Agreement – Terracina Design

BACKGROUND

On November 9, 2023, and again on December 11, 2023, information was provided to the Board indicating concerns with the on-going relationship with CORE Engineering since the departure of the Town's local representative. Those concerns involved invoicing, the use of multiple engineers for Town projects, CORE's billing to respond to questions about invoices, and CORE's claim for charges (damages) for charges incurred by CORE without a signed change order.

Recently the Town Staff was provided with the demolition plans associated with the Main Street Streetscape Project. Those plans require a total demolition and rebuild of Main Street at a cost of at least \$1.5M to \$2M *more* than previously discussed with prior CORE representatives. In addition, since the earliest discussions with CORE, the plan has always been to preserve as much of the existing infrastructure as possible, and to "work around" changes in grade, building setbacks and other concerns discussed on numerous occasions. Had the Town intended to have a complete and total demolition of Main Street as part of this project, the extra expenses of finding workable solutions to existing infrastructure would not have been required and would have been at a cost savings to the Town.

Finally, in investigating options for routine engineering services, from sources other than CORE, Staff notes that the rates being charged by CORE are approximately 10% to 30% higher than those charged by CORE's competitors. Consequently, it is in the Town's interest for the preservation of tax funds to seek an alternative professional service provider.

ANALYSIS

Rather than provide a detailed analysis of what options exist for the Town moving forward, it seems best to provide the Board with a punch-list of options and concerns that Staff is working through to reach a conclusion. With this in mind, please consider:

- CORE has been inconsistent and unreliable in its billing and has cost the Town taxpayer dollars.

- CORE's level of service and attention to detail has markedly declined since the loss of some of the staff at CORE Engineering. Town Staff believe that the current assigned engineer lacks engineering experience to complete the services requested without bringing in additional engineers. This is likely what is leading to the billing concerns and plans being reviewed several times by differing engineers.
- CORE's newest manager assigned to the Town has limited experience with CORE and very limited knowledge of Town projects.
- Terracina Design asserts it has sufficient capacity to undertake the engineering requested but does have a smaller staff with 8 engineers and 7 planners. The total staff for the organization is 22, including office personnel.
- Martin Metsker with Terracina Design would be the primary engineer assigned to the Town of Elizabeth. Mr. Metsker had previously provided engineering services to the Town of Elizabeth and was the initial engineer on many of the more recently completed Town projects.
- Terracina Design is willing to start assisting in the Town's engineering needs immediately.

STAFF RECOMMENDATION

Staff has a preference to move away from CORE Engineering to another engineering firm. In this instance, it appears that Terracina Design can perform the services needed by the Town, and that Martin Metsker's prior experience with the Town provides some stability in making such a transition. The proposed transition is not without concerns from Staff as it may result in time delays, conflicts over plans, and other, yet to be determined, difficulties.

BUDGET CONSIDERATIONS

Any change in professional service providers likely causes an initial increase in expenses. Specifically, there is charges associated with bringing the newest provider current with plans and operations within the Town. However, long-term, it is believed that the Town could see substantial costs savings based on lower billing rates and professional experience from Terracina Design.

ATTACHMENTS

Resolution 24R08

Professional Services Agreement Between the Town of Elizabeth and Terracina Design

RESOLUTION 24R08

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE TOWN OF ELIZABETH AND TERRACINA DESIGN TO PROVIDE ENGINEERING SERVICES TO THE TOWN OF ELIZABETH

WHEREAS, the Town of Elizabeth requires engineering services for purposes of meeting the needs of the community; and

WHEREAS, the firm of Terracina Design has the willingness and ability to provide professional services to the Town of Elizabeth; and

WHEREAS, the Town of Elizabeth and the firm of Terracina Design jointly wish to formalize a professional services agreement for the benefit of both entities.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ELIZABETH, COLORADO AS FOLLOWS:

SECTION 1. The Board of Trustees hereby authorizes the Mayor to enter into a Professional Services Agreement with Terracina Design to provide professional services to the Town of Elizabeth.

PASSED, APPROVED, and ADOPTED this 9th day of January 2024, by the Board of Trustees of the Town of Elizabeth, Colorado, on first and final reading, by a vote of _____ for and _____ against.

Nick Snively, Mayor

ATTEST:

Michelle M. Oeser, Town Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT is made and entered into this 3rd day of January 2024, by and between the Town of Elizabeth, State of Colorado (hereinafter referred to as the "Town") and Terracina Design, LLC of 10200 E Girard Ave., A-314, Denver, CO 80231 (hereinafter referred to as "Consultant").

RECITALS:

- A. The Town requires professional services.
- B. Consultant has held itself out to the Town as having the requisite expertise and experience to perform the required work for the Project.

NOW, THEREFORE, it is hereby agreed for the consideration hereinafter set forth, that Consultant shall provide to the Town professional consulting services for the Project.

I. SCOPE OF SERVICES

Consultant shall furnish all labor and materials to perform the work and services required for the complete and prompt execution and performance of all duties, obligations, and responsibilities for the Project which are described or reasonably implied from **Exhibit A** which is attached hereto and incorporated herein by this reference.

II. THE TOWN'S OBLIGATIONS/CONFIDENTIALITY

The Town shall provide Consultant with reports and such other data as may be available to the Town and reasonably required by Consultant to perform hereunder. No project information shall be disclosed by Consultant to third parties without prior written consent of the Town or pursuant to a lawful court order directing such disclosure. All documents provided by the Town to Consultant shall be returned to the Town. Consultant is authorized by the Town to retain copies of such data and materials at Consultant's expense.

III. OWNERSHIP OF WORK PRODUCT

The Town acknowledges that the Consultant's work product is an instrument of professional service. Nevertheless, the products prepared under this Agreement shall become the property of the Town upon completion of the work.

IV. COMPENSATION

- A. In consideration for the completion of the services specified herein by Consultant, the Town shall pay in accordance with the schedule of charges in **Exhibit B**, which is attached hereto and incorporated herein by this reference. Invoices will be itemized and include hourly

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breakdown for all personnel and other charges. The parties may enter into additional agreements as they may deem necessary for purposes of setting maximum fees for specific projects. In such event, the maximum fee specified herein shall include all fees and expenses incurred by Consultant in performing all services hereunder.

B. Consultant may submit monthly or periodic statements requesting payment. Such request shall be based upon the amount and value of the work and services performed by Consultant under this Agreement except as otherwise supplemented or accompanied by such supporting data as may be required by the Town.

1. All invoices, including Consultant's verified payment request, shall be submitted by Consultant to the Town no later than the twenty-fourth (24th) day of each month for payment pursuant to the terms of this Agreement. In the event Consultant fails to submit any invoice on or before the twenty-fourth (24th) day of any given month, Consultant defers its right to payment pursuant to said late invoice until the twenty-fourth (24th) day of the following month.
2. Progress payments may be claimed on a monthly basis for reimbursable costs actually incurred to date as supported by detailed statements, including hourly breakdowns for all personnel and other charges. The amounts of all such monthly payments shall be paid within thirty (30) days after the timely receipt of invoice as provided by this Agreement.

C. The Town has the right to ask for clarification on any Consultant invoice after receipt of the invoice by the Town.

D. In the event payment for services rendered has not been made within forty-five (45) days from the receipt of the invoice for any uncontested billing, interest will accrue at the legal rate of interest. In the event payment has not been made within ninety (90) days from the receipt of the invoice for any uncontested billing, Consultant may, after giving seven (7) days written notice and without penalty or liability of any nature, suspend all work on all authorized services specified herein. In the event payment in full is not received within thirty (30) days of giving the seven (7) days written notice, Consultant may terminate this Agreement. Upon receipt of payment in full for services rendered, Consultant will continue with all authorized services.

E. Final payment shall be made within sixty (60) calendar days after all data and reports (which are suitable for reproduction and distribution by the Town) required by this Agreement have been turned over to and approved by the Town and upon receipt by the Town of Consultant's certification that services required herein by Consultant have been fully completed in accordance with this Agreement and all data and reports for the Project.

V. COMMENCEMENT AND COMPLETION OF WORK

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Within seven (7) days of receipt from the Town of a Notice to Proceed, Consultant shall commence work on all its obligations as set forth in the Scope of Services or that portion of such obligations as is specified in said Notice. Except as may be changed in writing by the Town, the Project shall be complete and Consultant shall furnish the Town the specified deliverables as provided in Exhibit A.

VI. CHANGES IN SCOPE OF SERVICES

A change in the Scope of Services shall constitute any material change or amendment of services or work which is different from or additional to the Scope of Services specified in Section I of this Agreement. No such change, including any additional compensation, shall be effective, or paid unless authorized by written amendment executed by the Town. If Consultant proceeds without such written authorization, then Consultant shall be deemed to have waived any claim for additional compensation, including a claim based on the theory of unjust enrichment, quantum merit or implied contract. Except as expressly provided herein, no agent, employee, or representative of the Town shall have the authority to enter into any changes or modifications, either directly or implied by a course of action, relating to the terms and scope of this Agreement.

VII. PROFESSIONAL RESPONSIBILITY

A. Consultant hereby warrants that it is qualified to assume the responsibilities and render the services described herein and has all requisite corporate authority and professional licenses in good standing, required by law.

B. The work performed by Consultant shall be in accordance with generally accepted professional practices and the level of competency presently maintained by other practicing professional firms in the same or similar type of work in the applicable community.

C. Consultant shall be responsible for the professional quality, technical accuracy, timely completion, and the coordination of all designs, drawings, specifications, reports, and other services furnished by Consultant under this Agreement. Consultant shall, without additional compensation, correct or resolve any errors or deficiencies in his designs, drawings, specifications, reports, and other services, which fall below the standard of professional practice, and reimburse the Town for construction costs caused by errors and omissions which fall below the standard of professional practice.

D. Approval by the Town of drawings, designs, specifications, reports, and incidental work or materials furnished hereunder shall not in any way relieve Consultant of responsibility for technical adequacy of the work. Neither the Town's review, approval or acceptance of, nor payment for, any of the services shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and Consultant shall be and remain liable in accordance with applicable performance of any of the services furnished under this Agreement.

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E. The rights and remedies of the Town provided for under this Agreement are in addition to any other rights and remedies provided by law.

VIII. COMPLIANCE WITH LAW

The work and services to be performed by Consultant hereunder shall be done in compliance with applicable laws, ordinances, rules and regulations.

IX. INDEMNIFICATION

A. INDEMNIFICATION – GENERAL: The Town cannot and by this Agreement does not agree to indemnify, hold harmless, exonerate or assume the defense of the Consultant or any other person or entity whatsoever, for any purpose whatsoever. Provided that the claims, demands, suits, actions or proceedings of any kind are not the result of professional negligence, the Consultant, to the fullest extent permitted by law, shall defend, indemnify and hold harmless the Town, its Board members, officials, officers, directors, agents and employees from any and all claims, demands, suits, actions or proceedings of any kind or nature whatsoever, including worker's compensation claims, in any way resulting from or arising from the services rendered by Consultant, its employees, agents or subconsultants, or others for whom the Consultant is legally liable, under this Agreement; provided, however, that the Consultant need not indemnify or save harmless the Town, its Board members, its officers, agents and employees from damages resulting from the negligence of the Board members, officials, officers, directors, agents and employees.

B. INDEMNIFICATION FOR PROFESSIONAL NEGLIGENCE: The Consultant shall, to the fullest extent permitted by law, defend, indemnify and hold harmless the Town, its Board members, and any of its officials, officers, directors, and employees from and against damages, liability, losses, costs and expenses, including reasonable attorneys' fees, but only to the extent caused by or arising out of the negligent acts, errors or omissions of the Consultant, its employees, agents or subconsultants, or others for whom the Consultant is legally liable, in the performance of professional services under this Agreement. The Consultant is not obligated under this subparagraph IX.B. to indemnify the Town for the negligent acts of the Town, its Board members, or any of its officials, officers, directors, agents and employees.

C. INDEMNIFICATION – COSTS: Consultant shall, to the fullest extent permitted by law, defend, investigate, handle, respond to, and provide defense for and defend against, any such liability, claims or demands at the sole expense of Consultant or, at the option of the Town, agrees to pay the Town or reimburse the Town for the defense costs incurred by the Town in connection with any such liability, claims or demands. Consultant shall, to the fullest extent permitted by law, defend and bear all other costs and expenses related thereto, including court costs and attorney fees, whether or not any such liability, claims or demands alleged are groundless, false or fraudulent. If it is determined by the final judgment of a court of any competent jurisdiction that such injury, loss or damage was caused in whole or in part by the

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act, omission or other fault of the Town, its Board members, officials, officers, directors, agents and employees, the Town shall reimburse Consultant for the portion of the judgment attributable to such act, omission or other fault of the Town, its Board members, officials, officers, directors, agents and employees.

D. To the extent this Agreement is subject to C.R.S. § 13-50.5-102(8), Contractor's liability under this provision shall be to the fullest extent of, but shall not exceed, that amount represented by the degree or percentage of negligence or fault attributable to Contractor, any subcontractor of Contractor, or any officer, employee, representative, or agent of Contractor or of any subcontractor of Contractor. If Contractor is providing architectural, engineering, surveying or other design services under this Agreement, the extent of Contractor's obligation to defend, indemnify and hold harmless the Town may be determined only after Contractor's liability or fault has been determined by adjudication, alternative dispute resolution or otherwise resolved by mutual agreement of the Parties, as provided by C.R.S. § 13-50.5-102(8)(c).

X. INSURANCE

A. Consultant agrees to procure and maintain, at its own cost, a policy or policies of insurance sufficient to insure against all liability, claims, demands, and other obligations assumed by Consultant pursuant to paragraph A. above. Such insurance shall be in addition to any other insurance requirements imposed by this Agreement or by law. Consultant shall not be relieved of any liability, claims, demands, or other obligations assumed pursuant to Section IX. Indemnification, above, by reason of its failure to procure or maintain insurance, or by reason of its failure to procure or maintain insurance in sufficient amounts, durations, or types.

B. Consultant shall procure and maintain, and shall cause any subconsultant of Consultant to procure and maintain, the minimum insurance coverages listed below. Such coverages shall be procured and maintained with forms and insurers acceptable to the Town. All coverages shall be continuously maintained to cover all liability, claims, demands, and other obligations assumed by Consultant pursuant to Section IX. Indemnification, above. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage.

1. Workmen's compensation insurance to cover obligations imposed by applicable laws for any employee engaged in the performance of work under this Agreement, and Employer's Liability insurance with minimum limits of five hundred thousand dollars (\$500,000) each accident, one million dollars (\$1,000,000) disease - policy limit, and one million dollars (\$1,000,000) disease - each employee. Evidence of qualified self-insured status may be substituted for the workmen's compensation requirements of this paragraph.
2. Commercial general liability insurance with minimum combined single limits of one million dollars (\$1,000,000) each occurrence and two million dollars (\$2,000,000) general aggregate. The policy shall be applicable to

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all premises and operations. The policy shall include coverage for bodily injury, broad form property damage (including completed operations), personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall contain a severability of interests provision.

3. Professional liability insurance with minimum limits of one million dollars (\$1,000,000) each claim and two million dollars (\$2,000,000) general aggregate.
4. The policy required by paragraph 2. above shall be endorsed to include the Town and the Town's officers, employees, and consultants as additional insureds. Every policy required above shall be primary insurance, and any insurance carried by the Town, its officers, its employees, or its consultants shall be excess and not contributory insurance to that provided by Consultant. No additional insured endorsement to the policy required by paragraph 1. above shall contain any exclusion for bodily injury or property damage arising from completed operations. Consultant shall be solely responsible for any deductible losses under any policy required above.
5. The certificate of insurance provided for the Town shall be completed by Consultant's insurance agent as evidence that policies providing the required coverages, conditions, and minimum limits are in full force and effect, and shall be reviewed and approved by the Town prior to commencement of the Agreement. No other form of certificate shall be used. The certificate shall identify this Agreement and shall provide that the coverages afforded under the policies shall not be cancelled, terminated or materially changed until at least thirty (30) days prior written notice has been given to the Town. The completed certificate of insurance shall be sent to:

Town of Elizabeth
Box 159
151 S. Banner Street
Elizabeth, Colorado 80107

6. Failure on the part of Consultant to procure or maintain policies providing the required coverages, conditions, and minimum limits shall constitute a material breach of agreement upon which the Town may immediately terminate this Agreement, or at its discretion, the Town may procure or renew any such policy or any extended reporting period thereto and may pay any and all premiums in connection therewith, and all monies so paid by the Town shall be repaid by Consultant to the Town upon demand, or the Town may offset the cost of the premiums against any monies due to Consultant from the Town.

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7. The Town reserves the right to request and receive a certified copy of any policy and any endorsement thereto.
8. The parties hereto understand and agree that the Town, its officers, and its employees, are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, Colo. Rev. Stat. §24-10-101 et seq., 10 Colo. Rev. Stat., as from time to time amended, or otherwise available to the Town, its officers, or its employees.

XI. NON-ASSIGNABILITY

Neither this Agreement, nor any of the rights or obligations of the parties hereto, shall be assigned by either party without the written consent of the other.

XII. TERMINATION

This Agreement shall terminate at such time as the work in Section I is completed and the requirements of this Agreement are satisfied, or upon the Town's providing Consultant with seven (7) days advance written notice, whichever occurs first. In the event the Agreement is terminated by the Town's issuance of said written notice of intent to terminate, the Town shall pay Consultant for all work previously authorized and completed prior to the date of termination. If, however, Consultant has substantially or materially breached the standards and terms of this Agreement, the Town shall have any remedy or right of set-off available at law and equity. If the Agreement is terminated for any reason other than cause prior to completion of the Project, any use of documents by the Town thereafter shall be at the Town's sole risk, unless otherwise consented to by Consultant.

XIII. CONFLICT OF INTEREST

The Consultant shall disclose any personal or private interest related to property or business within the Town. Upon disclosure of any such personal or private interest, the Town shall determine if the interest constitutes a conflict of interest. If the Town determines that a conflict of interest exists, the Town may treat such conflict of interest as a default and terminate this Agreement.

XIV. VENUE

This Agreement shall be governed by the laws of the State of Colorado, and any legal action concerning the provisions hereof shall be brought in the County of Elbert, State of Colorado.

XV. INDEPENDENT CONTRACTOR

Consultant is an independent contractor. Notwithstanding any provision appearing in this Agreement, all personnel assigned by Consultant to perform work under the terms of this Agreement shall be, and remain at all times, employees or agents of Consultant for all purposes. Consultant shall make no representation that it is the employee of the Town for any purposes.

XVI. NO WAIVER

Delays in enforcement or the waiver of any one or more defaults or breaches of this Agreement by the Town shall not constitute a waiver of any of the other terms or obligation of this Agreement.

XVII. ENTIRE AGREEMENT

This Agreement and the attached Exhibits A and B is the entire Agreement between Consultant and the Town, superseding all prior oral or written communications. None of the provisions of this Agreement may be amended, modified, or changed, except as specified herein.

XVIII. NOTICE

Any notice or communication between Consultant and the Town which may be required, or which may be given, under the terms of this Agreement shall be in writing, and shall be deemed to have been sufficiently given when directly presented or sent pre-paid, first class United States Mail, addressed as follows:

The Town:	Town of Elizabeth 151 S. Banner Street Box 159 Elizabeth, Colorado 80107
Consultant:	Terracina Design 10200 E. Girard Avenue, A-314 Denver, Colorado 80231

IN WITNESS WHEREOF, the parties hereto each herewith subscribe the same in triplicate.

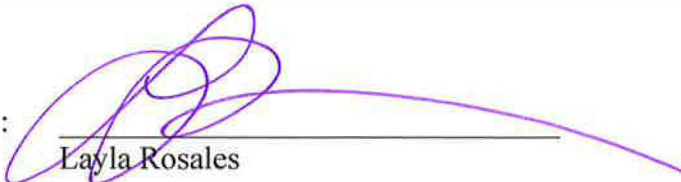
TOWN OF ELIZABETH, COLORADO

By: _____
Nick Snively, Mayor

ATTEST:

Michelle M. Oeser, Town Clerk

CONSULTANT

By: 
Layla Rosales

Principal 1/3/2024
Title Date

ATTEST:



Martin Metsker

Associate Principal 1/3/2024
Title Date

EXHIBIT B



FEE STRUCTURE

Effective January 1, 2024

Principal	\$ 150.00 - \$200.00
Associate Principal	\$ 130.00 - \$180.00

Planning / Landscape Architecture

Senior Associate	\$ 110.00 - \$130.00
Associate	\$ 100.00 - \$110.00
Sr. Landscape Architect/ Sr. Planner	\$ 90.00 - \$100.00
Landscape Architect/ Planner	\$ 80.00 - \$ 90.00
Graphic Designer/ 3D Modeling	\$ 75.00 - \$ 85.00

Engineering

Senior Project Manager	\$ 145.00 - \$160.00
Project Manager	\$ 135.00 - \$145.00
Sr. Project Engineer	\$ 120.00 - \$135.00
Project Engineer	\$ 90.00 - \$120.00

Reimbursable Expenses

Mileage	IRS rate
---------	----------

Reimbursable expenses, including sub-consultant charges, postage, shipping, and reproductions will be billed at cost plus 10%.



January 4, 2024

Patrick Davidson
Town of Elizabeth
151 South Banner Street
Elizabeth, Colorado 80107

Exhibit A

Agreement for Professional Services Between the Town of Elizabeth and Terracina Design

The professional services set forth under this agreement is for general Landscape architecture, planning, and civil engineering for which the Town of Elizabeth may seek professional services. This shall be considered a general agreement for the providing of services. For specific projects, the parties may enter a separate, specific agreement, detailing with some specificity, the project for which services are being sought, and setting a maximum dollar rate for the services to be provided, subject to any change orders agreed to, by the parties, in writing.

Respectfully,

Terracina Design, LLC

APPROVED

Layla Rosales, PLA
Principal

Signature Date

terraccina design

Landscape Architecture • Planning • Civil Engineering
10200 E. Girard Avenue, A-314. Denver, CO 80231 ph: 303.632.8867



FEE STRUCTURE

Effective January 1, 2024

Principal	\$ 150.00 - \$200.00
Associate Principal	\$ 130.00 - \$180.00

Planning / Landscape Architecture

Senior Associate	\$ 110.00 - \$130.00
Associate	\$ 100.00 - \$110.00
Sr. Landscape Architect/ Sr. Planner	\$ 90.00 - \$100.00
Landscape Architect/ Planner	\$ 80.00 - \$ 90.00
Graphic Designer/ 3D Modeling	\$ 75.00 - \$ 85.00

Engineering

Senior Project Manager	\$ 145.00 - \$160.00
Project Manager	\$ 135.00 - \$145.00
Sr. Project Engineer	\$ 120.00 - \$135.00
Project Engineer	\$ 90.00 - \$120.00

Reimbursable Expenses

Mileage	IRS rate
---------	----------

Reimbursable expenses, including sub-consultant charges, postage, shipping, and reproductions will be billed at cost plus 10%.

terraccina design

Landscape Architecture • Planning • Civil Engineering
10200 E. Girard Avenue, A-314. Denver, CO 80231 ph: 303.632.8867



THE HARTFORD
BUSINESS SERVICE CENTER
3600 WISEMAN BLVD
SAN ANTONIO TX 78251

January 3, 2024

Town of Elizabeth
151 S BANNER ST
ELIZABETH CO 80107

Account Information:

Policy Holder Details :	TERRACINA DESIGN, LLC.
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Contact Us

Need Help?

Chat online or call us at
(866) 467-8730.

We're here Monday - Friday.

Enclosed please find a Certificate Of Insurance for the above referenced Policyholder. Please contact us if you have any questions or concerns.

Sincerely,

Your Hartford Service Team



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
01/03/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USAA INSURANCE AGENCY INC/PHS 65812846 The Hartford Business Service Center 3600 Wiseman Blvd San Antonio, TX 78251	CONTACT NAME: PHONE (A/C, No, Ext): (888) 242-1430		FAX (A/C, No):	
	E-MAIL ADDRESS:			
INSURED TERRACINA DESIGN, LLC. 10200 E GIRARD AVE STE A314 DENVER CO 80231-5599	INSURER A: Sentinel Insurance Company Ltd.		11000	
	INSURER B: Twin City Fire Insurance Company		29459	
	INSURER C:			
	INSURER D:			
	INSURER E:			
	INSURER F:			

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/Y YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> General Liability	X		65 SBA TI7595	04/24/2023	04/24/2024	EACH OCCURRENCE	\$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000
							PERSONAL & ADV INJURY	\$10,000
							GENERAL AGGREGATE	\$2,000,000
							PRODUCTS - COMP/OP AGG	\$2,000,000
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS			65 SBA TI7595	04/24/2023	04/24/2024	COMBINED SINGLE LIMIT (Ea accident)	\$1,000,000
							BODILY INJURY (Per person)	
							BODILY INJURY (Per accident)	
							PROPERTY DAMAGE (Per accident)	
	UMBRELLA LIAB EXCESS LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE	
							AGGREGATE	
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		65 WEC AI2608	06/10/2023	06/10/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$1,000,000
							E.L. DISEASE -EA EMPLOYEE	\$1,000,000
							E.L. DISEASE - POLICY LIMIT	\$1,000,000
A	DATA BREACH - DEFENSE & LIAB COVG			65 SBA TI7595	04/24/2023	04/24/2024	Limit	\$100,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Those usual to the Insured's Operations. Certificate holder is an additional insured per the Business Liability Coverage Form SS0008 attached to this policy.

CERTIFICATE HOLDER**CANCELLATION**

Town of Elizabeth 151 S BANNER ST ELIZABETH CO 80107	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Susan L. Castaneda</i>
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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

01/04/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USAA Insurance Agency, Inc. 9800 Fredericksburg Rd. San Antonio TX 78288		CONTACT NAME: USAA Insurance Agency PHONE (A/C No. Ext): 1-800-292-8135 E-MAIL ADDRESS: GA_COML@usaa.com FAX (A/C, No):	
INSURED Terracina Design LLC 10200 E Girard Ave Ste A314 Denver CO 80231		INSURER(S) AFFORDING COVERAGE INSURER A: Sentinel Insurance Company INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	
		NAIC # 11000	

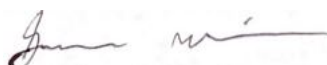
COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$	
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$	
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$	
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> N/A				<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$	
A	Professional Liability			LAH591857036	05/15/2023	05/15/2024	Each Claim \$ 2,000,000 Aggregate \$ 3,000,000	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

Town of Elizabeth Box 159 151 S. Banner Street Elizabeth CO 80107	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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HOME TOWN HOE DOWN HOME SHOW

PARADIGM SHOWS PRESENTS

MESSER ARENA HOME SHOW

January 26-28th 2024
Friday 12 pm - 8 pm
Saturday 10 am - 6 pm
Sunday 11 am - 4 pm

COMMUNITY PARTNERS

- Elizabeth Brewing Company
- Catalina's Diner
- Chamber of Commerce
- Local bands

BROUGHT TO YOU BY

Lifetime Bath & Shower





January 9, 2024

Management Team Updates

Community Development – Zach Higgins

- Report Attached

Town Clerk – Michelle Oeser

- Administration Staff took the “holiday quiet” time to catch up and get organized. This slower period is helpful to us in catching our breath and get ready for the New Year.
- Staff are working on options and finding solutions to the new digital accessibility regulations that are to take effect on July 1, 2024.
- Shaye and her friends did a great job choosing this year’s Town Lighting Contest winners.
- Wreaths across America are providing a match donation for each wreath sponsored by January 11, 2024. In 2023 the Board donated 18 wreaths. Per Gayles’ email message *-Starting on National Wreaths Across America Day, Saturday, Dec. 16, 2023, and running through Tuesday, Jan. 16, 2024 - all wreaths sponsored through a registered WAA Sponsorship Group will be matched by HQ for placement on next year’s National Wreaths Across America Day - Saturday, Dec. 14, 2024! That means when you sponsor one wreath, the cemetery gets two!* Would the Board like to sponsor wreaths and if so, would you like to do that before January 16th. Staff are requesting direction from the Board on if you would like to sponsor wreaths and if you would like to how many wreaths you would like to sponsor for 2024.
- This year the Board generously contributed or sponsored the following:
 - ✓ Elizabeth Education Foundation (STARS program) \$500.00
 - ✓ Karlie Pronske – Student Liaison Scholarship - \$250.00
 - ✓ Elizabeth Stampede Foundation - \$600.00
 - ✓ Wreathes Across America - \$309.00
 - ✓ Elizabeth Alternative High School Community Thanksgiving Feast - \$675.00
 - ✓ Senior Basket Project - \$665.00

Police – Chief Engel

- 📎 Report Attached

Public Works and Utilities – Mike DeVol

- 📎 Report Attached



2024 Calendar (meeting and event dates are subject to change)

January 1 – **New Years Day Holiday**

January 2 – **Planning Commission**

January 8 - **Historic Advisory Board / Main Street Board of Directors**

January 9 – **Board of Trustees**

January 11 - **Court**

January 15 – **MLK Day Holiday - Closed**

January 16 – **Planning Commission**

January 23 – **Board of Trustees**

- Joint workshop with HAB – 5:00 pm
- Corey training – 6:00 pm

January 26 -28- **Messer Arena**

February 1 – **Court**

February 2 – **Court / Trials**

February 5 – **Historic Advisory Board**

February 6 – **Planning Commission**

February 10 – **Board workshop –**

- Community Vision and Planning – 9 am to 12 pm

February 12 – **Main Street Board of Directors**

February 13 – **County Anniversary - Elbert County Old Court House / Administrative Building - TBD**

February 13 – **Board of Trustees**

February 19 - **Presidents Day Holiday - Closed**

February – 20 – **Planning Commission**



February 27- Board of Trustees

- Joint workshop with the Main Street Board of Directors – 6:00 pm

March 4 – Historic Advisory Board

March 5 – Planning Commission

March 7 – Court

March 11 – Main Street Board of Directors

March 12- Board of Trustees

March 19 – Planning Commission

March 20 –

- Staff wide meeting – 3:00 pm to 4:00 pm

March 26 – Board of Trustees

- Tentative workshop

April 1 – Historic Advisory Board

April 2 – Planning Commission

April 4 – Court

April 5 - Court / Trials

April 8 – Main Street Board of Directors

April 9- Board of Trustees

April 16 – Planning Commission

April 23 – Board of Trustees

- Joint workshop with Historic Advisory Board 6:00 pm – 6:30 pm
- Joint workshop with Main Street Board of Directors 6:30 pm – 7:00 pm

May 2 – Court



May 6 – Historic Advisory Board

May 7 – Planning Commission

May 13 – Main Street Advisory Board

May 14 - Board of Trustees

May 18 –

- **Town Clean Up Day**

May 21 -Planning Commission

May 27 – Memorial Day Holiday - Closed

May 28 – Board of Trustees

- Tentative workshop

June 3 – Historic Advisory Board

June 4 – Planning Commission

June 6 – Court

June 7 – Court / Trials

June 8 –

- **Elizabash**

June 10- Main Street Board of Directors

June 11 – Board of Trustees

June 14 –

- **Friday Night Market Kick off of Summer**

June 18 – Planning Commission

June 25 – Board of Trustees

- Tentative workshop

June 21 –



TOWN OF ELIZABETH

- **Friday Night Market**

June 27 –

- **Tentative Senior Expo**

June 28 –

- **Friday Night Market**

July 1 – **Historic Advisory Board**

July – **Budget worksheets to Department Heads**

July 2 – **Planning Commission**

July 4 – **July 4th Holiday - Closed**

July 5 –

- **Friday Night Market / American RW&B**

July 8 – **Main Street Board of Directors**

July 9- **Board of Trustees**

July 11 - **Court**

July 12-

- **Friday Night Market**

July 16- **Planning Commission**

July 17 – **Tentative Staff BBQ**

July 19-

- **Friday Night Market**

July 20- **Elizabeth Chamber Christmas in July**

July 23 – **Board of Trustees**

- Joint workshop with Historic Advisory Board 6:00 pm – 6:30 pm
- Joint workshop with Main Street Board of Directors 6:30 pm – 7:00 pm

July 26 –



TOWN OF ELIZABETH

- **Friday Night Market / Party with the Preble**

August 2 –

- **Friday Night Market**

August 5 – **Historic Advisory Board**

August 6 – **Planning Commission**

August 9-

- **Friday Night Market**

August 12 – **Main Street Board of Directors**

August 13 – **Board of Trustees**

August 16 –

- **Last - Friday Night Market / Beer with the Deer**

August 20 – **Planning Commission**

August 27 – **Board of Trustees –**

- **Tentative workshop**

September 2- **Labor Day Holiday - Closed**

September 5 - **Court**

September 7 –

- **5K**
- **Elizabeth Chamber Elizapalooza - conflict**

September 9 –

- **Main Street Board of Directors**
- **Historic Advisory Board Meeting**

September 10 –**Board of Trustees**

- **Budget workshop with Board and Department Heads – 9:00 am to 12:00 pm**

September 14 –

- **Protectors of Elizabeth / Chili Cookoff**



September 17 – Planning Commission

September 21-

- **Elbert County 150th Birthday Celebration**
- **Birthday Bash Movie Night 7:00 pm ?**

September 24 – Board of Trustees

- Advisory Boards funding requests – 6:00 pm – 7:00 pm

September 28 –

- **Elizabeth Walk and Talk**
- **Elizabeth Chamber Elizafest**

October 1 – Planning Commission

October 3 – Court

October 4 – Court / Trials

October 5 –

- Budget workshop – 9:00 am – 12:00 pm

October 7 – Historic Advisory Board

October 8– Board of Trustees

- Budget workshop – 6:00 pm – 7:00 pm

October 14 – Main Street Board of Directors

October 15 – Planning Commission

October 15 –

- Draft budget due to Board and available online

October 22 – Board of Trustees

- Tentative workshop

October 26 –

- **Harvest Festival**

November 2 –

- **Jim Jones / Trains**



TOWN OF ELIZABETH

November 4 – Historic Advisory Board and Main Street Board of Directors

November 5 -

- **Elections**

November 7 – Court

November 9 –

- **Elizabeth Chamber Veterans Parade**

November 11 – Veterans Day Holiday - Closed

November 12 – Board of Trustees

November 19 – Planning Commission

November 26 – Board of Trustees

- Tentative workshop

November 28-29 –Thanksgiving Holiday - Closed

December 2 – Historic Advisory Board

December 3 – Planning Commission

December 5- Court

December 7 -

- **Mayor's Tree Lighting**

December 9 – Main Street Board of Directors

December 10 – Board of Trustees

- Amend Budget if necessary - Mills

December 13-

- **Tentative Staff Christmas Party**

December 16-

- **Tentative Boards and Commission Holiday Gathering**

December 17 – Planning Commission



TOWN OF ELIZABETH

December 24 Cancel

December 24th and 25th - Christmas Holiday - Closed

January 1 – New Year’s Day Holiday - Closed

Legend

Black – Board of Trustees

Purple – Town Holiday’s

Pink – Town Events

Green – Staff Meetings / Events

Orange – Events in Town

Olive – Planning Commission

Light Blue – Historic Advisory Board

Aqua – Main Street Board of Directors

Red - Court / Trials

DRAFT

Dear Mayor Snively & Board of
Trustee's,

Thank you so much for your thoughtful
gift. It's such a pleasure serving
you and our community. Thank you
for your generosity, it is truly
appreciated.

With Kind Regards,
Patty Ann Korbnot



Olde Town Circulation Study

December 2023



5690 DTC Boulevard, Suite 330W
Greenwood Village, CO 80111
phone:303-221-2330 • fax: 303-221-2331
www.stolfusandassociates.com

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Executive Summary

As Olde Town and the surrounding area continues to (re)develop, it is increasingly important that the Town of Elizabeth consider how changes in land use influence vehicle and pedestrian circulation in the area. The purpose of the Town of Elizabeth Olde Town Circulation Study is to assess the effect that planned development will have on area traffic volumes and circulation patterns, and what modifications to the existing transportation network may be required to integrate this development into the community with minimal disruption. The Circulation Study also considers how access to Kiowa Ave (CO-86) may change over time, and whether converting a portion of Main St from two-way to one-way traffic flow would benefit overall circulation.

The Olde Town Circulation Study focuses on the area bounded by Main St on the east, CO-86 (Kiowa Ave) on the north, Maple St on the south, and Elbert St on the west. This area includes several potential (re)development and parking areas, including the former Frontier High School, Main Street Station, the Carriage Shops, Gesin's, Elizabeth 44, and other planned and potential developments.

The study outlines a plan for the Olde Town area that considers how development and parking influences the future of the area. Specific objectives included evaluating one-way versus two-way Main Street, where it makes the most sense to locate a future traffic signal to serve the area and identifying the pros and cons for parallel and angle parking configurations along Main Street. The results of the study are intended to help guide the town as changes occur within Olde Town.

The study resulted in the following recommendations:

- Retain two-way traffic flow along the length of Main Street.
- Install a traffic signal at the intersection of Kiowa Ave & Banner St when volumes warrant.
- Provide a combination of parallel and angled parking along Main Street, as well as planned parking areas on cross streets, and a proposed surface parking lot located northeast of the Main Street and Spruce Street intersection.
- When Frontier High School site redevelops, provide sufficient parking within a two-minute walk to accommodate their expected demand.

Traffic (and Circulation) Analysis

Main Street One-Way Conversion

The possibility of converting Main Street to a southbound one-way has been an on-again, off-again topic for many years. Some of the reasons cited by persons in support of a one-way include that it would make it easier to park in front of businesses along the east side of Main Street, it would eliminate the frequent U-turns occurring along the street and reduce congestion at the Main Street / CO-86 intersection. Others are opposed to a one-way because of concerns regarding the impact that the additional traffic may have on neighboring streets or are simply of the opinion that the existing situation is fine as-is.

The Main Street One-Way Conversion evaluation considered the following alternatives:

- One-way (southbound) CO-86 to Spruce St,
- One-way (southbound) CO-86 to Elm St,
- Do nothing (two-way Main St)

Converting Main Street to a southbound one-way will change traffic patterns in Olde Town. Generally, traffic leaving the most densely developed portion of Main St (the first two blocks) is expected to travel west along Broadway or Elm to Banner and take Banner to CO-86. Based on recent traffic counts, there were 17 northbound vehicles in the AM Peak Hour and 34 northbound vehicles during the PM Peak Hour that would re-route to Broadway, Elm, and Banner. These streets currently experience 10 or fewer trips during peak hours. The additional traffic will result in a minor increase in delay (approx. 3 seconds per vehicle) at the Banner / CO-86 intersection during the PM Peak Hour. Redevelopment of the former Gesin's property, when it occurs, will increase traffic demands on Main, Broadway, and Banner regardless of whether Main St is converted to a one-way street.

As development occurs further south along Main Street, such as at the Carriage Shops or Main Street Station, Spruce St, Poplar St and Chestnut St will experience additional traffic with a one-way Main Street. If the one-way extends just the first two blocks of Main St, Elm St would likely see a larger increase, as traffic leaving the area heads north on Main (avoiding the all-way stops along Banner) to the start of the one-way section before turning west along Elm and north on Banner. Ultimately, if Main St is converted to one-way traffic, signalization of the Banner St / CO-86 intersection or the Elbert St / CO-86 intersection will be necessary in the future to accommodate the increase in traffic resulting from planned developments.

Broadway, Banner, Spruce, Poplar, and Chestnut are all Local streets in the Town's Transportation Plan. Main, Elm and Elbert are all Collector streets. Converting Main St to a one-way will result in some traffic diverting from Collector to Local streets.

Although only one travel lane is required for traffic in a one-way configuration, the possibility of stalled vehicles, wide loads, or emergency vehicles requires that if only one lane is provided that

it be wider than a normal lane. Typical travel lanes are 12-ft wide; however, a single lane street should be at least 16-ft wide. The additional width could be striped as a bicycle lane or shoulder as appropriate. A two-lane roadway (20-ft minimum width) would better allow traffic to keep moving during parking maneuvers and is more in keeping with Main Street’s Collector status.

Table 1 provides a summary of the pros and cons of the Main Street circulation alternatives gathered through analysis as well as public feedback:

Table 1: Pros and Cons of Main Street Circulation Alternatives

One-way CO-86 To Spruce	One-way CO-86 To Elm	Do Nothing
<p>Pros:</p> <ul style="list-style-type: none"> ✓ Reduces congestion at Main / CO-86 ✓ Convenient access to parking either side of Main St ✓ Narrower Main St is possible (16-ft) 	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Reduces congestion at Main / CO-86 ✓ Convenient access to parking either side of Main St ✓ Encourages use of Elm (A Collector) ✓ Narrower Main St is possible (16-ft) 	<p>Pros:</p> <ul style="list-style-type: none"> ✓ Little opportunity for confusion ✓ More flexible in cases of emergency ✓ Keeps traffic on Main St (a Collector) ✓ Popular with those that completed the survey
<p>Cons:</p> <ul style="list-style-type: none"> × Increases congestion at Banner / CO-86 × Increases traffic on Broadway, Spruce and Banner × Wrong-way entry is possible × Increases reliance on CO-86 to access Main St × Unpopular with those that completed the survey 	<p>Cons:</p> <ul style="list-style-type: none"> × Increases congestion at Banner / CO-86 × Increases traffic on Broadway and Banner × Wrong-way entry is possible × Increases reliance on CO-86 to access Main St × Unpopular with those that completed the survey 	<p>Cons:</p> <ul style="list-style-type: none"> × Parking circulation may be more difficult × Congestion at Main / CO-86 × Wider Main St is required (20-ft) × U-turns may continue

The study also included several opportunities for members of the community to provide feedback on the one-way concept for Main St. The project web site (<https://arcg.is/n44qT>) included an online survey, paper copies of the survey were also distributed at the public meeting held on January 19, 2023, and a handful of comment cards or emails were also received. Approximately 40 people provided feedback on the Main St One-Way Conversion.

The following themes were extracted from the survey results and comments:

- Seventy-five percent (75%) of the people responding to the survey are highly familiar with Main Street, typically visiting the area at least once per week.
- People responding to the survey were four to five times more likely to be opposed to a one-way Main St than to be in favor. Sixty-five percent (65%) of persons responding to the survey reported being opposed while twelve percent (13%) were in favor. Just under 20% of those responding to the survey were neutral.

In summary, ***it is recommended that Main St be allowed to remain two-way*** for the following reasons:

1. To minimize the amount of traffic using local streets to circulate within Olde Town.
2. To avoid confusion, the potential for wrong-way traffic, and to minimize out-of-direction travel, particularly for those unfamiliar with the area.
3. To maintain freedom of movement and flexibility in the event of an emergency
4. To enable traffic within Olde Town to continue to access Main Street without using CO-86

[Kiowa Ave \(CO-86\) Access](#)

As Olde Town and the surrounding area continues to (re)develop, it is increasingly important that the Town of Elizabeth consider how changes in land use influence vehicle and pedestrian circulation in the area. CDOT has jurisdiction over Kiowa Ave (CO-86) which provides primary access to Olde Town. The Town, CDOT, Kiowa, and Elbert County have adopted an Access Control Plan (ACP) for CO-86, which will help preserve corridor mobility over the long term but limits the flexibility of the Town to implement access or signalization improvements unless they comply with the ACP.

Currently, the ACP permits signalized access at either Banner St or Elbert St. The Town's Transportation Plan differs slightly and shows future signalized access at Elbert St or Main St. Several options were therefore evaluated before arriving at a recommendation:

- Right-In, Right-Out only access at Kiowa Ave & Main St
- Three-quarter (left-in, right-in, right-out only) access at Kiowa Ave & Main St
- Traffic signal at Main St
- Traffic signal at Banner St
- Traffic signal at Elbert St

An evaluation matrix was developed to allow the various access options to be compared across a range of criteria, including safety, operations, and impacts. Each criterion was scored either a 1 (unfavorable), 2 (neutral), or 3 (favorable) based upon how well the alternative fared. The results of the evaluation, and criteria scoring criteria are summarized in **Tables 2 and 3**.

Table 2: Evaluation of Kiowa Ave (CO-86) Access Alternatives

Alternative	Safety	Operations	Convenience	Impacts	Multimodal	Feedback	Maintenance	Total
Main RIRO	3	3	1	2	2	1	2	17
Main ¾	3	3	1	2	2	2	2	18
Main Signal	1	3	2	1	3	3	1	15
Banner Signal	1	3	2	1	3	2	1	14
Ellbert Signal	1	3	2	2	3	2	1	15
Weighting Factor	2	1	1	1	1	1	1	

Table 3: Criteria Scoring Summary

Criteria	Scoring
Safety	Is the alternative expected to decrease the frequency or severity of crashes
Operations	Does the alternative result in improved Level-of-Service
Convenience	Does the alternative require out-of-direction travel
Impacts	Are there significant challenges with implementation of this alternative
Multimodal	Does the alternative enhance multimodal opportunities
Feedback	What do the public and staff think of the alternative
Maintenance	The level of effort it takes to keep the intersection functioning

The access configuration for Main Street that scored the highest was the three-quarter access option. This would permit left and right-turns from Kiowa Ave to Main Street, as well as right-turns out from Main Street to Kiowa Ave.

The results of the traffic and circulation analysis determined that signalized access to Kiowa Ave will be required in the future in order to accommodate the expected traffic demands resulting from development within Olde Town. Based on the results of the evaluation, ***it is recommended that Banner St be the location of a future traffic signal serving Olde Town.*** Concerns with the grade of Kiowa Ave at Elbert St, and the distance from the Main St corridor were some of the factors that resulted in Banner St being the recommended location. Improvements to the intersection of Banner St and Kiowa Ave are anticipated to better accommodate a future traffic signal at that location.

Parking Analysis

Main Street Parking Configuration

The Town’s recent streetscape project developed two alternative concepts for Main Street parking, one that included angled parking, the other parallel parking. A 3rd option was subsequently developed that included a combination of angled and parallel parking with an off-street parking lot located at the northwest corner of Main Street and Spruce Street. For the

Olde Town Circulation Study, we reviewed these concepts from a parking needs perspective. Other perspectives, including right-of-way, cost, amenity space, were considered during the streetscape project and not revisited in the current study.

Main Street parking alternatives:

- Angled parking both sides,
- Parallel parking both sides
- A combination of angled (1st block of Main Street only) parking and parallel parking

As summarized in **Table 4**, preliminary estimates of the number of parking spaces for each option, as well as the number of existing spaces were estimated for the Main St corridor:

Table 4: Parking Spaces by Main Street Scenario

Parking Scenario	Approx. Number of On-Street Parking Spaces	Change in Number of On-Street Parking Spaces
Do Nothing	57	-
Parallel	71	+14
Angled	107	+50
Combination*	88	+31

*Includes some additional on-street parking located along Broadway, Elm and Spruce Streets

It is worth noting that the gain in parking spaces (+14) associated with the parallel parking alternative generally occur south of Elm St. North of Elm St the parallel parking scenario results in a loss of two parking spaces when compared to the number of existing spaces.

Table 5 provides a summary of the pros and cons of the parking alternatives (combination alternative has attributes of both):

Table 5: Pros / Cons of Parking Alternatives

Angled Parking	Parallel Parking
Pros: ✓ Maximizes parking ✓ Easier to enter spaces ✓ Parking maneuver takes less time	Pros: ✓ Takes up less room ✓ Easier to exit parking ✓ May have lower crash occurrence
Cons: × May have higher crash occurrence × Harder to exit parking × Takes up more room	Cons: × Door swings into traffic × Parking maneuver takes more time × Minimizes parking × Harder to enter parking

Several studies comparing angled to parallel parking have determined that parallel parking is more desirable if you can provide enough parking spaces to meet the demand with that configuration. Parallel parking requires less street width and typically has a better safety record. Angled parking enables more spaces to be provided, which accommodates a higher level of parking activity which also typically results in a greater number of crashes. Parking-related crashes tend to be minor property damage only crashes (i.e., fender benders).

As discussed in the following section, as Main Street and the Olde Town area continues to (re)develop, the parking demand is expected to exceed the amount of on-street parking that can be provided using parallel parking alone. For this reason, a ***combination of angled and parallel parking is recommended along Main Street, with additional on-street parking along Broadway, Elm and Spruce streets.*** In addition, ***an off-street parking lot northeast of Main Street and Spruce Street*** will provide additional close-in parking for Main Street businesses. Maximizing parking in the area will accommodate the parking demand for existing and future businesses along the corridor while minimizing disruption to neighboring areas.

Parking Demands in Olde Town

As a part of the study, an online survey was conducted that revealed the following:

- Over 80% of respondents reported being able to find a parking space near their Main St destination.
- Nearly 40 percent of respondents were willing to walk 2 minutes (or less) from a parking space to their destination while an additional 38% were willing to walk up to 5 minutes.

Presently, there are approximately 120 on-street parking spaces within a 2-minute walk (360-ft or so) of Main St. This generally includes the area from east of Banner St to and including Main St.

An ordinance was recently adopted that provides a 20% relief to the Municipal Code required number of parking spaces in the Downtown District. However, there are several existing businesses that do not currently meet the required number of off-street parking spaces. These businesses predate the Code, have been grandfathered, and rely on on-street parking to accommodate the balance of their parking needs.

All told, existing businesses along Main St, plus the planned developments at Gesin's, Carriage Shops, and Main St Station require approximately 270 parking spaces. It is estimated that existing and planned developments accommodate approximately 90 of these parking spaces off-street.

The following summarizes the Olde Town parking supply and demand estimates:

Parking supply within 2-minute walk (on-street):	120 spaces
Main St parking supply (off-street):	<u>90 spaces</u>
Total parking supply:	210 spaces
Parking demand:	<u>270 spaces</u>
Current parking deficit:	(60 spaces)
Additional parking spaces (Combination Alternative):	31 spaces
<u>Additional off-street parking (Main St at Spruce St):</u>	<u>63 spaces</u>
Parking surplus:	34 spaces

The analysis reveals that the Combination Alternative including additional side-street parking along Broadway, Elm and Spruce; and an off-street parking lot near Main St and Spruce Street will provide sufficient on-street and off-street parking within a 2-minute walk of Main St to accommodate expected demand..

Not addressed in the parking analysis is the redevelopment of Frontier High School or the Walnut Grove Townhomes. As a 100% residential development, Walnut Groves will be required to provide the necessary parking spaces off-site. With respect to Frontier High School, the parking demand for this development was not included in the analysis as the nature and timing of the development are largely unknown, and the extent to which the development will provide off-street parking is also unknown. It is assumed that all the residential parking demand will be provided off-street, and that any commercial development parking will be accommodated on-site, on an adjacent parcel, or on-street in the immediate vicinity. The Frontier High School site is more than a 2-minute walk from Main St and therefore should not rely on Main St parking supply to address their parking demand. Once the development specifics are known, ***it is***

recommended that sufficient parking to accommodate Frontier High School be provided within a two-minute walk of the development.

Summary

The study outlines a plan for the Olde Town area that considers how development and parking influences the future of the area. Specific objectives included evaluating one-way versus two-way Main Street, where it makes the most sense to locate a future traffic signal to serve the area and identifying the pros and cons for parallel and angle parking configurations along Main Street. The results of the study are intended to help guide the town as changes occur within Olde Town.

The study resulted in the following recommendations:

- Retain two-way traffic flow along the length of Main Street.
- Install a traffic signal at the intersection of Kiowa Ave & Banner St when volumes warrant.
- Provide a combination of angled and parallel parking along Main Street, including additional on-street parking along Broadway, Elm, and Spruce Streets
- Provide an off-street parking lot near the intersection of Main Street at Spruce St.
- When Frontier High School site redevelops, provide sufficient parking within a two-minute walk to accommodate their expected demand.

Appendix

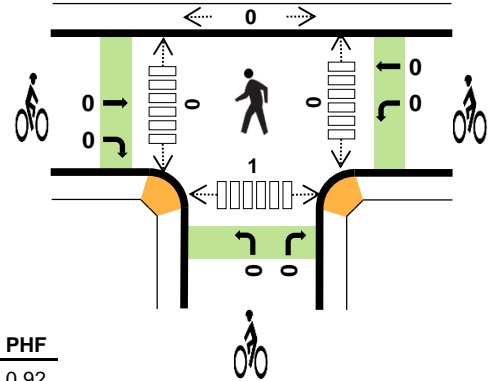
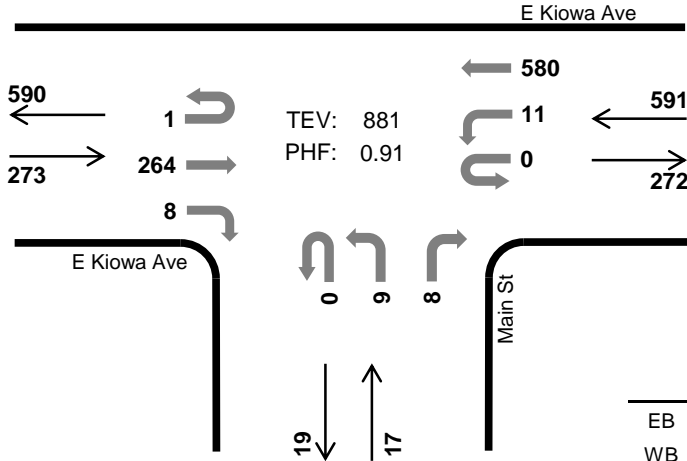
Traffic Counts

Main St E Kiowa Ave



Peak Hour

Date: 12/01/2022
Count Period: 6:30 AM to 8:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.1%	0.92
WB	4.4%	0.88
NB	0.0%	0.85
SB	-	-
TOTAL	4.5%	0.91

Two-Hour Count Summaries

Interval Start	E Kiowa Ave Eastbound				E Kiowa Ave Westbound				Main St Northbound				n/a Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	32	1	0	1	106	0	0	1	0	0	0	0	0	0	141	0	
6:45 AM	0	0	42	0	0	1	110	0	0	1	0	0	0	0	0	0	154	0	
7:00 AM	0	0	49	3	0	0	123	0	0	2	0	2	0	0	0	0	179	0	
7:15 AM	0	0	60	2	0	1	143	0	0	1	0	2	0	0	0	0	209	683	
7:30 AM	1	0	62	1	0	2	160	0	0	2	0	3	0	0	0	0	231	773	
7:45 AM	0	0	62	3	0	1	144	0	0	2	0	3	0	0	0	0	215	834	
8:00 AM	0	0	72	2	0	4	113	0	0	2	0	1	0	0	0	0	194	849	
8:15 AM	0	0	68	2	0	4	163	0	0	3	0	1	0	0	0	0	241	881	
Count Total	1	0	447	14	0	14	1,062	0	0	14	0	12	0	0	0	0	1,564	0	
Peak Hour	All	1	0	264	8	0	11	580	0	0	9	0	8	0	0	0	0	881	0
	HV	0	0	14	0	0	0	26	0	0	0	0	0	0	0	0	0	40	0
	HV%	0%	-	5%	0%	-	0%	4%	-	-	0%	-	0%	-	-	-	-	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	6	0	0	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	7	0	0	12	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	8	0	0	11	0	0	0	0	0	0	0	0	1	1
Count Total	21	36	0	0	57	0	0	0	0	0	0	0	0	1	1
Peak Hr	14	26	0	0	40	0	0	0	0	0	0	0	0	1	1

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Kiowa Ave				E Kiowa Ave				Main St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	0	
6:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	0	
7:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	0	
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	17	
7:30 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	10	22	
7:45 AM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7	24	
8:00 AM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	12	31	
8:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	11	40	
Count Total	0	0	21	0	0	0	36	0	0	0	0	0	0	0	0	57	0	
Peak Hour	0	0	14	0	0	0	26	0	0	0	0	0	0	0	0	40	0	

Two-Hour Count Summaries - Bikes

Interval Start	E Kiowa Ave			E Kiowa Ave			Main St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

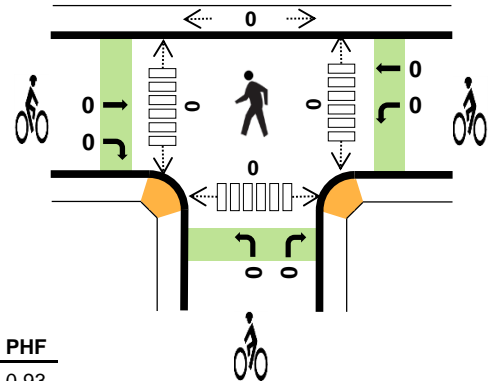
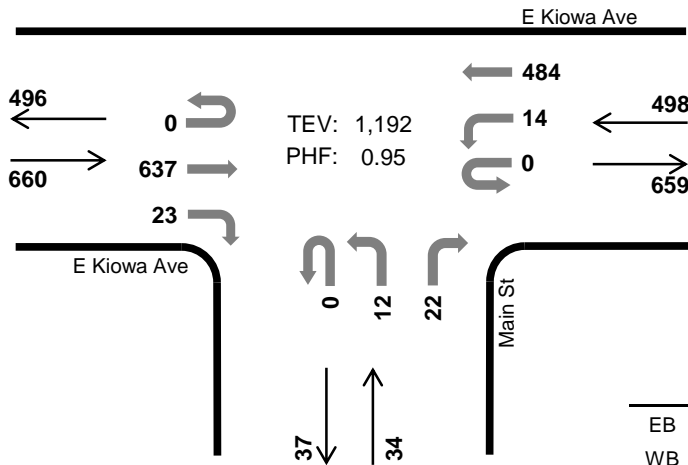
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Main St E Kiowa Ave



Peak Hour

Date: 12/01/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.0%	0.93
WB	2.6%	0.88
NB	0.0%	0.71
SB	-	-
TOTAL	2.2%	0.95

Two-Hour Count Summaries

Interval Start	E Kiowa Ave Eastbound				E Kiowa Ave Westbound				Main St Northbound				n/a Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	147	3	0	5	109	0	0	2	0	6	0	0	0	0	272	0	
4:15 PM	0	0	155	8	0	4	138	0	0	1	0	5	0	0	0	0	311	0	
4:30 PM	0	0	173	2	0	3	103	0	0	4	0	8	0	0	0	0	293	0	
4:45 PM	0	0	135	10	0	2	120	0	0	2	0	4	0	0	0	0	273	1,149	
5:00 PM	0	0	174	3	0	5	123	0	0	5	0	5	0	0	0	0	315	1,192	
5:15 PM	0	0	159	4	0	5	117	0	0	1	0	3	0	0	0	0	289	1,170	
5:30 PM	0	0	144	3	0	1	91	0	0	2	0	5	0	0	0	0	246	1,123	
5:45 PM	0	0	158	4	0	0	82	0	0	2	0	5	0	0	0	0	251	1,101	
Count Total	0	0	1,245	37	0	25	883	0	0	19	0	41	0	0	0	0	2,250	0	
Peak Hour	All	0	0	637	23	0	14	484	0	0	12	0	22	0	0	0	0	1,192	0
	HV	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	26	0
	HV%	-	-	2%	0%	-	0%	3%	-	-	0%	-	0%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	7	0	0	12	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	24	23	1	0	48	0	0	0	0	0	0	0	0	0	0
Peak Hr	13	13	0	0	26	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Kiowa Ave				E Kiowa Ave				Main St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
4:15 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	12	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	32
5:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	26
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	17
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	5	21
5:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	16
Count Total	0	0	24	0	0	0	23	0	0	0	0	1	0	0	0	0	48	0
Peak Hour	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	26	0

Two-Hour Count Summaries - Bikes

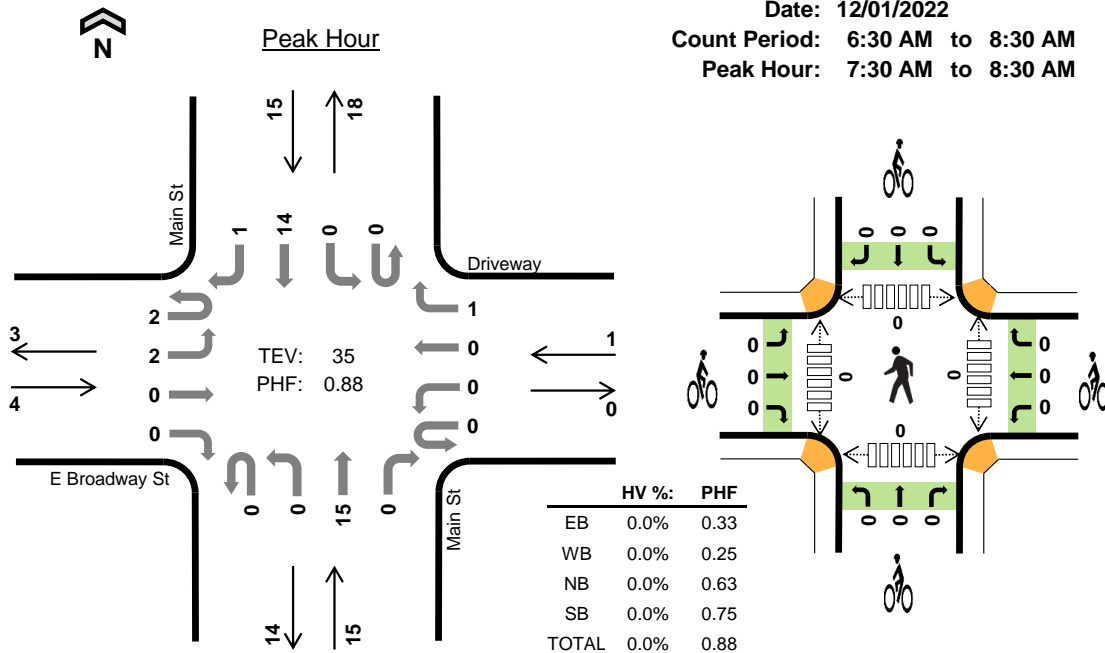
Interval Start	E Kiowa Ave			E Kiowa Ave			Main St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Main St E Broadway St



Date: 12/01/2022
 Count Period: 6:30 AM to 8:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	E Broadway St				Driveway				Main St				Main St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	17	
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	23	
7:45 AM	2	1	0	0	0	0	0	0	0	0	2	0	0	0	4	1	10	31	
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	30	
8:15 AM	0	1	0	0	0	0	0	1	0	0	4	0	0	0	4	0	10	35	
Count Total	2	3	0	0	0	0	0	2	0	0	22	0	0	0	22	1	52	0	
Peak Hour	All	2	2	0	0	0	0	0	1	0	0	15	0	0	0	14	1	35	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	-	-	-	-	-	0%	-	-	0%	-	-	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

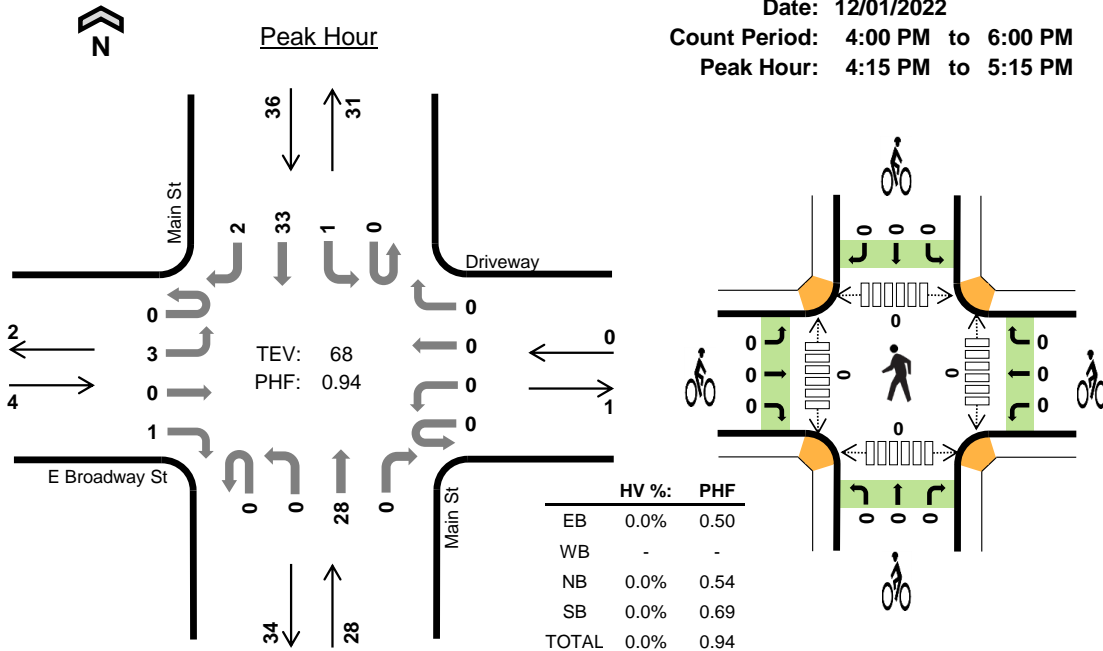
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Broadway St				Driveway				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Broadway St			Driveway			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main St E Broadway St



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E Broadway St				Driveway				Main St				Main St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	1	0	0	0	8	0	0	0	5	2	16	0	
4:15 PM	0	1	0	1	0	0	0	0	0	0	4	0	0	0	8	2	16	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	18	0	
4:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	1	12	0	17	67	
5:00 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	8	0	17	68	
5:15 PM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	6	1	13	65	
5:30 PM	1	0	0	0	0	0	0	0	0	0	6	0	0	0	2	1	10	57	
5:45 PM	0	4	0	0	0	0	0	0	0	0	5	0	0	1	3	0	13	53	
Count Total	1	9	0	1	0	0	1	0	0	0	51	0	0	2	49	6	120	0	
Peak Hour	All	0	3	0	1	0	0	0	0	0	0	28	0	0	1	33	2	68	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	0%	-	-	-	-	-	-	0%	-	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

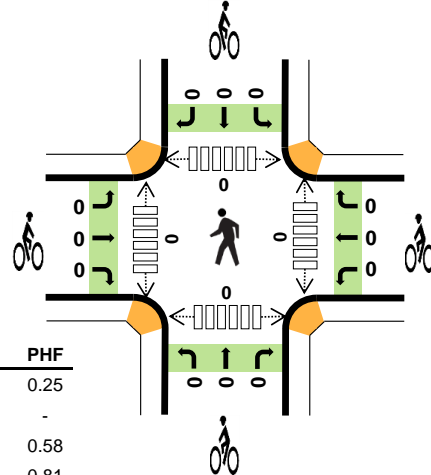
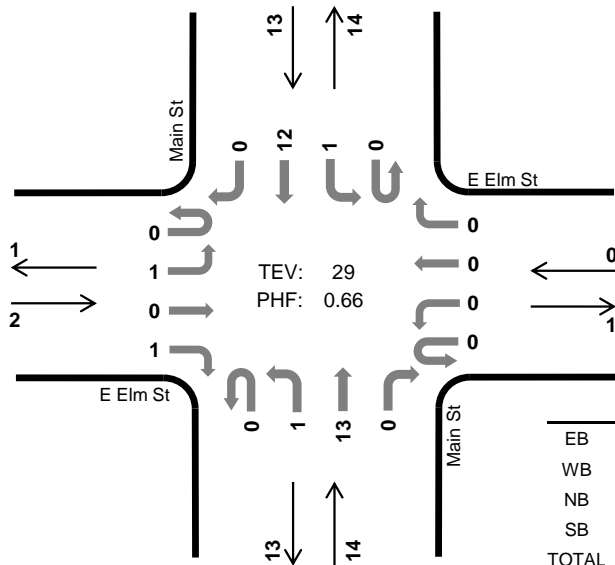
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Broadway St				Driveway				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Broadway St			Driveway			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main St E Elm St



Peak Hour

Date: 12/01/2022
Count Period: 6:30 AM to 8:30 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	0.0%	0.25
WB	-	-
NB	0.0%	0.58
SB	0.0%	0.81
TOTAL	0.0%	0.66

Two-Hour Count Summaries

Interval Start	E Elm St Eastbound				E Elm St Westbound				Main St Northbound				Main St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	
6:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	16	
7:30 AM	0	1	0	1	0	0	0	0	0	1	5	0	0	1	2	0	11	25	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	29	
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	26	
8:15 AM	0	2	0	0	0	0	0	1	0	0	1	0	0	1	3	0	8	29	
Count Total	0	3	0	2	0	0	0	1	0	1	17	0	0	2	19	0	45	0	
Peak Hour	All	0	1	0	1	0	0	0	0	0	1	13	0	0	1	12	0	29	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	0%	-	-	0%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

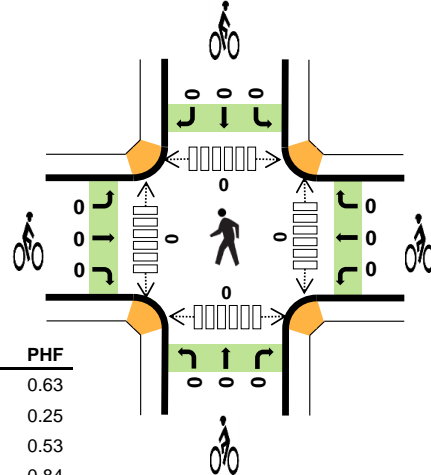
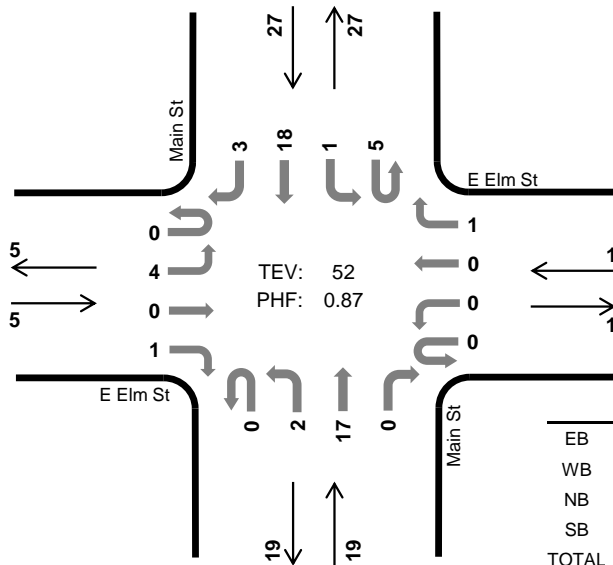
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Elm St				E Elm St				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Elm St			E Elm St			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main St E Elm St



Peak Hour

Date: 12/01/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.63
WB	0.0%	0.25
NB	0.0%	0.53
SB	0.0%	0.84
TOTAL	0.0%	0.87

Two-Hour Count Summaries

Interval Start	E Elm St Eastbound				E Elm St Westbound				Main St Northbound				Main St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	0	1	0	0	0	1	0	0	4	0	1	0	1	1	11	0	
4:15 PM	0	2	0	0	0	0	0	0	0	1	3	0	1	0	6	1	14	0	
4:30 PM	0	1	0	1	0	0	0	0	0	0	9	0	1	0	3	0	15	0	
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	6	0	10	50	
5:00 PM	0	1	0	0	0	0	0	1	0	0	4	0	1	1	3	2	13	52	
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3	1	6	44	
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	4	33	
5:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	6	29	
Count Total	0	10	0	2	0	0	0	2	0	3	23	0	7	1	26	5	79	0	
Peak Hour	All	0	4	0	1	0	0	0	1	0	2	17	0	5	1	18	3	52	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	0%	-	-	-	0%	-	0%	0%	-	0%	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

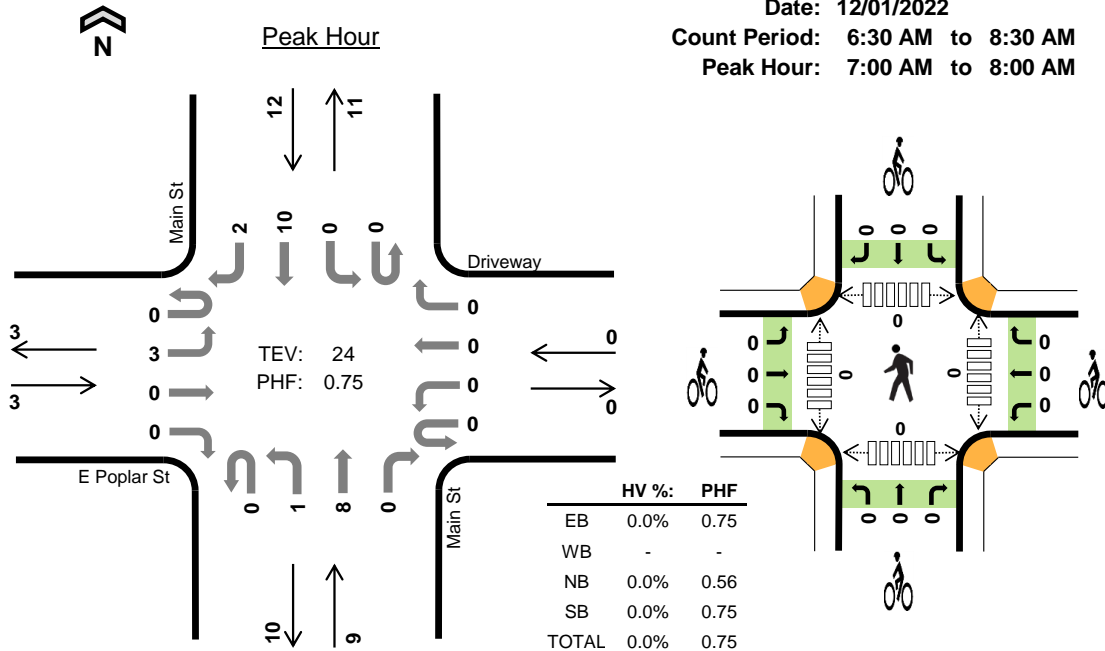
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Elm St				E Elm St				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Elm St			E Elm St			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main St E Poplar St



Date: 12/01/2022
 Count Period: 6:30 AM to 8:30 AM
 Peak Hour: 7:00 AM to 8:00 AM



Two-Hour Count Summaries

Interval Start	E Poplar St				Driveway				Main St				Main St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	14	
7:30 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	1	2	8	20	
7:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0	7	24	
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	24	
8:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	1	5	24	
Count Total	0	3	0	1	0	0	0	0	0	1	13	0	0	0	16	4	38	0	
Peak Hour	All	0	3	0	0	0	0	0	0	0	1	8	0	0	0	10	2	24	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	-	-	-	-	-	-	0%	0%	-	-	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

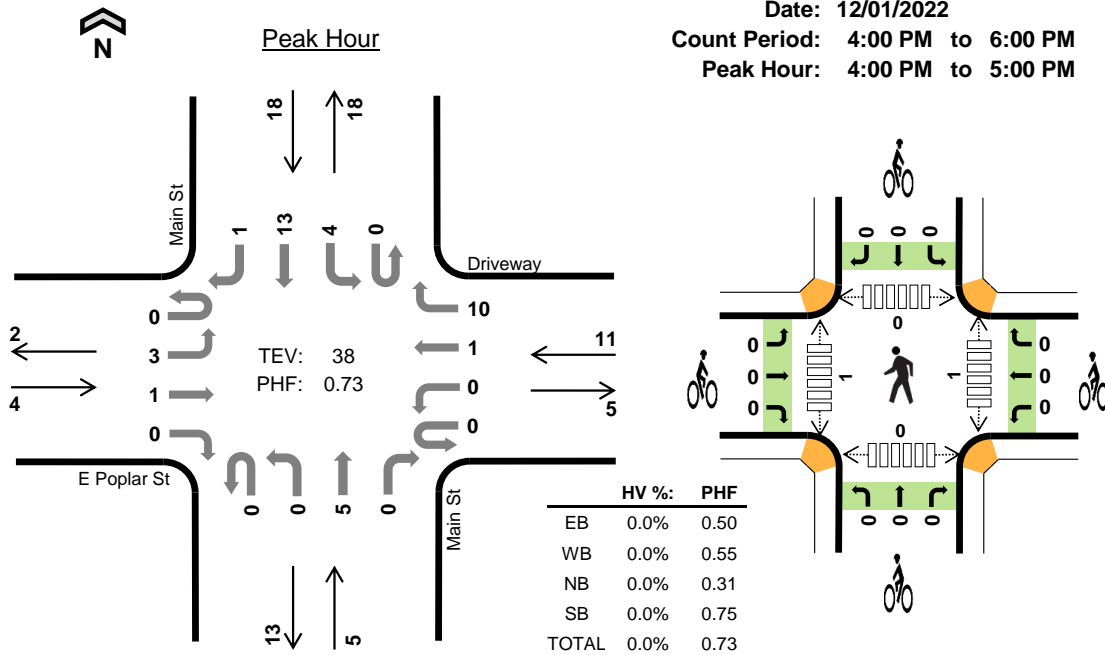
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Poplar St				Driveway				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Poplar St			Driveway			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main St E Poplar St



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

Interval Start	E Poplar St				Driveway				Main St				Main St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	0	0	0	4	0	0	1	0	0	0	4	0	10	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	4	2	0	8	0	
4:30 PM	0	1	1	0	0	0	1	4	0	0	4	0	0	0	1	1	13	0	
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	7	38	
5:00 PM	0	0	0	0	0	0	1	1	0	0	3	1	0	0	3	0	9	37	
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	32	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	21	
5:45 PM	0	0	0	1	0	0	0	1	0	0	2	0	0	0	1	0	5	19	
Count Total	0	3	1	1	0	0	2	13	0	0	10	1	0	5	19	2	57	0	
Peak Hour	All	0	3	1	0	0	0	1	10	0	0	5	0	0	4	13	1	38	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	-	-	0%	0%	-	-	0%	-	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

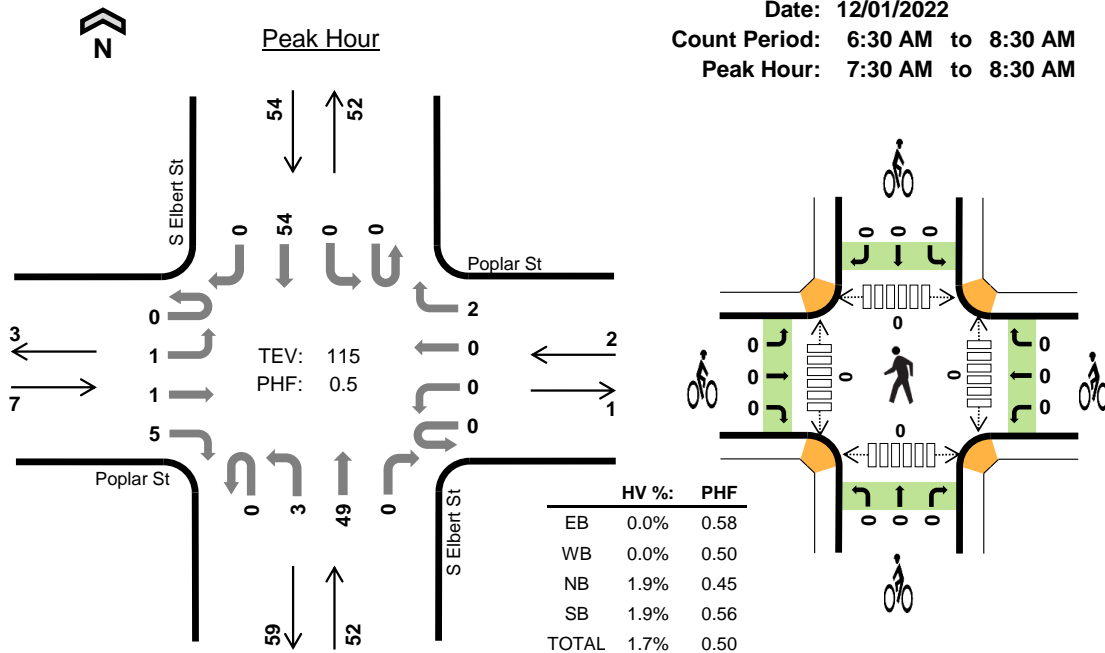
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Poplar St				Driveway				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Poplar St			Driveway			Main St			Main St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

S Elbert St Poplar St



Date: 12/01/2022
 Count Period: 6:30 AM to 8:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Poplar St Eastbound				Poplar St Westbound				S Elbert St Northbound				S Elbert St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	1	0	0	0	0	1	1	0	0	7	0	0	1	1	0	12	0	
6:45 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	0	4	0	13	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	12	0	19	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	11	1	0	0	24	0	37	81	
7:30 AM	0	0	0	1	0	0	0	1	0	0	6	0	0	0	6	0	14	83	
7:45 AM	0	1	0	0	0	0	0	0	0	1	9	0	0	0	9	0	20	90	
8:00 AM	0	0	1	1	0	0	0	0	0	0	7	0	0	0	15	0	24	95	
8:15 AM	0	0	0	3	0	0	0	1	0	2	27	0	0	0	24	0	57	115	
Count Total	0	3	1	5	0	0	1	5	0	3	81	1	0	1	95	0	196	0	
Peak Hour	All	0	1	1	5	0	0	0	2	0	3	49	0	0	0	54	0	115	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	0%	0%	0%	-	-	-	0%	-	0%	2%	-	-	-	2%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

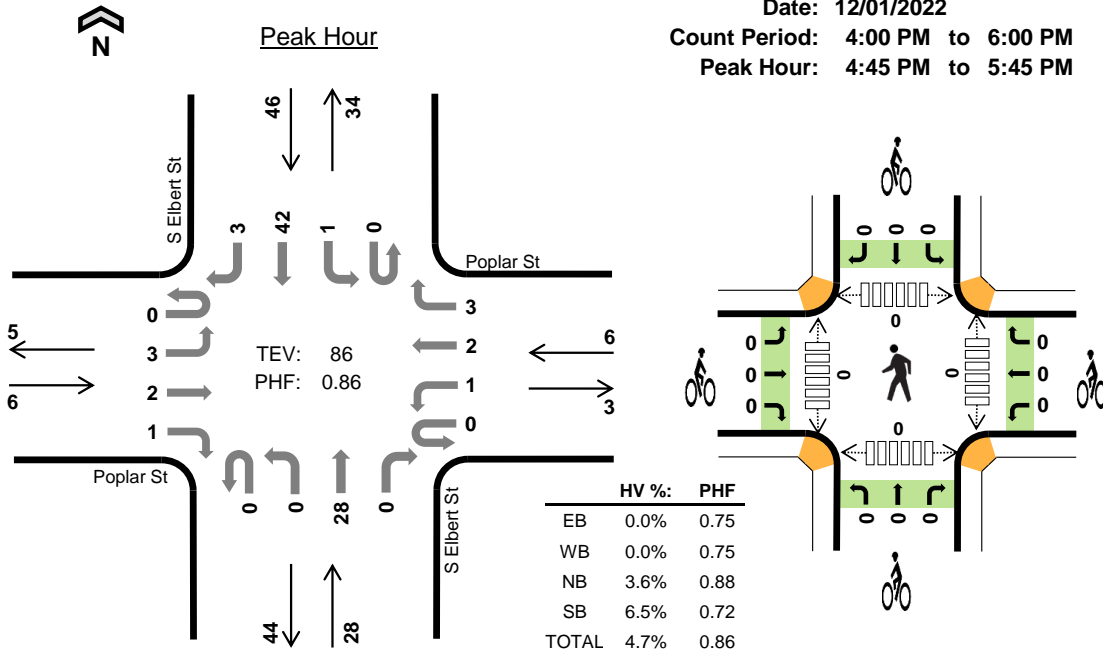
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	3	2	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Poplar St				Poplar St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	6	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Two-Hour Count Summaries - Bikes																		
Interval Start	Poplar St			Poplar St			S Elbert St			S Elbert St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

S Elbert St Poplar St



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	Poplar St Eastbound				Poplar St Westbound				S Elbert St Northbound				S Elbert St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	1	17	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	0	
4:30 PM	0	0	1	1	0	0	1	0	0	0	7	1	0	0	7	0	18	0	
4:45 PM	0	0	1	0	0	0	0	2	0	0	7	0	0	0	11	1	22	70	
5:00 PM	0	1	0	1	0	0	1	0	0	0	8	0	0	0	9	1	21	74	
5:15 PM	0	0	1	0	0	1	0	1	0	0	7	0	0	0	7	1	18	79	
5:30 PM	0	2	0	0	0	0	1	0	0	0	6	0	0	1	15	0	25	86	
5:45 PM	0	0	1	1	0	0	0	1	0	1	8	0	0	1	8	1	22	86	
Count Total	0	3	4	3	0	1	3	4	0	1	58	1	0	2	71	5	156	0	
Peak Hour	All	0	3	2	1	0	1	2	3	0	0	28	0	0	1	42	3	86	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	-	4%	-	-	0%	5%	33%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
Count Total	0	0	1	5	6	0	0	0	0	0	0	0	1	0	1
Peak Hour	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Poplar St				Poplar St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	6	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	
Two-Hour Count Summaries - Bikes																		
Interval Start	Poplar St			Poplar St			S Elbert St			S Elbert St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

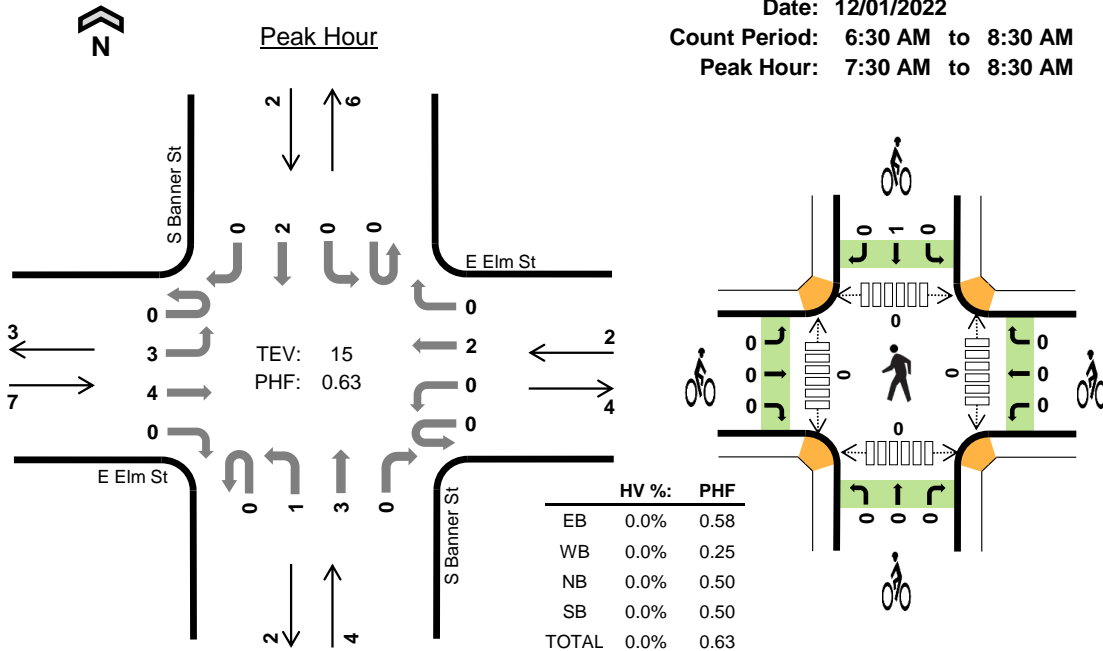
S Banner St E Elm St



Date: 12/01/2022

Count Period: 6:30 AM to 8:30 AM

Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	E Elm St Eastbound				E Elm St Westbound				S Banner St Northbound				S Banner St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	5	
7:30 AM	0	1	2	0	0	0	2	0	0	0	0	0	0	0	1	0	6	11	
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	11	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11	
8:15 AM	0	1	2	0	0	0	0	0	0	0	2	0	0	0	1	0	6	15	
Count Total	0	3	5	0	0	0	2	1	0	1	5	0	0	1	2	0	20	0	
Peak Hour	All	0	3	4	0	0	0	2	0	0	1	3	0	0	0	2	0	15	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	-	-	0%	-	-	0%	0%	-	-	-	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

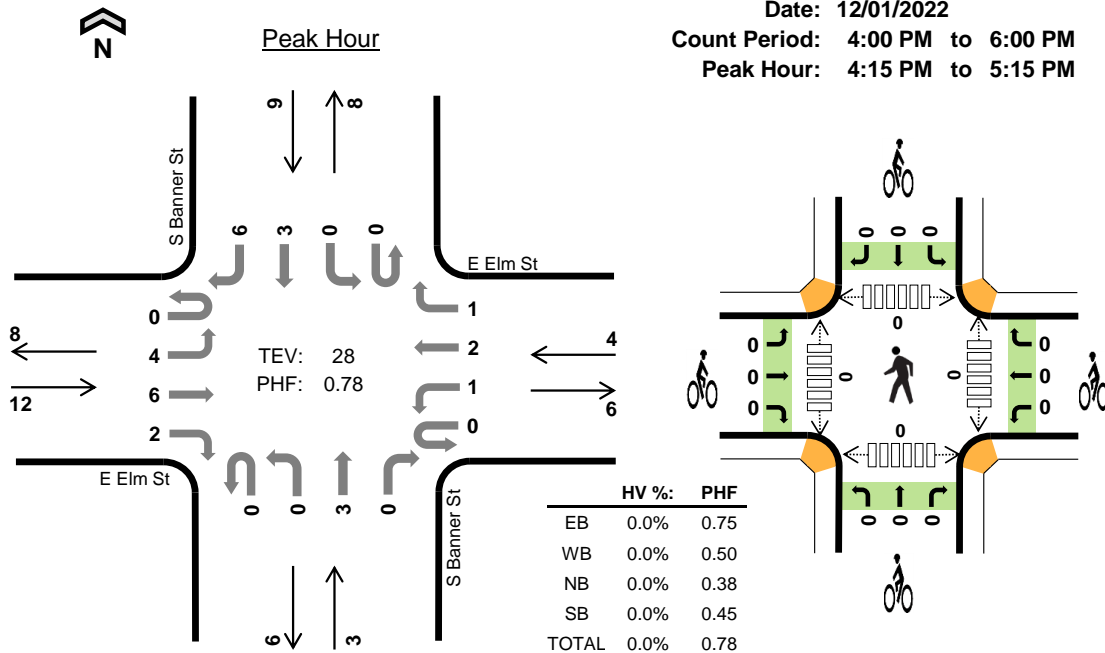
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Elm St				E Elm St				S Banner St				S Banner St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Elm St			E Elm St			S Banner St			S Banner St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

S Banner St E Elm St



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E Elm St Eastbound				E Elm St Westbound				S Banner St Northbound				S Banner St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	
4:15 PM	0	0	4	0	0	0	1	1	0	0	2	0	0	0	0	0	8	0	
4:30 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	1	6	0	
4:45 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	4	9	27	
5:00 PM	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	1	5	28	
5:15 PM	0	0	1	0	0	0	2	0	0	1	2	0	0	0	1	1	8	28	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	
5:45 PM	0	3	2	0	0	0	0	0	0	0	1	0	0	0	1	2	9	23	
Count Total	0	7	13	2	0	1	4	2	0	1	6	0	0	0	5	9	50	0	
Peak Hour	All	0	4	6	2	0	1	2	1	0	0	3	0	0	0	3	6	28	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	-	0%	-	-	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Count Total	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

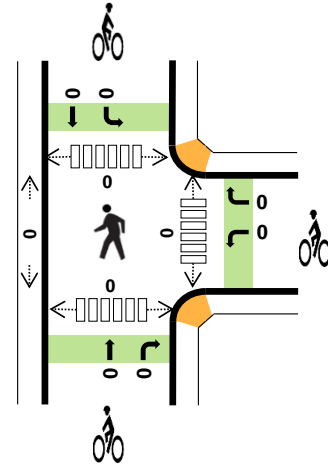
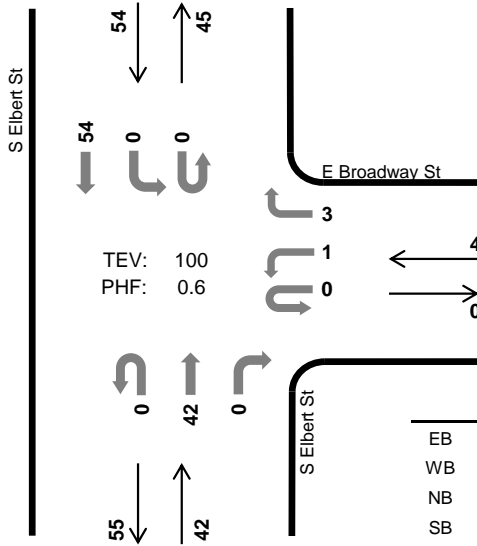
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Elm St				E Elm St				S Banner St				S Banner St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Elm St			E Elm St			S Banner St			S Banner St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

S Elbert St E Broadway St



Peak Hour

Date: 12/01/2022
Count Period: 6:30 AM to 8:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.50
NB	2.4%	0.55
SB	1.9%	0.59
TOTAL	2.0%	0.60

Two-Hour Count Summaries

Interval Start	n/a				E Broadway St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	10	0	14	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	1	0	0	27	0	38	75	
7:30 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	6	0	14	78	
7:45 AM	0	0	0	0	0	0	0	2	0	0	8	0	0	0	9	0	19	85	
8:00 AM	0	0	0	0	0	1	0	0	0	0	8	0	0	0	16	0	25	96	
8:15 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	23	0	42	100	
Count Total	0	0	0	0	0	1	0	3	0	0	73	1	0	0	97	0	175	0	
Peak Hour	All	0	0	0	0	0	1	0	3	0	0	42	0	0	0	54	0	100	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	2%	-	-	-	2%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				E Broadway St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	

Two-Hour Count Summaries - Bikes																	
Interval Start	n/a			E Broadway St			S Elbert St			S Elbert St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

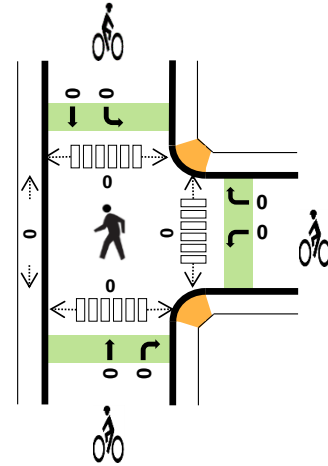
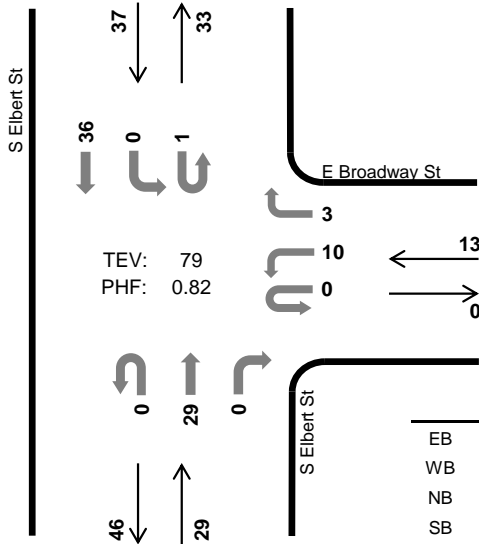
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Elbert St E Broadway St



Peak Hour

Date: 12/01/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.81
NB	3.4%	0.73
SB	2.7%	0.71
TOTAL	2.5%	0.82

Two-Hour Count Summaries

Interval Start	n/a				E Broadway St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	3	0	1	0	0	9	0	0	0	11	0	24	0	
4:15 PM	0	0	0	0	0	1	0	1	0	0	4	0	0	2	9	0	17	0	
4:30 PM	0	0	0	0	0	0	0	2	0	0	5	0	0	0	8	0	15	0	
4:45 PM	0	0	0	0	0	1	0	1	0	0	5	0	0	0	10	0	17	73	
5:00 PM	0	0	0	0	0	3	0	1	0	0	9	0	0	0	6	0	19	68	
5:15 PM	0	0	0	0	0	3	0	0	0	0	5	0	0	0	7	0	15	66	
5:30 PM	0	0	0	0	0	3	0	0	0	0	5	0	0	0	13	0	21	72	
5:45 PM	0	0	0	0	0	1	0	2	0	0	10	0	1	0	10	0	24	79	
Count Total	0	0	0	0	0	15	0	8	0	0	52	0	1	2	74	0	152	0	
Peak Hour	All	0	0	0	0	0	10	0	3	0	0	29	0	1	0	36	0	79	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	-	0%	-	3%	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				E Broadway St				S Elbert St				S Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0

Two-Hour Count Summaries - Bikes																	
Interval Start	n/a			E Broadway St			S Elbert St			S Elbert St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

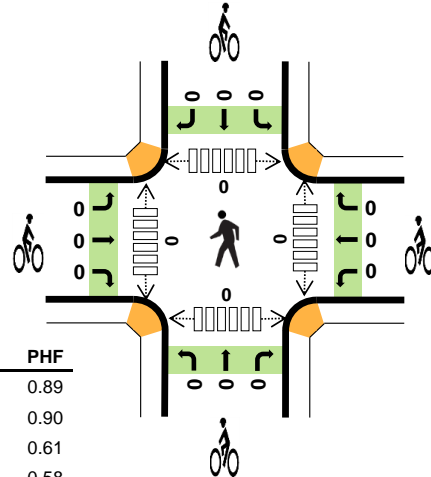
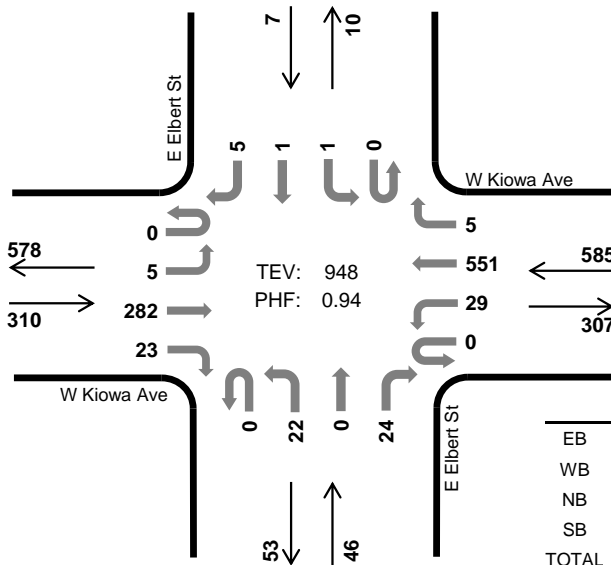
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

E Elbert St W Kiowa Ave



Peak Hour

Date: 12/01/2022
Count Period: 6:30 AM to 8:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	4.5%	0.89
WB	3.2%	0.90
NB	0.0%	0.61
SB	0.0%	0.58
TOTAL	3.5%	0.94

Two-Hour Count Summaries

Interval Start	W Kiowa Ave Eastbound				W Kiowa Ave Westbound				E Elbert St Northbound				E Elbert St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	1	0	31	2	0	0	108	0	0	8	0	3	0	0	0	1	154	0	
6:45 AM	0	0	41	1	0	3	112	0	0	4	0	5	0	0	0	0	166	0	
7:00 AM	0	1	53	6	0	5	115	0	0	2	1	2	0	0	0	2	187	0	
7:15 AM	0	1	56	12	0	14	130	0	0	4	1	7	0	1	0	0	226	733	
7:30 AM	0	0	72	4	0	2	158	2	0	6	0	3	0	0	0	3	250	829	
7:45 AM	0	3	64	8	0	1	139	1	0	1	0	8	0	0	0	0	225	888	
8:00 AM	0	2	79	6	0	11	112	0	0	6	0	3	0	1	0	1	221	922	
8:15 AM	0	0	67	5	0	15	142	2	0	9	0	10	0	0	1	1	252	948	
Count Total	1	7	463	44	0	51	1,016	5	0	40	2	41	0	2	1	8	1,681	0	
Peak Hour	All	0	5	282	23	0	29	551	5	0	22	0	24	0	1	1	5	948	0
	HV	0	0	13	1	0	0	19	0	0	0	0	0	0	0	0	0	33	0
	HV%	-	0%	5%	4%	-	0%	3%	0%	-	0%	-	0%	-	0%	0%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

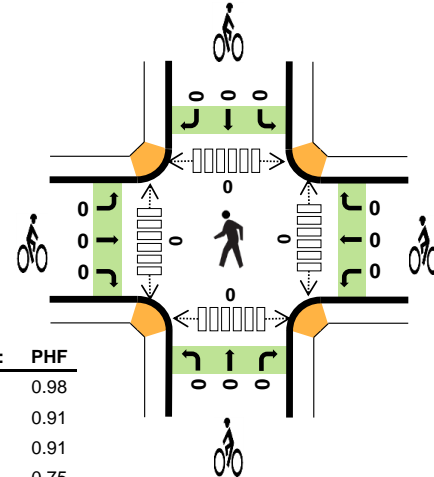
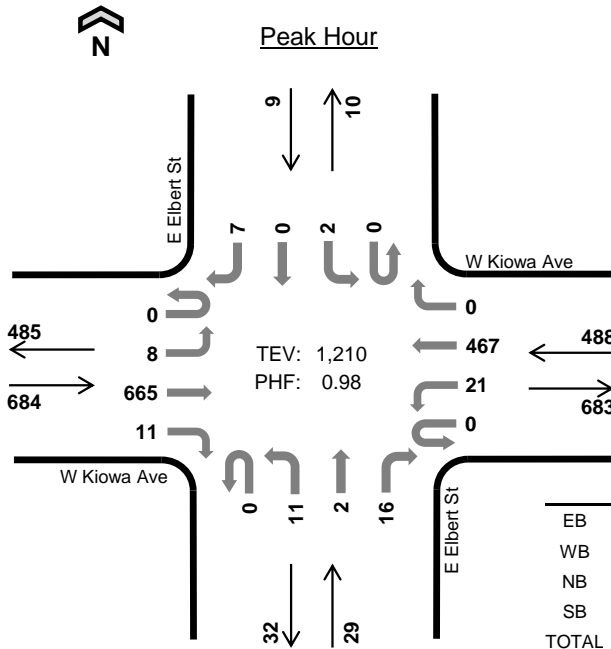
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	6	0	0	9	0	0	0	0	0	0	0	0	0	0
Count Total	21	26	2	0	49	0	0	0	0	0	0	0	0	0	0
Peak Hour	14	19	0	0	33	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W Kiowa Ave				W Kiowa Ave				E Elbert St				E Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	0	
6:45 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	4	0	
7:00 AM	0	0	2	1	0	0	2	0	0	1	0	0	0	0	0	6	0	
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	16	
7:30 AM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7	19	
7:45 AM	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	7	22	
8:00 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	10	26	
8:15 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	9	33	
Count Total	0	0	19	2	0	0	26	0	0	1	0	1	0	0	0	49	0	
Peak Hour	0	0	13	1	0	0	19	0	0	0	0	0	0	0	0	33	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	W Kiowa Ave			W Kiowa Ave			E Elbert St			E Elbert St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

E Elbert St W Kiowa Ave



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.9%	0.98
WB	4.5%	0.91
NB	3.4%	0.91
SB	0.0%	0.75
TOTAL	3.0%	0.98

Two-Hour Count Summaries

Interval Start	W Kiowa Ave Eastbound				W Kiowa Ave Westbound				E Elbert St Northbound				E Elbert St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	146	5	0	6	103	1	0	6	0	5	0	1	0	2	277	0	
4:15 PM	0	2	163	2	0	9	125	0	0	2	0	4	0	0	0	2	309	0	
4:30 PM	0	2	167	3	0	4	107	0	0	3	1	4	0	0	0	3	294	0	
4:45 PM	0	3	165	3	0	6	116	0	0	4	1	2	0	0	0	1	301	1,181	
5:00 PM	0	1	170	3	0	2	119	0	0	2	0	6	0	2	0	1	306	1,210	
5:15 PM	0	0	151	4	0	4	111	3	0	2	0	5	0	0	1	1	282	1,183	
5:30 PM	0	2	152	6	0	6	90	0	0	2	1	1	0	1	0	1	262	1,151	
5:45 PM	0	4	170	5	0	4	84	1	0	1	2	6	0	3	0	0	280	1,130	
Count Total	0	16	1,284	31	0	41	855	5	0	22	5	33	0	7	1	11	2,311	0	
Peak Hour	All	0	8	665	11	0	21	467	0	0	11	2	16	0	2	0	7	1,210	0
	HV	0	0	13	0	0	1	21	0	0	0	0	1	0	0	0	0	36	0
	HV%	-	0%	2%	0%	-	5%	4%	-	-	0%	0%	6%	-	0%	-	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	6	8	0	0	14	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	6	0	0	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
Count Total	23	29	1	0	53	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	22	1	0	36	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W Kiowa Ave				W Kiowa Ave				E Elbert St				E Elbert St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	0
4:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	10	35
5:00 PM	0	0	1	0	0	0	5	0	0	0	0	1	0	0	0	0	7	36
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	24
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	21
5:45 PM	0	0	4	1	0	0	1	1	0	0	0	0	0	0	0	0	7	18
Count Total	0	0	22	1	0	1	27	1	0	0	0	1	0	0	0	0	53	0
Peak Hour	0	0	13	0	0	1	21	0	0	0	0	1	0	0	0	0	36	0

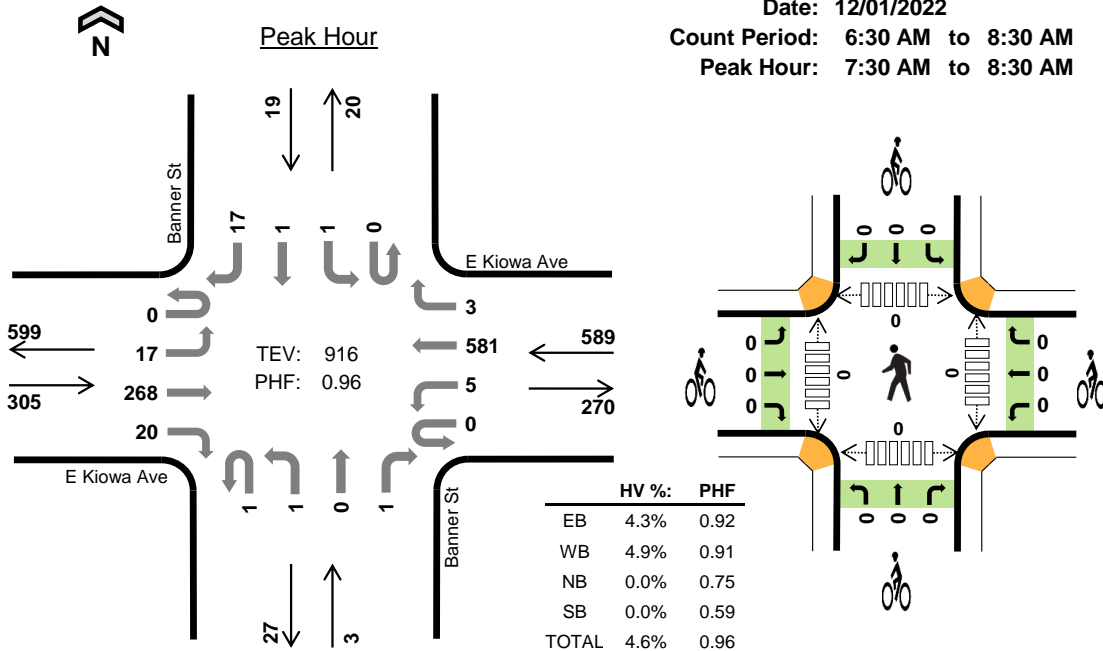
Two-Hour Count Summaries - Bikes																	
Interval Start	W Kiowa Ave			W Kiowa Ave			E Elbert St			E Elbert St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Banner St E Kiowa Ave



Date: 12/01/2022
 Count Period: 6:30 AM to 8:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	E Kiowa Ave Eastbound				E Kiowa Ave Westbound				Banner St Northbound				Banner St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	33	1	0	1	107	0	0	0	0	0	0	1	0	3	146	0	
6:45 AM	0	2	43	0	0	0	113	0	0	1	0	0	0	0	0	3	162	0	
7:00 AM	0	0	50	0	0	0	120	0	0	0	0	2	0	0	0	1	173	0	
7:15 AM	0	1	62	3	0	0	147	0	0	2	0	0	0	0	0	1	216	697	
7:30 AM	0	4	61	5	0	2	156	1	0	0	0	1	0	1	0	3	234	785	
7:45 AM	0	7	66	6	0	3	141	2	1	0	0	0	0	0	1	7	234	857	
8:00 AM	0	3	74	6	0	0	122	0	0	0	0	0	0	0	0	5	210	894	
8:15 AM	0	3	67	3	0	0	162	0	0	1	0	0	0	0	0	2	238	916	
Count Total	0	20	456	24	0	6	1,068	3	1	4	0	3	0	2	1	25	1,613	0	
Peak Hour	All	0	17	268	20	0	5	581	3	1	1	0	1	0	1	1	17	916	0
	HV	0	0	13	0	0	0	29	0	0	0	0	0	0	0	0	0	42	0
	HV%	-	0%	5%	0%	-	0%	5%	0%	0%	0%	-	0%	-	0%	0%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

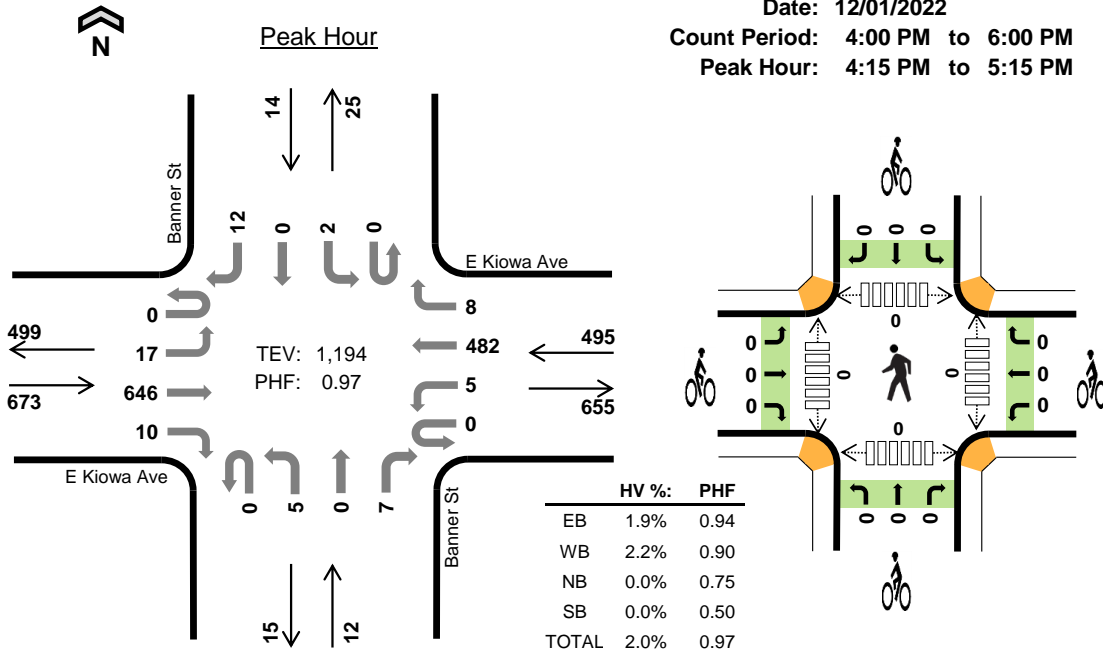
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	8	0	0	14	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0
Count Total	19	39	0	0	58	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	29	0	0	42	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Kiowa Ave				E Kiowa Ave				Banner St				Banner St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
6:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
7:30 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	21
7:45 AM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	9	25
8:00 AM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	35
8:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11	42
Count Total	0	0	19	0	0	0	39	0	0	0	0	0	0	0	0	0	58	0
Peak Hour	0	0	13	0	0	0	29	0	0	0	0	0	0	0	0	0	42	0
Two-Hour Count Summaries - Bikes																		
Interval Start	E Kiowa Ave			E Kiowa Ave			Banner St			Banner St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Banner St E Kiowa Ave



Date: 12/01/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E Kiowa Ave Eastbound				E Kiowa Ave Westbound				Banner St Northbound				Banner St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	6	150	0	0	1	110	3	0	0	0	1	0	1	0	3	275	0	
4:15 PM	0	2	160	2	0	0	137	0	0	0	0	2	0	0	0	1	304	0	
4:30 PM	0	4	173	1	0	2	108	2	0	1	0	2	0	0	0	7	300	0	
4:45 PM	0	7	138	7	0	2	119	1	0	2	0	2	0	1	0	2	281	1,160	
5:00 PM	0	4	175	0	0	1	118	5	0	2	0	1	0	1	0	2	309	1,194	
5:15 PM	0	5	157	2	0	2	118	2	0	0	0	2	0	2	0	3	293	1,183	
5:30 PM	0	7	147	2	0	1	95	1	0	1	0	1	0	0	1	3	259	1,142	
5:45 PM	0	5	160	3	0	0	82	2	0	1	0	3	0	1	0	4	261	1,122	
Count Total	0	40	1,260	17	0	9	887	16	0	7	0	14	0	6	1	25	2,282	0	
Peak Hour	All	0	17	646	10	0	5	482	8	0	5	0	7	0	2	0	12	1,194	0
	HV	0	0	11	2	0	0	11	0	0	0	0	0	0	0	0	0	24	0
	HV%	-	0%	2%	20%	-	0%	2%	0%	-	0%	-	0%	-	0%	-	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	26	19	0	0	45	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	11	0	0	24	0	0	0	0	0	0	0	0	0	0

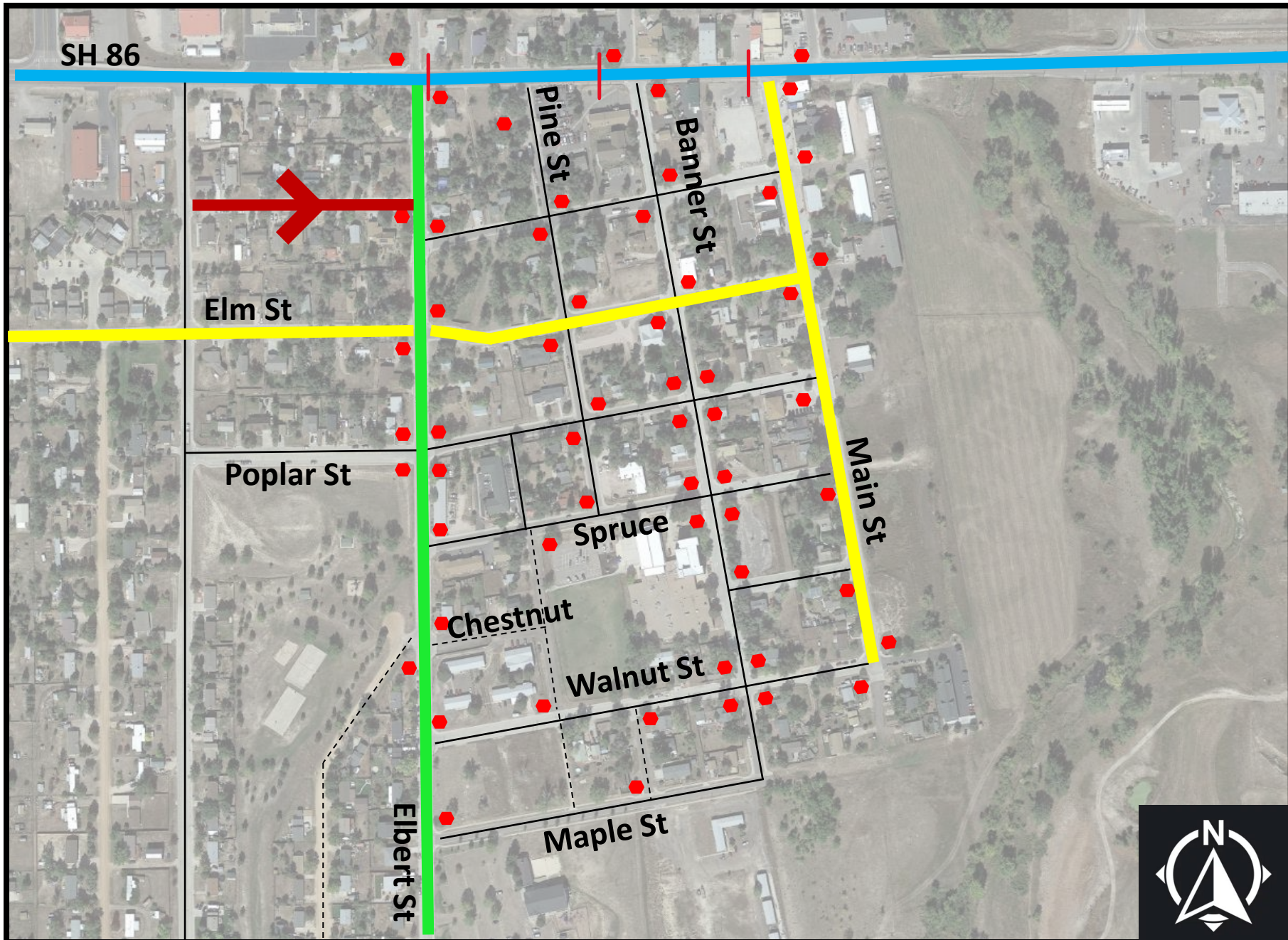
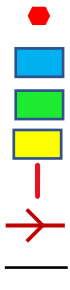
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Kiowa Ave				E Kiowa Ave				Banner St				Banner St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	1	4	0	0	0	0	0	0	0	0	10	0	
4:15 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	9	0	
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	0	
4:45 PM	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	7	30	
5:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	24	
5:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4	19	
5:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	18	
5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	15	
Count Total	0	0	24	2	0	1	18	0	0	0	0	0	0	0	0	45	0	
Peak Hour	0	0	11	2	0	0	11	0	0	0	0	0	0	0	0	24	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	E Kiowa Ave			E Kiowa Ave			Banner St			Banner St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Existing Conditions Map

Existing Conditions

Legend

- Stop Sign
- Principal Arterial
- Major Collector
- Minor Collector
- RRFB
- One-Way
- Local
- Unpaved Local



Parking Generation Estimates

Main St Parking

1 How much parking within 5 minute walk of Main St?

Street	Parking Spaces
Broadway St	12
Elm St	13
Poplar St	9
Spruce St	13
Chestnut St	9
Walnut St	6
Main St	57
Banner St	0
Total	119

(includes all on-street parking east of Banner St)

2 How much parking demand for future main street? (including existing)

Development (off-street parking)	Lot Size (sq. ft.)	Building Size (sq. ft.)	Parking Spaces (off street)	Conceptual Plan Parking Spaces (Off-Street)
Gesin's	30000	12000	60	
Main St Station				14
Carriage Shops				18

Demand	Parking Spaces Required by Code and Density of Development
Gesin's	118
Main St Station	100
Carriage Shops	9
Existing Businesses	107
Total	334
Total Demand (w/parking reduction)	267

20% parking reduction per Main Street parking ordinance

3 How much parking do we need?

Existing Parking Spaces (5 min. walk)	119
Demand	267
Development (off-street parking)	92
Total	-56

Existing on street parking east of Banner St

Need 56 more parking spaces

4 Parking Spaces with proposed or angled parking along Main St

Scenario	Kiowa to Broadway	Broadway to Elm	Elm to Poplar	Parking Poplar to Spruce	Spruce to Chestnut	Chestnut to Walnut	Total
Angled Parking CO-86 to Walnut	24	28	13	14	14	14	107
Parallel Parking CO-86 to Walnut	17	18	9	9	9	9	71
Existing Parking (approx)	12	25	5	3	7	5	57

Scenario	Net Loss/Gain	Gain or loss?
Angled Parking	-6	Need 6 additional parking spaces
Parallel Parking	-42	Need 42 additional parking spaces

5 Frontier High School Parking

Parking Demand for retail part of Frontier High School	225
--	-----

Calculations for Main Street Parking do not include parking spaces for development at Frontier High School
 It is assumed that the development at Frontier High School will accommodate parking on-site due to minimal information of the proposed site

Public Meeting #1



Olde Town Circulation Study



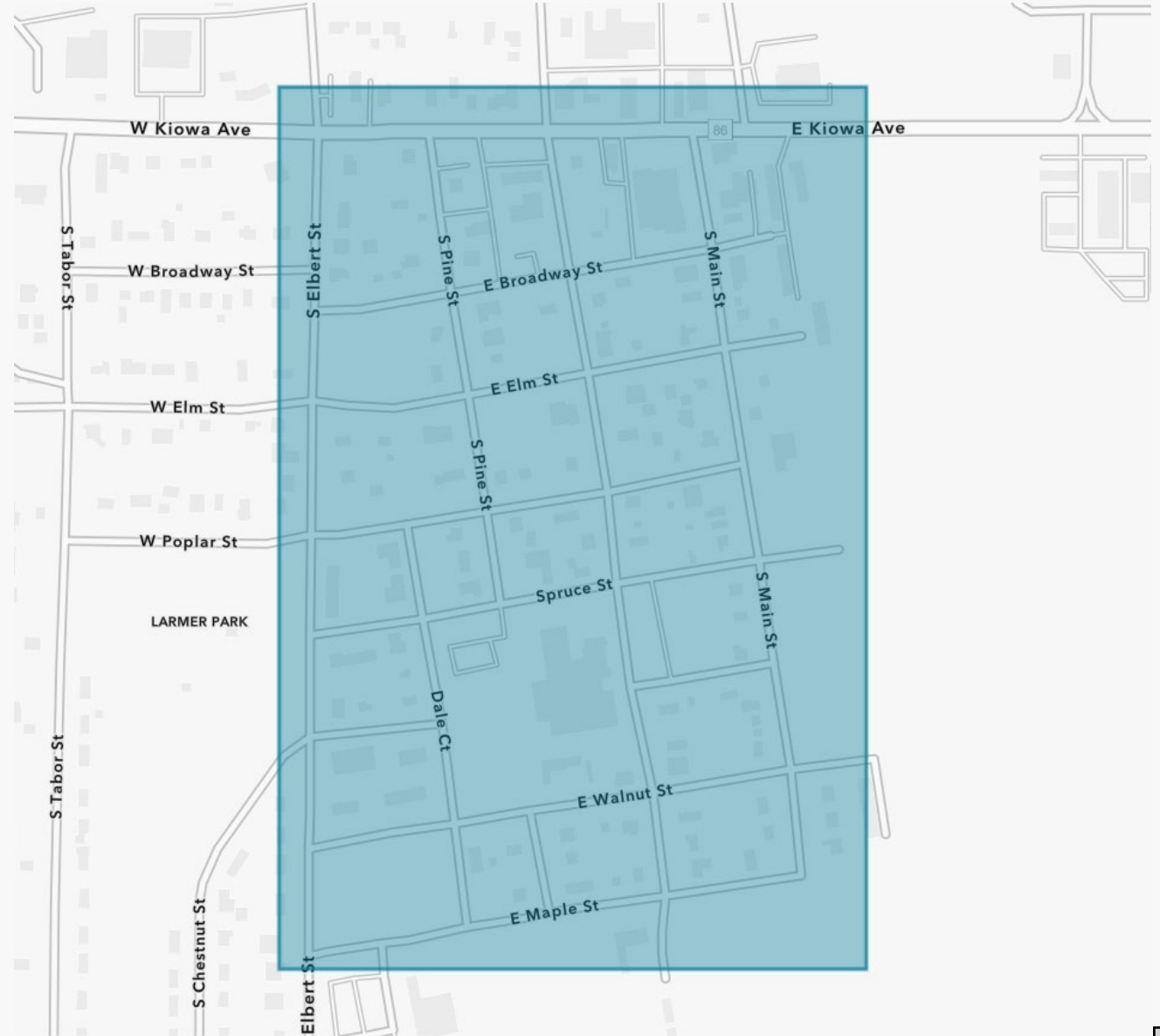
Public Meeting #1
January 19, 2023

Agenda

- Introduction
- Schedule
- Preliminary Survey Results
- Existing Situation
- Alternatives
- Next Steps
- Open House

Introduction

- About the project
- Goals and objectives
- Results



Schedule

- Project kick-off: Nov 8
- Data collection / field visit: Nov 15
- Initial Story Map: Dec 12
- ➔ • **Public meeting #1: Jan 19**
- Story Map update: Feb 2
- Public meeting #2: Feb 23
- BOT meetings: Feb 14, Mar 14 (if necessary)
- Final Story Map / project completion: Mar 30

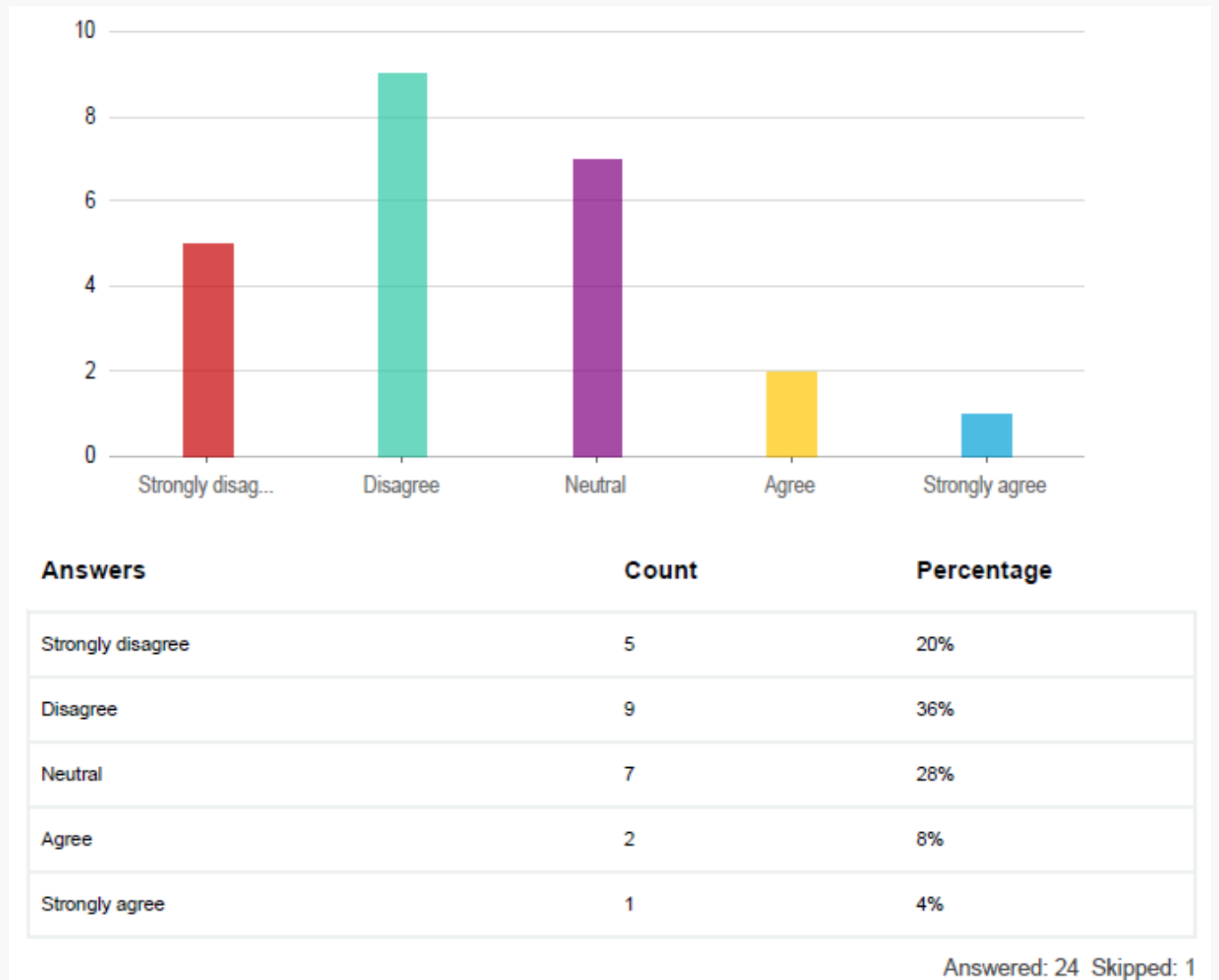


<https://arcg.is/n44qT>

Opinion Survey

- 25 online visitors completed the survey
- About half (56%) report visiting Main Street at least once a week
- Nearly 40% use the signal at Elizabeth St to access SH-86
- Most (80%) agree that parking is easy to find and strongly feel it should remain unrestricted / free

Opinion Survey



Q4. I support converting Main Street to a southbound one-way

Opinion Survey

Q5. Why? (17 people answered)

<ul style="list-style-type: none">• Need more information	<ul style="list-style-type: none">• Nuisance / detriment for businesses (4x)
<ul style="list-style-type: none">• Hard to turn left at SH-86	<ul style="list-style-type: none">• Will cause more residential traffic (2x) or just move the problem elsewhere
<ul style="list-style-type: none">• Olde Town isn't that busy	<ul style="list-style-type: none">• Leave well enough alone
<ul style="list-style-type: none">• Will bring traffic into downtown and make parking easier	<ul style="list-style-type: none">• I'm neutral but the plan needs to make sense
<ul style="list-style-type: none">• Don't like the streetscape options, opposed to parallel parking	<ul style="list-style-type: none">• Prefer two-way with a traffic light
<ul style="list-style-type: none">• One-way would improve traffic flow and signal offers a safe alternative to get on SH-86	<ul style="list-style-type: none">• Don't want Parker Main Street

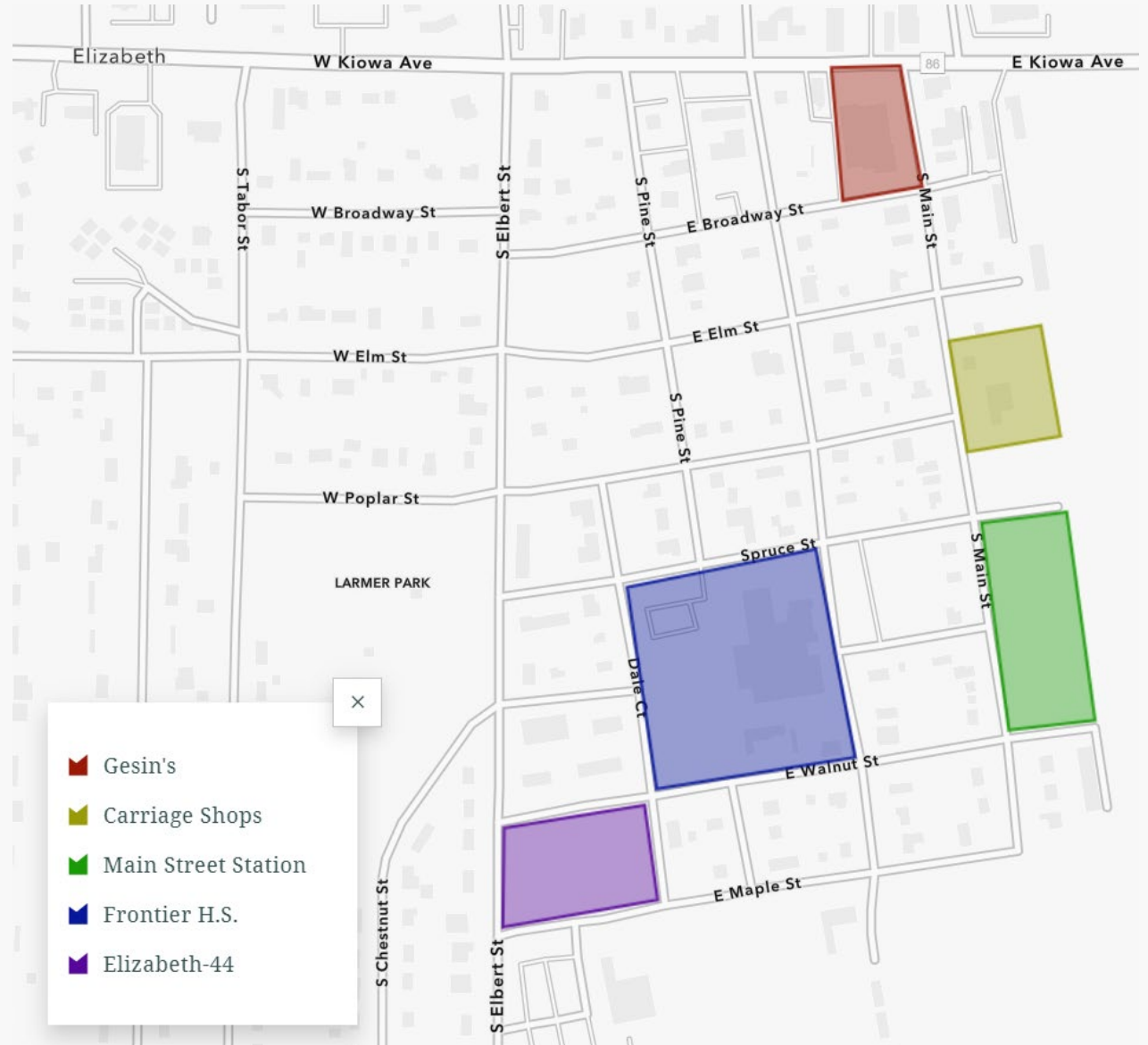
Existing Situation



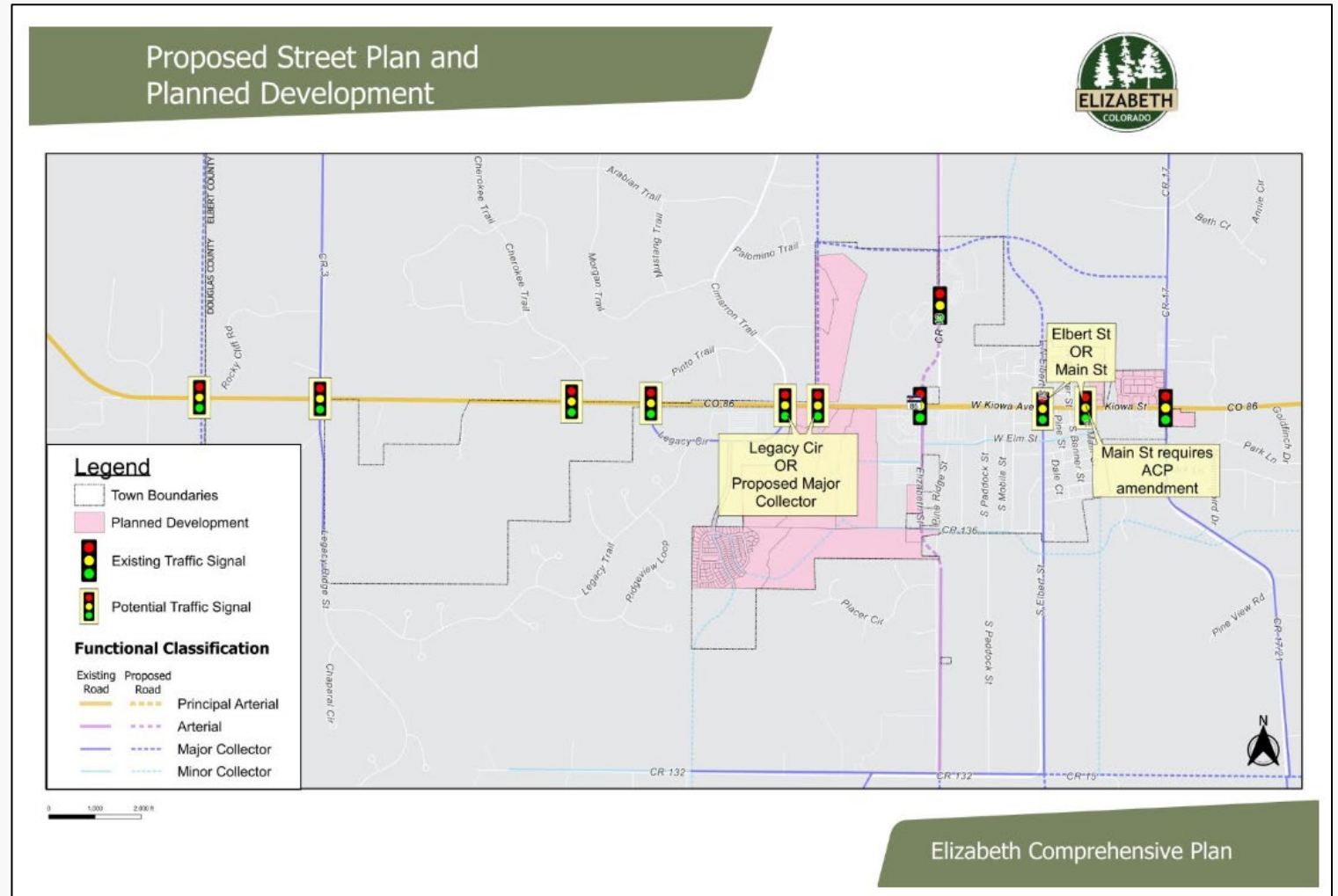
Existing Situation



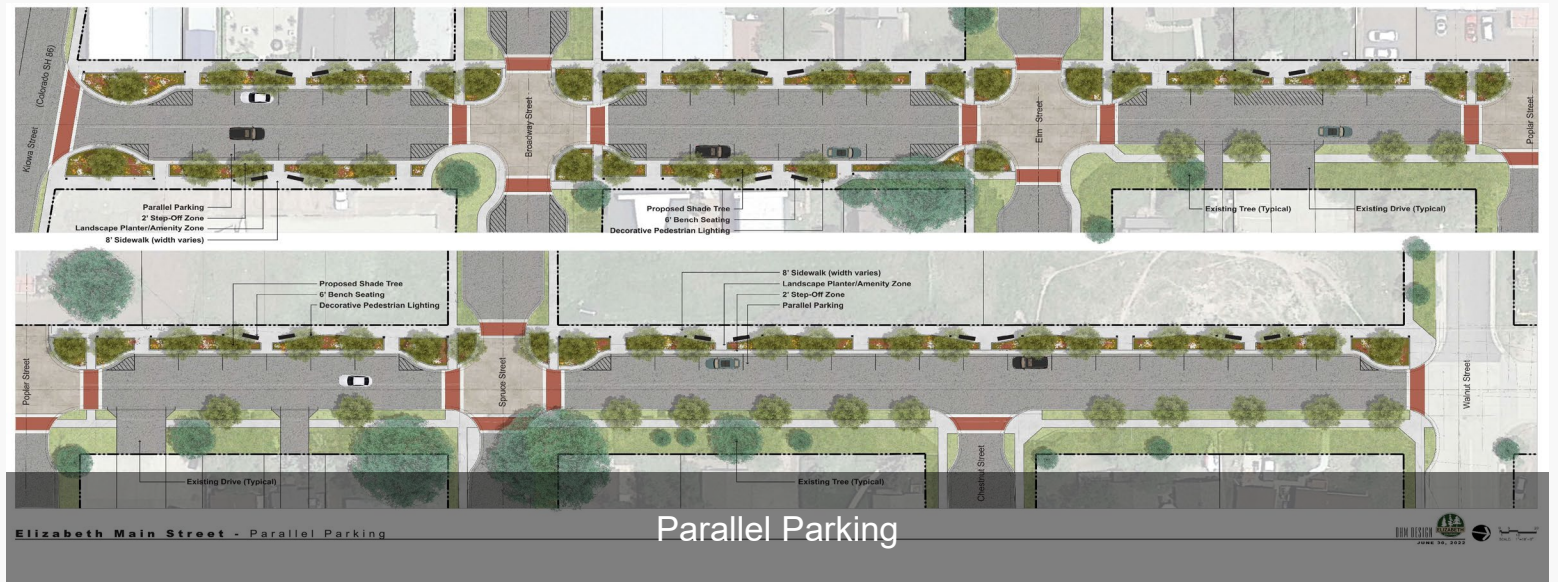
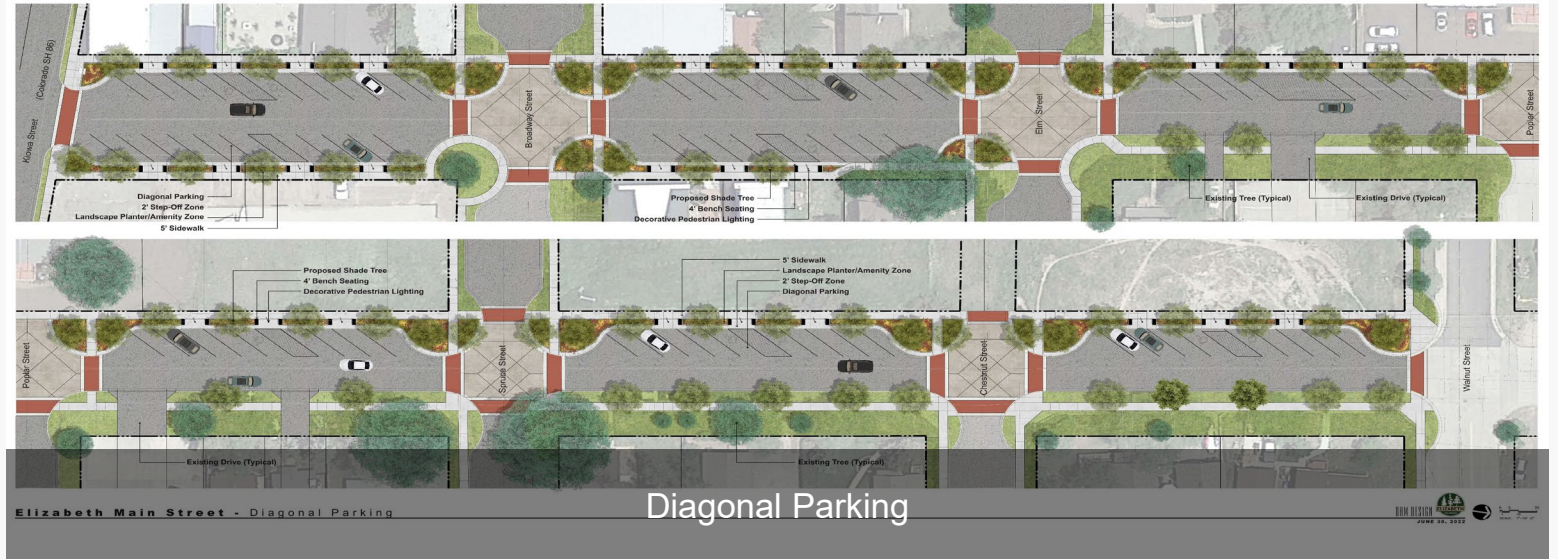
Considerations



Considerations




Considerations




Main St One-Way With Signal at Elbert St or Banner St



Legend

One-Way 

Traffic Signal 


Two-Way 

Main St Two-Way With Signal at Elbert



Legend

One-Way 

Traffic Signal 

Two-Way 

Next Steps

- Consider feedback
- Complete traffic and parking analysis
- Evaluate alternatives
- Advise staff and BOT
- Address comments
- Conclude the project

Thank you!



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Board of Trustees #1



Olde Town Circulation Study



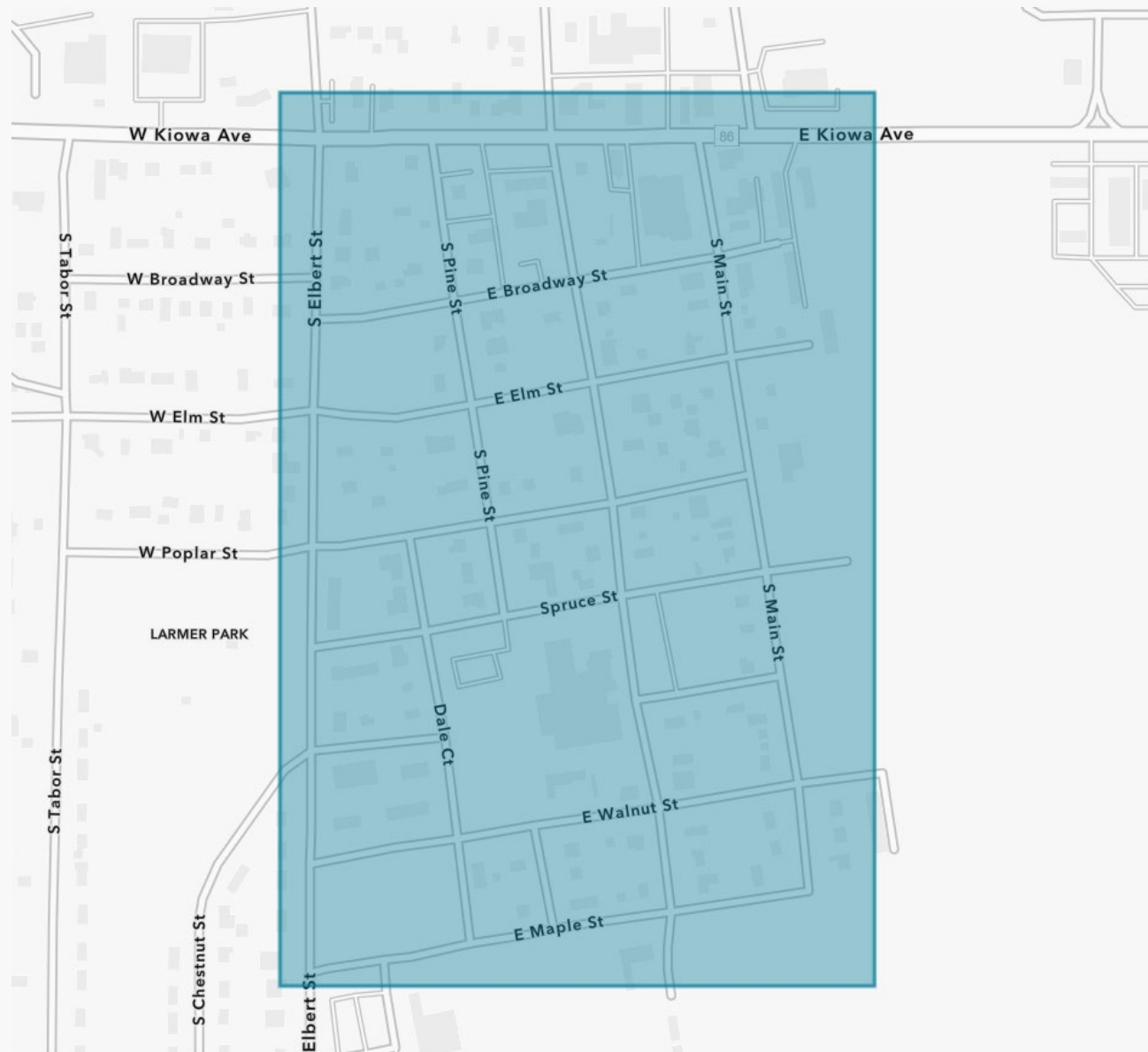
Board of Trustees
February 14, 2023

Agenda

- Introduction
- Schedule
- Survey Results
- Interim Recommendations
 - Main St One-Way
 - Angle v. Parallel Parking
 - Parking Demand Analysis
- Next Steps
 - Access Alternatives
 - Open House Feb 23

Introduction

- About the project
- Goals and objectives
- Results



Schedule

- Project kick-off: Nov 8
- Data collection / field visit: Nov 15
- Initial Story Map: Dec 12
- Public meeting #1: Jan 19
- Story Map update: Feb 11
- ➔ • **BOT meetings: Feb 14, Mar 14** (if necessary)
- Public meeting #2: Feb 23
- Final Story Map / project completion: Mar 30

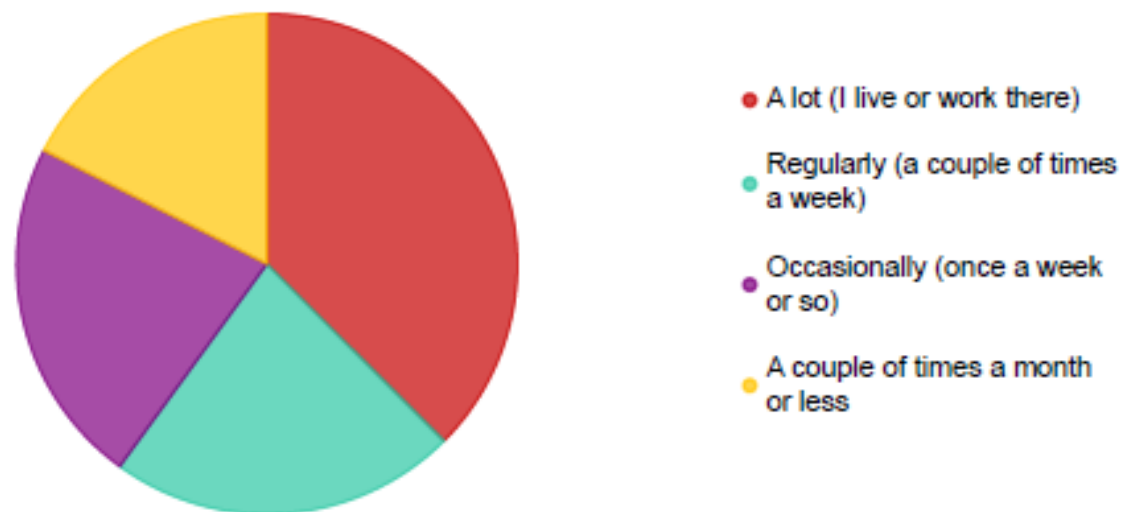


<https://arcg.is/n44qT>

Opinion Survey

- Intended to help us to understand concerns and opportunities
- 43 online visitors completed the survey
- Results more consistent than expected
- Beware potential for biased results

1. On average, I visit The Main Street area



Answers

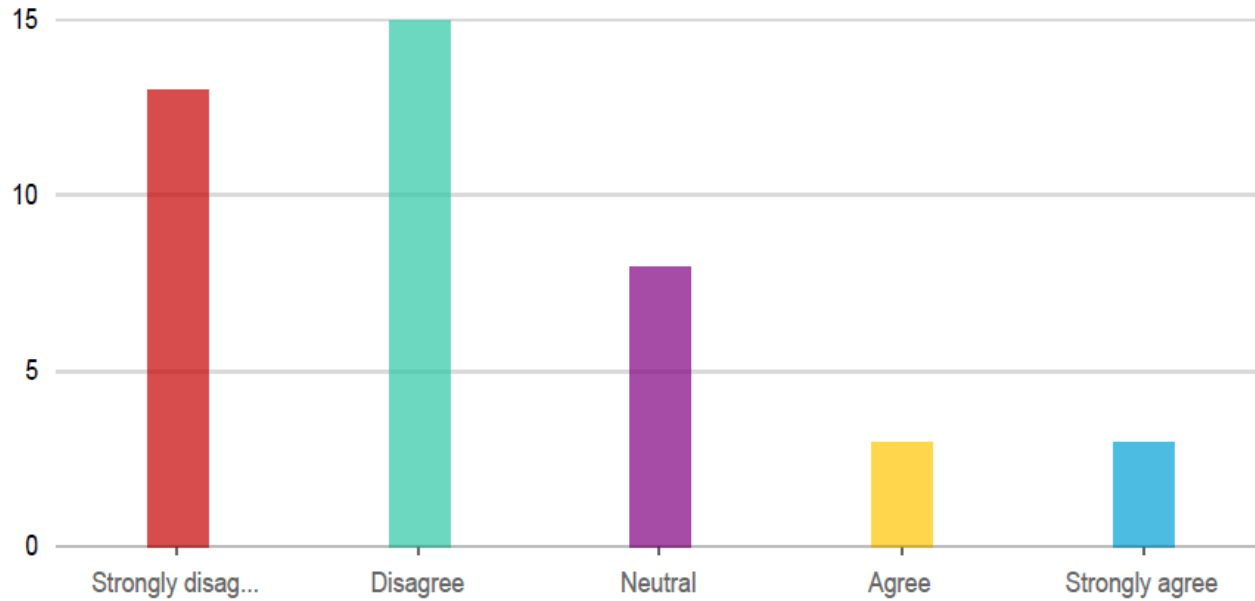
Count

Percentage

A lot (I live or work there)	15	34.88%
Regularly (a couple of times a week)	9	20.93%
Occasionally (once a week or so)	9	20.93%
A couple of times a month or less	7	16.28%

Answered: 40 Skipped: 3

4. I support converting Main Street to a southbound one-way



Answers	Count	Percentage
Strongly disagree	13	30.23%
Disagree	15	34.88%
Neutral	8	18.6%
Agree	3	6.98%
Strongly agree	3	6.98%

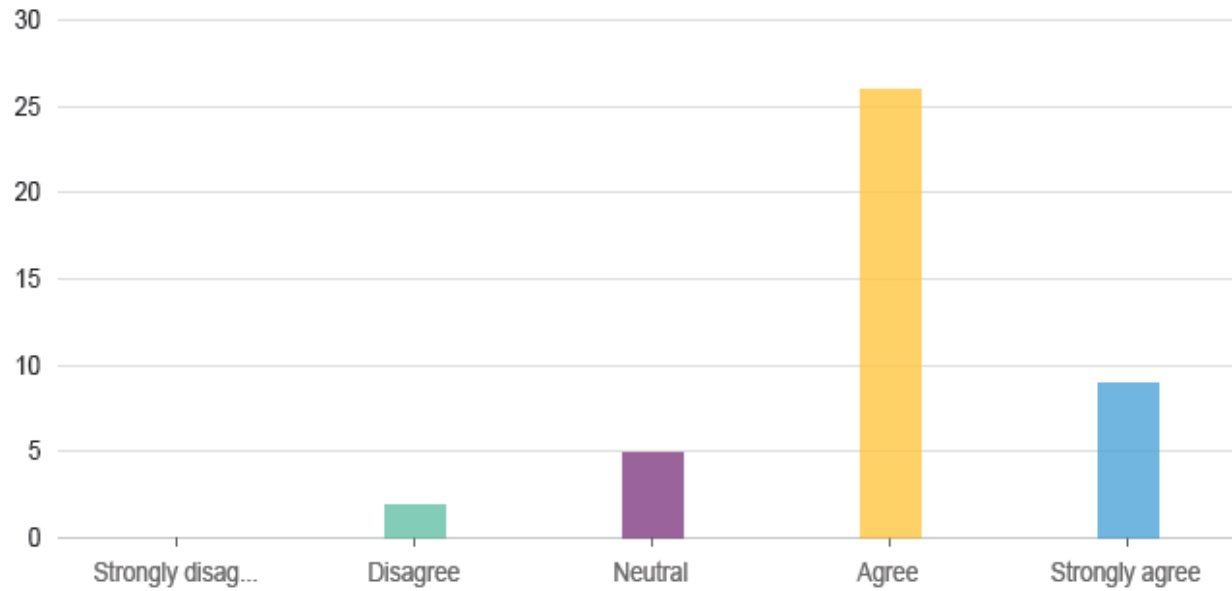
Answered: 42 Skipped: 1

Prior to 1st Open House:
56% Disagree / Strongly Disagree

28% Neutral

12% In Favor

6. I can usually find a parking space near my destination



Answers

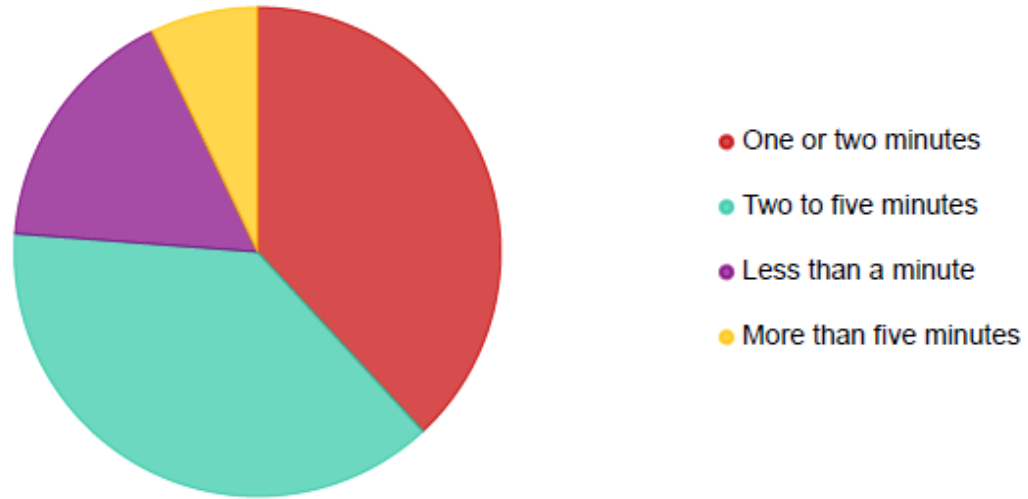
Count

Percentage

Strongly disagree	0	0%
Disagree	2	4.65%
Neutral	5	11.63%
Agree	26	60.47%
Strongly agree	9	20.93%

Answered: 42 Skipped: 1

8. For me personally, a reasonable walk distance from my car to my destination is:



Answers	Count	Percentage
One or two minutes	16	37.21%
Two to five minutes	16	37.21%
Less than a minute	7	16.28%
More than five minutes	3	6.98%

Answered: 42 Skipped: 1

Interim Results and Recommendations

- Evaluate impacts of converting Main St to southbound one-way,
- Evaluate on-street parking configuration (angle v. parallel) for Main St, and
- Identify overall parking needs of Olde Town as properties continue to (re)develop

Main St One-Way

Study Recommendation: Allow Main Street to remain two-way

- Minimizes amount of traffic using local streets
- Avoids confusion, potential for wrong-way traffic, and out-of-direction travel
- Maintains freedom of movement
- Allows Olde Town traffic to access Main St w/o using CO-86

Angle v. Parallel Parking

Study Recommendation: Provide angle parking along Main St

- Maximizes number of parking spaces provided
- Largely meets the expected future demand
- Lessens the need for additional public parking areas

Parking Demand Analysis

Study Recommendation: Provide sufficient parking (on-street, off-street, and within a two-minute walk of Main St) to meet Code

- Parking supply within 2-minute walk (on-street): 120 spaces
- Main St parking supply (off-street): 90 spaces
- Additional parking spaces (assumes angled): 50 spaces
- Parking demand: 270 spaces
- Total deficit (w/in 2-minute walk): 10 spaces

Next Steps

- Complete traffic and parking analysis
- Evaluate alternatives
- Public Meeting #2 (Feb 23, 2023)
- Address comments
- Conclude the project

Thank you!



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Public Meeting #2



Olde Town Circulation Study



Public Meeting #2
February 23, 2023

Agenda

- Schedule
- Feb 14 BOT Mtg Summary
- Alternatives
- Recommendations / Next Steps

Schedule

- Project kick-off: Nov 8
- Data collection / field visit: Nov 15
- Initial Story Map: Dec 12
- Public meeting #1: Jan 19
- Story Map update: Feb 12
- BOT meeting: Feb 14
- ➔ • **Public meeting #2: Feb 23**
- BOT meeting: Mar 14 (if necessary)
- Final Story Map / project completion: Mar 30



<https://arcg.is/n44qT>

Feb 14 Board of Trustees Mtg Summary

- Recommendations were provided to BOT on 2/14, including:
 - Allow Main Street to remain two-way
 - Provide angled parking to maximize spaces and minimize walk distance
- Other scenarios (parallel or combination thereof) would:
 - Result in additional need for off-street parking
- Other access and circulation recommendations forthcoming



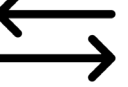
Alternatives

- One-Way Main St to Elm St with signal at Banner St
- One-Way Main St to Spruce St with Signal at Elbert St
- Main St Two-Way with Right in Right Out at Kiowa Ave & Main St
- Main St Two-Way with $\frac{3}{4}$ Movement at Kiowa Ave & Main St
- Main St Two Way with Signal at Main St
- Main St Two-Way With Signal at Banner St
- Main St Two-Way With Signal at Elbert St

One-Way Main St to Elm St with signal at Banner St



Legend

- One-Way 
- Traffic Signal 
- Two-Way 

One-Way Main St to Elm St with signal at Banner St



Legend

One-Way 

Traffic Signal 

Two-Way 

One-Way Main St to Spruce St with Signal at Elbert St



Legend

One-Way 

Traffic Signal 

Two-Way 

One-Way Main St to Spruce St with Signal at Elbert St



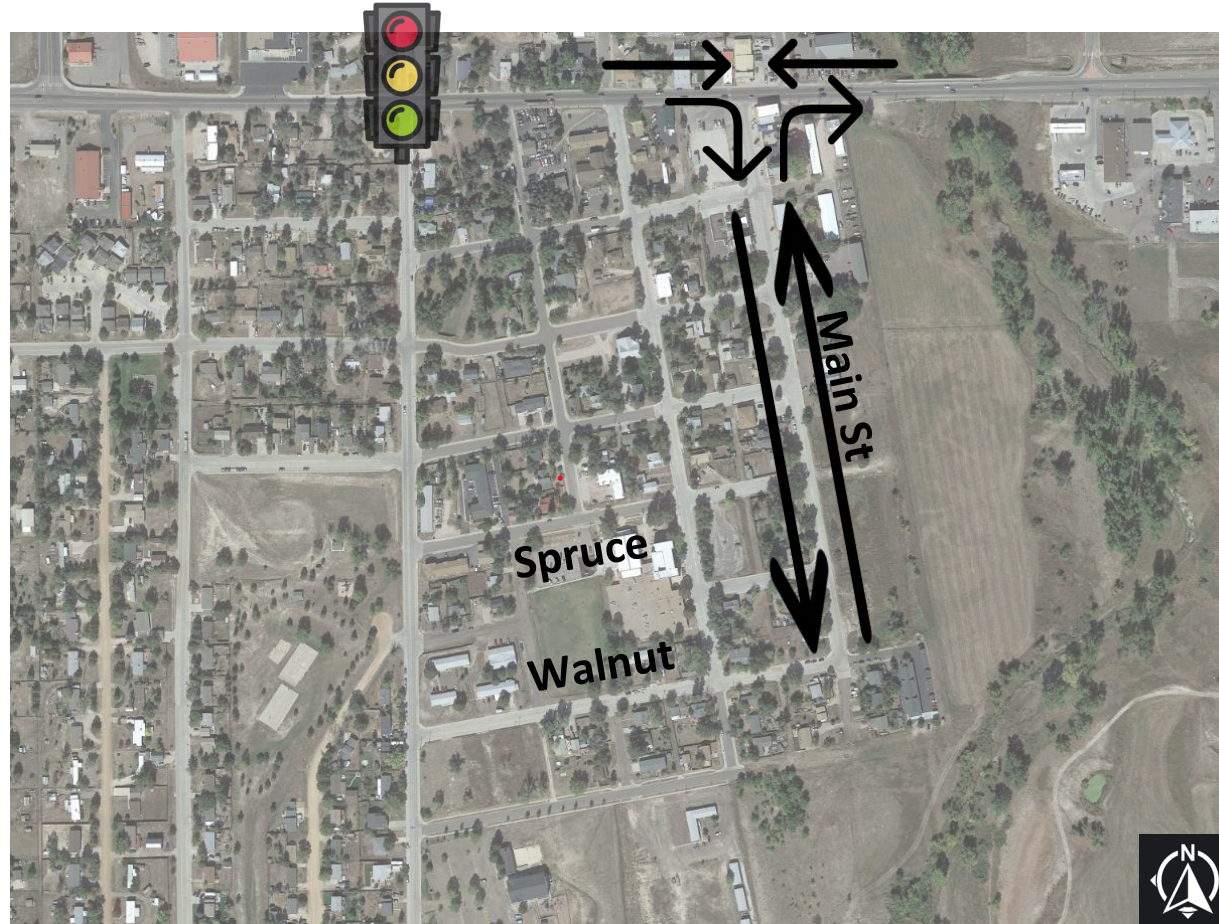
Legend

One-Way 

Traffic Signal 

Two-Way 

Main St Two-Way w/Right-in/Right-Out at Kiowa Ave & Main St



Legend

One-Way 

Traffic Signal 

Two-Way 

Right-in/Right-Out at Kiowa Ave & Main St

Features Include:

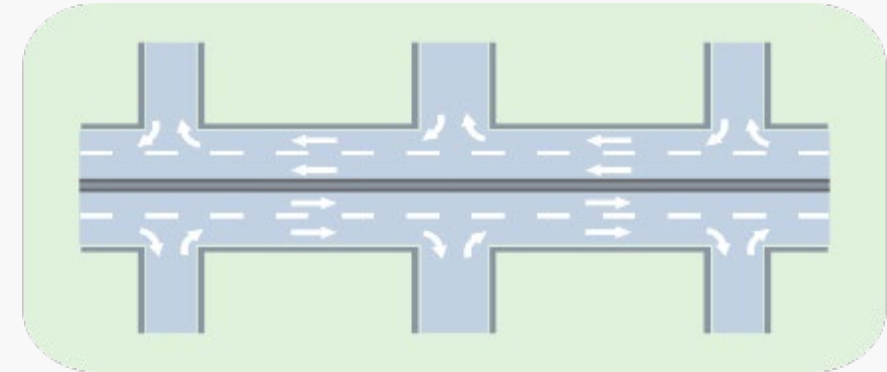
- Eastbound right-turn lane
- Raised center median with ped crossing refuge
- Limited local access to Kiowa Ave
- Retains existing crosswalk and RRFB

Most restrictive access treatment short of closure

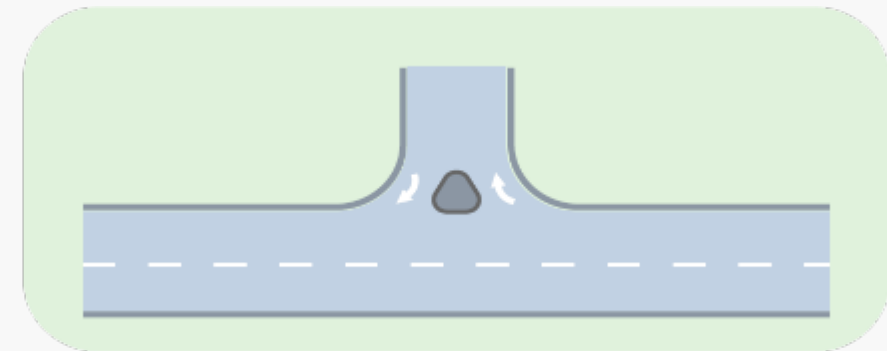
Safest access configuration

Minimizes vehicles stacked at the intersection

Traffic signal at Banner St or Elbert St

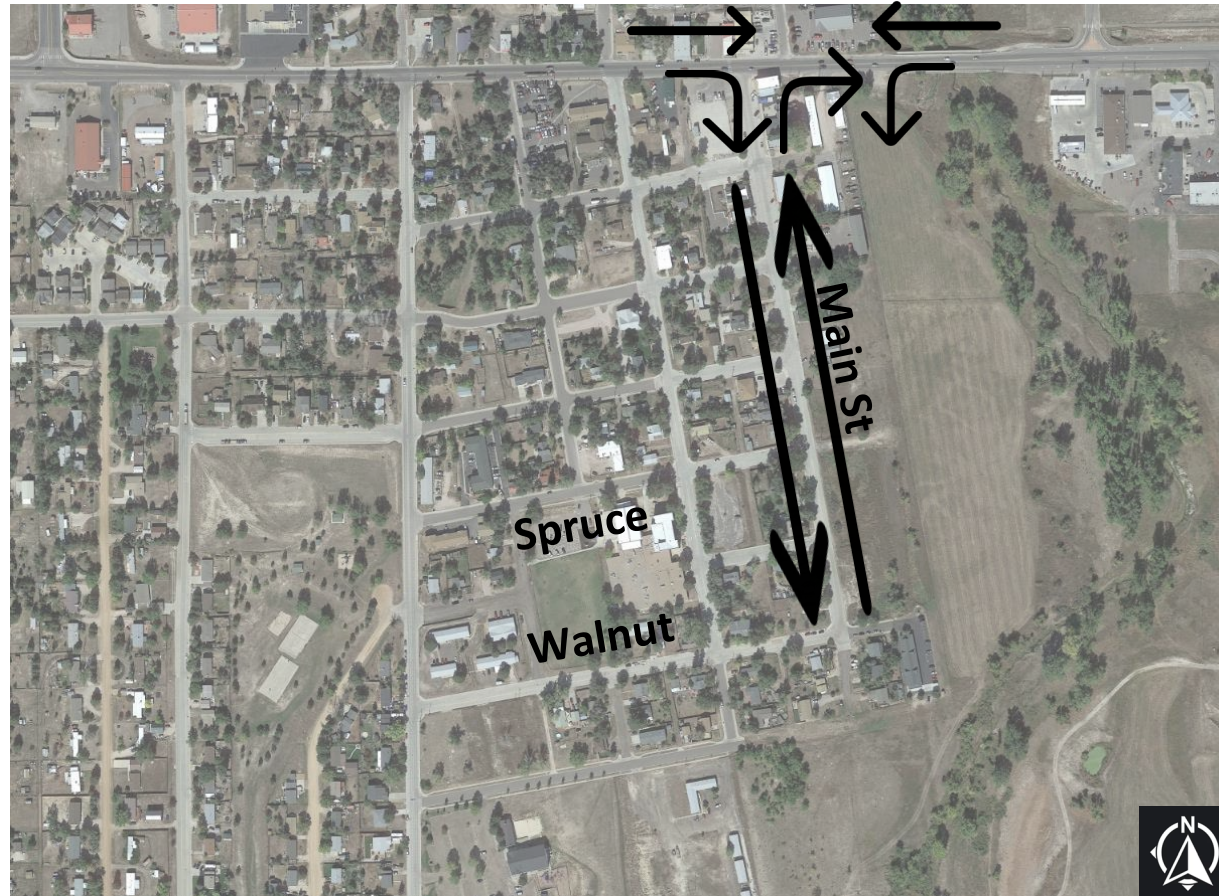


Right-in/Right-out with Raised Median



Right-in/Right-out with Channelized Island

Main St Two-Way w/ $\frac{3}{4}$ Movement at Kiowa Ave & Main St



Legend

One-Way 

Traffic Signal 

Two-Way 

3/4 Movement at Kiowa Ave & Main St

Features Include:

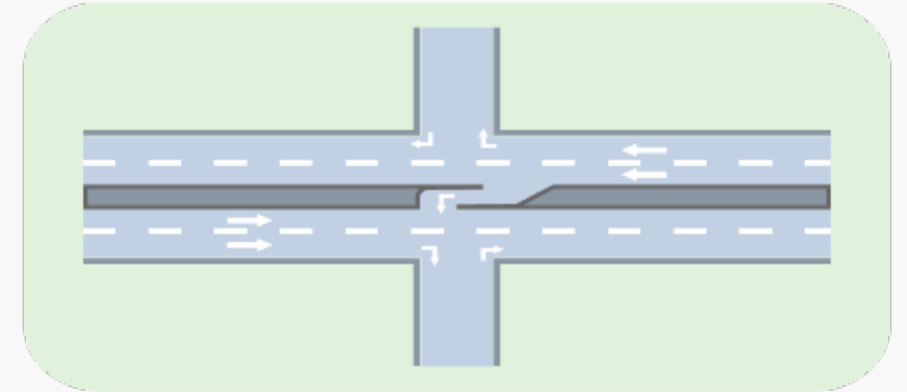
- Eastbound right-turn lane
- Raised center median with pedestrian refuge
- Limited local access to Kiowa Ave
- Retains existing crosswalk and RRFB

Full inbound and partial outbound movements

2nd Safest access configuration

Minimizes vehicles stacked at the intersection

Requires a traffic signal at Banner St or Elbert St



3/4 Movement

Main St Two-Way with Traffic Signal at Main St



Legend

One-Way 

Traffic Signal 

Two-Way 

Traffic Signal at Main St

Features Include:

- Eastbound right turn lane
- Remains unsignalized until MUTCD warrants are met
- Pedestrian push buttons and signals
- Separate left- and right-turn lanes northbound

Retains all movements at the Main St intersection

Feasibility needs to be evaluated

No north-south continuity across CO-86

Requires Access Control Plan change



Main St Two-Way with Traffic Signal at Banner St



Legend

One-Way 

Traffic Signal 

Two-Way 

Traffic Signal at Banner St

Features Include:

- Remains unsignalized until MUTCD warrants are met
- Pedestrian push buttons and signals
- Intersection reconstruction
- Separate left- and right-turn lanes northbound

Need to revisit roadway classification

Feasibility needs to be evaluated

Could combine with a limited access scenario at Main St



Main St Two-Way With Traffic Signal at Elbert St



Legend

One-Way 

Traffic Signal 

Two-Way 

Traffic Signal at Elbert St

Features Include:

- Remains unsignalized until MUTCD warrants are met
- Pedestrian push buttons and signals
- Separate left- and right-turn lanes northbound

Best location from street plan standpoint

Feasibility needs to be evaluated

Could combine with a limited access scenario at Main St



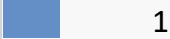


Alternative Evaluation

What criteria are being considered?

- Safety
- Operations
- Convenience
- Impacts
- Multimodal
- Maintenance
- Feedback

Alternative Evaluation

Evaluation Matrix								
Alternative	Safety	Operations	Convenience	Impacts	Multimodal	Feedback	Maintenance	Total
RIRO	3	3	1	2	2	1	2	17
3/4 move	3	3	1	2	2	2	2	18
Main signal	1	3	2	1	3	3	1	15
Banner signal	1	3	2	1	3	2	1	14
Elbert signal	1	3	2	2	3	2	1	15
Weighting Factor	2	1	1	1	1	1	1	
Favorable	 3		Criteria	Measurement				
Neutral	 2		Safety	Is the alternative expected to decrease the frequency or severity of crashes				
Unfavorable	 1		Operations	Does the alternative result in improved LOS				
			Convenience	Does the alternative require out-of-direction travel				
			Impacts	Are there significant challenges with implementation of this alternative				
			Multimodal	Does the alternative enhance multimodal opportunities				
			Feedback	What do the public and staff think of the alternative				
			Maintenance	the level of effort it take to keep the intersection working				

Recommendations

Further evaluate the engineering feasibility of the following 2 options:

Option 1 – Implement a $\frac{3}{4}$ movement intersection at Kiowa Ave & Main St and a traffic signal at either Banner St or Elbert St

Option 2 – Implement a traffic signal at Kiowa Ave & Main St

Next Steps

- Respond to public and staff comments
- Prepare concepts for Option 1 and Option 2
- Finalize recommendation and prepare study report

Thank you!



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Survey Results

OLDE TOWN CIRCULATION STUDY OPINION SURVEY

1. On average, I visit the Main Street Area:

- a. A lot (I live or work there)
- b. Regularly (a couple times a week)
- c. Occasionally (once a week or so)
- d. A couple of times a month or less

2. Traffic congestion along Main Street and within the Olde Town area is a problem:

- a. Never
- b. Rarely, usually during the farmers' market
- c. Sometimes
- d. During rush hour
- e. Not Sure

3. When 86 is busy and I'm leaving Main Street, I usually,

- a. Just wait at Main Street until I can turn onto (or cross) the highway
- b. Cut over to Banner, Pine or Elbert Street
- c. Circulate over to Elizabeth Street and use the traffic light
- d. Other (please describe):

i. _____

4. I support converting Main Street to a southbound one-way

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly disagree

5. Follow up to number 4. Why do you feel this way?

6. I can usually find a parking space near my destination:

- a. Strongly agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly disagree

7. Having parking time limits or parking meters would be a benefit for Main Street Businesses:

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

8. For me personally, a reasonable walk distance from my car to my destination is:

- a. Less than a minute
- b. One to two minutes
- c. Two to five minutes
- d. More than five minutes

9. I would walk more to and from Main Street and between businesses if there were better pedestrian facilities

- a. Strongly agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly disagree



TOWN OF ELIZABETH POLICE DEPARTMENT

JEFF ENGEL, CHIEF OF POLICE

Elizabeth Police Department Activity Statistics Report

Reporting Period:

12/03/2023 to 12/30/2023



ELIZABETH POLICE DEPARTMENT'S MISSION STATEMENT:

“To provide a leadership role in creating an atmosphere of safety and community pride in the Town of Elizabeth by providing quality law enforcement services which utilize innovative approaches to address community needs.”

The following is an informational breakdown of EPD police activity from **12/03/2023 at 12:01 a.m. to 12/30/2023 at 11:59 p.m.** This information is compiled from our Records Management System (RMS), identified as New World (NW), as well as Douglas County Regional Dispatch (DCRD) records.

All suspects/defendants are presumed innocent until proven guilty in a Court of Law.

▪ PO Box 1527, 425 S Main Street ▪ Elizabeth, Colorado 80107 ▪ (303) 646-4664 ▪ Fax: (303) 646-0676 ▪
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Total Calls for Service:

282

Traffic Stops:

Total Stops:	Penalty Assessments:	Written Warnings:	Verbal Warnings:	Assists to Other Agencies
21	4	13	3	1

Parking Violations:

Total Parking Violations:	Parking Citations:	Parking Written Warnings:	Parking Verbal Warnings:
4	0	4	0

Other Calls for Service:

Call Type:	Number of Calls:
911 Rapid SOS	4
Abandoned Vehicle	1
Alarm – Bank	2
Alarm-Business Burglary	5
Animal Complaint	5
Assist to Other Agency	9
Attempt to Contact	1
Business Check	20
Child Abuse	2
Child Custody	1
Citizen Assist	5
Citizen Contact	10



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Civil	1
Crime Prevention	4
Dead Animal	1
Disturbance	4
Domestic Violence Calls	1
Drug Offense	2
Follow Up	35
Found Property	1
Harassment	2
House watch	2
Increased Patrol	43
Informational Report	6
Juvenile Complaint	3
Medical Assist	11
Motorist Assist	4
Municipal Ordinance Violation	2
Motor Vehicle Accident Property Damage	4
Motor Vehicle Accident with Injuries	1
Parking Complaint	4
Report Every Drunk Driver Immediately	2
Restraining Order Violation	1
Runaway	1
School Education	3
Sex Assault on Child	2
Sex Offense	1
Structure Fire	1
Suspicious Circumstance	6
Suspicious Person	2
Suspicious Vehicle	11
Theft	1
Traffic Complaint	3
Traffic Hazard	9
Traffic Stop	21



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Trespass	1
Vehicle Fire	1
Vehicle Theft	1
Vehicle Trespass	1
VIN Verify	8
Welfare Check	9

Open Patrol Division Criminal Investigations:

Case Number:	Call Type:	Details:
23-2040	Burglary	Investigation of a burglary at a local business
23-4744	Burglary	Investigation into a burglary at a local building
23-4886	Fraud	Fraud Investigation
23-5223	Drug Offense	Drug Investigation
23-5283	Burglary	Investigation of a burglary at a property in Town
23-5512	Child Abuse	Investigation into a possible child abuse
23-5715	Sex Offense	Investigation of a sex offense at a local school



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Open Community Services Division Municipal Ordinance Violations:

Case Number:	Call Type:	Notes:
23-3106	Weed Control	Investigation into weed violation on a property in Town.
23-4373	Animal Control	Investigation into an animal complaint at a property in Town.
23-4802	Animal Control	Investigation into an animal complaint at a property in Town.
23-5164	Weed Control	Investigation into weed control at a property in Town.
23-5534	Weed Control	Investigation into weed control at a property in Town.

Please note that limited information regarding open investigations is available. This is to protect the integrity of the investigations.



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Closed Case/Incident Reports:

Case/Incident Number:	Call Type:	Details:
23-5443	Found Property	EPD Officers located a license plate in the lobby of EPD that came off a trailer. It was registered to a company that was no longer in business.
23-5428	Warrant Arrest	EPD Officers, while investigating an Motor Vehicle Accident, arrested one of the involved parties who had an outstanding warrant.
23-5409	Domestic Violence	EPD Officers investigated a report of a possible domestic violence incident. After a thorough investigation, it was determined that no crime was committed.
23-5410	Motor Vehicle Accident	EPD Officers investigated a motor vehicle crash. It was determined that a violation of the model traffic code was committed, and a municipal summons was issued.
23-5427	Motor Vehicle Accident	EPD Officers investigated a motor vehicle crash. It was determined that a violation of the model traffic code was committed, and a municipal summons was issued.
23-5435	Mental Health Hold	EPD Officers responded to a call of someone in mental health crisis. The subject voluntarily consented to be transported for mental health evaluation.
23-5451	Child Abuse	EPD Officers received an anonymous tip about possible child abuse. After an investigation it was determined that no crime had occurred.
23-5424	Driving Under the Influence	EPD Officers arrested an intoxicated driver after the driver initially failed to yield to a traffic stop.
23-5436	Motor Vehicle Accident	EPD Officers investigated a one vehicle property damage accident. It was determined that a violation



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		of the model traffic code was committed, and a municipal summons was issued.
23-5311	Fraud	EPD investigated a fraudulent credit card charge to TV services. No suspect was located, and victim had charges voided.
23-5434	Motor Vehicle Accident	EPD investigated a hit and run property damage accident. No suspect was located.
23-5575	Assist Other Agency	EPD assisted ECSO with a DUI investigation.
23-5557	Mental Health Hold	EPD responded to a party in mental crisis and transported them to an area hospital.
22-5520	Motor Vehicle Accident	EPD responded to a two Vehicle crash. After investigation, the at fault driver was issued municipal summons for a traffic offense.
23-4953	Harassment	EPD investigated a possible harassment. It was determined that no crime occurred.
23-5407	Child Abuse	EPD investigated a possible child abuse. It was determined that no crime occurred and the case was forwarded to ECSO due to the crime allegedly occurring in their jurisdiction.
23-5588	Municipal Ordinance Violation	EPD responded to a report of littering. Victim refused to pursue charges.
23-5614	Municipal Ordinance Violation	EPD issued a juvenile a summons for possessing nicotine products.
23-5441	False Reporting	EPD investigated a possible misuse of Safe 2 Tell that was determined to be unfounded.
23-5590	Suicidal Subject	EPD assisted a party in a mental health crisis. A safety plan was created with the assistance of Centennial Mental Health and the party was released to a family member.
23-5622	Assist Other Agency	EPD assisted ECSO with a menacing at an area business.



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23-5658	Drugs	EPD confiscated over 3 grams of a methamphetamine and arrested a party on two warrants during a traffic contact.
23-5319	Theft	EPD issued a warrant for a known party who stole items from a local business.
23-5555	Theft	EPD responded to a theft at a local business. The suspect and victim entered into a civil agreement and the value of the theft was recovered.
23-5620	Theft	EPD investigated a theft at a local business. All investigative leads have been exhausted and no suspect has been identified.
23-5716	Assist Other Agency	EPD assisted ECSO on a possible child abuse.
23-5600	Motor Vehicle Theft	EPD investigated a motor vehicle theft. Victim refused to press charges.
23-5738	Trespass	EPD responded to a possible trespass. It was determined that the party had the legal right to be there.
23-5722	Assist Other Agency	EPD assisted ECSO with an animal impound.
23-5648	Sex Offense	EPD investigated a possible sexting case. It was determined that no crime occurred.
23-5705	Child Abuse	EPD responded to a report of familial abuse. A female juvenile taped the hands of her sibling together. After investigation, no crime occurred.
23-5736	Suspicious Circumstance	EPD responded to a local business on a report of a male party shining a flashlight in the windows. No crime occurred.
23-5255	Runaway	EPD worked with Oklahoma Law Enforcement to locate a runaway out of Elizabeth. The juvenile was located in Oklahoma and the family was notified.
23-5802	Dog Bite	EPD responded to a report of a dog bite. The dog was placed on a 10 day in-home quarantine.



TOWN OF ELIZABETH POLICE DEPARTMENT

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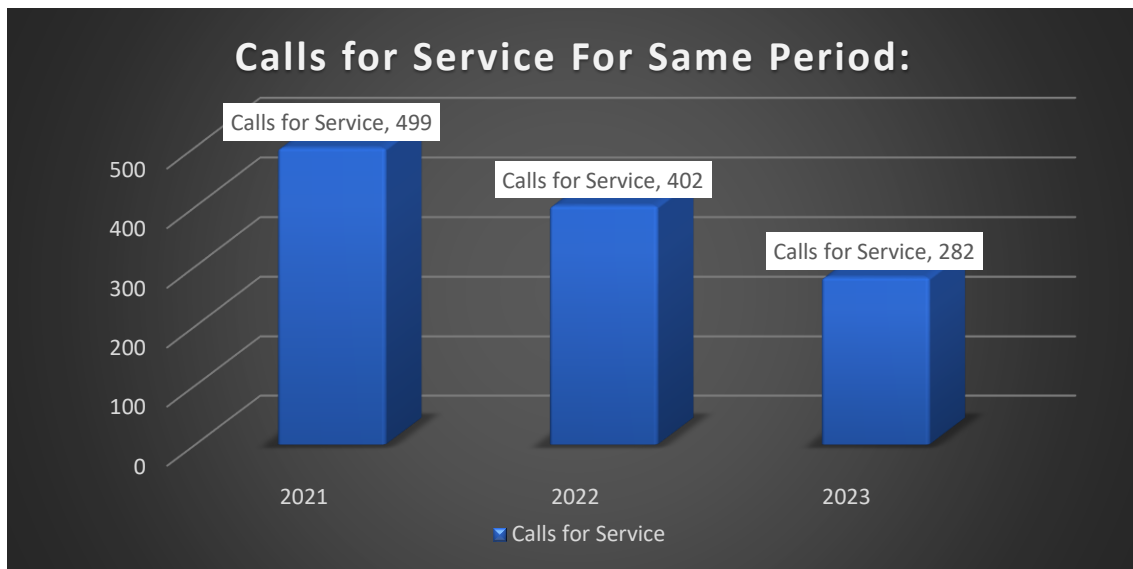
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23-5804	Mental Health Hold	EPD responded to a party in mental health crisis, and the party was transported to an area hospital.
23-5633	Vehicle Trespass	EPD investigated a vehicle trespass at an area school. Victim refused to pursue charges.

Historical Data:





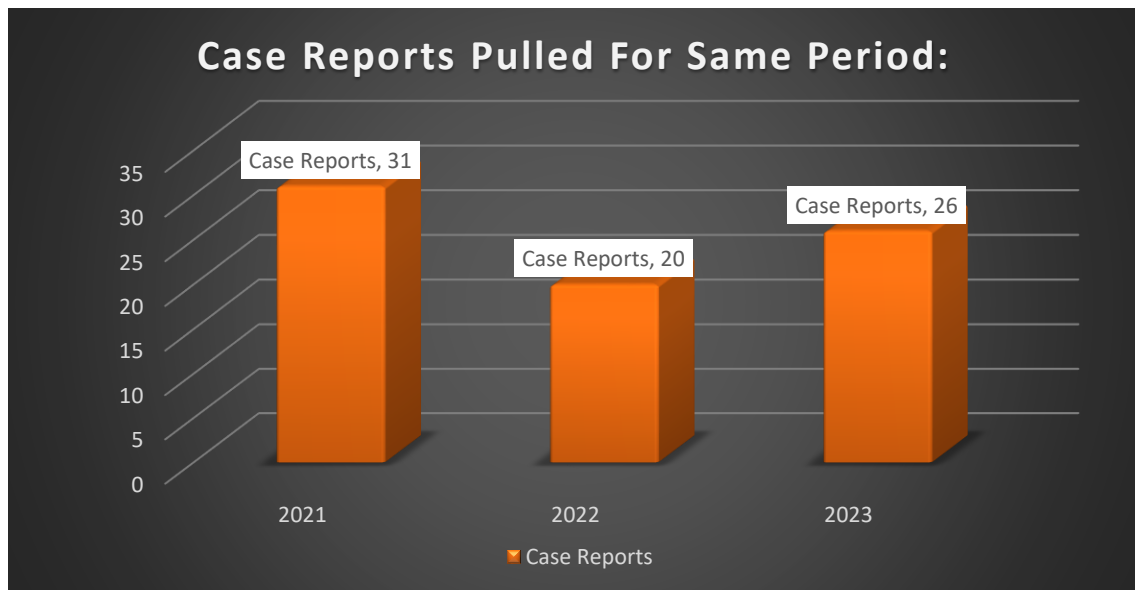
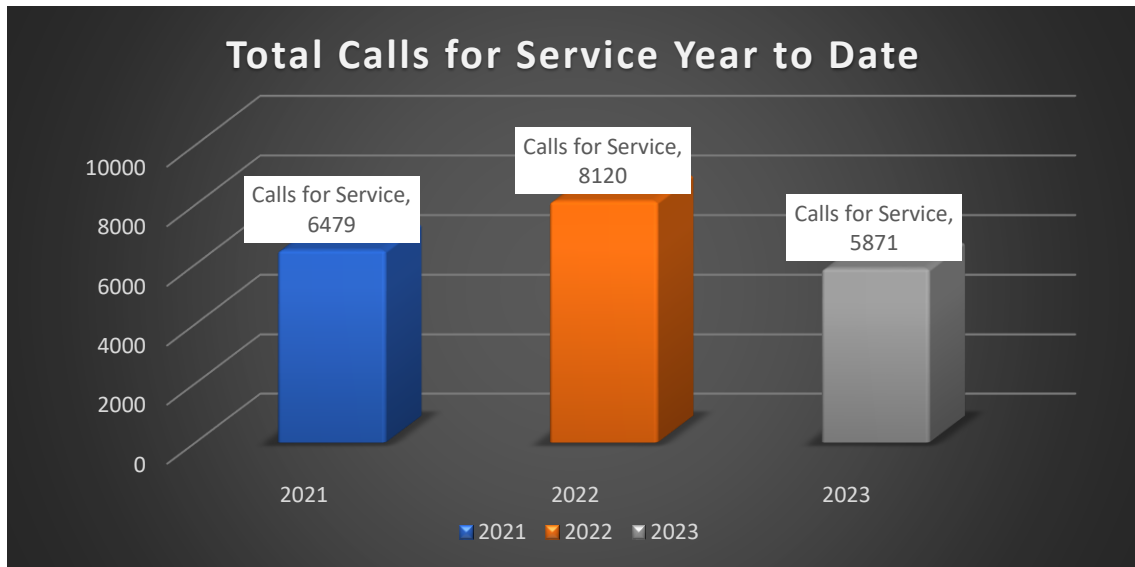
TOWN OF ELIZABETH POLICE DEPARTMENT

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TOWN OF ELIZABETH

MICHAEL DEVOL, PUBLIC WORKS DIRECTOR

TO: Honorable Mayor and Town Board of Trustees
FROM: Mike DeVol, Public Works Director
DATE: December 12, 2023
SUBJECT: Public Works Monitoring Report

HAPPY NEW YEAR EVERYONE!!!

*Town Street Paving Improvements Project:

1. N/A Spring Projects will be presented at a later date.

*Town Main St. Decorations:

1. New Winter Banners will be installed the week of January 15th.

*Town Wells, Tanks and Effluent:

1. Presented in the January 23, 2024 packet.

*Town Water Line Emergency Repair:

1. N/A

*Town Hall/ Repairs/ Landscaping Plan:

1. Repairs to- sidewalk are completed.

*Town Walkway Repairs:

1. PW has completed sidewalk replacement at the Elizabeth Brewing Company.

*Town Street Striping Projects:

1. Main St parking striping has been completed.

*Town Snow Plowing and Street Sweeping:

1. Town Trucks are fully prepared for the upcoming snow season.
2. Truck Plows and trucks have had maintenance and preparedness checks performed.
3. Salt Sand has been stockpiled for this season.

*Town New Wells at Ritoro/Gold Creek Valley:

1. The new Wells building is complete except for the interconnect between SCADA and phone line which is scheduled to be completed by January 15.
2. Landscaping will take place in the Spring (May) of 2024 due to the impending weather. PW will work with the 4 adjacent property owners for their approval of the landscape sketch to ensure that we conceal as much of the building as possible from their views.

▪ PO Box 159, 151 S. Banner Street ▪ Elizabeth, Colorado 80107 ▪ (303) 646-4166 ▪ Fax: (303) 646-9434 ▪
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3. The Back-up Generator is installed and tested for normal operations.

*Town Trail Project:

1. PW has scheduled a walk-through inspection with our reporting Agency Stantec Engineering for Guidance after the flooding and the loss of previously planted vegetation, bushes and trees.
2. 2023 Reporting has been sent to CDOT and other agencies. PW is awaiting a decision on course of Action(s) that will be required to fulfill our Trail obligations. (#9 below on upcoming projects).
3. Due to the flooding in 2023 it appears that PW will need to fulfill one more year of habitat remediation, With possibly a full 3 years.

*Gold Creek Lift Station Improvements:

1. Completion of project has begun clear water testing and adjustments have been made.
2. Communications and Alarms have been tested and 100% complete.
3. SCADA controls are being tested this week and should be completed.
4. PW has been Operating the lift station in automatic for two consecutive weeks with no issues.

*Eligibility Surveys for Water and Wastewater Capitol projects have been completed for 2024 and accepted by Colorado Department of Public Health and Environment (CDPHE). The eligibility surveys allow for the town to be in line for any funding that may be available for future projects.

*Gold Creek Wastewater Treatment Plant (GCWWTP)

1. NO CHANGES AS OF THIS REPORT-On going Project/ The new fine screen replacement unit has been installed. The new screen has been in automated operations for one month with no issues.
2. PW has been working on Plant maintenance by drawing down (treating in Train 1) all liquid levels of Train 2/South side of the treatment plant for inspection and repairs as necessary. The Clarifier for Train 2 has been completely emptied hosed and vacuumed out for a clean working area. The clarifier drive motor tested out fine as well as the gear reduction box. There is wear and damage to the Drive Shear Pin and Paddle arms that distribute settled sludge to the bottom of the clarifier for removal through pumping and sent to digestors for final degradation and trucked to farm fields as fertilizer. PW should have the Clarifier back up and fully operational by the end of September dependent on parts shipping.
3. Just a quick review of the Wastewater Plant: It is designed to treat 500,000 gallons of Raw Sewage per day. Train 1 and Train 2 share that equally. Train 1 currently is treating 190,000-200,000 gallons per day while maintaining our minimal 85% reduction constituent removals (currently 93%-99% removal) that are set by CDPHE in our Permit (excellent test for me as an operator and all equipment). Currently we are operating one Train at basically 80% capacity and operating very well. This is a test never completed before as our available capacity is 500,000 gallons. When the time comes that the wastewater Plant is treating at 80% (400,000 gallon) of the Total Capacity the Town must start to show Plant Expansion Plans to CDPHE. The current WTP upgrade Budget is currently in good shape for funding.



TOWN OF ELIZABETH

MICHAEL DEVOL, PUBLIC WORKS DIRECTOR

Reference of constituent removal: Please see attached Laboratory Sampling Analysis for actual numbers while completing maintenance of one train. Note all numbers/results are shown as milligrams per liter (mg/L) this equates from metric to Standard as parts per million (ppm). Plant is 100% Biological/Bacteria (Bugs) NO CHEMICALS

Bio-chemical Oxygen Demand (BOD) minimum 85% removal (current average 99% removal)
Total Suspended Solids (TSS) minimum 85% removal (current 93%-99% removal)
Nitrogen/Ammonia (NH₃) minimum 85% removal (current 99% removal)
E.Coli maximum 115 parts per million (ppm) (current <1 ppm) U.V. Light neuters bacterial for no reproduction and does not kill the bacterial which in turn means no chemicals and cost savings to the Town residents.

*Town Clean Up Day/ Paint Round-Up/Arbor Day

1. Tentatively Scheduled for May 18, 2024 and a day in the fall undetermined yet.

*Town Public Works Road Extension:

1. Infrared patching has taken place at various areas around town where Asphalt and Concrete come Together to form a smoother transition between the two surfaces.

*Town Farmers Market:

Event Park Name is Running Creek Park (RCP)

*Town Parks and Right of Way (ROW):

1. Porta-Potty will remain at Bandt Park parking area for the Winter season.
2. Bandt Park restrooms are closed for the season due to cold temps moving in.

Upcoming Projects:

1. PW has begun for 2024 the following Annual Reporting:
2. Annual Biosolids
3. Regulation 85 Nutrient Monitoring/Accepted by CDPHE
4. Water Augmentation and Recording
5. Water Lead and Copper sampling
6. Water Constituents Metals Sampling
7. Annual DMR(Daily Monitoring Report) Gold Creek Wastewater Plant
8. Tree City USA Application/ Accepted and approved by Tree City USA
9. Trail DOLA findings and Inspections/ Addition of Willow Cuttings Planted
10. PW continues to work on Highway User Tax Fund (HUTF) reporting and data processing.



TOWN OF ELIZABETH

MICHAEL DEVOL, PUBLIC WORKS DIRECTOR

11. PW is completing Lead and Copper testing per CDPHE guidelines for 2023.

Mail Kiosk:

1. Mail Kiosk are installed and USPS has installed all new locks(USPS Supplied) on both Kiosk locations.
2. Public Works will enhance the recycled asphalt parking area at the Washington St Mail Kiosk.

Mike DeVol
Town of Elizabeth
Public Works Director
GCWWTP Operations
303-913-6453
mdevol@townofelizabeth.org



**MAIN STREET BOARD OF DIRECTORS – RECORD OF PROCEEDINGS
NOVEMBER 13, 2023**

CALL TO ORDER

The Regular Meeting of the Main Street Board of Directors was called to order on Monday, November 13, 2023, at 8:34 AM by Vice President Linda Bulmer.

ROLL CALL

Present were Vice President Linda Bulmer, and Board Members Jeff Struthers, Michael Hussey, Kurt Prinslow, and Carrie Wedel. President Tedd Lipka and Member Brandon Jeffress were not present. There was a quorum to conduct business.

Also present were Community Development Director Zach Higgins, Planner/Project Manager Alexandra Cramer, Deputy Town Clerk Harmony Malakowski, and Community Development Administrative Assistant Dianna Hiatt.

AGENDA CHANGES

No changes from Staff.

No changes from the Board.

Agenda set.

UNSCHEDULED PUBLIC COMMENT

There was no unscheduled public comment.

CONSENT AGENDA

1. Minutes of the Regular Meeting of September 11, 2023

Motion by Mr. Hussey, seconded by Mr. Prinslow, to approve the minutes from October 9, 2023.

The vote of those Board Members present was unanimously in favor. Motion carried.



NEW BUSINESS

2. Discussion and possible action regarding the MSBOD 2024 Workplan and Budget.

Director Higgins provided an update.

Vice President Bulmer discussed Main Street Station and the updated impact fee schedule. Director Higgins provided background information regarding the new fees. Discussion followed.

Motion by Mr. Hussey, seconded by Mr. Prinslow, to adopt the MSBOD 2024 Workplan and Budget as presented.

The vote of those Board Members present was unanimously in favor. Motion carried.

3. Discussion and possible action regarding the MSBOD 2024 Schedule

Motion by Mr. Prinslow, seconded by Mr. Struthers, to approve the MSBOD 2024 Schedule.

The vote of those Board Members present was unanimously in favor. Motion carried.

4. Discussion regarding event date for the Main Street Networking Event

The Main Street Networking Event for 2024 will be held on May 16th, 2024, at The Elizabeth Brewing Company.

5. Discussion and possible action regarding the Main Street Monument Sign/Arch Options

Motion by Mr. Hussey, seconded by Ms. Wedel, to recommend to the Board of Trustees the 3rd sign option with the discussed changes.

The vote of those Board Members present was unanimously in favor. Motion carried.

6. Discussion regarding the draft Elizabeth Façade Grant Program

Motion by Ms. Wedel, seconded by Mr. Prinslow, to approve the recommendation to the Board of Trustees the proposed draft of the Elizabeth Façade Grant Program.

The vote of those Board Members present was unanimously in favor. Motion carried.

STAFF REPORTS

- Director Higgins provided updates regarding:
 - Streetscape Design update and upcoming Grant opportunities
 - Gesin Lot and archway design.



TOWN OF ELIZABETH

- Upcoming holiday party
- 2023 Christmas ornament inventory
- Training opportunities
- Update on the conference he attended
- Wi-Fi on Main Street
- Hugo Main Street Manager to visit the MSBOD in January
- Reminder of the Open House tonight with DOLA

BOARD REPORTS

- Vice President Bulmer provided updates regarding:
 - Lines have been repainted on Main Street
 - The bank building will have a new business soon as the current occupant is retiring.
 - Main Street Station
 - Business Open House event held recently

ADJOURNMENT

Motion by Mr. Hussey, seconded by Mr. Prinslow, to adjourn the meeting at 10:22 AM.
The vote of those Board Members present was unanimously in favor. Motion carried.



President Tedd Lipka



Deputy Town Clerk Harmony Malakowski

