Town Council
Superior Metropolitan District No. 1 Board of Directors
Meeting Agenda
Monday, August 11, 2025
6:00 p.m.
Town Hall Council Chambers
124 E. Coal Creek Drive

The Council meeting will be held in person and online. Members of the public may participate in the meeting via Zoom (instructions) or view the meeting on YouTube (closed captioning available). The recording of the Council meeting will be made available on YouTube and at SuperiorColorado.gov after the meeting.

1. Call to Order Meeting of Town Council (6:00 p.m.)

2. Preliminary Matters (6:00 p.m.)

    a. Pledge of Allegiance

    b. Roll Call

    c. Approval of Agenda

    d. Council Reports

    e. Public comment on Consent Agenda, Presentations, and Non-Agenda Items. Persons making public comment are asked to state your name and the city you live in (limit 5 min./person)

3. Advisory Committee Interviews – Superior Youth Leadership Council (SYLC) (6:25 p.m.)

4. Presentation
    a. Comprehensive Plan Update (6:35 p.m.)
    b. Transportation Plan Update (7:20 p.m.)

5. Project Updates – None

6. Consent Agenda (8:05 p.m.)
    a. Approval of Council Meeting Minutes
    b. Acceptance of Committee Meeting Notes
    c. Consideration of Resolution of the Town Council of the Town of Superior Approving Advisory Committee Appointment for Environmental Sustainability (ACES) and Cultural Arts and Public Spaces Advisory Committee (CAPS)
    d. Consideration of Resolution of the Town Council Approving Sagamore Quit Claim Deeds
    e. Consideration of Resolution of the Town Council of the Town of Superior Approving Lighthouse Transportation Group for the 2025 Traffic Signal Equipment Project
    f. Consideration of Resolution of the Town Council of the Town of Superior Approving McCaslin 16” Watermain Project Change Order
    g. Consideration of Resolution of the Town Council of the Town of Superior Approving Rock Creek Parkway Design Contract
    h. Consideration of Resolution of the Town Council of the Town of Superior Approving the Purchase and Sale Agreement for Property at 123 E. Coal Creek Drive
    i. Consideration of Resolution of the Town Council of the Town of Superior Approving Downtown Superior Parcel K (plaza) Quit Claim Deed
    j. Consideration of Resolution of the Town Council of the Town of Superior Adopting the Town of Superior Transportation Plan
    k. Airport Noise Report (July)

7. Public Hearing – Consideration of Resolution of the Town Council Approving Supplemental Budget and Appropriations for 2025 (8:15 p.m.)

8. Public Hearing and First Reading – Consideration of Ordinance Amending the Code for Contractor Licensing (8:25 p.m.)

9. Regional Housing Needs Assessment Review and Comment (8:55 p.m.)

10. Consideration of Resolution of the Town Council of the Town of Superior Approving Vision Zero Plan (9:25 p.m.)

11. Executive Session to hold a conference with the Town's attorney to receive legal advice on specific legal questions, pursuant to C.R.S. § 24-6-402(4)(b), regarding the Kupfner litigation and related matters.(9:55)

12. Adjournment (11:00 p.m.)

Public comments regarding general Town Council agenda items that are not a public hearing should be submitted with sufficient time ahead of the meeting to allow an opportunity for Council Members to review.

Item Number 3

Information for Meeting of the Superior Town Council

Agenda Item Name: **Superior Youth Leadership Council Candidate Interviews**

Meeting Date: **August 11, 2025**

Presented by: **Matt Magley, Town Manager**

Presented for: **Discussion**

BACKGROUND

Staff has scheduled interviews with the Town Council for candidates interested in consideration for appointment to serve on the Superior Youth Leadership Council (SYLC). All vacancies are advertised through Town media. Each candidate has prepared a brief introduction statement to present to the Board.

Listed below are the applicants scheduled to interview with the Council this evening:

Superior Youth Leadership Council (SYLC) – 8 Vacancies:

1. Dylan Lacis
2. Ryan Alaniz
3. Jane Baldwin
4. Jackson Lacis
5. Megan Liao
6. Mili Sobti
7. Berkeley Spencer
8. Wyatt Labar

ATTACHMENTS:

- Applications

Town of Superior Advisory Groups

Superior Youth Leadership Council (SYLC)

Board Details

Overview: The Superior Youth Leadership Council (SYLC) is an advisory committee of the Town of Superior. SYLC is charged with the following duties: supporting and providing a voice for Superior's youth; contributing to the Superior community through service, focusing on activities, education and communication to and for Superior's youth; representing youth interests within the Town; and providing feedback and information about youth needs and interests.

Requirements: SYLC members must be residents of the Town of Superior in grades 8-12. SYLC members must submit an application and participate in an interview. Upon appointment, members are to serve a two year term showing commitment and consistency in the council.

Responsibilities: Attend and actively participate in a monthly meeting. Participate and provide leadership in SYLC programming and events through their term. Monthly meetings will occur at Town Hall on the first Wednesday of every month from 6:30-8:00 pm.

Overview

Size 25 Seats

Term Length 2 Years

Term Limit 3 Terms

Additional

Meeting Information

Date: 1st Wednesday of Each Month Time: 6:30 pm - 8:00 pm Location: Superior Community Center 1500 Coalton Road Superior, CO 80027 SYLC meetings are held in person with a concurrent virtual option: http://bit.ly/2XwEF5G

Contact the Committee Members

Message SYLC<a>

Staff Liaison

Jeremy Hoffman - Recreation Coordinator

Town Council Liaison and Alternate

Mike Foster, Mayor Mark Lacis

Establishing Resolution

20150824_Resolution_R-37_Terms_and_Meeting_Procedures.pdf
20150126_Resolution_R-6_Renaming_to_SYLC.pdf
Reestablishing_SYLC.pdf

Committee Work Plan

SYLC_2024-_2025_Work_Plan.pdf

Additional Documents

Town of Superior Advisory Groups

Superior Youth Leadership Council (SYLC)

Board Roster

Kai K Ahn-O'Connor

1st Term Aug 14, 2023 - Aug 31, 2025

Sathya Balamurugan

1st Term Sep 09, 2024 - Aug 31, 2026

Livia K Baldwin

1st Term Aug 28, 2023 - Aug 31, 2025

Lindsay J Craig

1st Term Jan 08, 2024 - Aug 31, 2025

Avika Dhar

1st Term Sep 09, 2024 - Aug 31, 2026

Lauren D Dixon

1st Term May 13, 2024 - Aug 31, 2026

Annie E England

1st Term Sep 09, 2024 - Aug 31, 2026

Brek Hoenninger

2nd Term Sep 01, 2021 - Aug 31, 2025

Office/Role Vice Chair Communications

Elle T Holmes

1st Term Sep 09, 2024 - Aug 31, 2026

Corinne A Jones

2nd Term Aug 08, 2022 - Aug 31, 2026

Josh M Kim

2nd Term Aug 08, 2022 - Aug 31, 2026

Office/Role Secretary

Hannah Lee

1st Term Sep 09, 2024 - Aug 31, 2026

Elizabeth G Marsella

2nd Term Aug 08, 2022 - Aug 31, 2026

Sebastian K Medina

1st Term Sep 09, 2024 - Aug 31, 2026

Rachel L Mills

2nd Term Nov 14, 2022 - Aug 31, 2026

Office/Role Chair

Lisa Park

1st Term Nov 13, 2023 - Aug 31, 2025

Neel Ruhil

1st Term Aug 14, 2023 - Aug 31, 2025

Minkee(michael) Seo

1st Term Aug 28, 2023 - Aug 28, 2025

Ashna N Shah

2nd Term Aug 08, 2022 - Aug 31, 2025

Office/Role Vice Chair Events & Community Service

Zachary C Smith

1st Term Jan 06, 2025 - Aug 31, 2027

Aadi Sobti

1st Term Sep 09, 2024 - Aug 31, 2026

Sampson D Spencer

1st Term Aug 28, 2023 - Aug 31, 2025

Emma Taylor

1st Term Sep 09, 2024 - Aug 31, 2026

Om Vegesna

1st Term Aug 14, 2023 - Aug 31, 2025

Vacancy

Application Form

Profile

General Instructions:
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Dylan (First Name) | A (Middle Initial) | Lacis (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Eldorado Pk-8

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

8

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to be a part of the Superior Youth Leadership Council because I want to give back to my community. Also, when I’m applying for colleges and jobs, volunteer work will look good on my resume and boost my chances of getting the job opportunities and colleges I want.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

I think that youth in the Town of Superior value places/events where they can have a fun space to play. I had this idea that we can create a game event for teens in Superior (Poker, Monopoly, Ticket to Ride, etc.)

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

I do cross country and track at Eldorado PK-8. I am a member of the Rock Creek Flyers (4+ years.) I am also a Peer Leader at Eldorado PK-8 and volunteer making pillows for breast cancer patients for JWill Pink Village, a local non-profit.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

- (•) Yes
- ( ) No

Application Form

Profile

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Ryan (First Name) | (Middle Initial) | Alaniz (Last Name)

(Email Address)

(Home Address) | (Suite or Apt)

(City) | (State) | (Postal Code)

(Primary Phone)

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Monarch High School

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

10

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to be a part of the Superior Youth Leadership Council because I’m excited to give back to my community and grow as a leader. I’ve already been involved in community service with Superior Rising, and I see this as a great opportunity to take that to the next level. I’m looking forward to working with others who care about making a difference. I'm interested in learning new skills that will help me be a stronger leader.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

There are already great activities established for a younger audience but I feel like there is an opportunity to expand to the older kids. I also want to help our youth become more civic-minded to create more awareness and to understand what is going on in our town.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

Monarch High School Swim Team, 1 year Monarch High School Football Team, 1 year Rock Creek Flyers Swim Team, 7 years Superior Rising; Volunteer, 2 years Superior Chamber of Commerce; Event Volunteer, 2 years Mission Trip Member (Ascent Church) Navajo Nation 2024, Belize July 2025 Neighborhood Lawn Care, Self, Taking care of my neighbors lawns, 5 years DECA HSB, Member, 1 year

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

○ Yes ◉ No

Application Form

Profile

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Jane (First Name) | V (Middle Initial) | Baldwin (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Monarch High School

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

9th

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to help my community and make a difference to the people who live here. My sister is on the council and that has helped me see the way SYLC benefits the town.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

One issue that is extremely important to the youth is socializing, especially with all the screen intake that youth are getting.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

HXP- Spent 9 days on a humanitarian trip in West Virginia fixing up houses for the needy. President of my age division at my church youth group; have helped plan and implement many activities including service projects for 2 1/2 years. I have also volunteered at a thrift store once, sorting donations. I play the flute in Monarch High School's marching band, and this will be my first year. I have also been acting at Reel Kids in Boulder for 4 years and participated in my school's musicals.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

○ Yes ◉ No

Application Form

Profile

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Jackson (First Name) | A (Middle Initial) | Lacis (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Eldorado

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

8th

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to be part of the Superior Youth Leadership Council because I want to serve the community by volunteering. I also want to volunteer because it will help me get into a good college in the future. Maybe also because my Dad (aka the Mayor) is making me do this, but I love him and agree it’s a good opportunity.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

One of my most important issues is feeling like myself and my friends have a safe place to gather and have fun. My friends and I really enjoy events at the Community Center and the pool.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

I do cross country and wrestling at Eldorado PK-8. I am also a black belt in Martial Arts (4+ years) and am a member of the Rock Creek Flyers swim team (4+ years.) I also volunteer as a Peer Leader at Eldorado PK-8 and volunteer making pillows for breast cancer patients for JWill Pink Village, a local non-profit.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

- (•) Yes
- ( ) No

Application Form

Profile

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Mili
First Name

Middle Initial

Sobti
Last Name

Email Address

Home Address

Suite or Apt

City

State

Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Peak to Peak Charter School

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

10th

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to be part of the Superior Youth Leadership Council because I believe leadership means stepping up not only when things are easy, but when your community needs strength and vision for guidance. During the Marshall Fires, my life, and the lives of so many others in Superior were completely shaken. I was away in Mexico at the time, feeling helpless as I watched my home burn to ashes on the news. But when I returned, what stood out wasn't just the loss; it was the way my community came together with compassion, resilience, and generosity. Neighbors I barely helped neighbors. Strangers offered support. In the face of devastation, Superior showed me what true community looks like. That experience left a permanent mark on me and gave me a deep sense of gratitude and responsibility to give back. I want to bring that perspective and heart to the Youth Leadership Council. I've seen firsthand what community support can do, and I want to be part of building that same sense of connection for others—especially young people who are still finding their voice. Through programs like Destination Imagination, I've grown in creativity, teamwork, and problem-solving, and now I'm ready to use those skills to make an impact beyond the classroom. Whether it's supporting recovery, planning meaningful events, or making sure youth voices are heard in town decisions, I want to be part of something bigger than myself—something that helps Superior continue to grow stronger, together.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

In my opinion, the Town of Superior is facing a few pressing issues related to youth that are all connected: mental health, connection to a community, and having meaningful input. Following an experience as traumatic as the Marshall Fires, so many of us are dealing with stress, uncertainty, and emotional recovery. Mental health is something that many teens struggle with in silence, and we need to have more open discussions, more accessible resources, and supportive environments to help us feel cared for and understood. One of the other issues is that youth often don't feel connected to their community or unsure of how to get involved. It's important that young people understand that their ideas matter, and that they can be heard beginning at a local level. I think there is more that Superior can do to create involvement opportunities for teens to engage in their community through town functions, projects they can contribute to, and an understanding of feeling meaningful in that role. In the end, youth want to be seen, heard, and involved- and I would like to be a part of building a collective sense of purpose and connection for youth.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

CU STEM - 1 year - volunteering to take care of young children learning new skills. HS Student Council - 1 year - I organize dances and events with a group. Asian Student Music Events (ASME) - 1 year - I spent many hours learning and playing asian music to perform in front of my school. NJHS - 2 years - I volunteer in events and show up for meetings. Summer Lab Tutoring at Peak to Peak - 1 year/summer - I helped students who struggled with summer homework complete it. Asian Student Union - 1 year - I participated in ASU events and attended meeting. Eco-Club - 1 year - I attended meetings and brought awareness to our planets well-being. I also applied for next years leadership and received the role of president. AInnovation club - 1 year - I learned about AI and how it works and attended the meetings. Speech and Debate - 1 year - I competed in the Original Oratory category and attended meetings. Women's Empowerment Club - 1 year - I attended meetings. The Peak to Peak Red Cross Club - 1 year - I attended meetings with speakers in different professions. PEAKMed - 1 year - I attended meetings and made content related material to display around the school. Monarch Swim Team - 1 year - I am a varsity swimmer and swam at meets throughout the winter season. Peak to Peak Tennis Team - I played tennis on JV this past year. Destination Imagination - 7 years - In Destination Imagination, my team and I work together to solve a creative challenge. It can be engineering, science, or performance-based. We presented our solution through a skit or project we build completely on our own.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

◉ Yes ○ No

Application Form

Profile

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Megan (First Name) | Y (Middle Initial) | Liao (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Peak to Peak Charter School

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

9th

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I think a position on the Superior Youth Council gives me the networking and outreach opportunities to connect with the people in my community. The youth of Superior specifically is super important to me. I believe that they are growing as Superior is growing as a town and they need equal representation in our municipality. Not only do I want to find a place to connect with young peers while doing service to Superior, but I also wish to showcase my skill of cooperation and empathy while strengthening my communication and leadership capabilities to give all residents in Superior, not exclusively the youth, the support they need.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

I've moved from city to city, town to town many times. In these experiences, an issue that consistently besets me is the lack of a third place—someplace where the community can gather informally to simply get together and have a good time. While these places do exist, like arcades, theme parks, and coffee shops, they tend to cost a lot of money or lack variety. From the perspective of a youth, I can tell you right now that my parents would rather not pay for stuff that seems so unnecessary like that, nor do I have a job to pay for it myself, but research has shown that a third place is essential to social well being and community building. I think a wonderful first step that Superior has taken is the Superior community center, but I believe that we can continue to expand on that in a more affordable, impactful way.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

Society of Women's Engineering Co President for 1 year until currently Movie Night Food Volunteer for Superior Movie Night NJHS Officer for 1 year until currently and member for 3 years WEB Orientation Leader at school for 1 year Math Counts Team Captain for 1 year Tennis JV for 1 year Asian Student Union for 1 year and a musician for assemblies Eco Club Social and Outreach Manager

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

(•) Yes ( ) No

Application Form

Profile

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Berkeley (First Name) | K (Middle Initial) | Spencer (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Monarch High School

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

10

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I know many people who are a part of the SYLC, and they all love it. I also think that it is a great opportunity to volunteer and make a difference in my community.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

The one issue that I think is the most important to youth in the town of superior is the accesibility of firearms. I think it is important for everyone to feel safe in their communities, and because guns are currently so easily accesible, many people don't. This issue is especially important for youth, as school shootings in America are at an all time high.

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Appointed

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

I volunteered as a camp couselor for for a summer program in Chicago that provides free childcare for recent refugees to the U.S. When I was in 8th grade, I volunteered through my school 5 days a week for a year to tutor an eight year old boy from Samoa who didn't speak English. I worked with his teacher, and other Special Education to improve his classroom expirience, and to make sure he was recieving the help he needed. I have volunteered with my youth group to sing at an old folks home the last two Christmases and plan to do so again this year. I volunteered with my school choir to sing christmal carols at the Avista hospital last christmas. I set up a sign up list where people in my church could sign up to have their trash cans cleaned, and then went around with my youth group and cleaned them for two weeks I volunteered with some friends to clean out the food storage of an elderly, disabled woman in my church. We help her once a year Once a year, I volunteer with my youth group to go around Superior and Louisville and rake peoples lawns for free in exchange for canned goods which we donate to a food pantry I volunteered to help choreograph, design costumes, play backing tracks, and run the musical that was put on in Monarch K-8 middle school as a ninth grader. I did that for two days a week for a month, and I was the only high schooler volunteering. I am currently in my second year as a paid high-school apprentince for the Ars Nova accapella group in Boulder. I am an active member of the church of Jesus Christ of Latter Day Saints. I am the youngest female in my high school's top auditioned choir. This is my second year singing in Combined League Honor Choir, which is an auditioned group of high-schoolers from schools all over northern Colorado.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

- (•) Yes
- ( ) No

Application Form

Profile

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Wyatt (First Name) | E (Middle Initial) | Labar (Last Name)

Email Address

Home Address | Suite or Apt

City | State | Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Holy family high school

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

9

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to get involved in a service organization that is teen oriented and make a difference in the community. I really love sports and social activities and would like to help make sure Superior can continue to hold community events for our youth.

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

Having safe places and community events available for teens to connect in person is really important for the mental health of our community. I also think it’s important for youth to have places in town where they can be physically active and have fun (like the bike park and playgrounds).

Which Boards would you like to apply for?

Superior Youth Leadership Council (SYLC): Submitted

Experience

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

I am a freshman on the holy family high school football team (1 year plus 2 prior years on club teams). I also serve as a ninth grade ambassador for rising 8th graders who are interested in learning more about the high school experience. Superior rugby (1 year) Monarch wrestling (1 year) During the Sunmer of 2024, I worked as a front desk attendant for the Town of Superior pools.

Town Documents

Question applies to multiple boards

Advisory Group Work Plan

- (•) Yes
- ( ) No

Item Number 4a

Information for Meeting of the Superior Town Council

Agenda Item Name: **Comprehensive Plan Update**

Meeting Date: **August 11, 2025**

Presented by: **Nora Bland, Cushing Terrell (Consulting Team)**

Presented for: **Presentation**

BACKGROUND

In 2024, the Town approved a budget of $150,000 to update the Comprehensive Plan. In March, the Colorado Dept of Local Affairs (DOLA) awarded the Town an additional $150,000 to support the project. Work on the Comprehensive Plan update began in summer 2024 and is now approaching the final stages of review and completion.

In February 2025, the Consultant Team provided the Planning Commission and Town Council with a progress report. At this meeting, they reviewed community feedback from initial community engagement activities and discussed key elements of the plan, including Future Land Use Map and Town Vision and Values statements.

COMPREHENSIVE PLAN UPDATE

This presentation will provide a status update of the Comprehensive Plan since the February progress report. The Consulting Team will review public feedback collected through the Speaker Series, Open House event, and online survey.

The Council will also be briefed on the anticipated timeline for finalizing and adopting the plan and will discuss strategies for concluding community engagement efforts.

The Consulting Team will present the current status of the Comprehensive Plan update. Staff seeks the Council's feedback on the presentation topics and any questions or comments regarding next steps in the process.

ATTACHMENTS

- Presentation

Comprehensive Plan Update

Town of Superior

TOWN COUNCIL UPDATE

August 11, 2025

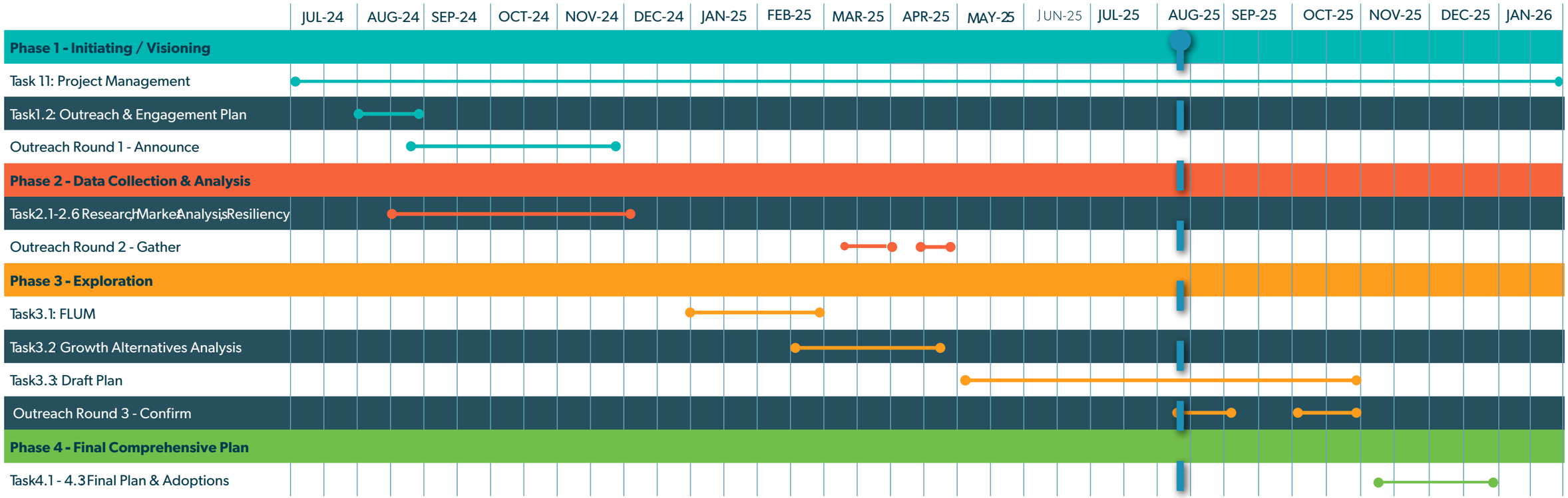
Cushing Terrell

AGENDA

- Project Timeline
- Engagement Updates
  - Speaker Series
  - Open House #1
  - Surveys
- Future Engagement
- Questions/Discussion

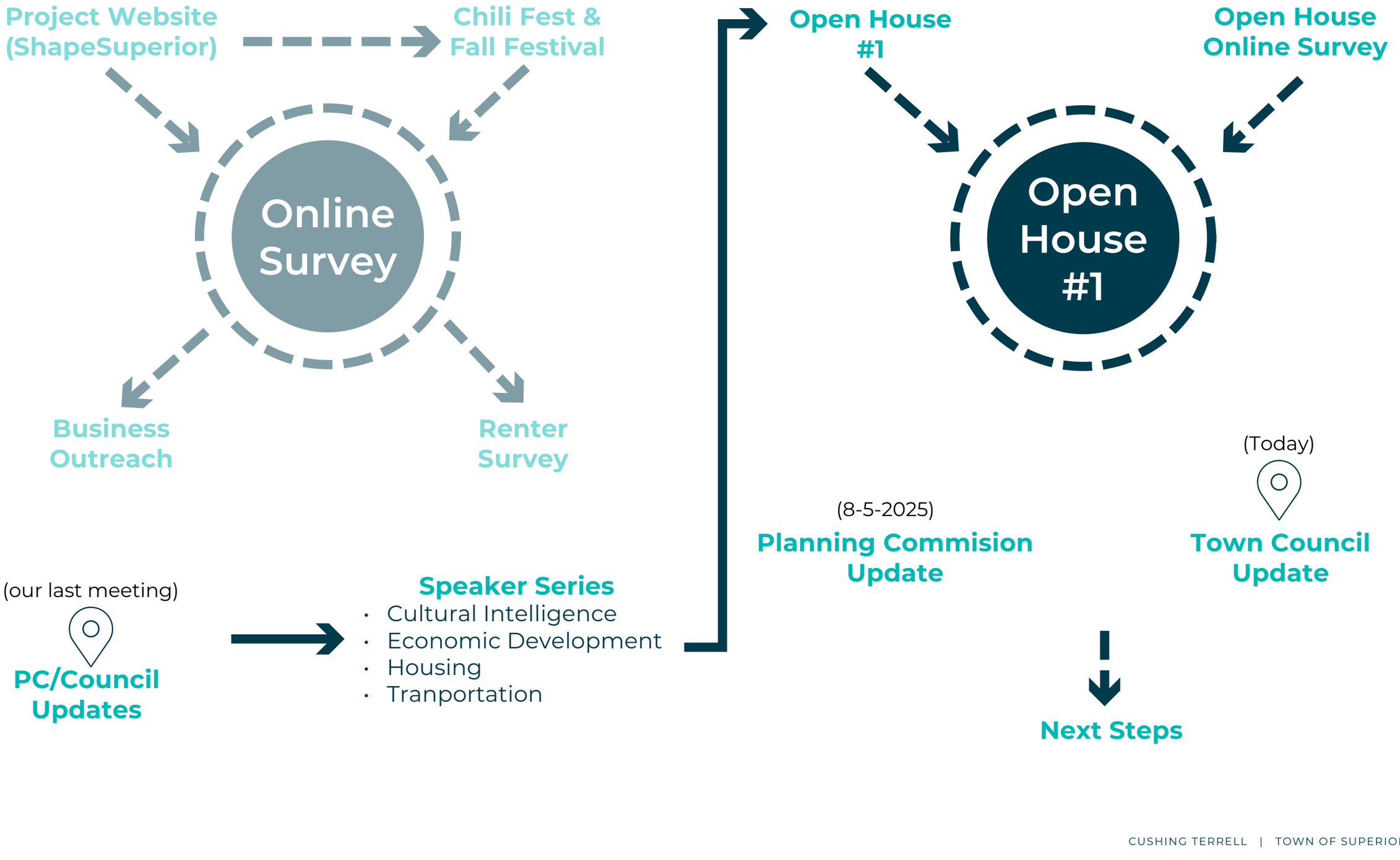


PROJECT TIMELINE



We are here

PLAN OUTREACH/PROCESS



ENGAGEMENT UPDATES

- **Speaker Series**
- **Open House #1 Event**
- **Online Survey Takeaways**
  - Plan Vision & Mission
  - Chapter Goals
  - Opportunity Areas







SPEAKER SERIES

Purpose:

- Bring together panelists with different perspectives for a well-rounded discussion
- Educate community members on complex topics
- Allow community members to ask subject-matter-experts their questions about topics related to the comprehensive plan

SPEAKER SERIES

CULTURAL INTELLIGENCE

Speakers:

- Bill De La Cruz, *De LA Cruz Leadership Solutions*
- Gretchen Armijo, *Equity Policy Solutions*

"...it doesn't cost you any money to change your mind."
-Bill De La Cruz

KEY TAKEAWAYS

- It's important then to have the actual physical spaces in your community to have those social gathering places, where people can naturally connect.
- Working with populations that are not part of the demographic majority requires different approaches and will be needed to gather diverse voices.
- Success with gathering public participation can be found in meeting people where they are, by engaging them in places that don't require them to go out of their normal schedule.

ECONOMIC DEVELOPMENT

Speakers:

- Mari Lee Udder, *City Venture Associates*
- Renee Alanise, *Superior Chamber Executive Director*
- Ellen Robertson, *Superior Economic Development Manager*

"Charming little shops" have "charming little hours" because they can't afford to hire extra help; they want to go home and have dinner, too. However, the national retailers can... the most successful formulas have tend to be a mix of the two."
-Mari Lee Udder

KEY TAKEAWAYS

- Superior preparing for opportunities such as the Sundance Film Festival, will also be the types of opportunities that help put it on the map.
- Retail is the toughest real estate to realize. The most successful formula is to mix local and national retailers.
- There are expectations to bring different jobs in Downtown to help strengthen Superior.

SPEAKER SERIES

HOUSING

Speakers:

- Randy Rhoads, *Cushing Terrell*
- David Sinkey *Boulder Creek Neighborhoods*
- Robin Merta, *Remax Elevate*

"The health of a community is enhanced by having a really well-rounded housing stock for all the different participants and all the different needs."
-David Sinkey

KEY TAKEAWAYS

- Building community can become challenging when a majority of residents work in a different place than they live.
- Missing middle housing can take a variety of shapes styles, and financing mechanisms.
- There have been no consistent studies shown that affordable housing negatively affects property values. Generally, the impact is actually neutral or has positive outcomes.

TRANSPORTATION

Speakers:

- Steve Tuttle, *Fox Tuttle Transportation Group*
- Alex Bullen, *Superior Public Works and Utilities Program Supervisor*
- Bill Cowern, *Fox Tuttle Transportation Group*
- Phil Greenwald, *Transportation Planning Manager, City of Longmont*

"We can really benefit from having a lot of different land uses that are sending their [vehicular] trips to each other"
-Bill Cowern

KEY TAKEAWAYS

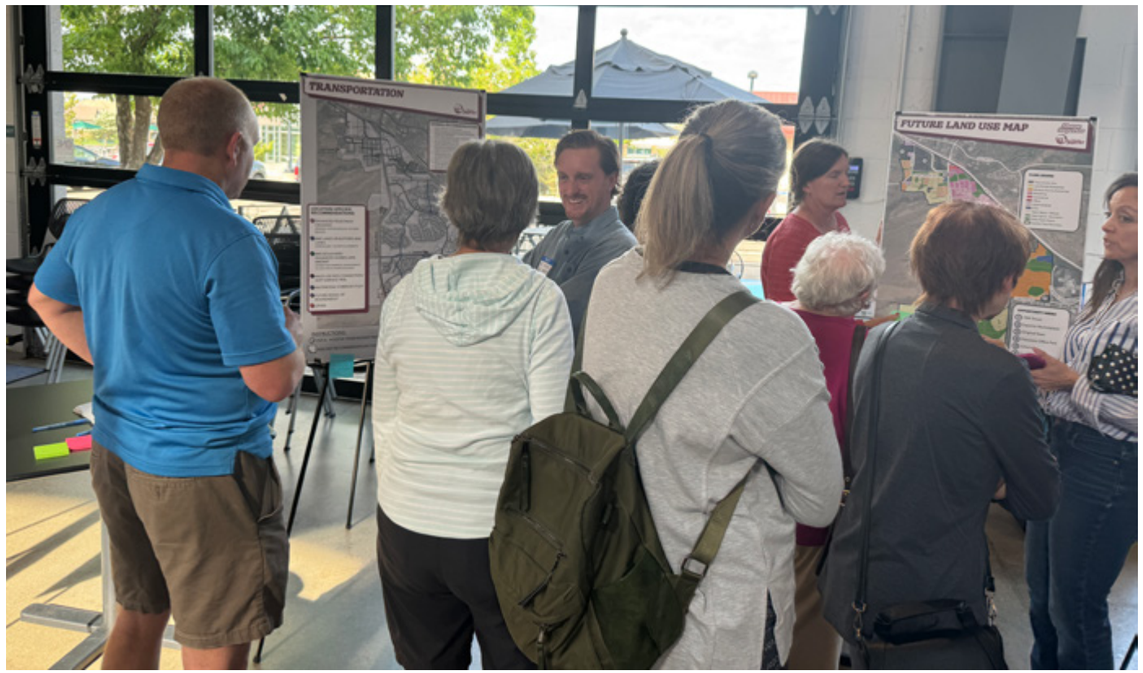
- Traffic is primarily influenced by residential and commercial land use and the demands at varying times of day and week.
- Creating a mix of uses that allows people to travel shorter distances to destinations, combined with transportation alternatives, such as biking and walking, between land uses, can help reduce congestion.
- Often, parking requirements are outdated, and the regulations require developers to build more spaces.

OPEN HOUSE FEEDBACK

IN PERSON EVENT & ONLINE SURVEY

OPEN HOUSE #1 - May 28, 2025

- **Attendees:** 60+
- **Comments:** 550+
- **Open House Content:**
  - Comprehensive Planning Process
  - Community Engagement
  - Existing Conditions
  - Plan Vision & Goals
  - Future Land Use Map
  - Opportunity Areas
  - Transportation Priorities











OPEN HOUSE #1 - May 28, 2025

ENGAGEMENT SUMMARY

- **Takeaway 1:**
Attendees would like to see existing housing and office space filled before new constructing new development

- **Takeaway 2:**
Attendees want to see Downtown Superior complete with more office and retail spaces.

- **Takeaway 3:**
Attendees showed support for vertically integrated mixed-use development, including housing at Superior Marketplace, and were open to including housing in the area.

OPEN HOUSE #1 - May 28, 2025

ENGAGEMENT SUMMARY

- **Takeaway 4:**

Attendees supported mixed uses that provide residents with convenient shopping and dining options.

- **Takeaway 5:**

Attendees supported affordable housing for locations that make sense, supported by transportation options and access to retail.

- **Takeaway 6:**

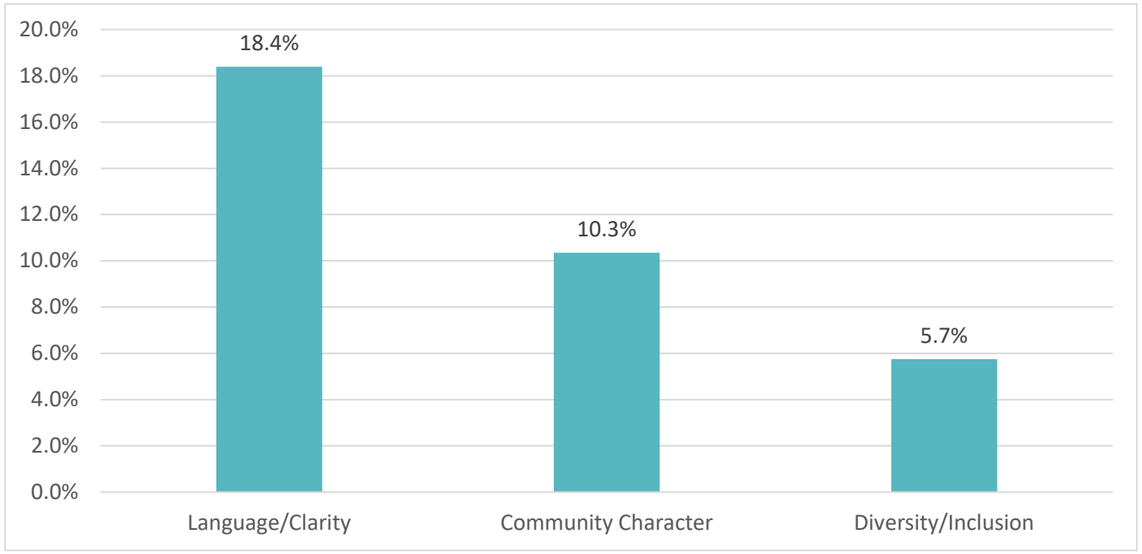
Attendees expressed interest in maintaining open spaces, parks, and recreation throughout the Town of Superior, with many passionate about the future Town 15 opportunity area.





OPEN HOUSE FEEDBACK *(RESPONSES:119)*

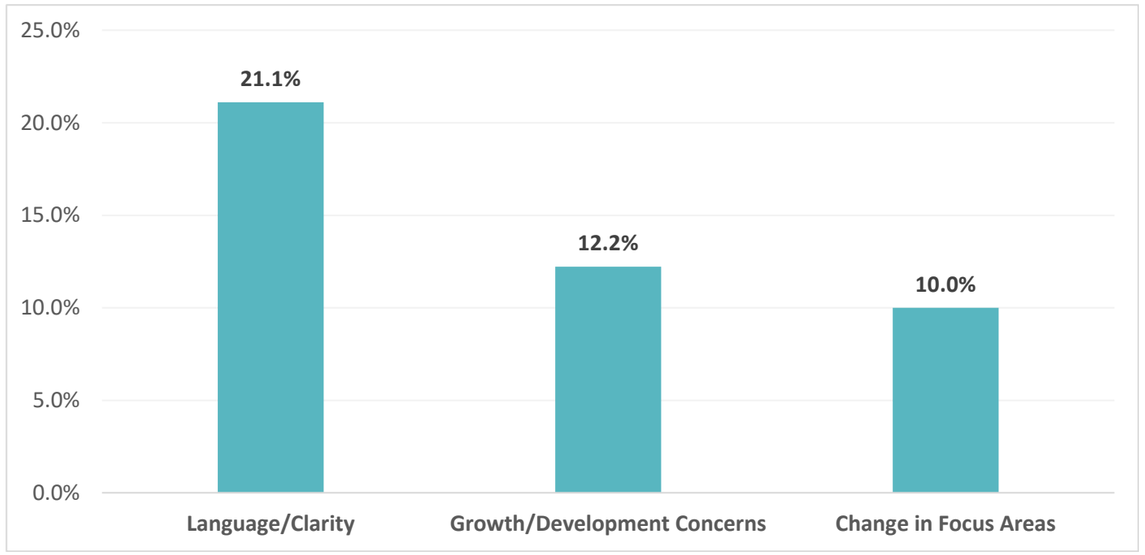
Q1: TOWN COMPREHENSIVE PLAN VISION



TAKEAWAYS *(RESPONSES RECEIVED: 87)*

- Respondents agree that the vision statement should celebrate Superior's uniqueness and value the community's small-town feel.
- Respondents support striving to be inclusive community, and welcoming of diversity.

Q2: COMPREHENSIVE PLAN VALUES

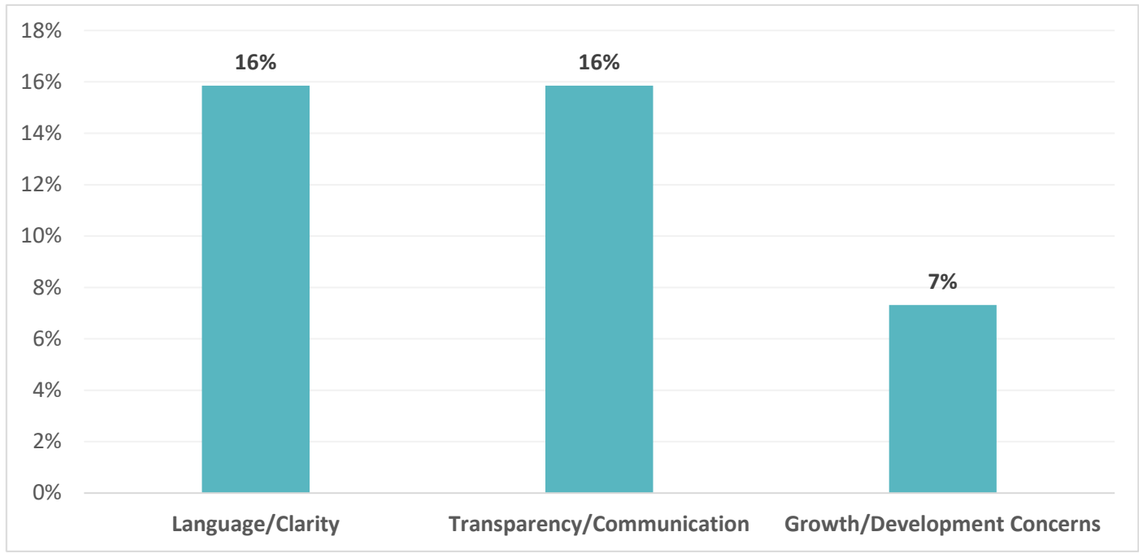


TAKEAWAYS *(RESPONSES RECEIVED: 92)*

- Respondents support the emphasis on attracting more businesses to Downtown Superior.
- Respondents shared concerns about the impacts a growing population will have on congestion in schools and increased traffic.

OPEN HOUSE FEEDBACK *(TOTAL RESPONSES:119)*

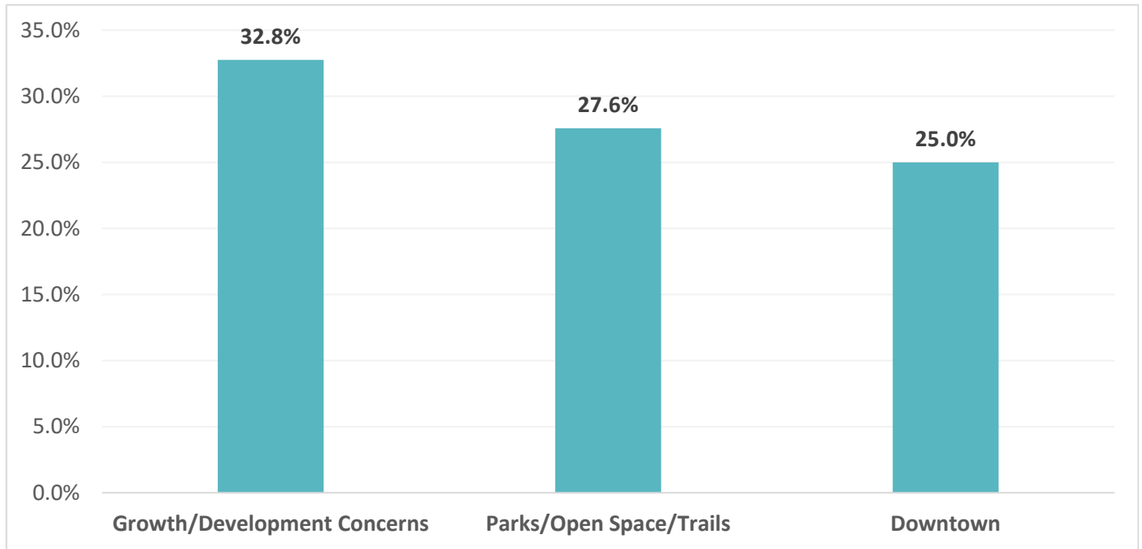
Q3: COMMUNITY (C) CHAPTER GOALS



TAKEAWAYS *(RESPONSES RECEIVED: 82)*

- Respondents expressed that community goals should be clear, measurable, and attainable.
- Respondents encouraged more transparency and communication on how decisions are made and align with community opinions.

Q4: LAND USE (LU) CHAPTER GOALS

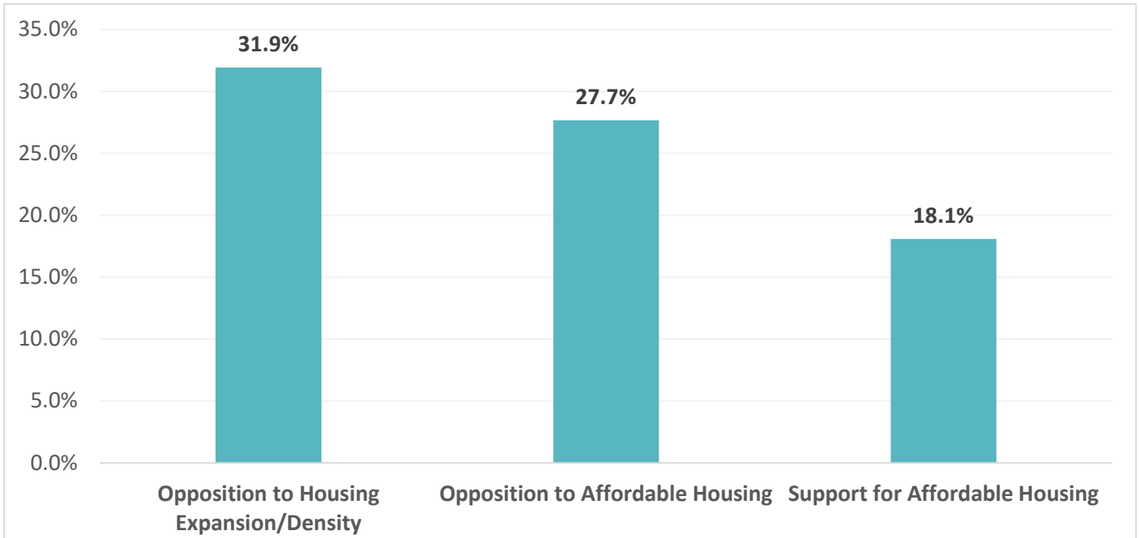


TAKEAWAYS *(RESPONSES RECEIVED: 91)*

- Respondents expressed concerns about goals for new development with current home vacancies and unoccupied commercial spaces.
- Respondents feel strongly that Superior should maintain open space, parks, and recreation uses, since this is a factor that makes Superior attractive.
- Respondents express a need for a better balance of land uses that support existing residents, such as public and community spaces.

OPEN HOUSE FEEDBACK *(TOTAL RESPONSES:119)*

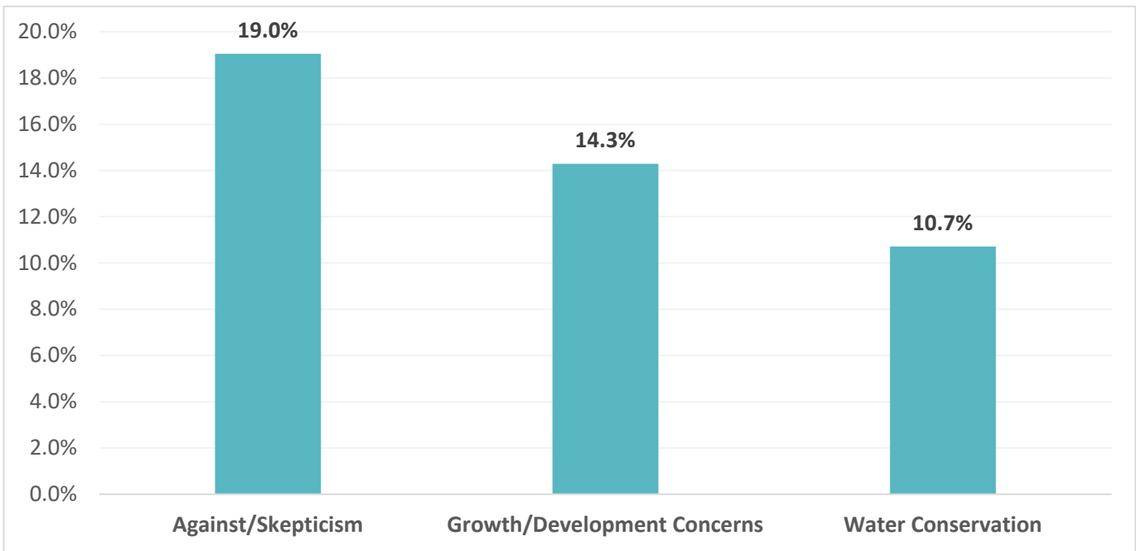
Q5: HOUSING (H) CHAPTER GOALS



TAKEAWAYS *(RESPONSES RECEIVED: 91)*

- Respondents expressed caution for developing more housing without acknowledging the growing impact on the overall quality of life.
- Respondents shared that affordable housing needs to be planned in central locations near transit hubs and retail to be feasible.
- Respondents feel strongly that they don't want to lose Superior's charm with excessive building.

Q6: SUSTAINABILITY (S) CHAPTER GOALS

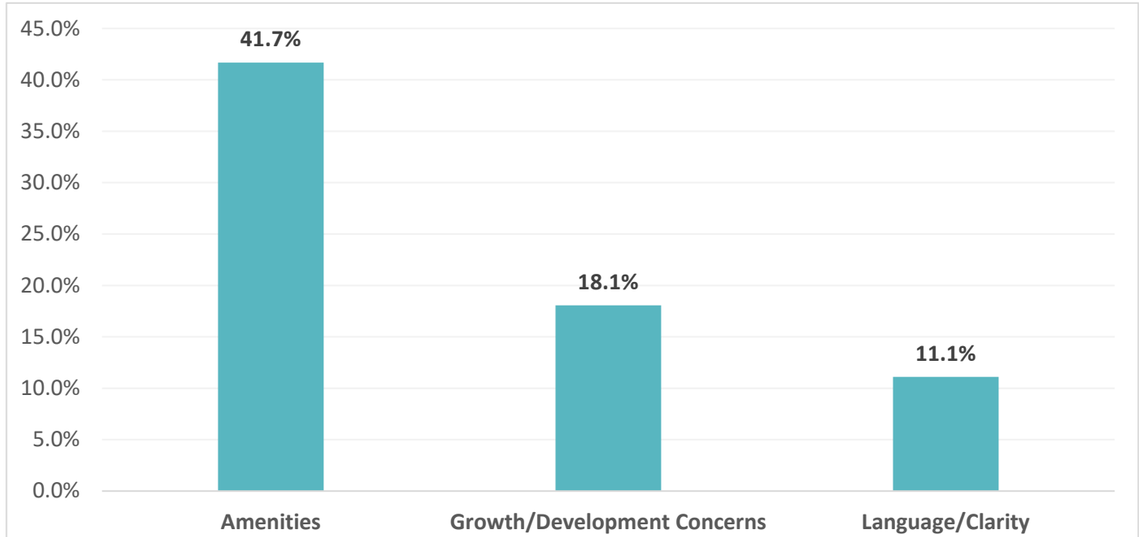


TAKEAWAYS *(RESPONSES RECEIVED: 92)*

- Respondents support the goals and believe the Town should continue to strive to be as environmentally responsible as long as it is economically feasible.
- Respondents expressed concerns about the growth impacts on water and open space.
- Respondents believe that achieving sustainability goals will necessitate buy-in from HOAs to realize water-saving goals.

OPEN HOUSE FEEDBACK *(TOTAL RESPONSES:119)*

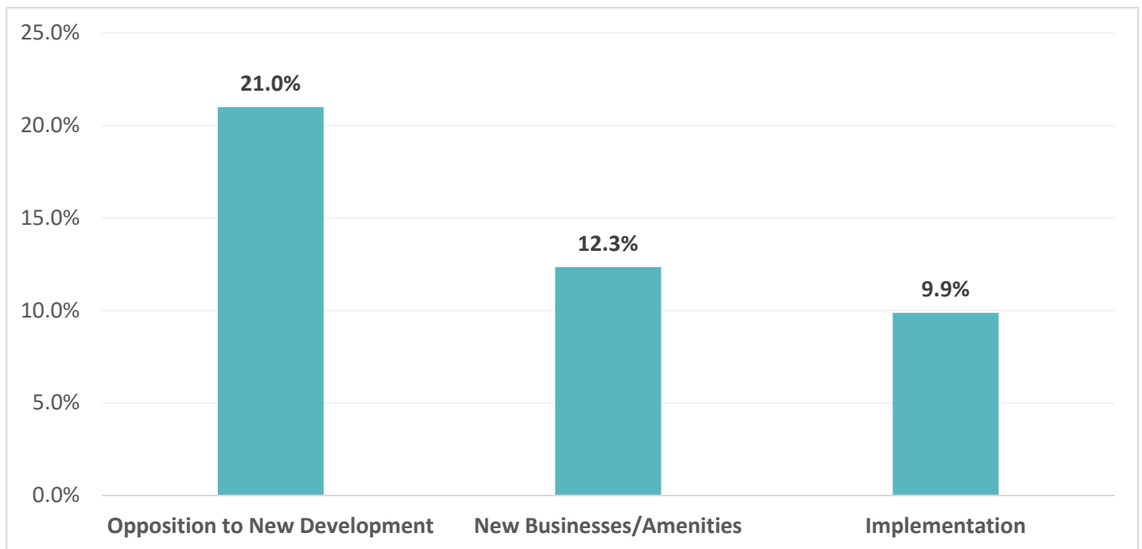
Q7: TOWN UTILITIES & INFRASTRUCTURE (TUI) CHAPTER GOALS



TAKEAWAYS *(RESPONSES RECEIVED: 72)*

- Respondents agree that these goals are what keep Superior an attractive community.
- Respondents expressed interest in the Town exploring cleaner water sources and improved electricity and gas programs to reduce bills.
- Respondents expressed concern about that safety and well-being may be overlooked if community growth continues rapidly.

Q8: ECONOMIC DEVELOPMENT (ED) CHAPTER GOALS

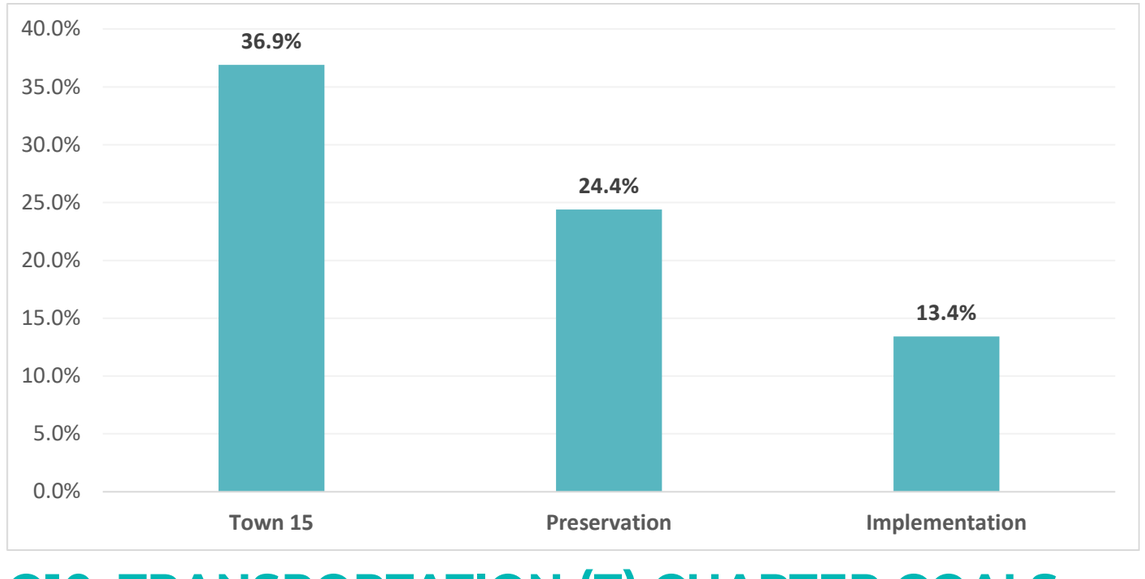


TAKEAWAYS *(RESPONSES RECEIVED: 76)*

- Respondents feel that goals have a positive vision for supporting local businesses and strengthening the town's financial stability.
- Respondents feel a strong focus should be on filling vacant spaces in existing commercial areas and attracting the right businesses to Downtown.
- Respondents suggested investing in job training programs for youth or the disabled community.

OPEN HOUSE FEEDBACK *(SURVEY RESPONSES: 119)*

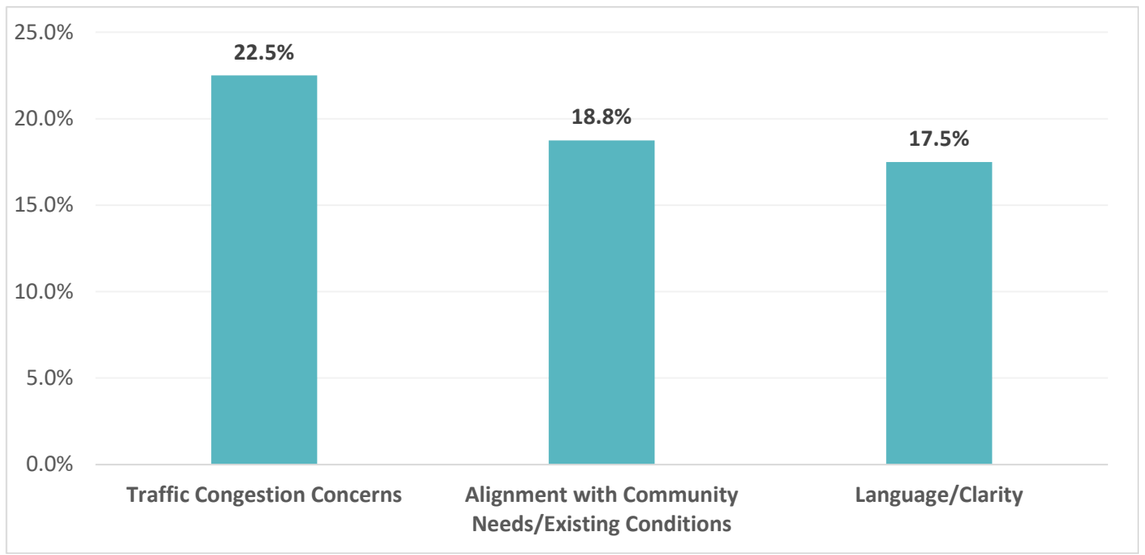
Q9: PARKS, RECREATION, OPEN SPACE (PROS) CHAPTER GOALS



TAKEAWAYS *(RESPONSES RECEIVED: 91)*

- Respondents feel strongly that Superior's parks and open spaces are its greatest assets.
- Respondents feel these goals reflect many of the reasons people move to Superior and are central to the Town's identity.
- Respondents would like to see programming and opportunities for young families, teens, and seniors, and create inclusive places such as a recreation center, library, and Senior Center.

Q10: TRANSPORTATION (T) CHAPTER GOALS



TAKEAWAYS *(RESPONSES RECEIVED: 73)*

- Respondents expressed concern about increased traffic and congestion in Superior.
- Respondents noted they feel mismatch between the Town's infrastructure capacity and the current pace of growth.
- Respondents support multiple modes of transportation; however, that shouldn't overlook the commuting patterns of many of the residents.

OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

Q11 76TH ST & GUARDIAN PROPERTY



4 PARCELS **23** ACRES

EXISTING LAND USE
VACANT

LIGHT INDUSTRIAL







FUTURE LAND USE
VOTING ACTIVITY

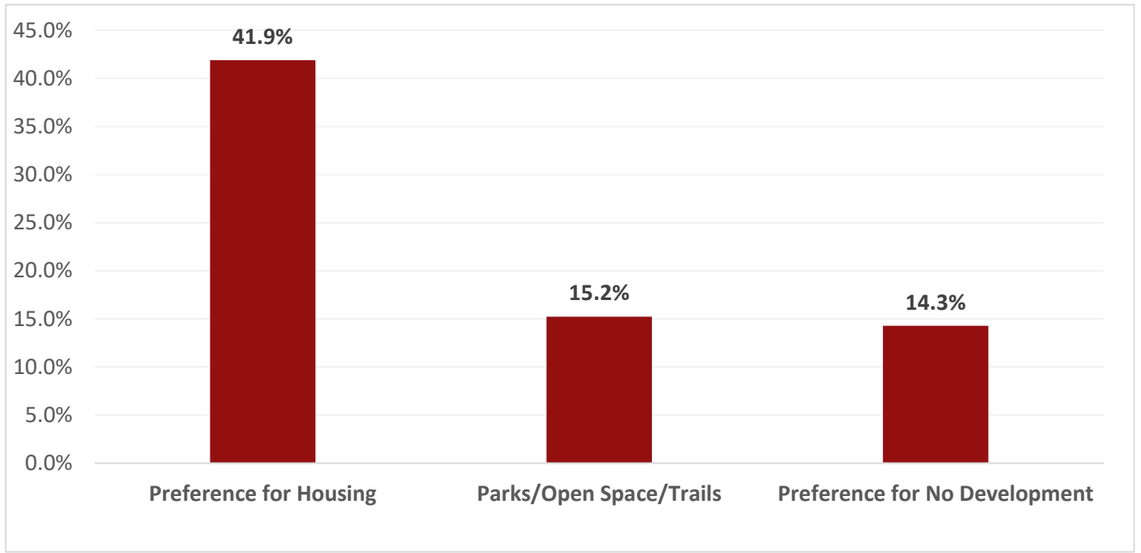








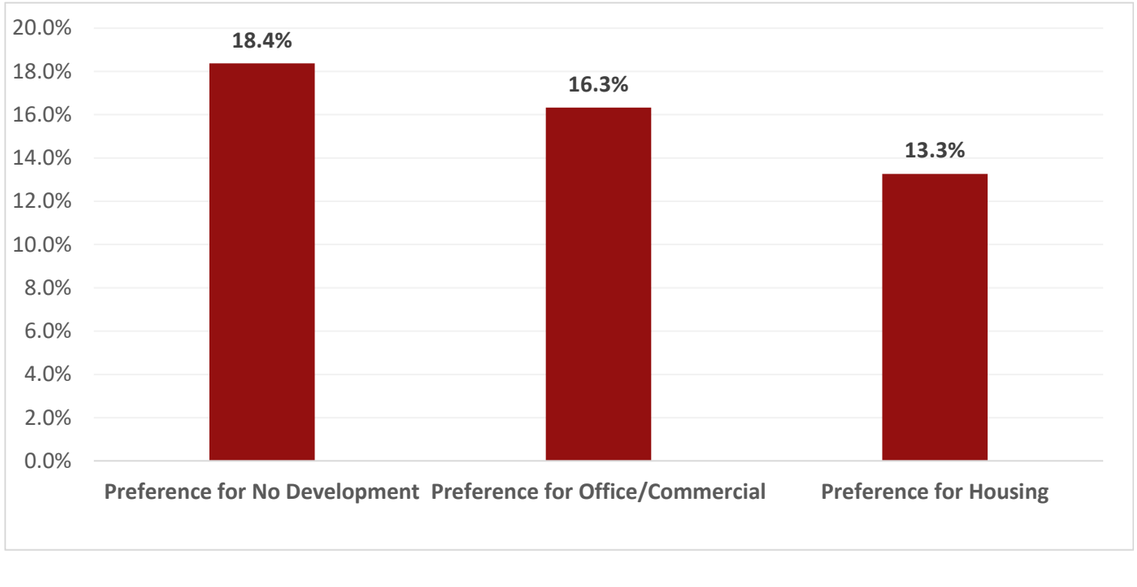
HOMES



COMMENTS *(RESPONSES RECEIVED: 85)*

- "Could be a good site for housing as it is close to major roads and close to public transportation. "
- "Would there be a way to tell us how each option impacts us economically? I'd probably prefer homes but if the town economically needs industrial, I'd be fine with that too..."
- "Don't develop it. That is some of the most beautiful space and views."

OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*



COMMENTS *(RESPONSES RECEIVED: 88)*

- "This is an important open space buffer between the high intensity Downtown developments and the quieter Rock Creek neighborhoods. Keep it open or stay with a quiet, low-rise, low-intensity use like offices or a retirement community."
- "I'd like to see a high-tech employer in this area to help diversify the job mix in town, which leans so heavily toward retail at the present.
- "Accessible housing - homes where people can affordably age in place."

Q12



OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

Q13 SUPERIOR MARKETPLACE



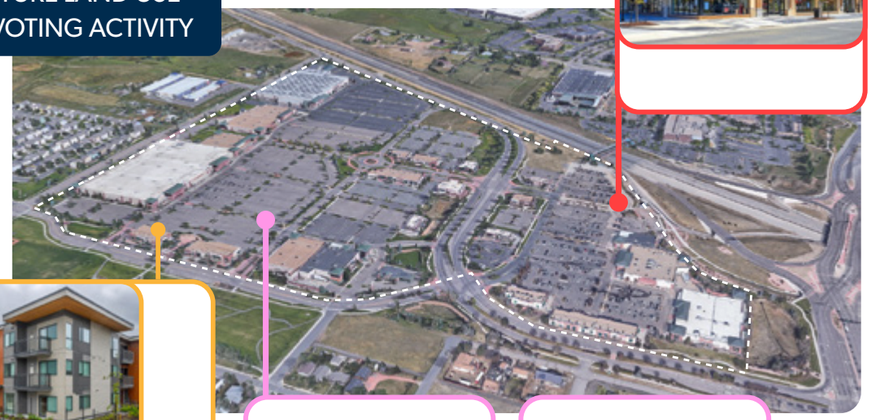
21 PARCELS **85.7** ACRES

EXISTING LAND USE
BUSINESS

FUTURE LAND USE
VOTING ACTIVITY

STORES





HOMES

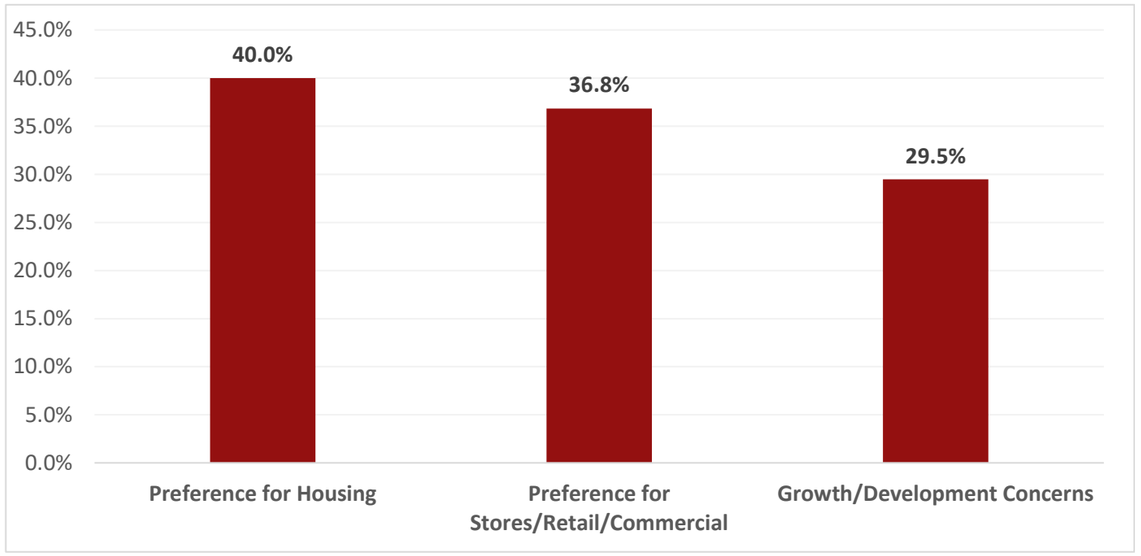








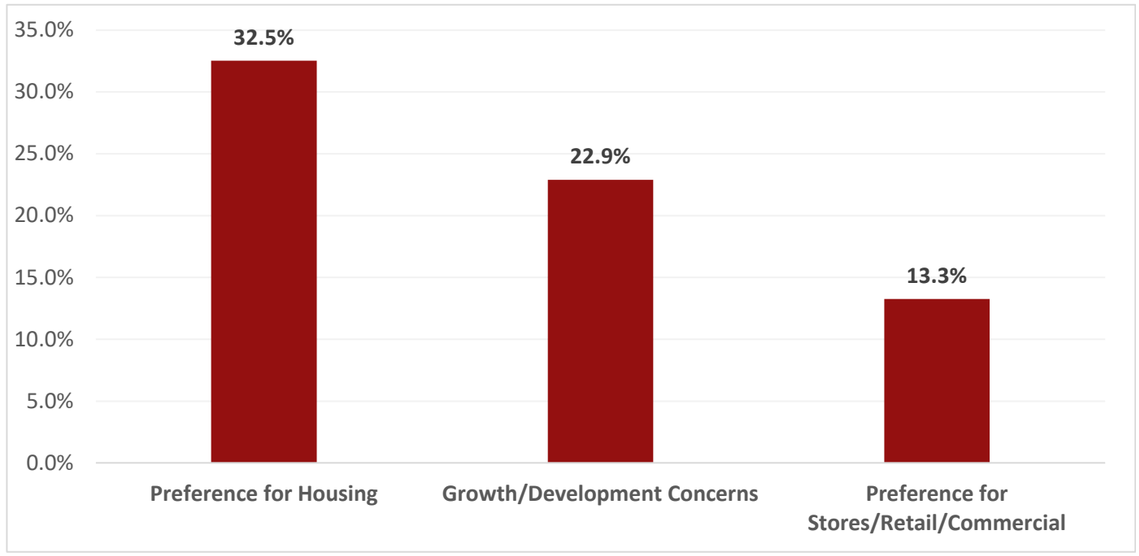
HOMES + STORES



COMMENTS *(RESPONSES RECEIVED: 90)*

- "Since Superior has little multi-family apartment homes this would be a great place to add apartment homes plus stores."
- "I'd love to see more restaurants in town—especially places that create a sense of community and give us more options to stay local."
- "Please, before adding any kind of high-density housing in this area, make sure that the road infrastructure can handle it."

OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*



COMMENTS *(RESPONSES RECEIVED: 76)*

- "This seems like a great place to add more housing as it's a natural extension of the houses already there."
- "I don't think we need more stores if we can't get Downtown Superior leased."
- "I strongly believe that the residents of Original Town should have the leading voice in determining what happens with this space. Out of respect for their experience and the challenges they've faced, I defer to their perspectives and priorities on this matter. "

Q14



OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

Q15 TOWN 15



1 PARCEL

15 ACRES

EXISTING LAND USE
VACANT

AFFORDABLE HOMES





FUTURE LAND USE
VOTING ACTIVITY





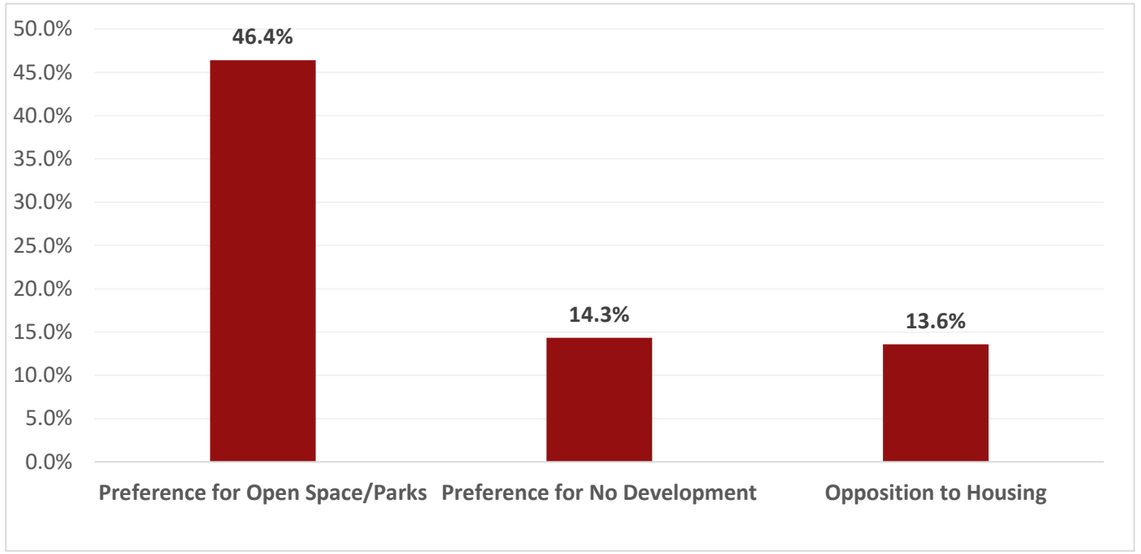






PARKS AND OPEN SPACE

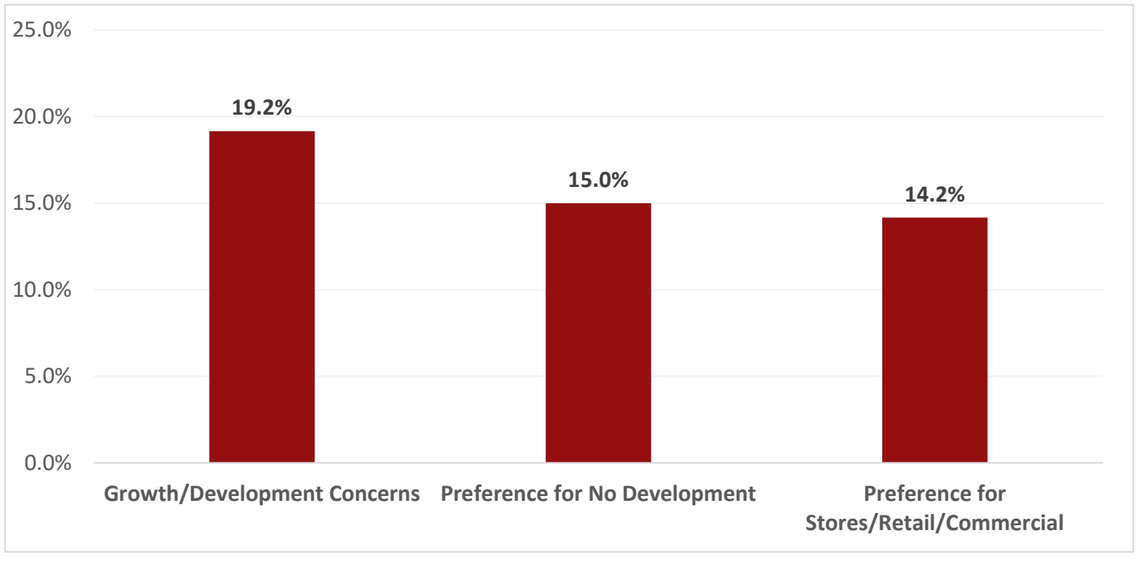
RECREATION



COMMENTS *(RESPONSES RECEIVED: 107)*

- "Recreation would be my first request. Giant green park, with frisbee golf, a dog park, water feature and playground for kids."
- "I'm surprised there isn't a Town need here, like a town hall...."
- "This is a valuable property, whose exact value is still unknown, in a prime location. If the land is valuable Town Council should explore development opportunities that maximize economic and social benefits to the Town as a whole."

OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

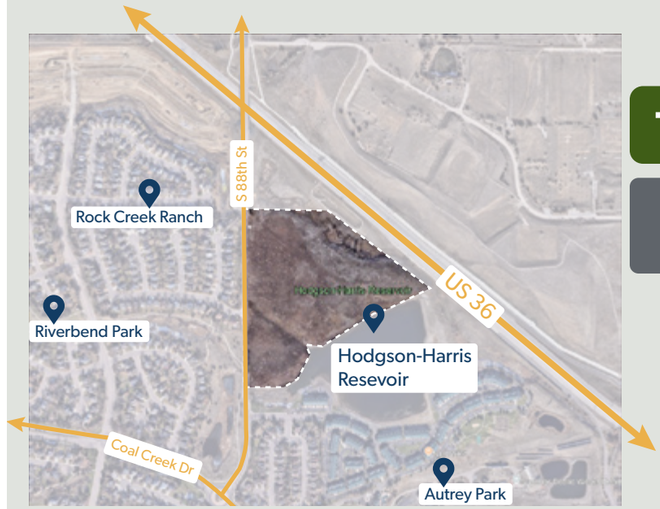


COMMENTS *(RESPONSES RECEIVED: 83)*

- "The parcel contains wetlands, a pond, and supports significant wildlife. It's one of the few undeveloped ecological spaces remaining in this area."
- "I think homes here makes the most sense, provided the wildlife concerns can somehow be addressed."
- "Stores and offices would be fun there, but I'd like to know how that might impact the surrounding community there and whether homes or stores and offices would benefit superior more as a whole."

Q16

ZAHARIAS PROPERTY



1 PARCEL

23.3 ACRES

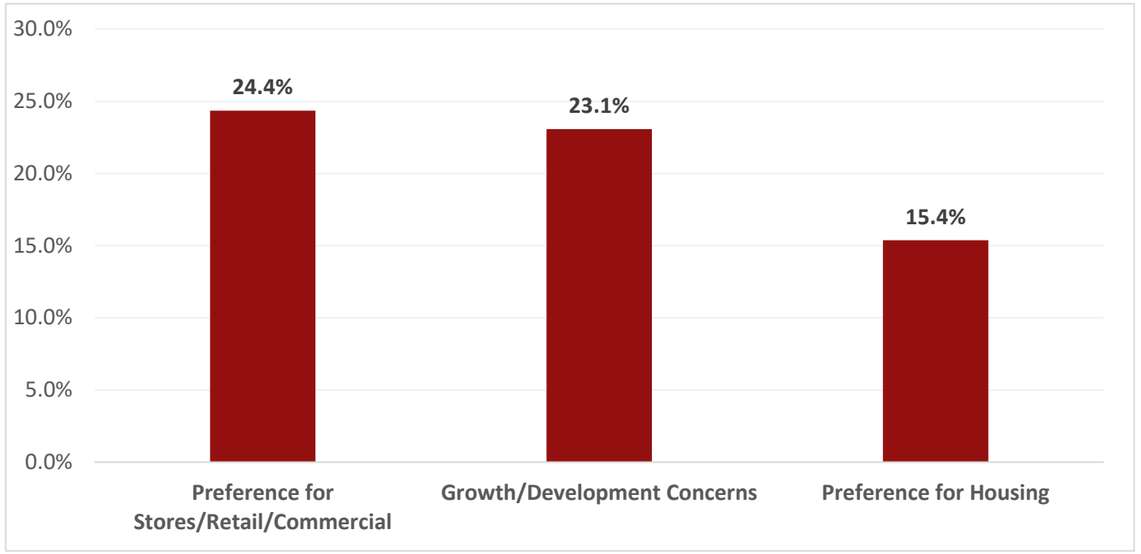
EXISTING LAND USE
VACANT



OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

Q17 RESOLUTE PROPERTY





COMMENTS *(RESPONSES RECEIVED: 78)*

- "This is a rare opportunity to balance land use and give back to residents who already live in high-density areas nearby. Adding a commercial hub would also help diversify Superior's tax base without creating new infrastructure stress."
- "Given the existing population, this site would be best used for something that serves the immediate community without adding more residential burden."
- "I would prefer it be made a flexible zoning space and let the market dictate what gets built."

ENGAGEMENT TO DATE



Shape Superior Online Engagement:

• Airport	1.4K
• Housing	884
• Rock Creek Pkwy	744
• North & South Pools	668
• Civic Space	629
• Marshall Fire Memorial	581
• Coyote Ridge	570
• ***Comprehensive Plan***	***512****
• Parking Limits	512
• PROS Master Plan	491
• Community Center	370
• Open Space	291
• Communication Survey	221
• Waste Collections	162

**Note: Overlaps exists between Survey Responses and Online Engagement.*

FUTURE ENGAGEMENT

FEEDBACK FROM PLANNING COMMISSION

- Currently planned:
  - October pop-up event
  - October Open House
  - Online Open House activity
- Ideas we can explore that would likely require additional scope/fee:
  - Adjust open house to workshop concept with small group discussions
  - Invite-only workshops
  - Upfront presentation
  - Open house follow-up moderated online session
- Door-knocking
- Benefit concert / Summer markets
- Cell phone polling



NEXT STEPS

- Community Outreach (Phase 3)
- Draft Plan Development



QUESTIONS/DISCUSSION

Cushing Terrell.

Superior Transportation Plan

Superior Town Council

August 11th, 2025



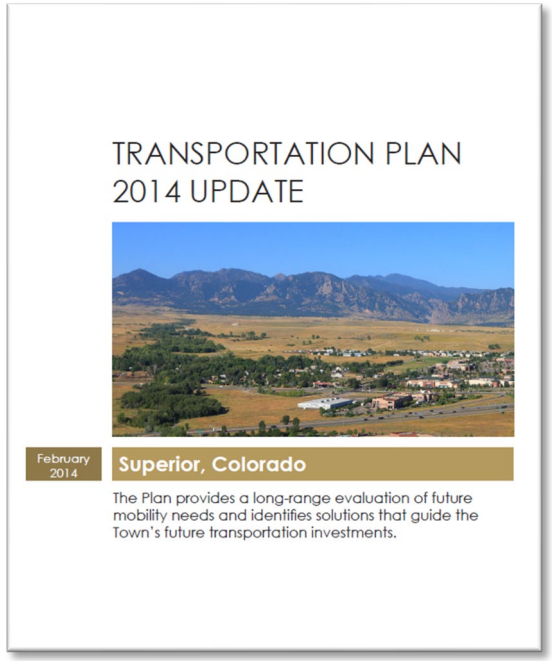
Plan Development Process

- Develop Goals and Policies
- Analyze Existing Conditions
- Analyze land use scenarios (created through Comp Plan) to assess future state of the system
- Develop Plan Document, Project List and Implementation Strategy
- Public Outreach



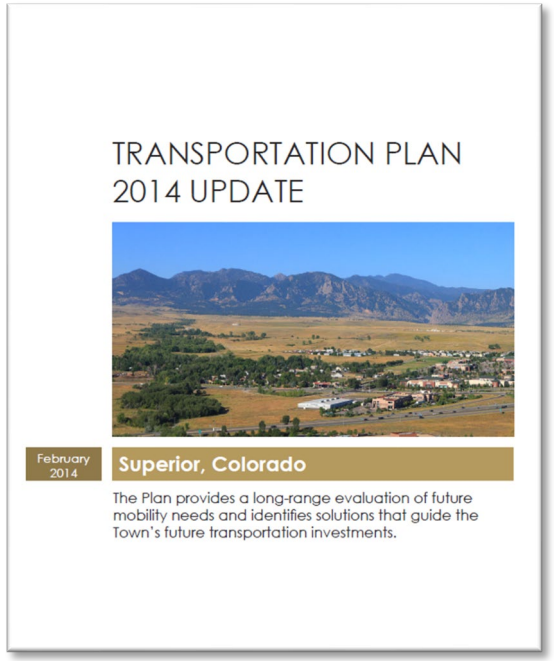
Progress on Previous Recommendations

Project	Completed	In Progress	Still to be Completed	No Longer Considered
Complete 3-lane arterial section on 88th street	x			
Downtown Superior roadway network	x			
Capacity improvements at Marshall/McCaslin		x		
Diverging Diamond Interchange – US36/McCaslin	x			
Sycamore St/76th St 4-way stop	x			
Roundabouts at McCaslin/Main, Main/Gateway	x			
Indiana St/McCaslin Blvd – island, bike lane markings	x			
Improved RTD access at Park-n-ride (through DDI)	x			
US36 bikeway continuous through Town	x			
Participate in planning/design of Northwest Corridor		x		
Bike/ped connection along 88th in Superior	x			
Reconfiguration of 76th adjacent to Sagamore	x			
Original Town access at Main/McCaslin	x			
Improvement of local bus stops - passenger shelters and other amenities		x		
Work with RTD to reinstitute Call-n-Ride	x			
Express bus service from McCaslin PnR to DIA	x			
Install Add. EV charging stations (Town Center, PnR, other)		x		
Grade-separated underpass of McCaslin at DDI	x			
Wayfinding signage and markings to transit	x			
Wayfinding signage and markings to destinations		x		
Provide secure bike parking at McCaslin PnR	x			



Progress on Previous Recommendations (cont'd)

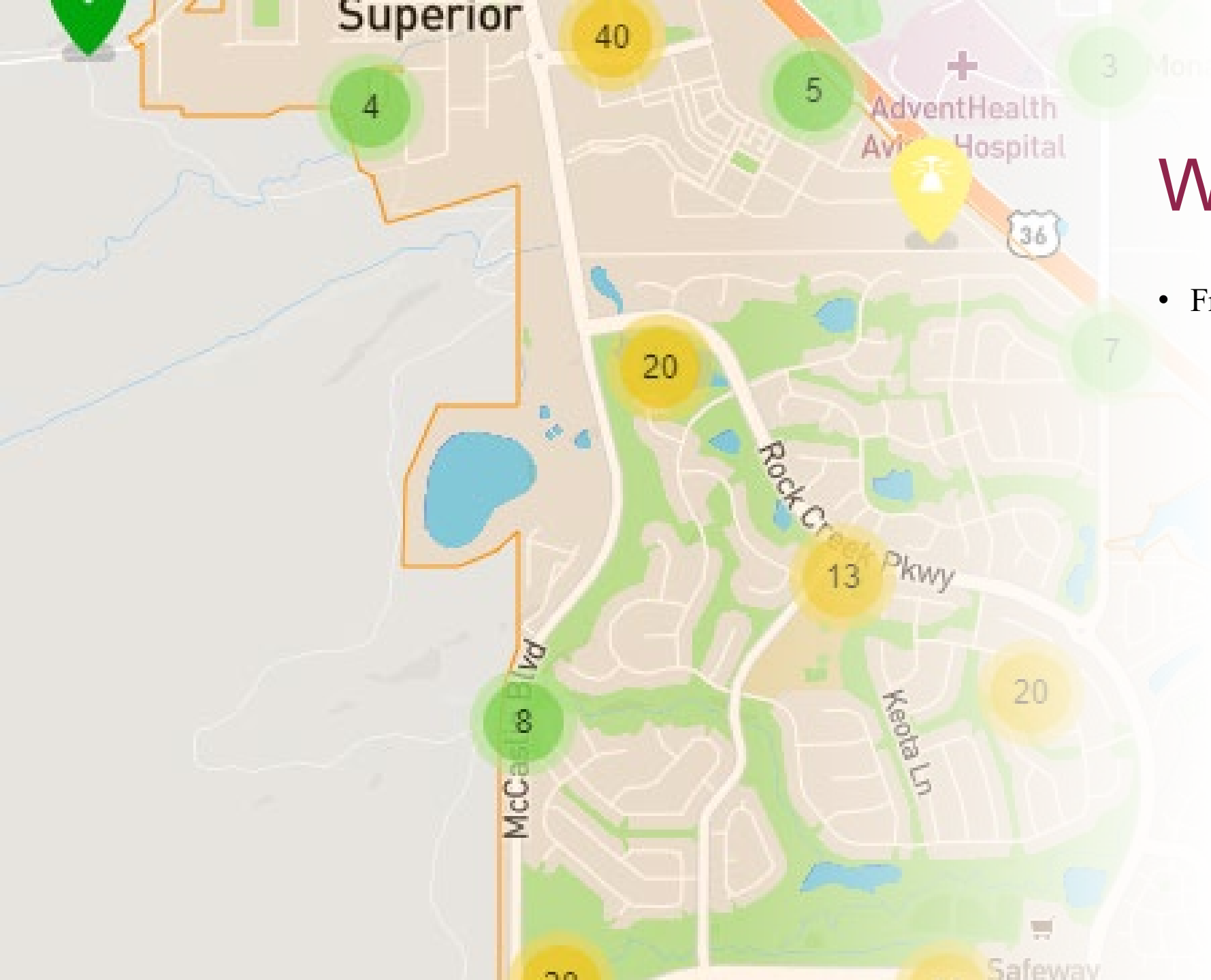
Project	Completed	In Progress	Still to be Completed	No Longer Considered
Roundabout or signal at Coal Creek Drive and Rock Creek Pkwy		x		
Noise evaluation and mitigation along McCaslin				x
Collector section – 76th St south of Marshall Rd			x	
Sycamore St/76th St pedestrian islands			x	
Connection over US36 from Downtown Superior Campus Drive				x
Indiana St and McCaslin Blvd roundabout			x	
Roundabout/other improvements at SH 128/McCaslin			x	
Complete curb, gutter, sidewalk on west side of 76th			x	
Bike lanes whole length of 76th			x	
Coal Creek Dr connection to Downtown Superior				x
Updates to 2nd Ave bridge				x
Bridge at 3rd Ave				x
Traffic calming on McCaslin			x	
Mini-transportation hub at Downtown Superior			x	
Town-wide shuttle			x	
Bus service along 88th street RCP			x	
Investigate car sharing and bike sharing	x			
Mini-transportation hub at the McCaslin PnR			x	
First and final mile Ecopass			x	
Neighborhood Speed Management Projects	x	x		





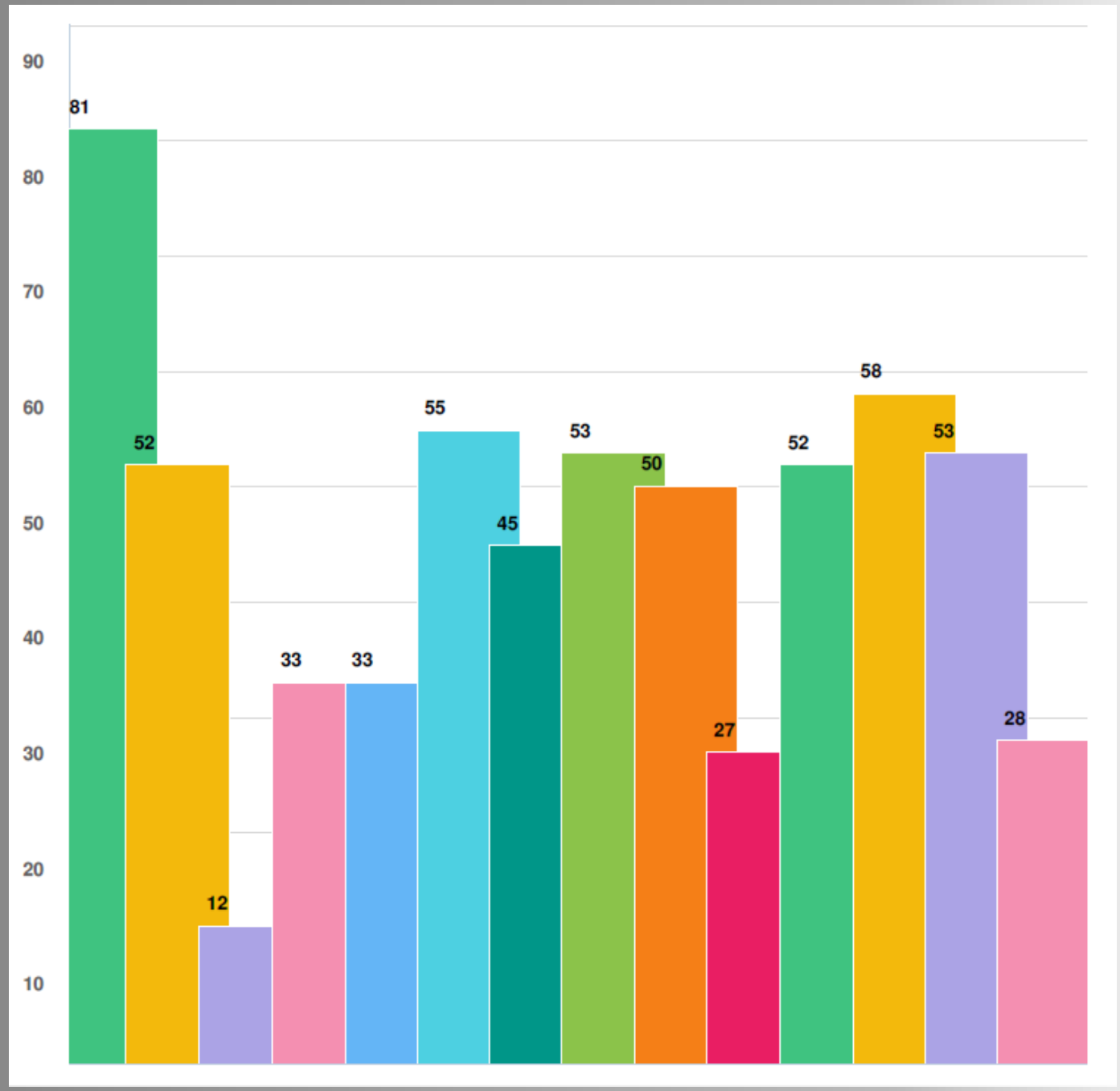
Public Outreach

- Completed in partnership with Comprehensive Plan Outreach
- Phase 1
  - Chili Fest, Survey, Mapping Input
- Phase 2 –
  - Speaker Series May 22nd
  - Open House May 29th
- TSC, Town Council, Planning Commission
  - 7 updates Oct 2024 – July 2025



What We Heard

- From the map:
  - Comfort and safety of people walking and bicycling
  - Airport noise (about 20 comments)
  - Pedestrian crossing concerns
  - Major thumbs up for existing trails and grade-separated crossings – folks LOVE the trails
  - Private development connectivity to and within commercial space
  - AB and FF transit lines are big benefit

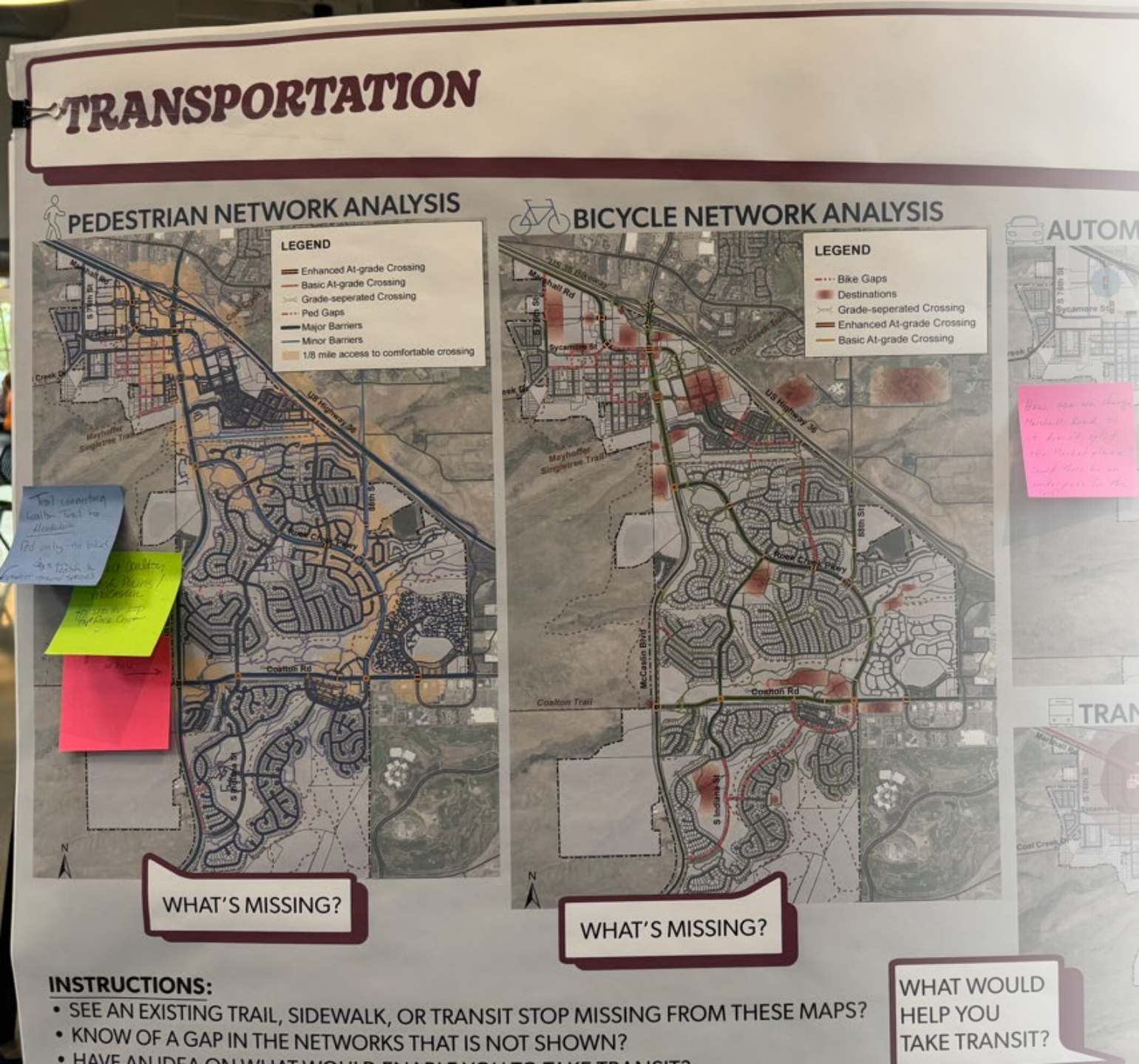


What We Heard

- From the survey:

- Build more trails and paths for walking and bicycling
- Plan and implement improvements in response to growth
- Develop more transit service across the community (RTD, flex-ride options, etc.)
- First/Last mile connections to transit
- Slow traffic on neighborhood streets
- Build missing sidewalks
- Stop vehicles from running red lights at intersections
- More frequent street resurfacing and repair
- Add more crosswalks or enhance existing crosswalks
- Provide bike share, car share or similar programs
- Other (please specify)
- Reduce traffic congestion at major intersections
- Provide better on-street bicycle facilities on major roadways
- Provide better signage

What We Heard



- Trail connectivity and use regulations to wildlife protection
- Emphasis on ped/bike connections to DTS
- Enforcement of ped crossings
- Difficulty anticipating vehicular right turns when drivers turn from through lanes
- Additional discussion of Marshall Road ideas
- Noise concerns
- Gravel vs. concrete trails

VISION STATEMENT

A safe and sustainable transportation system which meets the needs of all people using all modes of travel, is supportive of strategic economic development, and minimizes environmental impacts.

GOALS

Goal ID	Name	Description
A	**Mobility for all Users**	The Town's transportation system connects neighborhoods, community destinations, regional facilities, and services for users of all modes of transportation.
B	**Integrated Land use and Transportation**	New Development will construct needed transportation improvements and enact needed programs to support the Town's transportation goals.
C	**Collaboration**	The Town will collaborate on transportation policies, improvements, and programs with the community, neighboring jurisdictions, and regional partners.
D	**Equity, Sustainability, Resiliency and Environmental Impact**	The Town will pursue equity, sustainability, resiliency, public health, and environmental preservation in all matters pertaining to transportation.
E	**Parking**	The Town will manage parking to reduce SOV dependence and to accomplish other Town goals.
F	**Transportation Maintenance**	The Town will maintain transportation infrastructure to promote safety, efficiency, accessibility, and sustainability.
G	**Public Health and Safety**	The Town will seek to eliminate severe outcome crashes, reduce crashes, and enable residents to feel safe using all modes of transportation.

Existing Conditions - Population



Map Legend

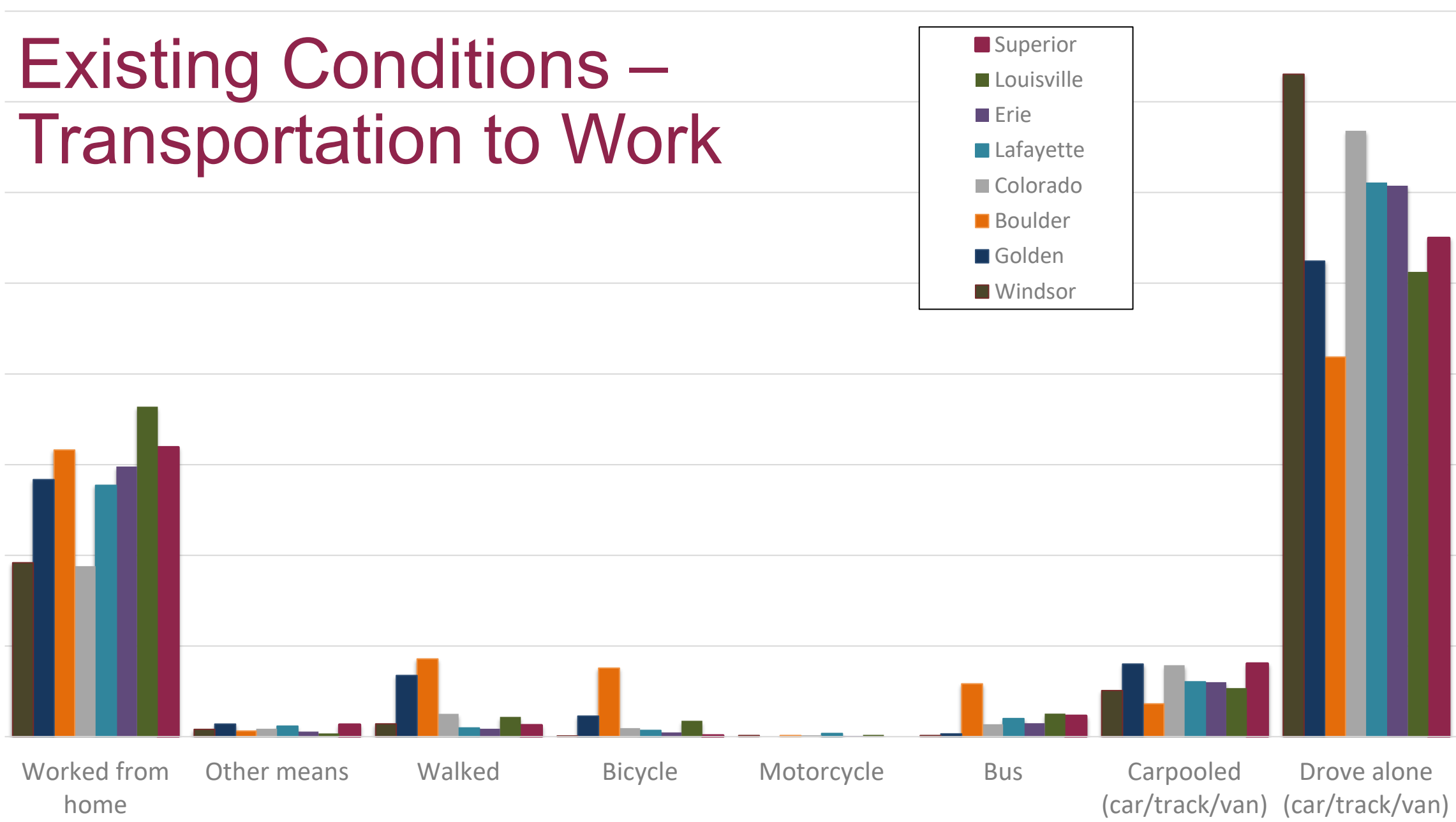
Inflow/Outflow

- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- Most people who live here don't work here
- Most people who work here don't live here

Existing Conditions – Transportation to Work



Existing Conditions: What it all means for Superior

- Understand transportation opportunities and barriers for aging people to remain in the Town.
- Support families at various life stages, and understand current and future demands of this demographic on transportation facilities.
- Plan and design to accommodate a wide range of transportation modes.
- Town should consider each improvement's potential to increase non-SOV mode split as projects are implemented over the life of this plan.



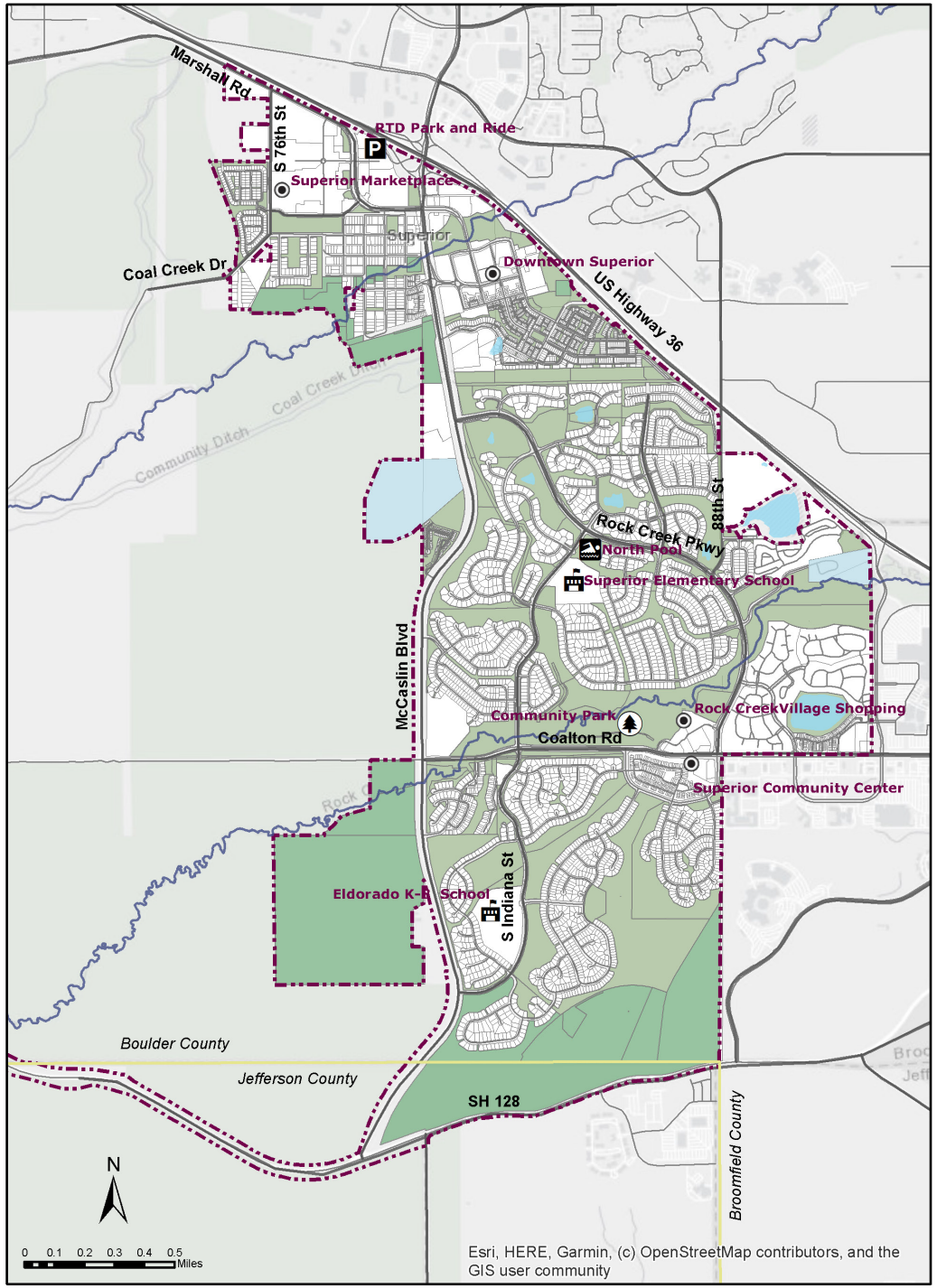
Existing Conditions

- Layered Networks creating integrated system/framework
  - Land Use
  - Pedestrian
  - Bicycle
  - Transit
  - Truck/Freight
  - Automobile
- Vulnerable Road Users (VRUs)
  - Degree of risk different users face in the transportation system



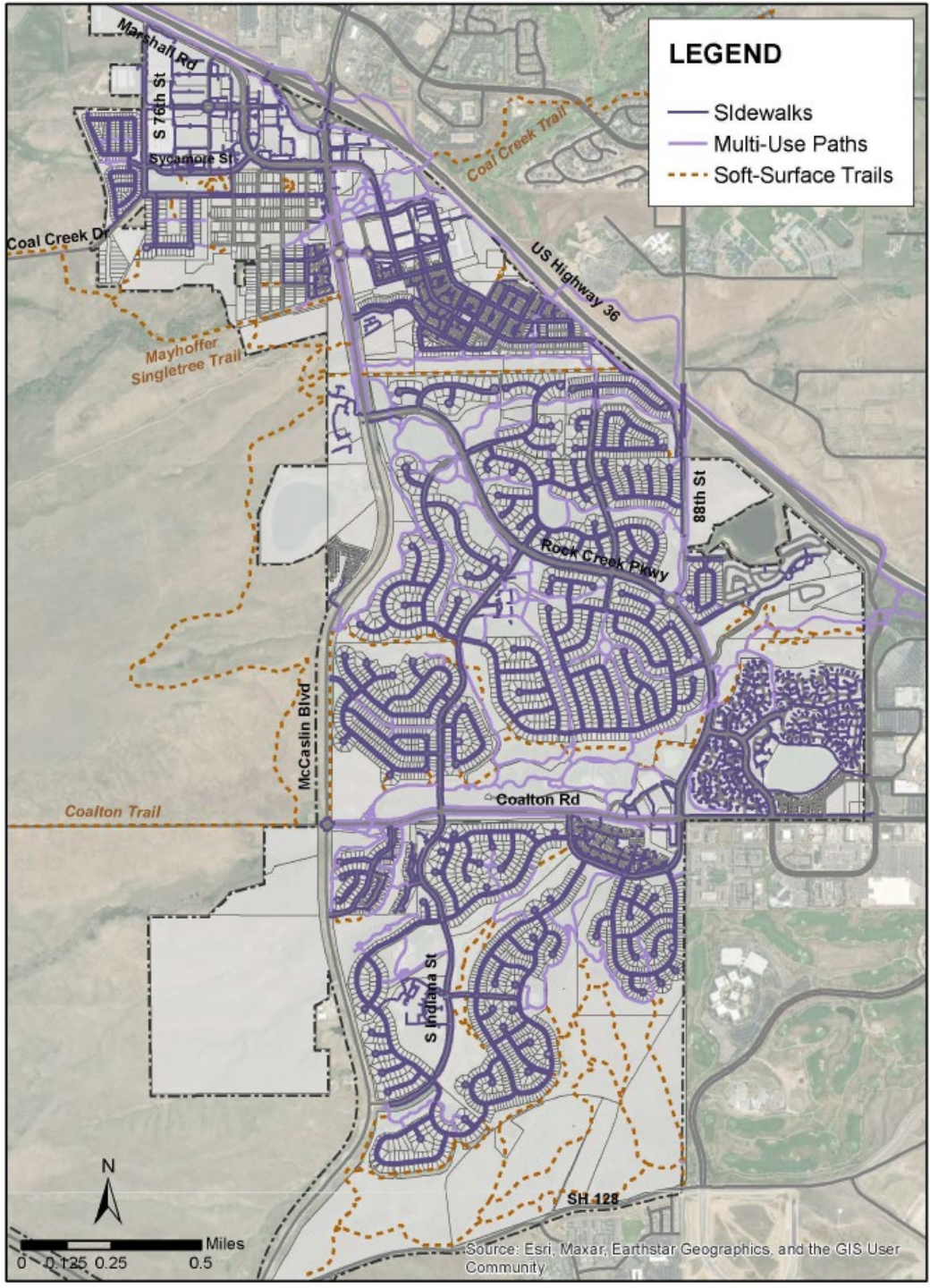
Study Area

- Town of Superior
- Boulder County and Jefferson County
- CDOT and Town roadways, but focusing on Town roadways



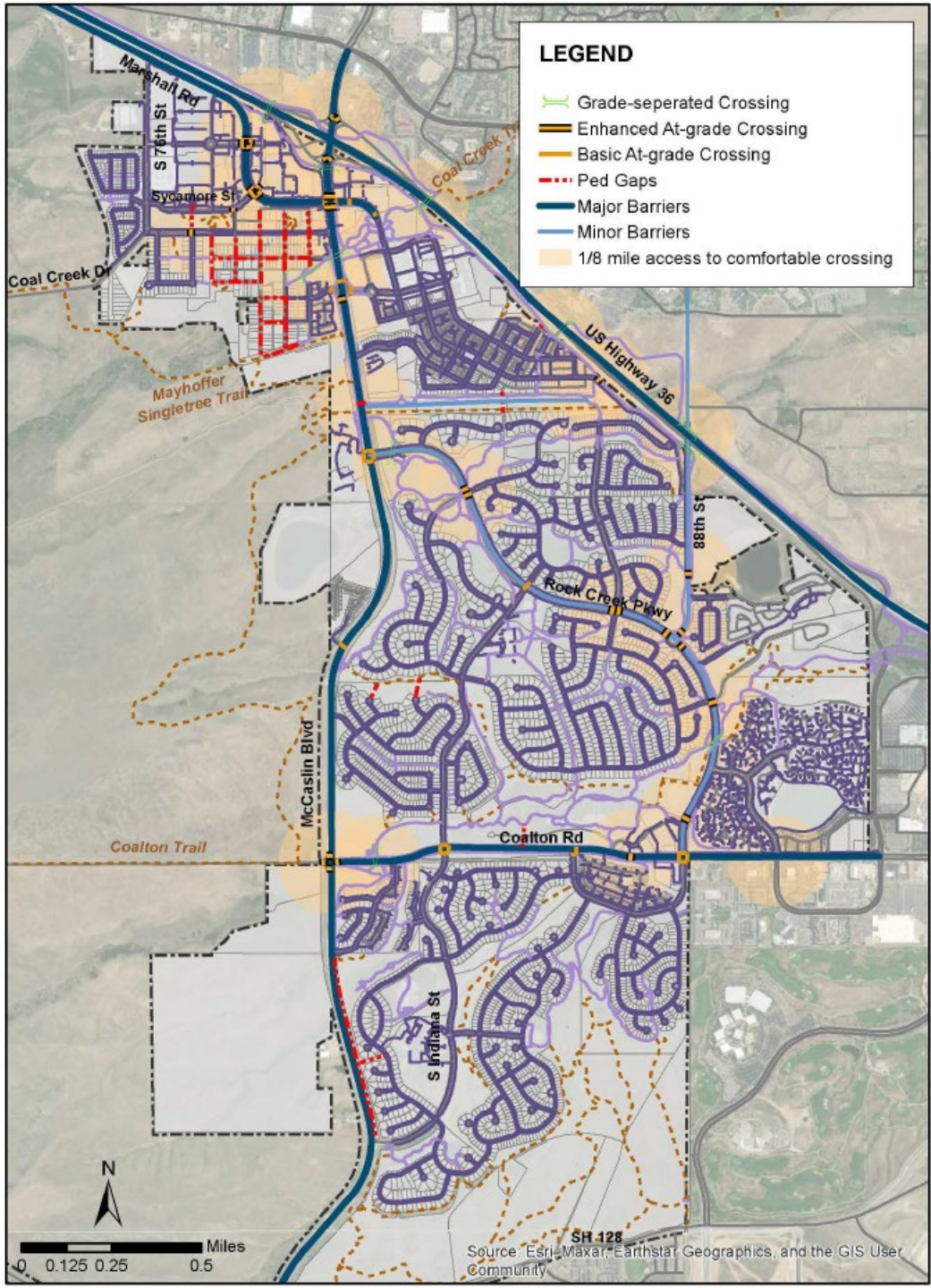
Pedestrian Network

- Includes:
  - sidewalks (within roadway right of way or along roadway)
  - multi-use paths
  - soft-surface trails
- Connections outside of Town



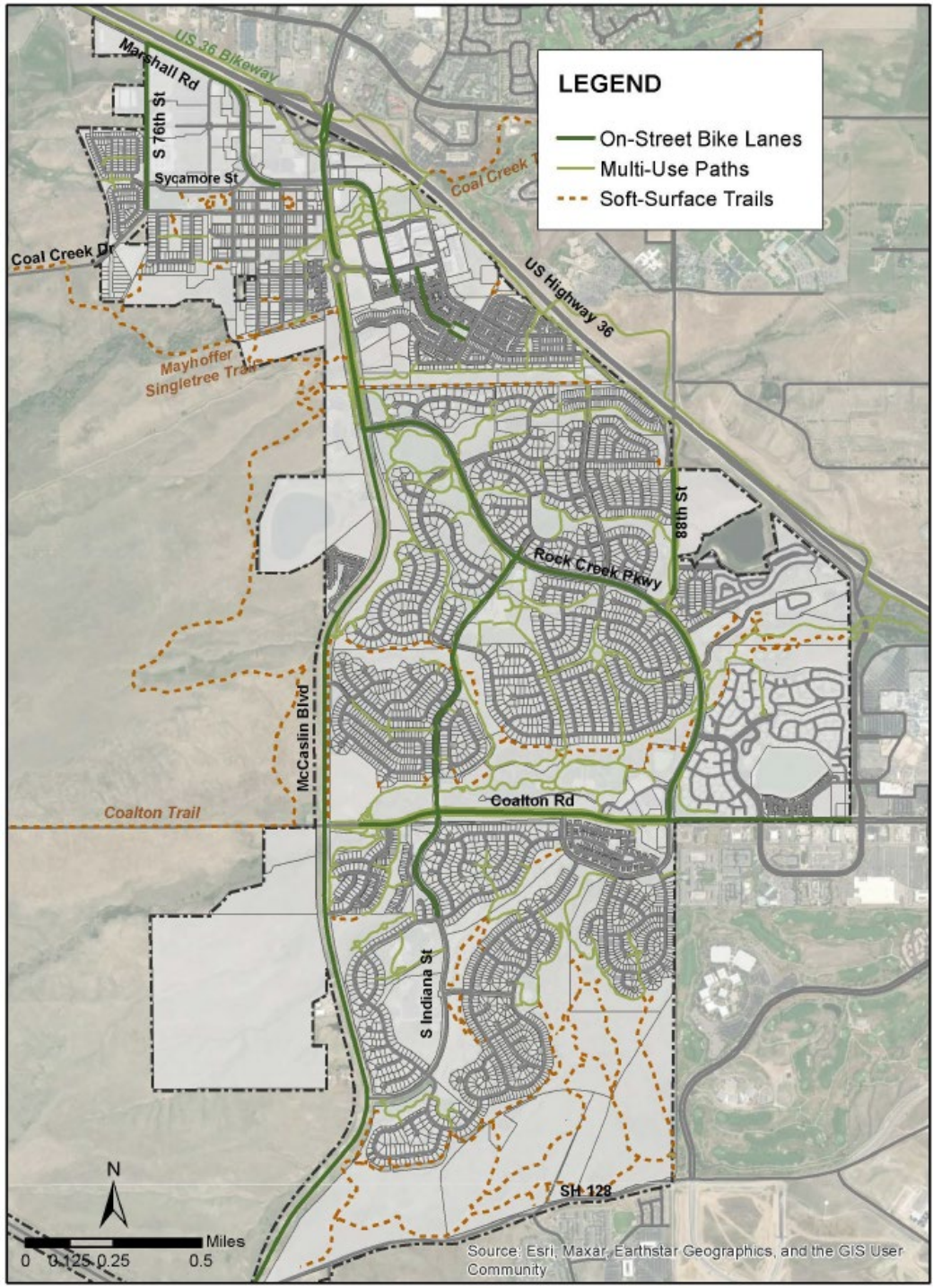
Pedestrian Network Analysis

- Future Needs are generally safety, comfort, and usability-based rather than volume/capacity based
- Major Barriers and Minor Barriers to pedestrian travel - generally major and minor arterials
- Crossings split into 3 categories:
  - Grade separated crossing (most comfortable) – tunnel or bridge over roadway or barrier
  - Enhanced at-grade crossing – at-grade crossing where there is either some enhancement such as an RRFB, or a crossing of 2-lane roadway with lower speeds
  - Basic at-grade crossing (least comfortable) – marked crossing without any additional treatments
- 1/8 mile radius to comfortable (grade separated or enhanced) crossing
- Shows gaps in network and in barrier crossings. Note: also within commercial developments (not shown on map)



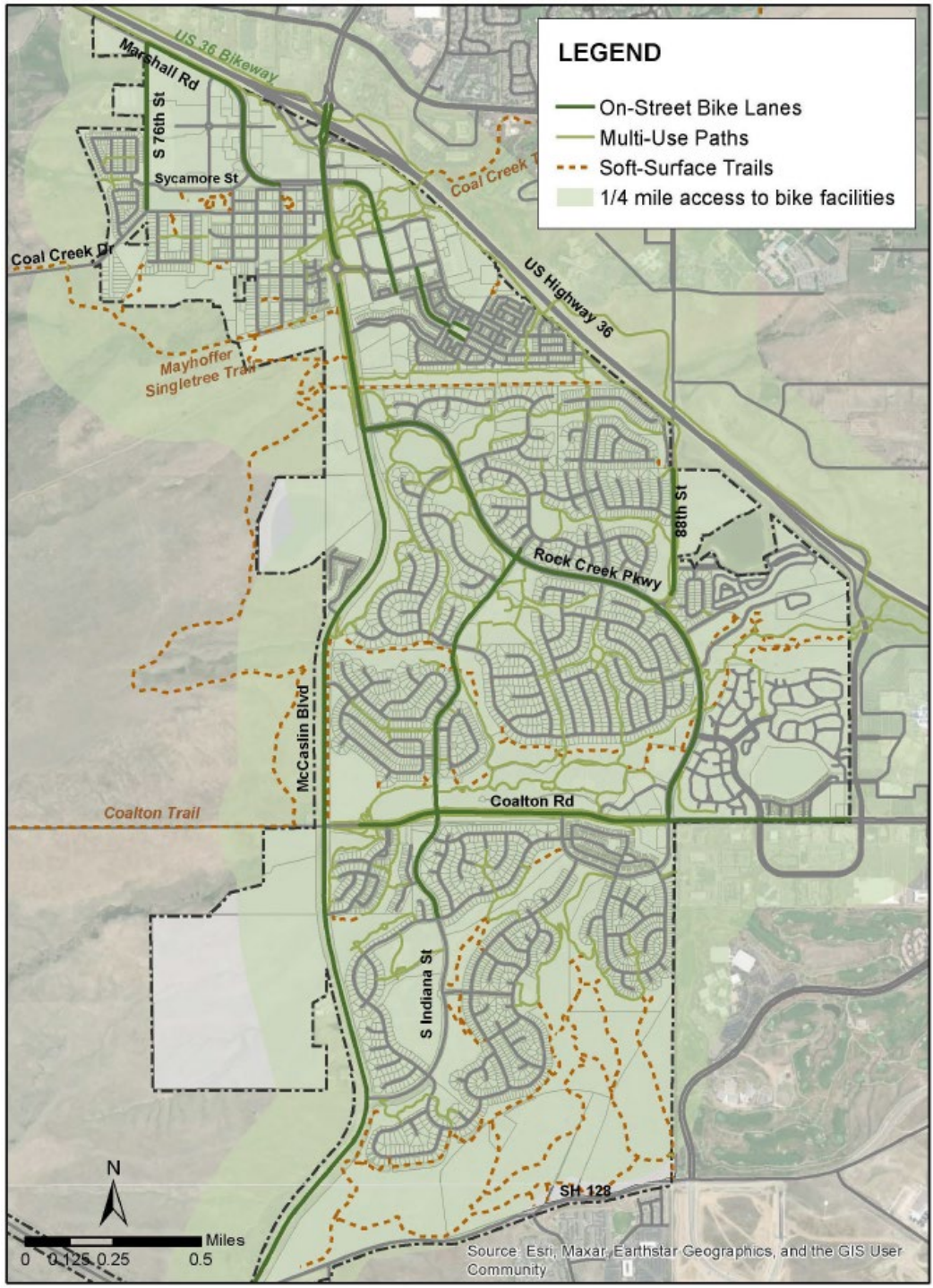
Bicycle Network

- On-street bike lanes
  - Includes RCP buffered bike lane
  - Does not include unmarked shoulders or parking lanes
- Multi-Use Paths (also on pedestrian network)
- Soft Surface Trails (also on pedestrian network)



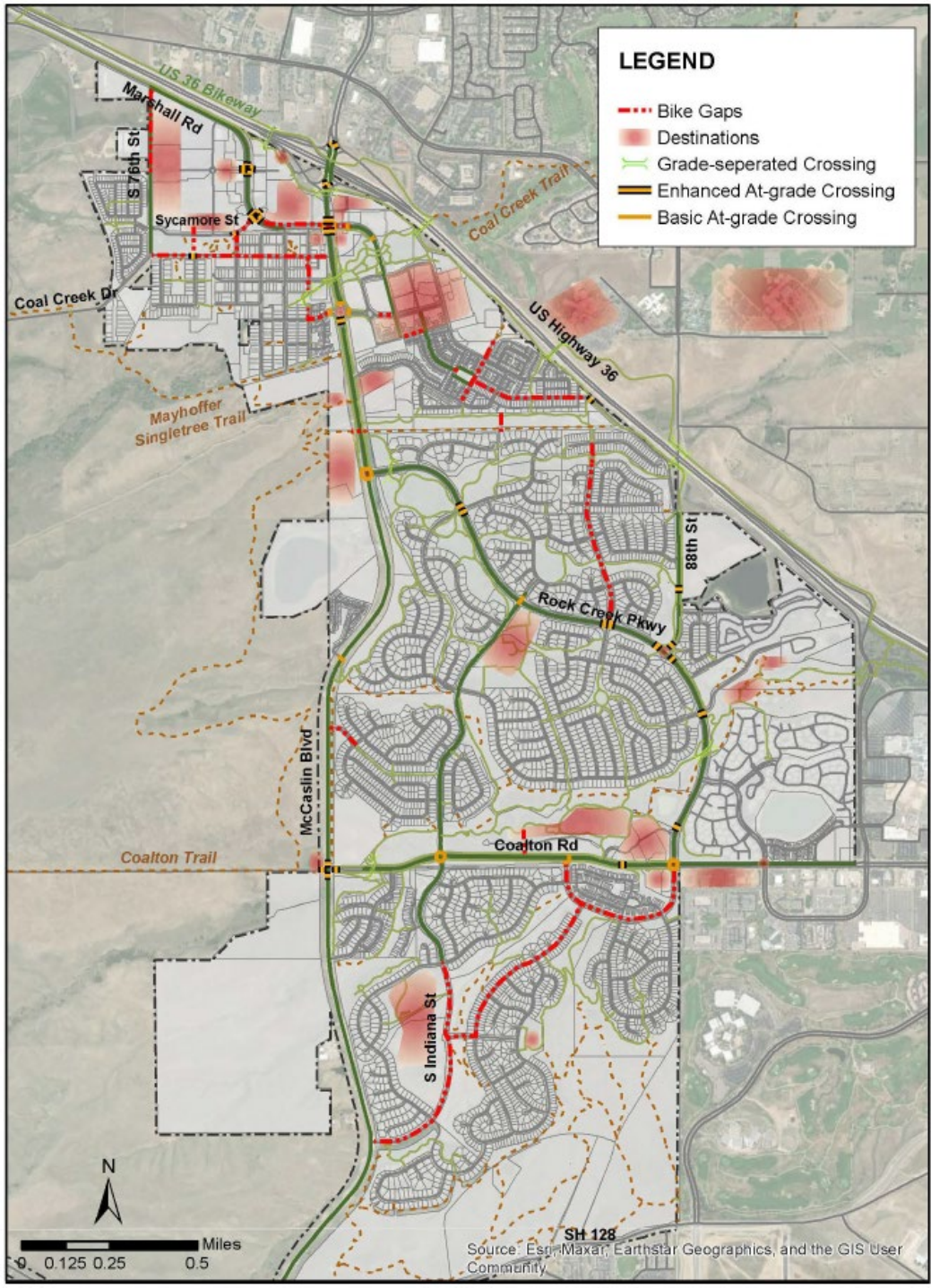
Bicycle Network Analysis

- All of Superior is within ¼ mile of a bike facility
- Access can be a challenge with discontinuous roadway network (cul-de-sacs, etc)



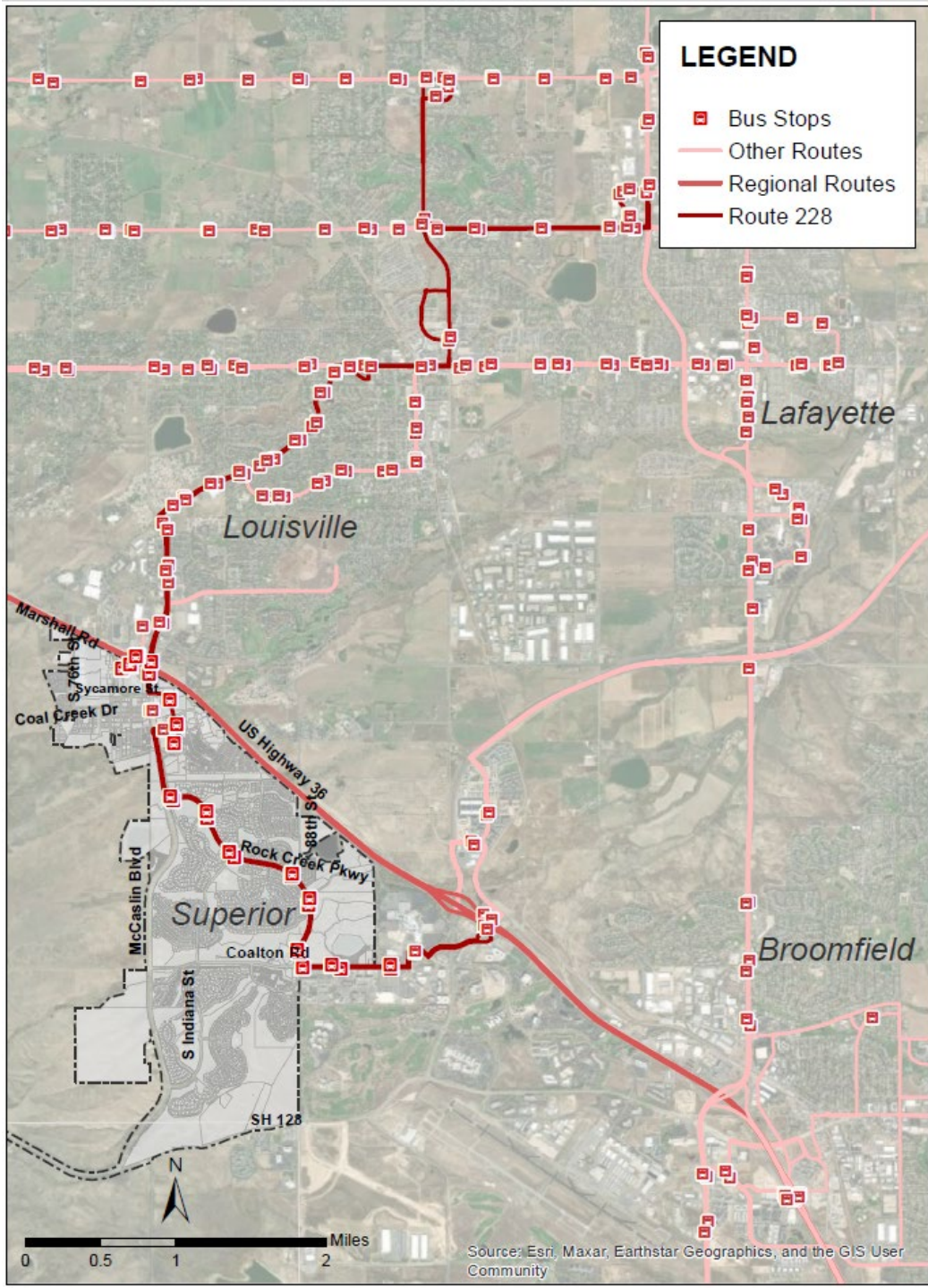
Bicycle Network Analysis

- Future Needs are generally safety, comfort, access, and usability-based rather than volume/capacity based
- Showing gaps in network and in barrier crossings (some also shown on pedestrian analysis).
  - Note: also within commercial developments (not shown on map).
- Also enhance all basic crossings and some enhanced crossings.



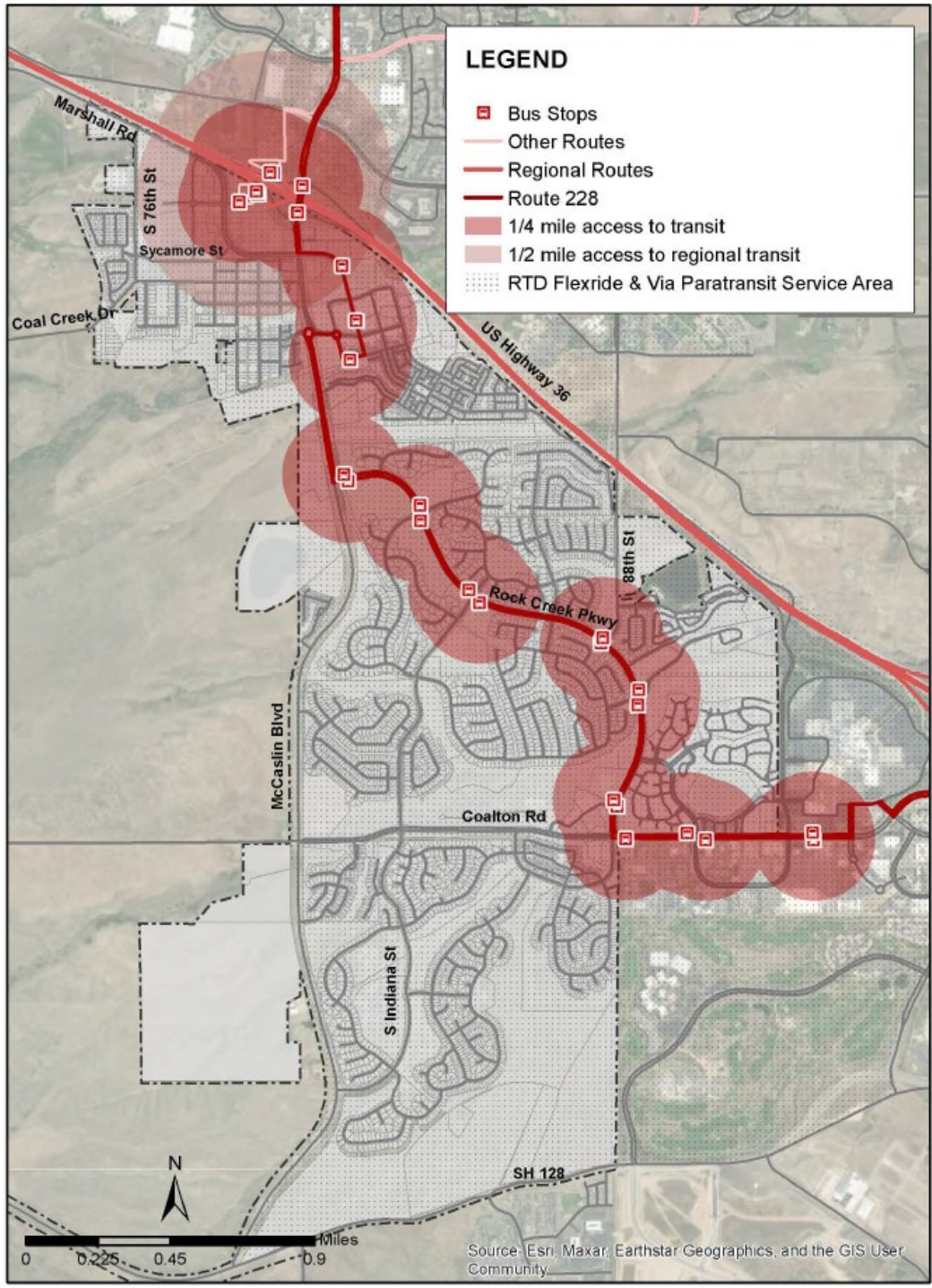
Transit Network

- Includes change to service to 228 route in Downtown Superior. Additional changes expected to be implemented in 2025.

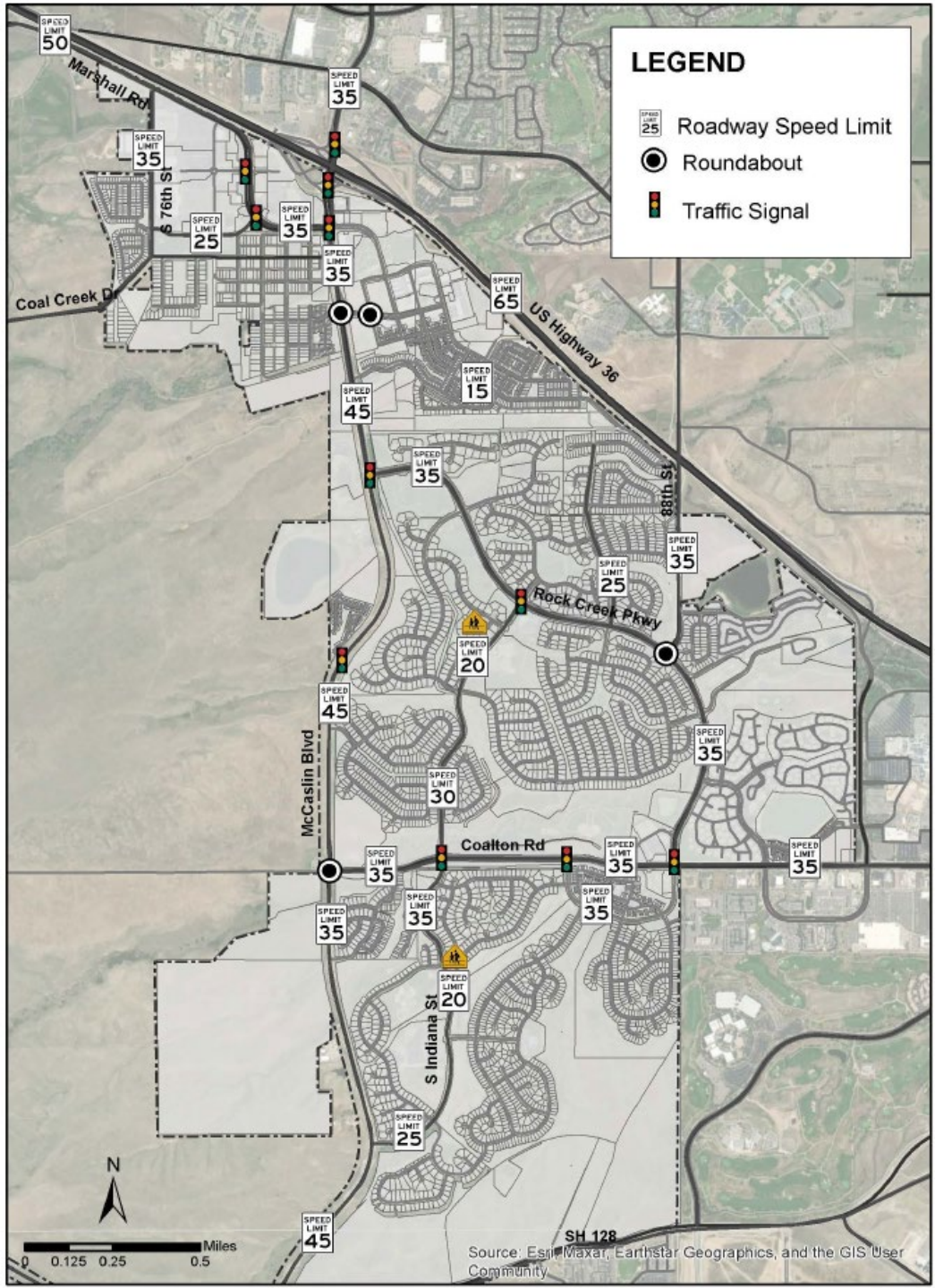


Transit Network Analysis

- “Proximity to Transit Stop” radius of ¼ mile (local stops) and ½ mile (regional stops)
- Only a small portion of population would be able to ride transit without driving first

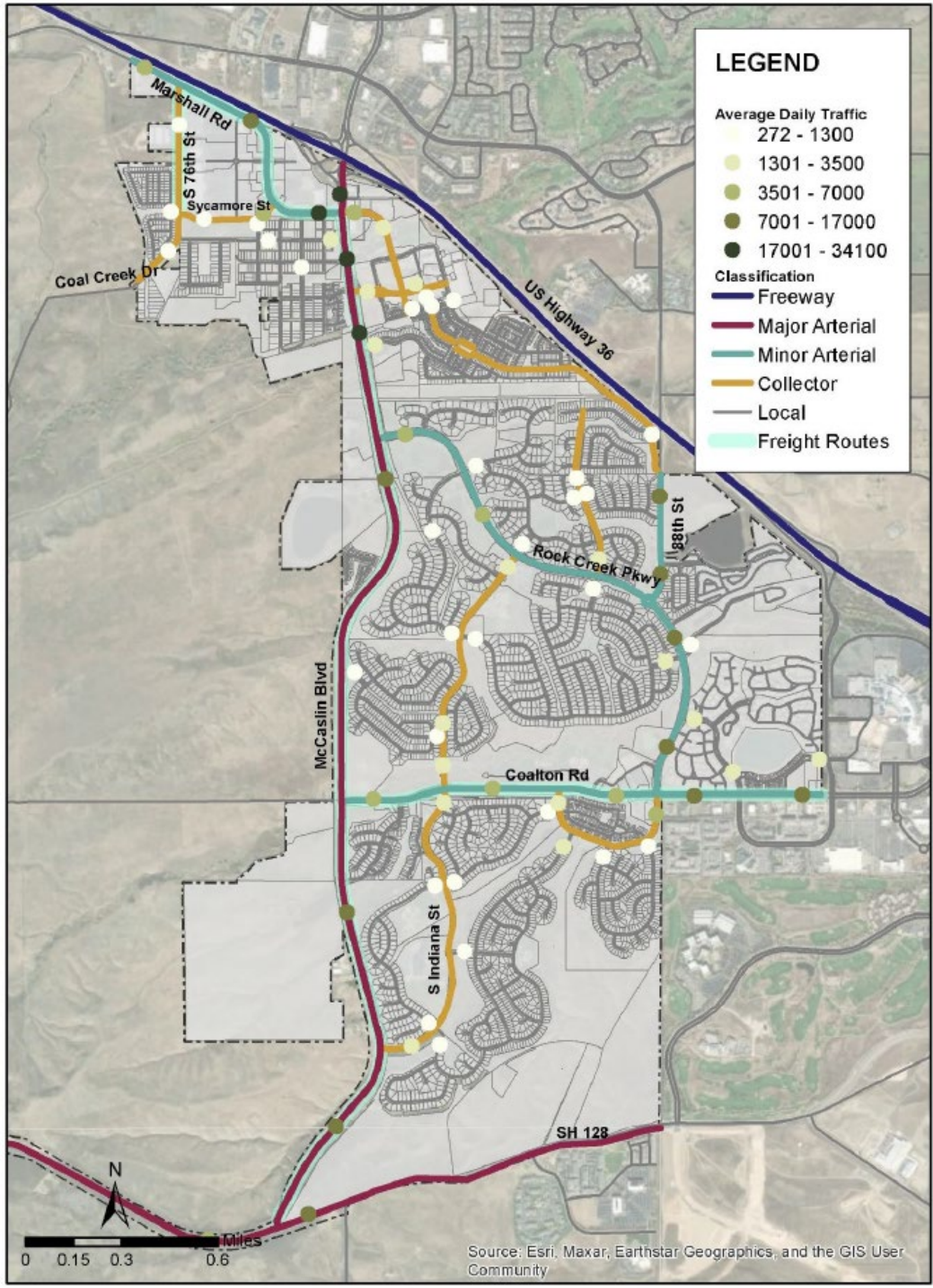


Intersection Control and Speed Limits



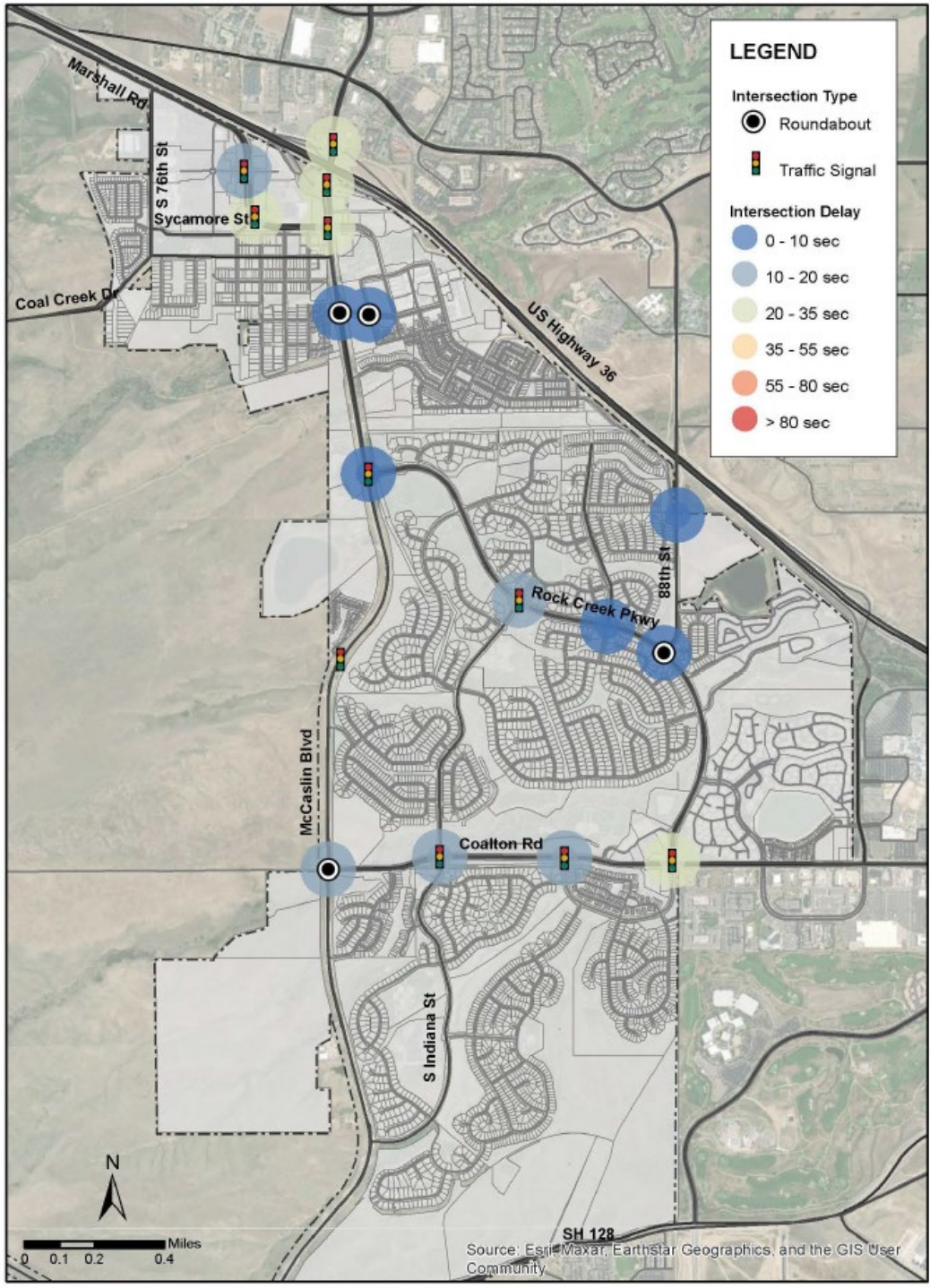
Roadway Classification

- Roadway classification matches previous classification
- Freight/truck routes shown



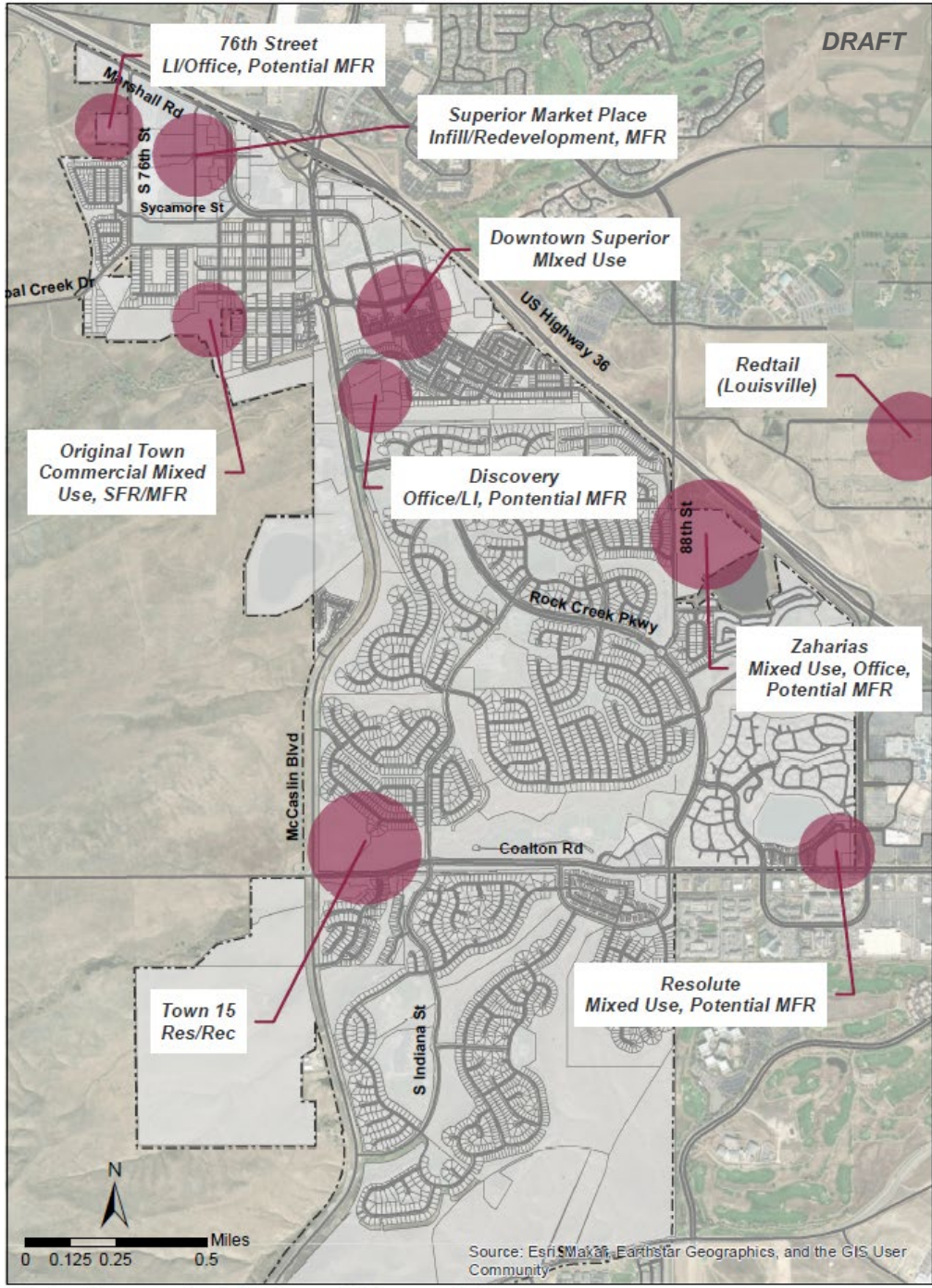
Automobile Operations - Intersection Performance

- All studied intersections are operating with acceptable delay
- Intersections also analyzed for PM peak hour when US36 southbound was closed due to a crash – all intersections operated with acceptable delay in this condition as well



FUTURE Intersection Performance

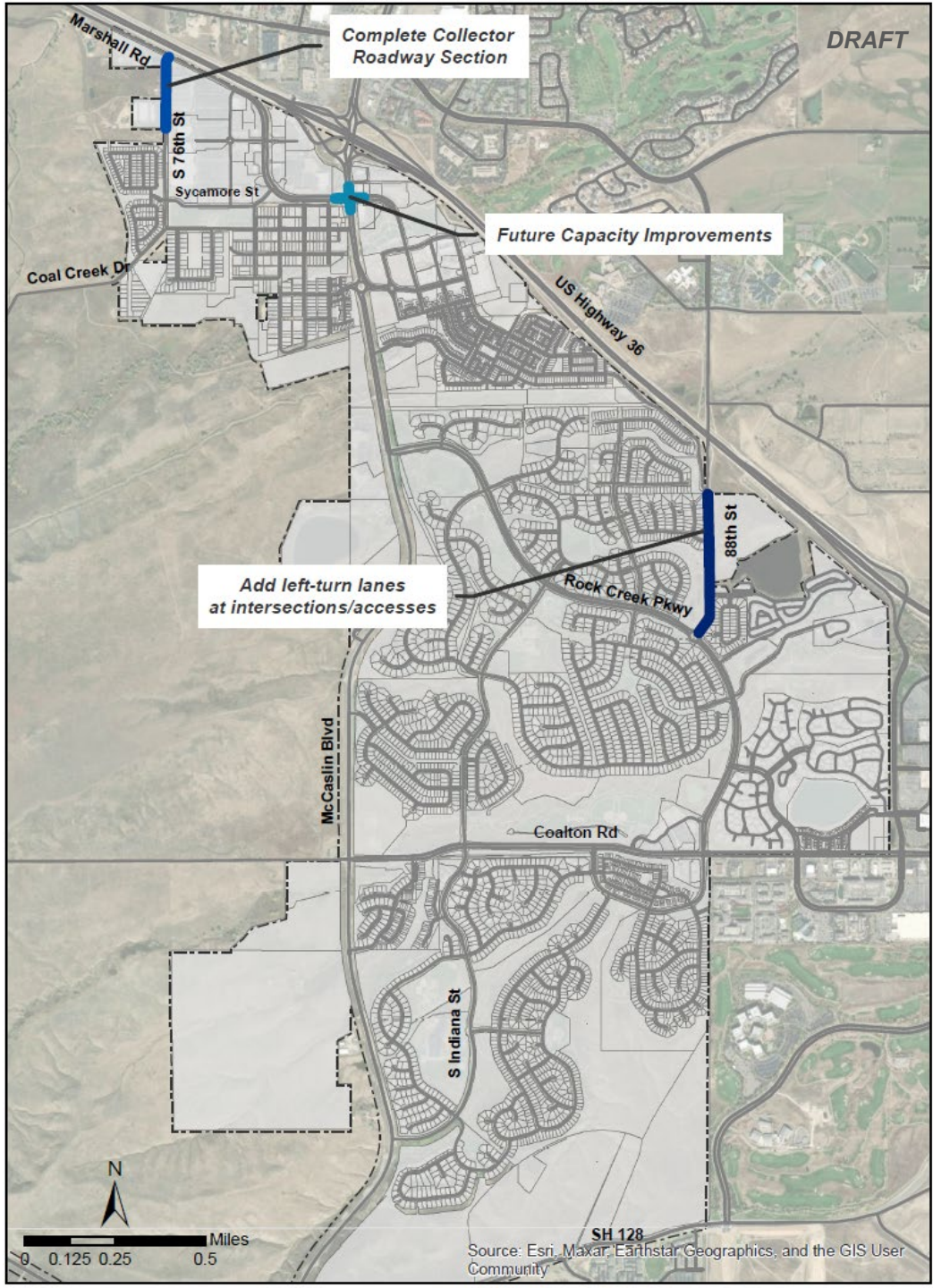
- Analyzed Year 2050 peak hour conditions
- Incorporated DRCOG Year 2050 Focus Regional Model projections, specific traffic study volumes, and projections for remaining development areas in and around Superior
- Assumed that proposed improvements at McCaslin Blvd./Marshall Rd. intersection would be in place for long-term scenario (adding eastbound lane, rephasing signal)

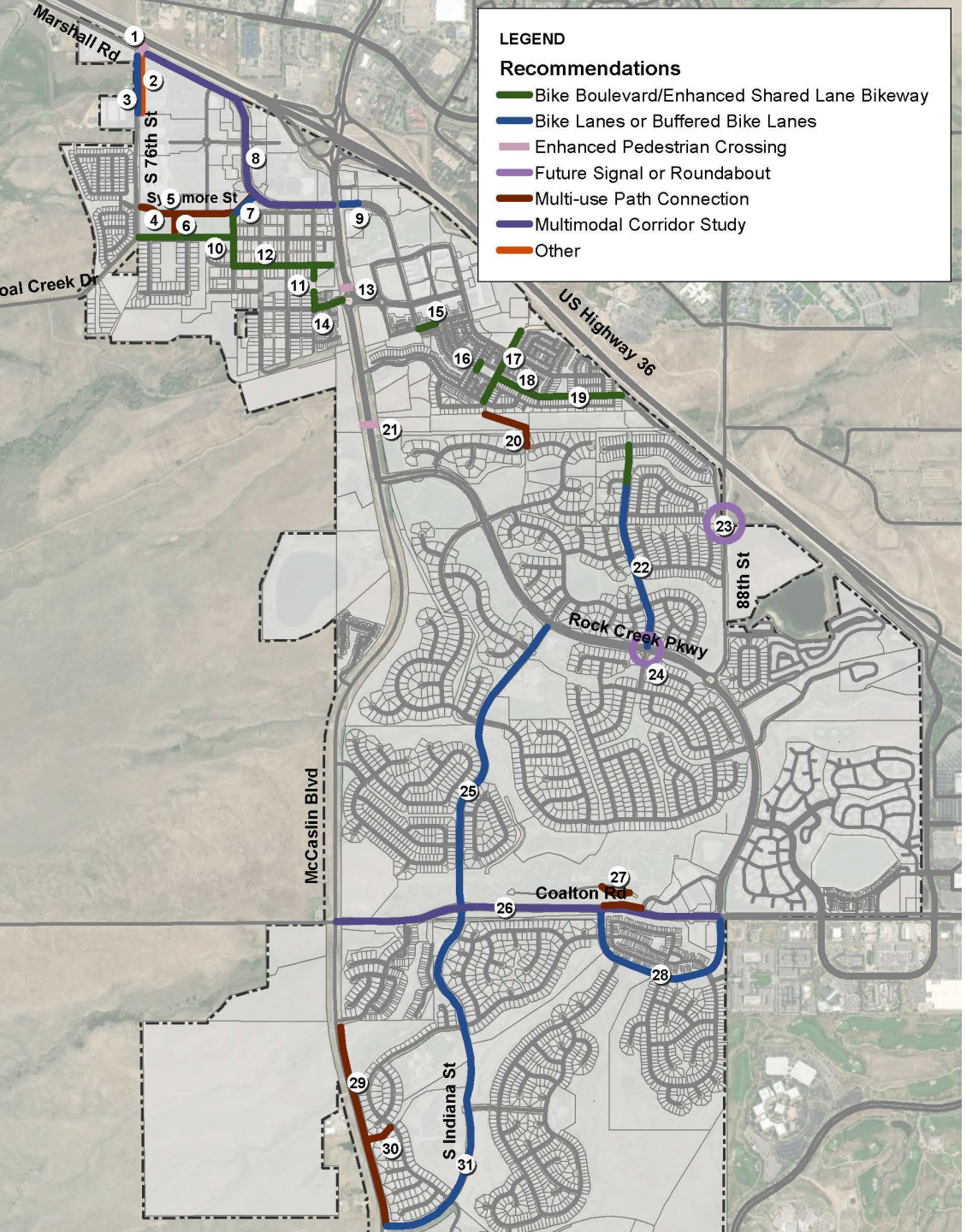


Note: Land use scenarios for development of these remaining areas were included in the assessment of long-term traffic conditions.

FUTURE Intersection Performance

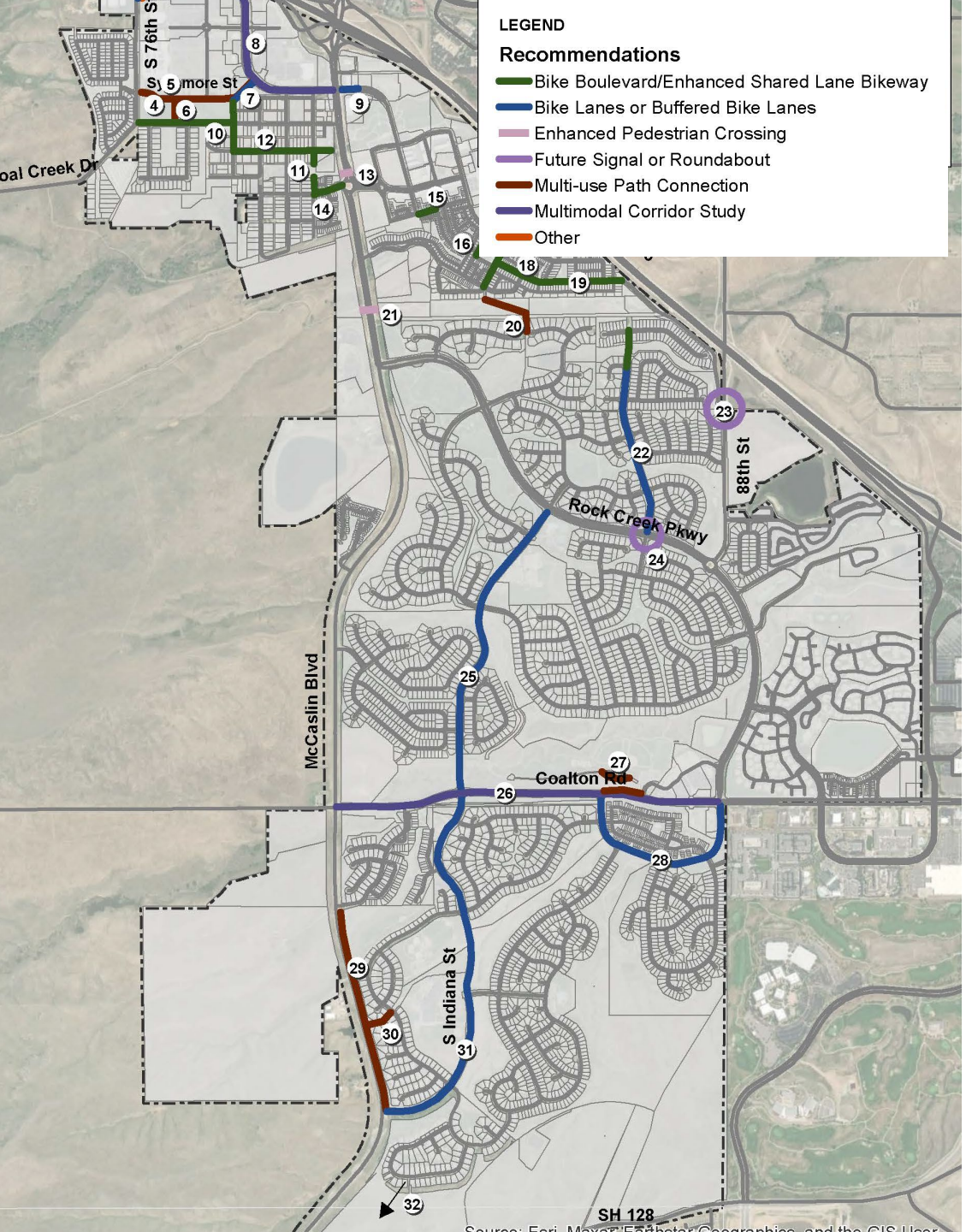
- Determined that existing and planned intersection traffic controls can service future demand, though the highest-density scenario for Marketplace/76th Street land use would put McCaslin Blvd./Marshall Rd. at capacity
- Recommend adding left-turn lane(s) on 88th Street north of Rock Creek Parkway based on long-range volumes (improvements included the space for this)





Plan Recommendations

ID	Location	Recommendation
1	Marshall Rd (crossing) at 76th St	Enhanced at-grade crossing
2	76th St from driveway to Marshall Rd	Complete collector roadway section (sidewalks, bike lanes
3	76th St from driveway to Marshall Rd	Upgrade from shared facility to bike lanes
4	Sycamore St from 76th St to 4th Ave, S side	Widen southern sidewalk to become Sycamore sidepath
5	North off Sycamore St at main entrance	Improve ADA and wheeled access to Marketplace circulation paths and main entrances
6	From Coal Creek Dr and Sycamore in middle of park	Direct trail connection (with wayfinding) through park
7	4th Ave and Sycamore St from Coal Creek Dr to Marshall Rd	Bike lanes (Sycamore portion) through lane reduction (needs further study) and shared lane markings (4th portion), with intersection enhancements
8	Marshall Rd from 76th St to McCaslin Blvd	Multimodal enhancements to improve safety and comfort - potential study grant application pending
9	Marshall Rd from McCaslin Blvd to Superior Plaza Way	Bike lanes (may require widening) or widen sidewalk to multi-use path
10	Coal Creek Dr from 76th to 4th Ave	Bike Boulevard
11	2nd Ave from Coal Creek Dr to Douglas St	Bike Boulevard
12	4th Ave from Coal Creek Dr to William St, William St from 4th Ave to McCaslin	Bike Boulevard
13	McCaslin Blvd at Main St - N crossing	Enhanced crossing at roundabout
14	Douglas St from 3rd Ave to McCaslin Blvd	Bike boulevard/trail wayfinding enhancements with bike ramps at roundabout
15	Old Rail Wy from Buttercup Ln to Promenade Dr	Bike Boulevard or bike lanes (pending counts)



Plan Recommendations

ID	Location	Recommendation
16	Village Green Wy from Promenade to both directions of Promenade	Bike Boulevard connector
17	Central Pk Wy from Discovery Pkwy to Superior Dr	Bike Boulevard or bike lanes (pending counts)
18	Promenade Dr from Central Park Wy to Discovery Pkwy	Town-planned conversion to bike boulevard
19	Promenade Dr from Discovery Pkwy to intersection with US36 Trail	Bike Boulevard or bike lanes (pending counts and parking needs)
20	Between E-W Trail at Central Pk Wy and Wiggins St/Karval Pl	Neighborhood connector trail
21	Across McCaslin at E-W Trail N of Rock Creek Pkwy	Grade separated crossing or pedestrian signal
22	Coal Creek Dr from Lanterns Ln to Rock Creek Pkwy	Bike Boulevard (north end) buffered bike lanes (south end where extra roadway space)
23	88th St at Promenade Dr	Future traffic signal with development
24	Rock Creek Pkwy at Coal Creek Dr	Future intersection improvements - potential roundabout
25	Indiana St from Rock Creek Pkwy to Torreys Peak Dr	Buffer the existing bike lanes where feasible
26	Coalton Rd from McCaslin Blvd to Rock Creek Pkwy	Study lane removal and buffered/protected bike lane installation
27	From trail near parking lot to trail west of ball fields	Direct trail connection from trail adjacent parking lot past ball park facilities
28	Rock Creek Cr from Coalton Rd to Rock Creek Pkwy	Bike lanes
29	McCaslin Blvd E side from Calmante Ave to Indiana St	McCaslin trail extension to coyote ridge
30	McCaslin Blvd to Torreys Peak Dr	Neighborhood connector trail
31	Indiana St from Torreys Peak Dr to McCaslin Blvd	Bike lanes/buffered bike lanes
32	128 at McCaslin Blvd	Coordinate with CDOT to study intersection configuration

Plan Recommendations

ID	Recommendation
A	Install sidewalk where missing
B	Update all multiuse paths to 12' wide min.
C	Develop Pedestrian Crossing Treatment Guidelines and implement updates at crossings as applicable
D	Update Green Marking Striping Policy and implement as applicable
E	Increase frequency of 228
F	Transit service to Park and Ride
G	Investigate Ecopass for Marketplace and Downtown Superior Staff
H	Mobility Hub in DTS, PnR
I	Clear and safe pedestrian access routes into and within development
J	Implement Vision Zero plan
K	Improve local bus stops where appropriate
L	Signal upgrades including Flashing Yellow Arrow (FYA) signal heads to provide protected LT phasing options where feasible
M	Reduce pedestrian crossing distance and improve crossing comfort as feasible at major intersections

Superior Transportation Plan

Thank You!

Questions? Contact Alex Bullen, Town of Superior Public Works

alexb@superiorcolorado.gov
(303) 499-3675 ext. 110



MEETING NOTES
Cultural Arts & Public Spaces Committee (CAPS)
JUNE 26, 2025
6:00 PM
SUPERIOR COMMUNITY CENTER
1500 COALTON ROAD

This meeting will be held in person and online. Members of the public may participate in the meeting via Zoom or view the meeting on YouTube (closed captioning available). The recording of the meeting will be made available after the meeting on YouTube and at SuperiorColorado.gov

1. Call Meeting to Order
   Vice Chair Susan Chevalier called the meeting to order at 6:02 p.m.

2. Preliminary Matters
   a. Roll Call:
      Present: Chairman Andrew Vaughan (via Zoom), Susan Chevalier, Chris Nunes (via Zoom), Suz Benson, Brandon Opalka, Liza McKenzie
      Staff Present: Jennifer "JG" Garner, Arts and History Supervisor
      Council Member Present: Neal Shah
      Absent: Stephanie Coffin, Sherry Smith

   b. Approval of Agenda
      Suz moved to approve the agenda and Brandon seconded. The motion to approve the agenda was unanimously approved.

   c. Public Comment (limit 5 minutes/person)
      There was none.

3. Staff Updates
   a. Q2 budget report
      JG provided the budget report via email prior to the meeting and briefly reviewed the current balances.

   b. Reminder that content deadline for Hello is July 7; JG reiterated the need for description content, high resolution promo images and any other needs for both the upcoming Hello deadline or any other CAPS event.

   c. Mural lighting circuit
      Mural lighting is still attached to sensor on Town Hall lighting. Current budget does not allow for separation. JG stated that Leslie is looking into getting cost estimates. Discussion to separate circuits ongoing with Town staff.

4. General Updates & Debriefing
   a. Updates
      i. Marshall Fire Remembrance (MFR) all-advisory group subcommittee

Andrew recapped the recent MFR meeting. The meeting, which included Town staff, focused on RFQ revised content. Meeting discussion focused on revisions to better fit the typical format of large CIP projects, including removing vendor stipends. Jordan, Town project manager, had suggested appropriate rewording and timeline prior to posting the RFQ this coming Monday or Tuesday.

ii. Superior Rising Foundation/501c3
Council member Shah reported that there will be a way to accept donations to the Town for CAPS or Historical projects, possibly via website or QR codes. He is hopeful that this can be launched by fall of 2025. Superior Rising has a $50,000 cap for donations. He noted if a large donation was received, we could accommodate it by partnering with another organization, such as the Boulder Community Foundation. Shah also noted that Superior Rising board members do not need to be Superior residents, and that the board needs to be reconfigured as neither he nor Council member Kaaoush can serve. JG asked if the Town could promote the recruitment endeavor and Shah explained that an intergovernmental agreement (IGA) would need to be in place for that and external to CAPS, SHC, Council, staff, etc.

b. Debriefing
   i. Drum Circle, June 8, 11a.m.
   Suz reported that the event was well-attended and became more of a workshop as attendees needed guidance.

   ii. Stained glass workshop: SCC, Saturday June 21, 1-5 p.m.
   JG stated that the registrants were contacted to verify attendance as were the waitlisted folks, and that the workshop appeared to be fully attended. No issues were reported.

   iii. Mural decision, Town Council meeting Monday June 23
   Council approved the design and funding via CAPS for the full $20K for the mural on the Rock Creek Parkway underpass tunnel. Neal reviewed the previous Council work session and noted that they would like to see more murals around town. Brandon mentioned the "Street Wise" mural festival in Boulder and inquired about whether CAPS could build upon what's happening there. JG suggested that Brandon have a site visit with the organizer of Street Wise, Leah, report his findings at the next CAPS meeting.

   iv. Pairings #3: Drawing Never Dies, Tuesday, June 24, 6:30-7:30 p.m.
   About 10 guests attended, and the event went well. There was some discussion of how to increase attendance and possible marketing opportunities.

5. Work Plan Check-In
   a. Superior Pairings #4 (August 26)
   Susan reported that the Philharmonic and Ballet are confirmed and that they will be conducting a site visit at the Civic Space soon.

   b. Rainworks
   JG has spoken to the pool staff and received approval for this installation. Supplies have not yet arrived due to logistics.

   c. Mural planning
   Covered in debriefing item 4.b.iii

   d. Artwork plaques

Andrew has spoken to Dalton from Historic and the process still being researched.

6. Discussion Items
    a. Neighborhood Sponsorship Application – S. Seibert Ct July 4th float.
    Andrew moved to approve the Seibert Ct. application; Brandon seconded.
    Motion passed unanimously.

    b. RCP mural payment budget (vote)
    Susan moved to approve mural payment increase to $20k for RCP mural payment budget.
    Brandon seconded. Unanimously approved.

7. Adjourn
    Andrew moved to adjourn the meeting and Liza seconded. The meeting was adjourned at 7:20 p.m.

Next Meeting: Thursday, July 24, 2025 at the Superior Community Center

MEETING NOTES
Cultural Arts & Public Spaces Committee (CAPS)
JULY 24 2025
6:00 PM
SUPERIOR COMMUNITY CENTER
1500 COALTON ROAD

This meeting will be held in person and online. Members of the public may participate in the meeting via Zoom or view the meeting on YouTube (closed captioning available). The recording of the meeting will be made available after the meeting on YouTube and at SuperiorColorado.gov

1. Call Meeting to Order
   Chairman Andrew Vaughan called the meeting to order at 6 p.m.
2. Preliminary Matters
   a. Roll Call
      Present: Chairman Andrew Vaughan, Vice-chair Susan Chevalier, Chris Nunes, Brandon Opalka, Liza McKenzie, Stephanie Coffin, Sherry Smith (via Zoom).
      Staff Present: Jennifer "JG" Garner, Arts and History Supervisor
      Council Member Present: N/A
      Absent: Council Member Neal Shah
      Guest: Ardyce Lebowitz, prospective CAPS member

   b. Approval of Agenda
      Stephanie set a motion to approve the agenda and Susan seconded.
      Agenda approved.

   c. Public Comment (limit 5 minutes/person)
      None.

   d. Guest presentation: Building & Planning department per Town Comprehensive Plan
      Town staff members Geoffrey Weathers and Alex Haefling of the Planning and Building department presented the current draft and a brief discussion ensued about how and where Town Planning may align with CAPS and the PROS department. CAPS indicated they would like for public art to be proactively included in any and all future development plans.

   e. Guest presentation: Leah Marie of Street Wise Arts
      Leah Marie, Founder and Executive Director of Street Wise Arts gave a brief presentation about how her organization helps to facilitate the mural festival that happens annually in Boulder. She touched on how she could help CAPS host a similar festival in Superior in the future.

3. Staff Updates
   a. Reminder of content deadlines for Comms; supplies and event/workshop setup plans.
      JG reiterated the need for as much advance planning as possible.

   b. Chili & Beer Fest booth
      CAPS generally agreed to not have a booth.

4. General Updates & Debriefing
    a. Updates
        i. Marshall Fire Remembrance all-advisory group subcommittee
        RFQ is live, closing date is 8/12.

    b. Debriefing
        i. N/A

    c. Upcoming Events
        i. Superior Pairings #4 August 26, 6:30 p.m. at Civic Space
        Boulder Philharmonic and Boulder Ballet conducted a site visit at Civic Space and are impressed. Susan and JG will continue to work out details and needs for the event.

5. Work Plan Check-In
    a. Superior Pairings #5
    Susan continues to finalize planning and is working with JG on Civic Space event details.

    b. Rainworks
    The invisible rain-activated art via invisible spray resist and stencils is a project CAPS would like to launch on different sidewalk areas around Town. Supplies have finally arrived and are ready to go. Sherry can participate in the group installation after August 1st so any time after that she is available to advise on the stenciling process. Due to the longevity of the product, the invisible stencils be visible all through fall/winter, due to rain and/or snow melt. JG indicated that Town pools close for the season around Labor Day so CAPS should consider whether or not to stencil on the pool decks this season or wait until 2026. Per the installation by CAPS members, a work session will be organized by JG, and Andrew, Liza, and Stephanie volunteered to help on the tentative date of August 2nd.

    c. Mural planning
    JG has been conferring with the artist Hilary Williams about underpass wall height and the ability to get all final measurements to her once the RCP construction is completed; slated for the end of July or first week of August. JG has completed all contracting and payment schedule with the artist. Mural project is slated to begin on September 22.

    d. Artwork plaques
    Drew has been working with Dalton who is receptive to ideas but ultimately JG and Andrew will finalize the plan.

    e. Digital Event
    CAPS needs to brainstorm about the digital screens in and out of storage, the potential for event frequency and use, and overall regular programming of them. JG reminded the group that the screen at the Community Center is currently blank and unprogrammed, plus that a slideshow converted to an MP4 file is ultimately the best per a thumb drive.

    f. Peace Poles
    Idea tabled, to be revisited next year.

6. Discussion Items
    a. Neighborhood Sponsorship proposals [McCool, Nalvens] (vote)

- Andrew motions to approve McCool application, Stephanie seconds. All vote yes but Susan abstains. McCool proposal approved.
- Stephanie motions to approve Nalven proposal, Andrew seconds. Nalven proposal approved unanimously.

b. Finalize August 25 Council-Committee Dinner agenda
   - Recommend that Arts & History division be separated from PROS, at least budgetarily, for future funding eligibility purposes; Sundance programming funding; future murals and mural festival.

c. CAPS remaining 2025 budget planning
   Brief discussion of remaining budget items. Chris suggests using the $25K to buy a pre-made piece of art and have it installed. Each CAPS member to research one or more pieces of art, plus a location suggestion, and submit it to JG. The resulting research will be presented at the next meeting.

d. Guided art tour
   Susan suggested a walking tour of the public art collection to be considered for the 2026 Work Plan. The tour would help bolster awareness about the existing collection and help residents understand the process for acquiring new public artworks

e. Work session date for public art location scouting
   - Rainworks location scouting and installation – TBD
   - Public art location scouting, on September 13th at 10 a.m.; meet at Community Park/Williams Field.

7. Adjourn
   Susan motioned to adjourn meeting at 7:58 p.m. and Stephanie seconded.
   Meeting adjourned at 7:59 p.m.

Next Meeting: Thursday, August 28, 2025 at the Superior Community Center

MEETING NOTES
PARKS AND RECREATION ADVISORY COMMITTEE (PARC)
JULY 16, 2025
7:00 PM
SUPERIOR TOWN HALL
124 E COAL CREEK DR

This meeting was held in person and online. Members of the public may participate in the meeting via Zoom or view the meeting on YouTube (closed captioning available). The recording of the meeting will be made available after the meeting on YouTube and at SuperiorColorado.gov

1. Call Meeting to Order

2. Preliminary Matters
   a. Roll Call

      Present:
      - Martha Siegmund
      - Justin Willis
      - Brent Hartman
      - Saadia Aurakzai-foster
      - Tim Martin
      - Burton Mckenzie
      - Lindsay Kerr

      Absent:

      Staff present:
      - Leslie Clark
      - Bryan Meyer
      - Jordan Hayes
      - Alex Haefling
      - Renae Stavros

      Town Council Member present:
      - Heather Cracraft

   b. Approval of Agenda

   c. Public Comment

No public comment

3. Updates
    a. Community Input Session on Designs for Community Park Playground Project

Community Park Redesign Update – Josh, A to Z Recreation
Josh expressed enthusiasm about collaborating with the Town of Superior on the upcoming community park redesign. He noted that the park's size and location provide ample opportunity for dynamic development.

Key features include:

- Two play areas, with the primary zone near the baseball fields focused on children ages 5–12. Structures are capped at 4 ft to support age-appropriate climbing and play.
- Emphasis on inclusive design, including ADA-accessible swings, standing swings, and wheelchair-accessible features.
- The main play structure includes:
    - Ramped entry, rubber surfacing, and sensory rails added to unused space.
    - Fabric shade panels installed for comfort.
    - A 360-loop slide access, allowing mobility device users to ascend levels up to a 10 ft slide.
    - An overall structure reaching 16 ft, featuring a rope tunnel for elevated play with visual accessibility.
    - An Arrow spinning chair designed for wheelchair users.
    - Josh highlighted the importance of creating developmental spaces for children and ensuring engaging, diverse, and inclusive experiences for all park users.

    b. Community Park Playground Project Update & PARC Review of Public Feedback

Public Input & Committee Feedback Summary – Community Park Redesign

- **Accessibility & Shade**: Residents support accessible play features. Committee is reviewing potential shade expansion to combat summer heat. Existing shades are sizable but not winter-rated; roof elements and possible freestanding shades are under consideration, depending on cost.
- **Design Concerns**:
    - Brent questioned layout density and requested traditional swings—already included.
    - Tim asked about fencing for younger children; playful fencing is being explored.
    - Justin emphasized strategic shade placement, as current layout only provides two hours of sun cover.
- **Public Reception**:
    - Saadia reported strong positive feedback during the 4th of July PARC booth—families loved the design, colors, and timeline.
    - Suggestions included more evening-use benches for teens and praise for shade elements and overall concept.

c. Town Comprehensive Plan Goals – Renae Stavros, Planning & Building Director
Alex, the town planner, reviewed the mission and goals from the comprehensive plan related to parks, recreation, and open space—with new emphasis on inclusivity and accessibility. Adjustments were proposed to strengthen the open space goals around protection and enhancement.

d. New Committee Chair Election
Vacancy at the committee chair and vice chair positions. Committee chair election. PARC Committee needs to do a formal chair and vice chair election.

Votes captured for Brent - Chair:
Martha – yes
Tim – yes
Saadia – yes
Burton – yes
Justin – yes
Brent – yes
Lindsay - yes

Votes captured for Burton – vice Chair:
Martha – yes
Tim – yes
Saadia – yes
Burton – yes
Justin – yes
Brent – yes
Lindsay - yes

Unanimous – yes across all committee members.

e. Update on North Pool Renovation Project
Bryan provided an update on the North Pool design, highlighting the relocation of mechanical space and potential impact on the Flyers swim team's staging area, along with plans to address it. The design includes new and possibly permanent shade structures while aiming to preserve existing trees. Key layout changes include restroom access concerns, addition of a family changing room, removal of a classroom for lobby storage, and year-round access to east-side restrooms for tennis players. Sustainability upgrades were also discussed, including replacing equipment with high-efficiency gas boilers.

f. Sports Equipment Rental Recommendation
There was a recommendation to consider sports equipment rentals at the community center, noting that a front desk redesign could create storage space to support the idea; further input from PARC committee and facility staff will be gathered and added to next month's agenda.

g. Summer / Fall Events PARC Representation Planning
There is a need for Chili Fest September 6th. Brent will send an email to help coordinate PARC sign up for fall events.

h. Annual Parks and Rec Conference, Vail, 10/15-10/17
Martha volunteered to attend the Vail conference. Note to not state you're a volunteer, you're more than that. Also, casual attire is encouraged.

A budget update would be helpful to know what remaining funds are available for swag purchase.

i. Marshall Fire Subcommittee Update (Saadia)
The RFQ went out with deadline August of 12th. The press release went out as well.

4. Discussion Items
   a. Other Updates from Town Staff and/or Town Council Liaison
   Bryan shared a brief update on the successful grand opening of the new civic space last month, noting ongoing efforts to activate the venue through event requests—including those from nonprofits and for weddings—and the development of a room reservation website. Town members may reserve the upstairs conference room up to twice per month at no cost.

   b. Summary Points of Meeting
      - Josh presented the inclusive park redesign, highlighting key features like multi-level play areas and ADA surfacing, while public feedback focused on shade expansion, fencing, and layout improvements—all met with strong community support.
      - Alex, the town planner, reviewed the mission and goals from the comprehensive plan related to parks, recreation, and open space
      - Unanimous – yes across all committee members for Brent to be new chair and Burton to be vice chair
      - Bryan shared updates on the North Pool design, covering layout revisions, shade additions, restroom access concerns, tree preservation, and sustainability improvements through high-efficiency equipment upgrades.
      - The committee explored introducing sports equipment rentals at the community center, with plans to redesign the front desk for added storage and gather further input before adding the proposal to next month's agenda.
      - Martha volunteered to attend the Vail conference
      - Budget update to see what additional swag we might need for fall events
      - Marshall fire RFQ went out with deadline set for August 12th
      - Bryan gave a brief update on the civic space's grand opening and noted ongoing event requests, and a reservation website for event space and conference rooms.

   Condensed bullet points:

      - Josh and Bryan shared progress on the inclusive park redesign and North Pool updates, highlighting accessibility, shade features, and sustainability improvements; Bryan also noted the civic space grand opening and upcoming enhancements.

- Alex reviewed goals in the comprehensive plan, the committee discussed equipment rentals, budget for fall swag, and confirmed the Marshall fire RFQ deadline.

- Brent and Burton were unanimously voted in as chair and vice chair, Martha will attend the Vail conference, and strong public support was noted across various initiatives.

5. Adjourn

MEETING NOTES
HISTORICAL COMMISSION
JULY 18, 2025
10:00 AM
SUPERIOR COMMUNITY CENTER
1500 COALTON ROAD

This meeting will be held in person and online. Members of the public may participate in the meeting via Zoom or view the meeting on YouTube (closed captioning available). The recording of the meeting will be made available after the meeting on YouTube and at SuperiorColorado.gov

1. Call Meeting to Order
   At 10:02 Dalton Valette called the meeting to order.

2. Preliminary Matters
   a. Roll Call
      Present: Larry Dorsey, Dalton Valette, Karen Waligorski, Mary Cartwright, Errol (Wally) Waligorski, Maureen Hogg, Scott Phillips, Jill Roberts, Susan Stanish
      Absent:
      Staff Present: Jennifer "JG" Garner, Arts & History Supervisor
      Town Council Liaison: Heather Cracraft
      Guest(s): Doug Walker, Jeanne Barrett (Lions Club)

   b. Approval of Agenda
      Motion to approve by Mary; seconded by Karen

   c. Public Comment (limit 5 minutes/person)
      There was none.

   d. Guest: Renae Stavros, Planning and Building Director, Town of Superior Comprehensive Plan
      i. Renae discussed the draft of the Comprehensive Plan chapter on Parks, Recreation & Open Space Goals (document provided in hard copy to meeting attendees). The Commission provided feedback on the Goal related to enhancing public spaces. The next phase is the draft of the full plan. Draft language is expected around the end of September. The goal is to have the final draft complete by the end of the year.

3. General Updates, & Debriefing
   a. Updates
      i. Correspondence, completed/required
         Mary had nothing new to report.

      ii. Marshall Fire Remembrance, all advisory group subcommittee, via CAPS
         No meeting recently. RFQ has been published; was featured on Channel 7 and has been communicated on the Town's social media outlets. RFQ responses are due August 12. As previously mentioned, the site location is Oerman Roche trailhead and the design concept will thereby be expected to reflect the open space character of the area vs something large and ostentatious.

      iii. RFI log and Mass Media list

Mary noted that maps from Lafayette were already collected. Maureen handed out the updates. She will add the info about the Channel 7 coverage. JG will send out a link to the story. We have no other new information.

iv. Donor(s), Lions Club, & recent donations.
- Lions Club representative Jeanne reported that trees have been planted in Asti Park. JG will develop ideas for a plaque commemorating the donation by the Lions Club. Scott suggested we take annual photos at the time of the spring historic walk to document the growth of the trees over time.
- Karen said that Katherine Barth is back in the country and is ready for us to go get the teacher's desk she is donating. She also has a chair. Jill and Karen will coordinate picking them up.

b. Debriefing
i. July 4 parade, event booth and fire truck
- Dalton and others said they thought everything went well. All agreed the public interaction with the fire truck was more orderly than in the past – kudos to JG for her efforts there.
- Wally reported that we had eight veterans interacting with us. Only one wanted to ride on the truck, the others wanted to walk in front of it. Maybe for future parades we could get a banner for them to hold.

ii. July 5 open museum day
The morning at Asti was fairly slow but picked up in the afternoon. Attendance at Grasso was similar.

iii. July 11 work session
Jill, Susan, Larry, and Kathryn worked in Asti on taking photos and adding them to the CatalogIt database along with additional item details.

iv. Heritage Roundtable
Larry did not attend yesterday's meeting but he learned that they will set up a calendar listing all the activities of the various organizations participating.

4. Work Plan Check-in
a. Discussion Items
i. Cemetery open hours of operation
Dalton proposed that we may consider having some open hours on a regular basis that would be staffed by commissioners, similar to what we do with the museums. Jill suggested a pilot program in which it would be open from 11:00-1:00 on open museum days so we could direct people to it from the museums. JG mentioned that Leslie is looking into the concept of having an automated gate system.

ii. Fall Program planning: Right Relations Boulder, Healing Bus expense (vote)
Dalton sent out the cost figures. Scott moved that we approve an amount up to $1,750 for the healing bus. Larry seconded the motion. Motion carried.

iii. Collection management: CatalogIt, exhibits, accessions.
- Mary suggested we could have one of the mine photos in the Industrial Mine meeting room moved to Asti to better illustrate what the mine looked like. We could also get a map of the underground street system of the maps. She also suggested signage about the laundry area ("this is the way we wash our clothes") as well as something similar related to the school area. Mary also mentioned getting the auger moved out of Grasso.
- Jill attended the History Colorado webinar about preserving and storing historic fabrics. She learned that while we're doing most things right, we need to make some changes on how we pack the dresses.

- Jill and Susan provided an update on CatalogIt. We have made a lot of progress and will keep going with filling in details, including photos, for the 50 free entries we have. We will let JG know when we're ready to turn on the full license.

iv. Volunteer(s) update. Kathryn Jenks, Town Guest Services Associate, has been helping with the CatalogIt project. Wally said that Nancy Thomas is very interested in volunteering. She could potentially help as a docent at the museums. Dalton will contact her again via email. He had contacted her before and had not heard back.

v. QR codes and partnership with CAPS. Dalton talked with Andrew Vaughn, CAPS chair, and Dalton will soon be presenting an updated design for shared signage.

vi. Assistance to OSAC with trail naming project. Scott will review the lengthy list submitted by Jade (volunteer) to refine some recommendations. Scott and Dalton volunteered for the work group. Dalton will get back to Jade about it and let OSAC know we are working on it.

vii. Asti trifold, Asti article reprint, Lost Superior update and reprint.
- Dalton and Maureen have been working on this. Dalton sent it out to the group earlier in the week. The group noted a few typos to be corrected. JG also discussed updates needed to adapt the document for online posting. Maureen suggested it would be helpful to get feedback on the printed documents from museum visitors.
- Maureen has suggestions for updating Lost Superior but in the interest of time we agreed to wait on that discussion until August meeting.

viii. Home Rule documentation
Dalton suggested we could print out the charter and laminate it.

ix. September open museum, possible "Grasso Day" with focus on agriculture. In the interest of time, we decided to postpone this discussion until August.

b. Upcoming Events
i. August 2 open museums, 10 a.m. - 2 p.m.
ii. August 8 work session, 10 a.m. – 12:00 p.m.
iii. ANFRM meeting
Will be hosted at Wheatridge Heritage Park, taking place on the third Monday in August from 1:00-3:00.

5. Staff Updates
i. Grasso bungalow fire mitigation
JG had sent out some information about this. She discussed options for fire-resistant paint versus hardy board. Additional information is forthcoming. We don't have to decide today. Hardscaping will also be done sometime this year.

ii. Barn maintenance
We finally got critters and their leavings cleaned out. We also had an issue with wasps. On Monday JG opened the barn door and a large orange cat ran out. The barn was sprayed for wasps and there are now wasp traps in the barn and the homestead house.

iii. Other:
JG let us know about a T-Mobile grant she just learned about that we may apply for to update the mine trail or the Grasso out buildings. The grant is for $50,000. If we pursue this, we would need five letters of support – for example, from commissioners, Town Council, History Colorado, the mayor. This money could potentially also be put toward the miner's memorial. She will update us accordingly.

iv. Lions Club trees
Discussed above.

v. Other: JG had a call from someone who was doing a presentation for/to the Town and wanted to borrow a miner's hat. We decided not to loan her one but to send a picture instead. JG will follow up.

vi. Miner memorial bronze statue
JG spoke with the artist, who is excited that he's been chosen. She will send out some of his questions to the Commission. He's interested in things like the suggested miner's stance, facial expression, accompanying equipment, etc. JG said she would send him a picture of the existing miner sculpture (near Target) so we avoid looking too similar. She will consolidate our feedback, send it back to him, then he will do some renderings to send back to us for review. He can join us in the future via Zoom.

vii. Chili and Beer Fest booth
We declined to participate as the focus of the event is not a great fit for SHC.

viii. Other
JG mentioned updates to the 2nd grade coloring book that would incorporate some indigenous content, and will be working with Larry and Scott.

6. Other
None.

7. Adjourn
Wally made a motion to adjourn, Scott seconded. Motion carried.

Next meeting: Friday, August 15, 2025, 10:00 a.m. at the Superior Community Center

Item Number 6c

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving Appointments to the Advisory Committee for Environmental Sustainability (ACES) and Cultural Arts in Public Spaces Advisory Committee (CAPS)**
Meeting Date:	**August 11, 2025**
Presented by:	**Matt Magley, Town Manager**
Presented for:	**Action**

BACKGROUND

Section 2-12-40 of the Superior Municipal Code addresses membership of Town Advisory Committees, including appointments. The Advisory Committee for Environmental Sustainability (ACES) has 2 vacancies, and the Cultural Arts in Public Spaces Advisory Committee (CAPS) has 2 vacancies as outlined below. These vacancies have been posted through Town media over recent months. The Council has the option to appoint or not appoint a candidate, and staff will continue to advertise the vacancy(s).

Advisory Committee for Environmental Sustainability (ACES) – 2 vacancies

- Patrick Payne

Cultural Arts in Public Spaces Advisory Committee (CAPS) – 2 vacancies

- Ardyce Lebewitz

ALTERNATIVES CONSIDERED:

Make no appointments and continue to advertise to fill the vacancies.

MOTION:

Move to approve Resolutions making appointments to ACES and CAPS

ATTACHMENTS:

- Resolutions

TOWN OF SUPERIOR
RESOLUTION NO. R-48
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR MAKING APPOINTMENTS TO THE ADVISORY COMMITTEE FOR ENVIRONMENTAL SUSTAINABILITY

WHEREAS, by Resolution #R-27, Series 2001, the Board of Trustees established the Waste Diversion Advisory Committee;

WHEREAS, by Resolution #R-80, Series 2005, the Waste Diversion Advisory Committee was changed to the Recycling and Conservation Advisory Committee ("RCAC");

WHEREAS, by Resolution #R-59, Series 2017, RCAC was changed to the Advisory Committee for Environmental Sustainability ("ACES"); and

WHEREAS, the Town Council desires to make appointments to ACES.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Advisory Committee for Environmental Sustainability:

Name	**Term expires**
Patrick Payne	**June 2027 (partial term)**

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

TOWN OF SUPERIOR
RESOLUTION NO. R-49
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR MAKING APPOINTMENTS TO THE CULTURAL ARTS AND PUBLIC SPACES ADVISORY COMMITTEE

WHEREAS, on December 12, 2016 the Board of Trustees established the Cultural Arts and Public Spaces Advisory Committee ("CAPS") by Resolution No. R-79, Series 2016; and

WHEREAS, the Town Council desires to make appointments to CAPS.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Cultural Arts and Public Spaces Advisory Committee:

Name	**Term expires**
Ardyce Lebewitz	**June 2028**

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Item Number 6e

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving Agreement with Lighthouse Transportation Group for the 2025 Traffic Signal Equipment Project**
Meeting Date:	**August 11, 2025**
Presented by:	**Brannon Richards, Public Works & Utilities Director** **Alex Bullen, Public Works & Utilities Program Supervisor**
Presented for:	**Action**

BACKGROUND

The Town received a Regional Transportation Operations and Technology award of $119,942.00 for a Surface Transportation Block Grant related to traffic safety and climate resilience. This is a DRCOG-awarded project and will allow the Town to upgrade the traffic signals along McCaslin Blvd with advanced detection equipment and ADA-accessible pedestrian push buttons, along with updating the existing traffic signal management system, primarily with federal dollars. The new equipment will reduce driver wait time, add bicycle detection, enhance safety, bring the intersections into federal compliance for pedestrian crossing accessibility, and increase the functionality and cybersecurity of the central management system.

The Town's match for this grant is $20,642.00 which has been budgeted for in the FY25 CIP cost center 42-430-6244. The project will be completed in Q3 2025.

Traffic and Roadway Impacts

During installation there will be temporary, rolling lane closures around intersections receiving new equipment. This work will be limited to non-peak travel times and coordinated with the current resurfacing projects as needed.

Project Bid Evaluation

The project was bid out using the Town's adopted procurement policies along with CDOT oversight. The project was posted on BidNet with hundreds of firms receiving emails regarding the bid posting.

Four complete bids were received on July 7, 2025, as summarized in Table 1 below with the complete bid tab attached.

Table 1 – Bid Results

Contractor	Bid
AM Signal	$101,856.00
Econolite	$117,441.00
Lighthouse Transportation Group	$90,998.00
Traffic Signal Controls	$96,599.00

Based upon the bids received, and staff's check of references of the low bidder, it is recommended that the 2025 Traffic Signal Equipment Project be awarded to Lighthouse Transportation Group. Lighthouse Transportation Group is the Town's on-call for traffic signal operation and maintenance and has performed well for the Town over the recent years

BUDGET IMPLICATIONS

This project will be charged to the Traffic Signal Upgrades cost center 42-430-6244. This work was planned for and included in the 2025 budget, see budget comparison in table 2 below.

Table 2 – Budget Comparison

Budget Cost Center	Budget Amount	Local Match
Traffic Signal Upgrades (42-430-6244)	$60,000.00	$20,624.00

RECOMMENDED ACTION

Based upon the bids received and staff evaluation of the low bidder, staff recommends approval of the contract with Lighthouse Transportation Group for the 2025 Traffic Signal Equipment Project in the amount of $90,998.00.

MOTION

Move to adopt a Resolution approving a Contract with Lighthouse Transportation Group for the 2025 Traffic Signal Equipment Project in the amount of $90,998.00.

ATTACHMENTS

- Resolution
- Agreement
- Bid Tabulation

TOWN OF SUPERIOR
RESOLUTION NO. R-51
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING THE CONTRACT WITH LIGHTHOUSE TRANSPORTATION GROUP, FOR THE 2025 TRAFFIC SIGNAL EQUIPMENT PROJECT

WHEREAS, the Town desires to upgrade traffic signal equipment to accommodate accessibility, maximize traffic flows, and monitor all traffic signals remotely with a central management system, all as part of the 2025 Traffic Signal Equipment Project; and

WHEREAS, the Town Council finds it is in the best interest of the public health, safety and welfare to contract with Lighthouse Transportation Group to perform the 2025 Traffic Signal Equipment Project;

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO as follows:

Section 1. The Contract between the Town and Lighthouse Transportation Group is hereby approved in substantially the same form as attached hereto, subject to final approval by the Town Attorney.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES (the "Agreement") is made and entered into this _____ day of _____, 2025 (the "Effective Date"), by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027, (the "Town"), and Lighthouse Transportation Group, an independent contractor with a principal place of business at 11861 Bradburn Blvd, Westminster, CO 80031 ("Contractor") (each a "Party" and collectively the "Parties").

WHEREAS, the Town requires professional services; and

WHEREAS, Contractor has held itself out to the Town as having the requisite expertise and experience to perform the required professional services.

NOW, THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

I. SCOPE OF SERVICES

A. Contractor shall furnish all labor and materials required for the complete and prompt execution and performance of all duties, obligations, and responsibilities which are described or reasonably implied from the Scope of Services set forth in **Exhibit A**, attached hereto and incorporated herein by this reference.

B. A change in the Scope of Services shall not be effective unless authorized as an amendment to this Agreement. If Contractor proceeds without such written authorization, Contractor 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 is authorized to modify any term of this Agreement, either directly or implied by a course of action.

II. TERM AND TERMINATION

A. This Agreement shall commence on the Effective Date, and shall continue until Contractor completes the Scope of Services to the satisfaction of the Town, or until terminated as provided herein.

B. Either Party may terminate this Agreement upon 30 days advance written notice. The Town shall pay Contractor for all work previously authorized and completed prior to the date of termination. If, however, Contractor has substantially or materially breached this Agreement, the Town shall have any remedy or right of set-off available at law and equity.

III. COMPENSATION

In consideration for the completion of the Scope of Services by Contractor, the Town shall pay Contractor $ 90,998.00 . This amount shall include all fees, costs and expenses incurred by Contractor, and no additional amounts shall be paid by the Town for such fees, costs and expenses. Contractor shall not be paid until the Scope of Services is completed to the satisfaction of the Town.

IV. PROFESSIONAL RESPONSIBILITY

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

B. The Town's review, approval or acceptance of, or payment for any services shall not 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.

C. Because the Town has hired Contractor for its professional expertise, Contractor agrees not to employ subcontractors to perform any work under the Scope of Services.

D. Contractor shall at all times comply with all applicable law, including without limitation all current and future federal, state and local statutes, regulations, ordinances and rules relating to: the emission, discharge, release or threatened release of a Hazardous Material into the air, surface water, groundwater or land; the manufacturing, processing, use, generation, treatment, storage, disposal, transportation, handling, removal, remediation or investigation of a Hazardous Material; and the protection of human health, safety or the indoor or outdoor environmental, including without limitation the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. § 9601, et seq. ("CERCLA"); the Hazardous Materials Transportation Act, 49 U.S.C. § 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. § 6901, et seq. ("RCRA"); the Toxic Substances Control Act, 15 U.S.C. § 2601, et seq.; the Clean Water Act, 33 U.S.C. § 1251, et seq.; the Clean Air Act; the Federal Water Pollution Control Act; the Occupational Safety and Health Act; all applicable environmental statutes of the State of Colorado; and all other federal, state or local statutes, laws, ordinances, resolutions, codes, rules, regulations, orders or decrees regulating, relating to, or imposing liability or standards of conduct concerning any hazardous, toxic or dangerous waste, substance or material, as now or at any time hereafter in effect.

V. OWNERSHIP

Any materials, items, and work specified in the Scope of Services, and any and all related documentation and materials provided or developed by Contractor shall be exclusively owned by the Town. Contractor expressly acknowledges and agrees that all work performed under the Scope of Services constitutes a "work made for hire." To the extent, if at all, that it does not constitute a "work made for hire," Contractor hereby transfers, sells, and assigns to the Town all of its right, title, and interest in such work. The Town may, with respect to all or any portion of such work, use, publish, display, reproduce, distribute, destroy, alter, retouch, modify, adapt, translate, or change such work without providing notice to or receiving consent from Contractor; provided that Contractor shall have no liability for any work that has been modified by the Town.

VI. INDEPENDENT CONTRACTOR

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

VII. INSURANCE

A. Contractor 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 Contractor pursuant to this Agreement. At a minimum, Contractor shall procure and maintain, and shall cause any subcontractor to procure and maintain, the insurance coverages listed below, with forms and insurers acceptable to the Town.

1. Worker's Compensation insurance as required by law.

2. Commercial General Liability insurance with minimum combined single limits of $1,000,000 each occurrence and $2,000,000 general aggregate. The policy shall be applicable to all premises and operations, and shall include coverage for bodily injury, broad form property damage, personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall contain a severability of interests provision, and shall include the Town and the Town's officers, employees, and contractors as additional insureds. No additional insured endorsement shall contain any exclusion for bodily injury or property damage arising from completed operations.

3. Professional liability insurance with minimum limits of $1,000,000 each claim and $2,000,000 general aggregate.

B. Such insurance shall be in addition to any other insurance requirements imposed by law. The coverages afforded under the policies shall not be canceled, terminated or materially changed without at least 30 days prior written notice to the Town. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage. Any insurance carried by the Town, its officers, its employees or its contractors shall be excess and not contributory insurance to that provided by Contractor. Contractor shall be solely responsible for any deductible losses under any policy.

C. Contractor shall provide to the Town a certificate of insurance as evidence that the required policies are in full force and effect. The certificate shall identify this Agreement.

VIII. INDEMNIFICATION

A. Contractor agrees to indemnify and hold harmless the Town and its officers, insurers, volunteers, representative, agents, employees, heirs and assigns from and against all claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by, the act, omission, error, professional error, mistake, negligence, or other fault of Contractor, any subcontractor of Contractor, or any officer, employee, representative, or agent of Contractor, or which arise out of a worker's compensation claim of any employee of Contractor or of

any employee of any subcontractor of Contractor. Contractor's liability under this indemnification 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.

B. If Contractor is providing architectural, engineering, surveying or other design services under this Agreement, the extent of Contractor's obligation to 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 between the Parties, as provided by C.R.S. § 13-50.5-102(8)(c).

IX. MISCELLANEOUS

A. *Governing Law and 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 Boulder County, Colorado.

B. *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.

C. *Integration.* This Agreement constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

D. *Third Parties.* There are no intended third-party beneficiaries to this Agreement.

E. *Notice.* Any notice under this Agreement shall be in writing, and shall be deemed sufficient when directly presented or sent pre-paid, first class United States Mail to the Party at the address set forth on the first page of this Agreement.

F. *Severability.* If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

G. *Modification.* This Agreement may only be modified upon written agreement of the Parties.

H. *Assignment.* Neither this Agreement nor any of the rights or obligations of the Parties shall be assigned by either Party without the written consent of the other.

I. *Governmental Immunity.* The Town and its officers, attorneys and 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 or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

J. *Rights and Remedies.* The rights and remedies of the Town under this Agreement are in addition to any other rights and remedies provided by law. The expiration of this Agreement shall

in no way limit the Town's legal or equitable remedies, or the period in which such remedies may be asserted, for work negligently or defectively performed.

K. *Subject to Annual Appropriation.* Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

XI. FEDERAL PROVISIONS

A. *General.* The Parties acknowledge that the Agreement is subject to the provisions of 2 C.F.R. Part 200 for projects funded in whole or in part by federal funds and the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. § 5121, *et seq.*) for projects resulting from Declared Presidential Disasters.

B. *Equal Employment Opportunity.*

1. Contractor shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. Contractor shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include without limitation the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Contractor shall post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. Contractor shall, in all solicitations or advertisements for employees placed by or on behalf of Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

3. Contractor shall not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with Contractor's legal duty to furnish information.

4. Contractor shall send to each labor union or representative of workers with which Contractor has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of

Contractor's commitments under this Section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

5. Contractor shall furnish all information and reports required by Executive Order 11246 and by rules, regulations, and orders of the Secretary of Labor pursuant thereto, and shall permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

6. In the event of Contractor's noncompliance with this section, this Agreement may be canceled, terminated, or suspended in whole or in part and Contractor may be declared ineligible for further government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

7. Contractor shall include these provisions in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor, so that such provisions will be binding upon each subcontractor or vendor. Contractor shall take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, Contractor may request the United States to enter into such litigation to protect the interests of the United States.

C. *Davis-Bacon Act and the Copeland "Anti-Kickback" Act.* Contractor shall comply with 40 U.S.C. § 3141-3144 and 40 U.S.C. § 3146-3148, as supplemented by 29 C.F.R. Part 5. set forth below.

1. Minimum Wages.

a. All laborers and mechanics will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 C.F.R. Part 3)), the full amount of wages and *bona fide* fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between Contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under § 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics. Regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill. Laborers or mechanics performing work in more than one

classification may be compensated at the rate specified for each classification for the time actually worked therein, provided that the payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination and the Davis-Bacon poster (WH-1321) shall be posted at all times by Contractor and subcontractors at the work site in a prominent and accessible place where it can be easily seen by workers.

b. Contractor shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under this Agreement shall be classified in conformance with the wage determination. Contractor shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

i. The work to be performed by the classification requested is not performed by a classification in the wage determination; and

ii. The classification is utilized in the area by the construction industry; and

iii. The proposed wage rate, including any *bona fide* fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

c. If Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and Contractor agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by Contractor to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. T he Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise Contractor, or notify Contractor that additional time is necessary.

2. If Contractor and the laborers or mechanics to be employed in the classification or their representatives do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), Contractor shall refer the questions, including the views of all interested parties and the recommendation of Contractor, to the Administrator for determination. The Administrator or an authorized representative will issue a determination within 30 days of receipt and so advise Contractor or will notify Contractor that additional time is necessary.

3. The wage rate (including fringe benefits where appropriate) determined pursuant to this Section shall be paid to all workers performing work in the classification under this Agreement from the first day on which work is performed in the classification.

4. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, Contractor shall either pay the benefit as stated in the wage determination or shall pay another *bona fide* fringe benefit or an hourly cash equivalent thereof.

5. If Contractor does not make payments to a trustee or other third person, Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program;

provided that that the Secretary of Labor has found, upon the written request of Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

6. The Town shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from Contractor under this Agreement or any other federal contract with Contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements that is held by Contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, the Town may, after written notice to Contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. Payrolls and basic records.

a. Payrolls and basic records relating thereto shall be maintained by Contractor during the course of the work and preserved for a period of 3 years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in § 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 C.F.R. 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in § 1(b)(2)(B) of the Davis-Bacon Act, Contractor shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. If Contractor employs apprentices or trainees under approved programs, Contractor shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. Submittals.

i. Contractor shall submit weekly for each week in which any work is performed a copy of all payrolls to the applicant, sponsor, or owner, as the case may be, for transmission to the federal funding agency. The payrolls shall set out accurately and completely all of the information required to be maintained under 29 C.F.R. 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only include an individually identifying number for each employee. The required weekly payroll

information may be submitted in any form desired. Contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractor and subcontractors shall maintain the full social security number and current address of each covered worker, and shall submit them to the Town for transmission to the federal funding agency, Contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for Contractor to require a subcontractor to provide addresses and social security numbers to Contractor for its own records, without weekly submission to the sponsoring government agency or the applicant, sponsor, or owner.

ii. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by Contractor or subcontractor or their agent who pays or supervises the payment of the persons employed under the Agreement, certifying the following: that the payroll for the payroll period contains the information required to be provided under § 5.5(a)(3)(ii) of 29 C.F.R. Part 5, the appropriate information is being maintained under § 5.5(a)(3)(i) of 29 C.F.R. Part 5, and that such information is correct and complete; that each laborer or mechanic (including each helper, apprentice, and trainee) employed on the Agreement during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 C.F.R. part 3; and that each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the Agreement.

iii. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance".

iv. The falsification of any of the above certifications may subject Contractor or any subcontractor to civil or criminal prosecution under 31 U.S.C. § 231.

c. Contractor or subcontractor shall make the records required by this section on available for inspection, copying, or transcription by authorized representatives of the federal funding agency or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If Contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to Contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 C.F.R. 5.12.

8. Apprentices and trainees.

a. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually

registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to Contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where Contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Except as provided in 29 C.F.R. 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and

Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, Contractor shall no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 C.F.R. part 30.

9. Contractor shall insert in any subcontracts the clauses contained in 29 C.F.R. 5.5(a)(1) through (10) and such other clauses as the federal funding agency may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. Contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 C.F.R. 5.5.

10. A breach of the clauses in 29 C.F.R. 5.5 may be grounds for termination of this Agreement, and for debarment as provided in 29 C.F.R. 5.12.

11. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 C.F.R. parts 1, 3, and 5 are herein incorporated by reference in this Agreement.

12. Disputes concerning the labor standards provisions of this Agreement, including disputes between Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives, shall be resolved in accordance with 29 C.F.R. parts 5, 6, and 7.

13. Certification of eligibility.

a. Contractor certifies that neither it nor any person or firm who has an interest in Contractor is a person or firm ineligible to be awarded government contracts by virtue of § 3(a) of the Davis-Bacon Act or 29 C.F.R. 5.12(a)(1).

b. No part of this Agreement shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of § 3(a) of the Davis-Bacon Act or 29 C.F.R. 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. § 1001.

D. *Contract Work Hours and Safety Standards Act.* Contractor shall comply with the following:

1. Neither Contractor nor any subcontractor employing laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which they are

employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than 1.5 times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.

2. In the event of any violation of the clause set forth in subsection (1) hereof, Contractor and any subcontractor shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in subsection (1) hereof, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of required overtime wages required.

3. The Town shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by Contractor or subcontractor under any such contract or any other federal contract with the same Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages.

4. Contractor or subcontractor shall insert in any subcontracts the clauses set forth in this Section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. Contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with this Section.

5. The requirements of 40 U.S.C. § 3704 apply. No laborer or mechanic may be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

E. *Rights to Inventions Made.* If the federal award providing funding for this Agreement meets the definition of "funding agreement" under 37 C.F.R. § 401.2(a) and this Agreement is between the Town and a small business firm or nonprofit organization regarding the substitution of parties, assignment, or performance of experimental, developmental, or research work under such funding agreement, the Parties shall comply with and be bound by 37 C.F.R. Part 401 and any implementing regulations issued by the awarding agency.

F. *Clean Air Act and Clean Water Act.* Contractor shall comply with the Clean Water Act and shall report each violation to the Town, and understands and agrees that the Town will, in turn, report each violation as required to assure notification to the State of Colorado, the federal awarding agency, and the appropriate Environmental Protection Agency Regional Office, and shall require all subcontractors to these requirements in each subcontract exceeding $100,000 financed in whole or in part with a federal award. Contractor shall comply with the Federal Water Pollution Control Act and shall report each violation to the Town and understands and agrees that the Town will, in turn, report each violation as required to assure notification to the State of Colorado, federal

awarding agency, and the appropriate Environmental Protection Agency Regional Office. Contractor agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with a federal award.

G. *Energy Efficiency.* Contractor shall comply with mandatory standards and policies relating to energy efficiency contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6201), and shall include this clause in each third-party subcontract financed in whole or in part with federal assistance.

H. *Debarment and Suspension.*

1. Contractor affirms that neither it nor its principals are suspended or debarred or otherwise excluded from procurement by the Federal Government and do not appear in the SAM Exclusions, which is a list maintained by the General Services Administration.

2. If the Agreement is for $25,000 or more:

a. Contractor verifies that neither Contractor nor its principals (defined at 2 C.F.R. §180.995) or affiliates (defined at 2 C.F.R. §180.905) are excluded (defined at 2 C.F.R. §180.940) or disqualified (defined at 2 C.F.R. §180.935);

b. Contractor shall comply with 2 C.F.R. Part 180, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction;

c. This certification is a material representation of fact relied upon by the Town, and if it is later determined that Contractor did not comply with 2 C.F.R. Part 180, subpart C, in addition to remedies available to the State of Colorado and the Town, the Federal Government may pursue available remedies, including without limitation suspension and debarment.

3. Throughout this Agreement, Contractor agrees to comply with the requirements of 2 C.F.R. Part 180, subpart C. Contractor agrees to include a provision requiring such compliance in its lower tiered covered transactions.

I. *Byrd Anti-Lobbying Amendment.* Contractors who apply or bid for an award of $100,000 or more shall file the required certification set forth in the Certification Regarding Lobbying for the specific funding source. Each tier certifies to the tier above that it will not and has not used federal funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining a federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the recipient.

J. *Procurement of Recovered Materials.* In the performance of this Agreement, where the purchase price of a product exceeds $10,000 or the value of the quantity acquired by the preceding fiscal year exceeded $10,000, Contractor shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired: competitively within a timeframe providing for compliance with the Agreement

performance schedule; meeting Agreement performance requirements; or at a reasonable price. Information about this requirement is available at EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program. The list of EPA-designated items is available at https://www.epa.gov/sites/production/files/2016-02/documents/cpg-fs.pdf.

K. *Contracting with Small and Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms.* If subcontracts are to be let, Contractor shall take the following affirmative steps to assure that minority businesses, women's business enterprises, and labor surplus area firms are used when possible:

1. Placing qualified small and minority businesses and women's business enterprises on solicitation lists;

2. Assuring that small and minority businesses, and women's business enterprises are solicited whenever they are potential sources;

3. Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses, and women's business enterprises;

4. Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses, and women's business enterprises; and

5. Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.

L. *Federal Law, Regulations, and Executive Orders.* Contractor acknowledges that funding under this Agreement may include federal, state, and local money, and that financial assistance from federal agencies will be used to fund specific projects under this Agreement only. For those projects, Contractor agrees to comply with all applicable law, rule, regulation, executive order, policies of the applicable federal funding agency, procedure, and directives.

M. *No Obligation by Federal Government.* The Federal Government is not a party to this Agreement and is not subject to any obligations or liabilities to the County, Contractor, or any other party pertaining to any matter resulting from the Agreement.

N. *Program Fraud and False or Fraudulent Statements or Related Acts.* Contractor acknowledges that 31 U.S.C. § 38 applies to this Agreement.

O. *Department of Homeland Security Seal, Logo, and Flags.* Contractor shall not use Department of Homeland Security ("DHS") seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without FEMA pre-approval.

P. *Housing and Community Development Act.*

1. The work to be performed under this Agreement is subject to Section 3 of the Housing and Urban Development Act of 1968, 12 U.S.C. § 1701u (Section 3). The Parties

agree to comply with HUD's regulations in 24 CFR Part 135, which implement Section 3. The Parties certify that they are under no contractual or other impediment that would prevent them from complying with the Part 135 regulations.

2. Contractor agrees to send to each labor organization or representative or workers with which Contractor has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of Contractor's commitments under the Section 3 clause, and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the Section 3 preference, shall set forth minimum number and job titles subject to hire, availability of apprenticeship and training positions, the qualifications for each; and the name and location of the person(s) taking applications for each of the positions; and the anticipated date the work shall begin.

3. Contractor shall include the Section 3 clause in every subcontract subject to compliance with regulations in 24 C.F.R. Part 135, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this Section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 C.F.R. Part 135. Contractor shall not subcontract with any subcontractor where Contractor has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 C.F.R. Part 135.

4. Contractor shall certify that any vacant employment positions, including training positions, that are filled (1) after Contractor is selected but before the Agreement is executed, and (2) with persons other than those to whom the regulations of 24 C.F.R. Part 135 require employment opportunities to be directed, were not filled to circumvent Contractor's obligations under 24 C.F.R. Part 135.

5. Noncompliance with 24 C.F.R. Part 135 may result in sanctions, termination of this Agreement for default, and debarment or suspension from future HUD-assisted contracts.

6. With respect to work performed in connection with Section 3 covered Indian housing assistance, § 7(b) of the Indian Self-Determination and Education Assistance Act. (25 U.S.C § 450e) applies to the work to be performed under this Agreement and requires that to the greatest extent feasible (i) preference and opportunities for training and employment shall be given to Indians, and (ii) preference in the award of contracts and subcontracts shall be given to Indian organizations and Indian-owned Economic Enterprises. Parties that are subject to the provisions of Section 3 and § 7(b) agree to comply with Section 3 to the maximum extent feasible, but in derogation of compliance with § 7(b).

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

TOWN OF SUPERIOR, COLORADO

_____

Mark Lacis, Mayor

ATTEST:

_____

Shannon Dujardin, Town Clerk

CONTRACTOR

By: John Behan
General Manager

STATE OF COLORADO)
) ss.
COUNTY OF Broomfield)

The foregoing instrument was subscribed, sworn to and acknowledged before me this 9th day of July, 2025, by John Behan as General Manager of Lighthouse Transportation Group, LLC

My commission expires:

(S E A L)

SAMANTHA LARSON
Notary Public
State of Colorado
Notary ID # 20174047270
My Commission Expires 11-15-2025

Samantha Larson
Notary Public


SAMANTHA LARSON
Notary Public
State of Colorado
Notary ID # 20174047270
My Commission Expires 11-15-2025

EXHIBIT A
SCOPE OF SERVICES

Contractor's Duties

During the term of this Agreement, Contractor shall perform the following duties, as directed by the Town:

- Contractor shall purchase advance detection system for up to two intersections
- Contractor shall purchase up to 24 APS pedestrian push buttons for three intersections
- Contractor shall purchase traffic control software for remotely monitoring and controlling the Town's traffic signal system.

Contractor's Deliverables

In performance of the duties described above, Contractor shall deliver the following items to the Town, during the timeframes established by the Town:

- Advance detection system for up to two intersections
- Up to 24 APS pedestrian push buttons for three intersections
- Traffic control software for remotely monitoring and controlling the Town's traffic signal system.

CERTIFICATE OF INSURANCE

STATE OF Colorado)
) ss.
COUNTY OF Broomfield)

I, John Behan, being first duly sworn, state and affirm, under penalty of law, that I am familiar with the insurance coverages maintained by the Insured, Lighthouse Transportation Group, LLC and the coverage requirements set forth in the foregoing Certificate of Insurance, that I have completed or caused to be completed and subsequently reviewed the foregoing Certificate of Insurance and that the information provided contained therein is true and correct to the best of my knowledge. I further understand that the Town of Superior shall rely on the information provided.

This information is provided for the Town of Superior, Work No. _____.

By: _____

Title: General Manager

Agency: Lighthouse Transportation Group, LLC

STATE OF COLORADO)
) ss.
COUNTY OF Broomfield)

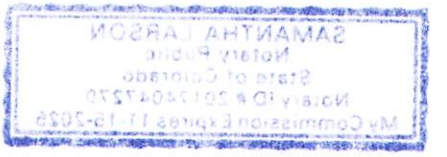
The foregoing instrument was subscribed, sworn to and acknowledged before me this 4th day of July, 2025 by John Behan, as General Manager of Lighthouse Transportation Group, LLC

My commission expires: 11-15-2025

(S E A L)

SAMANTHA LARSON
Notary Public
State of Colorado
Notary ID # 20174047270
My Commission Expires 11-15-2025

Samantha Larson
Notary Public


SAMANTHA LARSON
Notary Public
State of Colorado
Notary ID # 20172404272
My Commission Expires 11-19-2025

Town of Superior Traffic Signal Equipment

7/7/2025

				AM Signal		Econolite		Lighthouse Transportation Group		Traffic Signal Controls	
ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST
	Vehicle Detection Camera	Intersection	2	$25,118.00	$50,236.00	$19,000.00	$38,000.00	$35,327.00	$70,654.00	$22,500.00	$45,000.00
	Pedestrian Push Button	Intersection	3	$8,341.00	$25,023.00	$10,537.00	$31,611.00	$5,248.00	$15,744.00	$9,147.00	$27,441.00
	Traffic Control Software		1	$ 26,597.00	$26,597.00	$ 47,830.00	$47,830.00	$ 4,600.00	$4,600.00	$ 24,158.00	$24,158.00
				Subtotal	$101,856.00		$117,441.00		$90,998.00		$96,599.00

Item Number 6d

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Consideration of a Resolution of the Town Council Approving Sagamore Quit Claim Deeds**
Meeting Date:	**August 11th, 2025**
Presented by:	**Matt Magley, Town Manager** **Renae Stavros, Planning and Building Director**
Presented for:	**Approval**
Item:	**Replat/Lot Line Adjustment of Lots 1-8, Block 1, Lots 2-16, Block 8, and Lot 18, Block 8 in the Sagamore Planned Development (PD)**
Applicant/ Representative:	**Town of Superior**
Zoning:	**Planned Development (PD)**
Location:	**Lots 1-8, Block 1, are located along Blackfoot Street AND Lots 2-16, Block 8 and Lot 18, Block 8 are located along Mohawk Circle in Sagamore neighborhood**
Request:	**Approval of Resolution recommending conveyance of certain real property to specified residents of the Sagamore neighborhood, including Lots 1-8, Block 1, Lots 2-16, Block 8 and Lot 18, Block 8.**

VICINITY MAP



APPLICATION SUMMARY

This application proposes to convey certain real property to specified residents of the Sagamore Neighborhood, including Lots 1-8, Block 1, Lots 2-16, Block 8, and Lot 18, Block 8.

BACKGROUND

The Sagamore Planned Development (PD) was approved by the Town of Superior in October of 1997 and was recorded in Boulder County on December 10, 1997. The PD reflected 171 lots and outlined the zoning requirements for the new development. The PD established the zoning, single-family residential as the land use as well as specific development standards, including building setbacks.

The Sagamore Subdivision specifies the location of lots and blocks, as well as several landscape tracts throughout the neighborhood. The proposed Resolution is specific to Tracts B, H, J, K, and L, and Lots 1-8 of Block 1, which are located along Blackfoot Street backing up to S 76th Street, Lots 2-16 of Block 8 and Lot 18 of Block 8, located along Mohawk Circle backing up to S 76th Street and W Coal Creek Drive. The immediately adjacent land uses are commercial/retail, public park, and Boulder County-owned open space.

Zoning on immediately adjacent lots includes Boulder County - Agricultural to the West, North, and South, and Planned Development – Superior Marketplace to the East (see Figure 1).



Figure 1: Zoning Map

Following the Marshall Fire (MF) on December 31, 2021, the Town Board adopted several amendments to the Sagamore PD. These included relaxing zoning regulations and removing the historic elevations and development standards, adopting wildland-urban interface (WUI) requirements, and changes to fence standards. Utility companies received blanket easements within the Tract areas of the Sagamore PD in order to accommodate larger homes encroaching into the additional 3’ covenant easement where utilities typically reside. The utilities were placed

along and across property lines, resulting in residents being unable to construct fencing on their respective properties. This prompted a conversation with Planning and Parks and Recreation staff to determine a path forward for impacted residents. An agreement was reached to allow fencing on what was considered Town property adjacent to lots, that would then be deeded to the respective owners at a later date through an administrative review and approval process.

ALTERNATIVE

Decline the request for conveyance. The Town continues to irrigate and mow all of Tracts B, H, J, K, and L.

FISCAL IMPACT SUMMARY

None.

MOTION

Move to approve a Resolution of the Superior Town Council of the Town of Superior approving the conveyance of certain real property to specified residents of Lots 1-8, Block 1, Lots 2-16, Block 8, and Lot 18, Block 8 in the Sagamore Neighborhood.

ATTACHMENTS

- Resolution
- Deed/Agreements
- Lot Diagrams (Exhibit A)

TOWN OF SUPERIOR
RESOLUTION NO. R-50
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING THE CONVEYANCE OF CERTAIN REAL PROPERTY TO SPECIFIED RESIDENTS OF THE SAGAMORE NEIGHBORHOOD, INCLUDING LOTS 1-8, BLOCK 1, ALONG BLACKFOOT STREET, AND LOTS 2-16 AND 18, BLOCK 8, ALONG MOHAWK CIRCLE

WHEREAS, the Town Council finds and determines that the unimproved real properties held by the Town and described in **Exhibit A**, attached hereto and incorporated herein by this reference (each a "Property" and collectively the "Properties"), are not designated as open space and are not used for any public purpose; and

WHEREAS, the Town Council desires to transfer the Properties.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. Based on the foregoing findings, the Town Council hereby authorizes and approves the following transfers of the respective Properties as described in Exhibit A:

a. Tract 1A to Ayumi and Yoshikatsu Shiuchi;

b. Tract 2A to Marc Nelson Steuben and Miwa Sasaki

c. Tract 3A to Kun Zhang and Min Zhu;

d. Tract 4A to Lior and Noga Medini Yakobi;

e. Tract 5A to Sara Malang;

f. Tract 6A to Shiping and Mark J. Syers;

g. Tract 7A to Bryan T. and Aimee J. Ross;

h. Tract 8A to James Perry Knoll;

i. Tract 2B to 254 Mohawk LLC;

j. Tract 3B to Torres Peak Property LLC;

k. Tract 4B to Charles and Julie M Kang;

l. Tract 5B to Patrick Tang;

m. Tract 6B to the Elizabeth M. Thompson Rev Trust;

n. Tract 7B to Howard S. Person;

o. Tract 8B to Amy L. Becker;

p. Tract 9B to Karma and Dafuti Sherpa;

q. Tract 10B to Mark E. and Lisa G. Laverty;

r. Tract 11B to Brent Peckham;

s. Tract 12B to the Richard F. and Sandra M. Capano Inter Vivos Trust;

t. Tract 13B to Nathaniel L. Zoller;

u. Tract 14B to Xiao Dong Chen;

v. Tract 15B to Byung Hoon Park and Alexa Jiho;

w. Tract 16B to Brenda M. Leighton; and

x. Tract 18B to Oded and Izabella Ouaknine.

Section 2. The Mayor is hereby authorized to execute quitclaim deeds for the Properties, subject to approval of the Town Attorney.

ADOPTED this ____ day of _____, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
LEGAL DESCRIPTION

Tract 1A

TRACT 1A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 1A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 1, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 1A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 1A BEARS NORTH 89°35'01" EAST, 10.85 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 01°17'15" EAST, 6.92 FEET; THENCE SOUTH 01°06'40" EAST, 18.67 FEET; THENCE SOUTH 00°01'14" WEST, 19.41 FEET; THENCE SOUTH 89°35'01" WEST, 11.03 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 1A AND ALONG THE EASTERLY LINE OF LOT 1, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 498 SQUARE FEET, MORE OR LESS.

Tract 2A

TRACT 2A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 2A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 2, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 2A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 2A BEARS NORTH 89°35'01" EAST, 4.24 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 11°35'45" EAST, 2.58 FEET; THENCE SOUTH 14°00'55" EAST, 11.65 FEET; THENCE SOUTH 06°35'39" EAST, 31.33 FEET; THENCE SOUTH 89°35'01" WEST, 10.85 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 2A AND ALONG THE EASTERLY LINE OF LOT 2, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 386 SQUARE FEET, MORE OR LESS.

Tract 3A

TRACT 3A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 3A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 3, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 3A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 3A BEARS NORTH 89°35'01" EAST, 4.17 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°06'56" WEST, 24.05 FEET; THENCE SOUTH 04°36'34" EAST, 20.96 FEET; THENCE SOUTH 89°35'01" WEST, 4.24 FE ET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3A AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 143 SQUARE FEET, MORE OR LESS.

Tract 4A

TRACT 4A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 4A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 4, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 4A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 4A BEARS NORTH 89°35'01" EAST, 6.93 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°04'16" WEST, 24.66 FEET; THENCE SOUTH 03°06'56" WEST, 20.42 FEET; THENCE SOUTH 89°35'01" WEST, 4.17 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 4A AND ALONG THE EASTERLY LINE OF LOT 4, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 250 SQUARE FEET, MORE OR LESS.

Tract 5A

TRACT 5A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70

WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 5A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 5, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 5A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 5A BEARS NORTH 89°35'01" EAST, 9.60 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 02°56'19" WEST, 29.48 FEET; THENCE SOUTH 03°04'16" WEST, 15.60 FEET; THENCE SOUTH 89°35'01" WEST, 6.93 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 5A AND ALONG THE EASTERLY LINE OF LOT 5, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 373 SQUARE FEET, MORE OR LESS.

Tract 6A

TRACT 6A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 6A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 6, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 6A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 6A BEARS NORTH 89°35'01" EAST, 7.42 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 06°15'04" EAST, 10.62 FEET; THENCE SOUTH 02°14'52" EAST, 34.45 FEET; THENCE SOUTH 89°35'01" WEST, 9.60 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 6A AND ALONG THE EASTERLY LINE OF LOT 6, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 410 SQUARE FEET, MORE OR LESS.

Tract 7A

TRACT 7A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 7A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 7, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 7A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 7A BEARS NORTH 89°35'01" EAST, 5.00 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 00°40'48" EAST, 22.51 FEET; THENCE SOUTH 05°38'32" EAST, 22.59 FEET; THENCE SOUTH 89°35'01" WEST, 7.16 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 7A AND ALONG THE EASTERLY LINE OF LOT 7, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 251 SQUARE FEET, MORE OR LESS.

Tract 8A

TRACT 8A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 8A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 8, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 8A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 8A BEARS NORTH 89°35'01" EAST, 6.52 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°17'12" WEST, 25.60 FEET; THENCE SOUTH 00°32'14" EAST, 60.68 FEET; THENCE SOUTH 89°35'01" WEST, 5.00 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 8A AND ALONG THE EASTERLY LINE OF LOT 8, BLOCK 1, 86.22 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 437 SQUARE FEET, MORE OR LESS.

Tract 2B

TRACT 2B, A PORTION OF TRACT B, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 2B, A PORTION OF TRACT B, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 2, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 2B, A PORTION OF TRACT B, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 2B BEARS NORTH 32°17'19" EAST, 0.39 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE

THERETO; THENCE SOUTH 68°58'47" EAST, 40.83 FEET; THENCE SOUTH 86°03'38" EAST, 5.99 FEET; THENCE SOUTH 26°31'27" EAST, 29.49 FEET; THENCE SOUTH 60°58'14" WEST, 8.97 FEET; THENCE NORTH 35°11'31" WEST ALONG THE SOUTHWESTERLY LINE OF SAID TRACT 2B AND ALONG THE NORTHEASTERLY LINE OF LOT 2, BLOCK 8, 29.63 FEET; THENCE NORTH 56°50'55" WEST ALONG THE SOUTHWESTERLY LINE OF SAID TRACT 2B AND ALONG THE NORTHEASTERLY LINE OF LOT 2, BLOCK 8, 38.87 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT B CONTAINS 397 SQUARE FEET, MORE OR LESS.

Tract 3B

TRACT 3B, A PORTION OF TRACTS B AND J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 3B, A PORTION OF TRACTS B AND J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 3, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 3B, A PORTION OF TRACTS B AND J, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 3B BEARS NORTH 60°58'14" EAST, 8.97 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 69°03'48" EAST, 6.75 FEET; THENCE SOUTH 76°36'09" EAST, 7.35 FEET; THENCE SOUTH 10°53'30" WEST, 14.91 FEET; THENCE SOUTH 13°45'35" EAST, 8.22 FEET; THENCE SOUTH 01°45'37" EAST, 22.19 FEET; THENCE SOUTH 10°14'21" WEST, 15.71 FEET; THENCE SOUTH 89°35'01" WEST, 7.65 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3B AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 8, 50.57 FEET; THENCE NORTH 35°11'31" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3B AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 8, 19.03 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS B AND J CONTAINS 759 SQUARE FEET, MORE OR LESS.

Tract 4B

TRACT 4B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 4B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 4, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 4B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 4B BEARS NORTH 89°35'01" EAST, 7.65 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 05°47'18" WEST, 14.10 FEET; THENCE SOUTH 01°36'03" WEST, 5.47 FEET; THENCE SOUTH 04°55'39" EAST, 3.82 FEET; THENCE SOUTH 11°27'37" EAST, 11.87 FEET; THENCE SOUTH 09°08'28" EAST, 10.17 FEET; THENCE SOUTH 89°35'01" WEST, 10.05 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 4B AND ALONG THE EASTERLY LINE OF LOT 4, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 330 SQUARE FEET, MORE OR LESS.

Tract 5B

TRACT 5B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 5B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 5, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 5B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 5B BEARS NORTH 89°35'01" EAST, 10.05 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°35'10" EAST, 14.19 FEET; THENCE SOUTH 07°20'15" WEST, 22.98 FEET; THENCE SOUTH 89°35'01" WEST, 7.72 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 5B AND ALONG THE EASTERLY LINE OF LOT 5, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 460 SQUARE FEET, MORE OR LESS.

Tract 6B

TRACT 6B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 6B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 6, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 6B, A PORTION OF TRACT

J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 6B BEARS NORTH 89°35'01" EAST, 7.76 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 13°21'38" WEST, 25.35 FEET; THENCE SOUTH 08°54'49" WEST, 10.64 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 6B AND ALONG THE EASTERLY LINE OF LOT 6, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 124 SQUARE FEET, MORE OR LESS.

Tract 7B

TRACT 7B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 7B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERNMOST CORNER OF LOT 7, BLOCK 8, ALSO BEING THE SOUTHWESTERNMOST CORNER OF TRACT 7B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE SOUTHWESTERNMOST CORNER OF SAID TRACT 7B BEARS NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 7B AND ALONG THE EASTERLY LINE OF LOT 7, BLOCK 8, 36.73 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 14°13'43" EAST, 37.82 FEET; THENCE SOUTH 89°35'01" WEST, 9.03 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 166 SQUARE FEET, MORE OR LESS.

Tract 8B

TRACT 8B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 8B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 8, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 8B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 8B BEARS NORTH 89°35'01" EAST, 9.03 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 14°13'43" EAST, 3.56 FEET; THENCE SOUTH 01°15'13" EAST, 23.20 FEET; THENCE SOUTH 11°43'18" WEST, 18.87 FEET; THENCE SOUTH 09°42'46" WEST, 9.08 FEET; THENCE

NORTH 80°36'24" WEST, 4.72 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 8B AND ALONG THE EASTERLY LINE OF LOT 8, BLOCK 8, 53.24 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 485 SQUARE FEET, MORE OR LESS.

Tract 9B

TRACT 9B, A PORTION OF TRACTS J AND K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 9B, A PORTION OF TRACTS J AND K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 9, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 9B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 9B BEARS SOUTH 80°36'24" EAST, 4.72 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 07°06'54" WEST, 13.05 FEET; THENCE SOUTH 00°10'45" EAST, 9.25 FEET; THENCE SOUTH 05°02'16" EAST, 17.01 FEET; THENCE SOUTH 05°03'46" WEST, 7.92 FEET; THENCE SOUTH 22°32'20" WEST, 9.03 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 9B AND ALONG THE EASTERLY LINE OF LOT 9, BLOCK 8, 56.14 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 188 SQUARE FEET, MORE OR LESS.

BEGINNING AT THE SOUTHMOST CORNER OF LOT 9, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 9B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 9B BEARS NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 9B AND ALONG THE SOUTHERLY LINE OF LOT 9, BLOCK 8, 5.51 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 29°54'53" WEST, 5.17 FEET; THENCE NORTH 67°03'16" WEST, 1.36 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 4 SQUARE FEET, MORE OR LESS.

Tract 10B

TRACT 10B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS

RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 10B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 10, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 10B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 10B BEARS SOUTH 67°03'16" EAST, 1.36 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 29°54'53" WEST, 0.65 FEET; THENCE NORTH 59°00'52" WEST, 1.46 FEET; THENCE NORTH 44°06'41" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 10B AND ALONG THE SOUTHERLY LINE OF LOT 10, BLOCK 8, 0.47 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 1 SQUARE FOOT, MORE OR LESS.

BEGINNING AT THE SOUTHERNMOST CORNER OF LOT 10, BLOCK 8, ALSO BEING THE WESTMOST CORNER OF TRACT 10B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE WESTMOST CORNER OF SAID TRACT 10B BEARS NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 10B AND ALONG THE SOUTHERLY LINE OF LOT 10, BLOCK 8, 58.84 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 40°26'11" WEST, 58.47 FEET; THENCE NORTH 53°19'30" WEST, 3.76 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 110 SQUARE FEET, MORE OR LESS.

Tract 11B

TRACT 11B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 11B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 11, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 11B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 11B BEARS SOUTH 53°19'30" EAST, 3.76 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 25°59'35" WEST, 7.63 FEET; THENCE SOUTH 38°15'56" WEST, 7.89 FEET; THENCE SOUTH 41°39'58" WEST, 7.76 FEET; THENCE SOUTH 44°18'12" WEST, 15.43 FEET; THENCE SOUTH 47°59'09" WEST, 13.45 FEET; THENCE NORTH 45°54'33" WEST, 6.28 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 11B AND ALONG THE SOUTHERLY LINE OF LOT 11, BLOCK 8, 51.63 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 344 SQUARE FEET, MORE OR LESS.

Tract 12B

TRACT 12B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 12B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 12, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 12B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 12B BEARS SOUTH 45°54'33" EAST, 6.28 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 49°21'57" WEST, 29.77 FEET; THENCE SOUTH 52°12'56" WEST, 15.51 FEET; THENCE NORTH 45°54'33" WEST, 1.35 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 12B AND ALONG THE SOUTHERLY LINE OF LOT 12, BLOCK 8, 44.90 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 180 SQUARE FEET, MORE OR LESS.

Tract 13B

TRACT 13B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 13B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 13, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 13B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 13B BEARS SOUTH 45°54'33" EAST, 1.35 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 39°58'15" WEST, 22.06 FEET; THENCE SOUTH 33°18'39" WEST, 14.31 FEET; THENCE NORTH 45°54'33" WEST, 5.37 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 13B AND ALONG THE SOUTHERLY LINE OF LOT 13, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 105 SQUARE FEET, MORE OR LESS.

Tract 14B

TRACT 14B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 14B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 14, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 14B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 14B BEARS SOUTH 45°54'33" EAST, 5.37 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 34°38'58" WEST, 26.86 FEET; THENCE SOUTH 42°21'35" WEST, 18.51 FEET; THENCE NORTH 45°54'33" WEST, 10.34 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 14B AND ALONG THE SOUTHERLY LINE OF LOT 14, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 403 SQUARE FEET, MORE OR LESS.

Tract 15B

TRACT 15B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 15B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 15, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 15B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 15B BEARS SOUTH 45°54'33" EAST, 10.34 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 42°21'35" WEST, 1.06 FEET; THENCE SOUTH 47°00'27" WEST, 19.61 FEET; THENCE SOUTH 52°48'31" WEST, 29.09 FEET; THENCE SOUTH 58°36'34" WEST, 6.25 FEET; THENCE NORTH 34°28'20" WEST, 3.47 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 15B AND ALONG THE SOUTHERLY LINE OF LOT 15, BLOCK 8, 54.75 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 449 SQUARE FEET, MORE OR LESS.

Tract 16B

TRACT 16B, A PORTION OF TRACTS K AND L, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 16B, A PORTION OF TRACTS K AND L, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 16, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 16B, A PORTION OF TRACTS K AND L, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 16B BEARS SOUTH 34°28'20" EAST, 3.47 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 58°36'34" WEST, 19.38 FEET; THENCE SOUTH 45°00'14" WEST, 38.58 FEET; THENCE NORTH 25°07'27" WEST, 12.82 FEET; THENCE NORTH 58°49'33" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 16B AND ALONG THE SOUTHERLY LINE OF LOT 16, BLOCK 8, 55.29 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS K AND L CONTAINS 305 SQUARE FEET, MORE OR LESS.

Tract 18B

TRACT 18B, A PORTION OF TRACTS K AND L, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 18B, A PORTION OF TRACTS K AND L, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 18, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 18B, A PORTION OF TRACTS K AND L, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 18B BEARS SOUTH 25°01'58" EAST, 12.84 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 28°52'45" WEST, 24.39 FEET; THENCE SOUTH 77°57'55" WEST, 29.73 FEET; THENCE SOUTH 66°58'34" WEST, 21.23 FEET; THENCE NORTH 61°41'30" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 18B AND ALONG THE SOUTHERLY LINE OF LOT 18, BLOCK 8, 30.71 FEET; THENCE NORTH 40°18'11" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 18B AND ALONG THE SOUTHERLY LINE OF LOT 18, BLOCK 8, 43.17 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS K AND L CONTAINS 580 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Lior and Noga Medini Yakobi, two individual landowners with an address of 468 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 4A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 4A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 4, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 4A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 4A BEARS NORTH 89°35'01" EAST, 6.93 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°04'16" WEST, 24.66 FEET; THENCE SOUTH 03°06'56" WEST, 20.42 FEET; THENCE SOUTH 89°35'01" WEST, 4.17 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 4A AND ALONG THE EASTERLY LINE OF LOT 4, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 250 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Kun Zhang and Min Zhu, two individual landowners with an address of 472 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 3A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 3A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 3, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 3A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 3A BEARS NORTH 89°35'01" EAST, 4.17 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°06'56" WEST, 24.05 FEET; THENCE SOUTH 04°36'34" EAST, 20.96 FEET; THENCE SOUTH 89°35'01" WEST, 4.24 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3A AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 143 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Marc Nelson Steuben and Miwa Sasaki, two individual landowners with an address of 476 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 2A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 2A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 2, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 2A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 2A BEARS NORTH 89°35'01" EAST, 4.24 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 11°35'45" EAST, 2.58 FEET; THENCE SOUTH 14°00'55" EAST, 11.65 FEET; THENCE SOUTH 06°35'39" EAST, 31.33 FEET; THENCE SOUTH 89°35'01" WEST, 10.85 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 2A AND ALONG THE EASTERLY LINE OF LOT 2, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 386 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Ayumi and Yoshikatsu Shiuchi, two individual landowners with an address of 480 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 1A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 1A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 1, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 1A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 1A BEARS NORTH 89°35'01" EAST, 10.85 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 01°17'15" EAST, 6.92 FEET; THENCE SOUTH 01°06'40" EAST, 18.67 FEET; THENCE SOUTH 00°01'14" WEST, 19.41 FEET; THENCE SOUTH 89°35'01" WEST, 11.03 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 1A AND ALONG THE EASTERLY LINE OF LOT 1, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 498 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Oded Ouaknine and Izabella Ouaknine, two individual landowners with an address of 190 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Lydia Yecke, Town Clerk

EXHIBIT A
Legal Description

TRACT 18B, A PORTION OF TRACTS K AND L, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 18B, A PORTION OF TRACTS K AND L, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 18, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 18B, A PORTION OF TRACTS K AND L, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 18B BEARS SOUTH 25°01’58” EAST, 12.84 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 28°52’45” WEST, 24.39 FEET; THENCE SOUTH 77°57’55” WEST, 29.73 FEET; THENCE SOUTH 66°58’34” WEST, 21.23 FEET; THENCE NORTH 61°41’30” EAST ALONG THE NORTHERLY LINE OF SAID TRACT 18B AND ALONG THE SOUTHERLY LINE OF LOT 18, BLOCK 8, 30.71 FEET; THENCE NORTH 40°18’11” EAST ALONG THE NORTHERLY LINE OF SAID TRACT 18B AND ALONG THE SOUTHERLY LINE OF LOT 18, BLOCK 8, 43.17 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS K AND L CONTAINS 580 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Brenda M Leighton, an individual landowner with an address of 198 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 16B, A PORTION OF TRACTS K AND L, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 16B, A PORTION OF TRACTS K AND L, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 16, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 16B, A PORTION OF TRACTS K AND L, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 16B BEARS SOUTH 34°28’20” EAST, 3.47 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 58°36’34” WEST, 19.38 FEET; THENCE SOUTH 45°00’14” WEST, 38.58 FEET; THENCE NORTH 25°07’27” WEST, 12.82 FEET; THENCE NORTH 58°49’33” EAST ALONG THE NORTHERLY LINE OF SAID TRACT 16B AND ALONG THE SOUTHERLY LINE OF LOT 16, BLOCK 8, 55.29 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS K AND L CONTAINS 305 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Byung Hoon Park and Alexa Jiho, two individual landowners with an address of 202 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 15B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 15B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 15, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 15B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 15B BEARS SOUTH 45°54'33" EAST, 10.34 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 42°21'35" WEST, 1.06 FEET; THENCE SOUTH 47°00'27" WEST, 19.61 FEET; THENCE SOUTH 52°48'31" WEST, 29.09 FEET; THENCE SOUTH 58°36'34" WEST, 6.25 FEET; THENCE NORTH 34°28'20" WEST, 3.47 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 15B AND ALONG THE SOUTHERLY LINE OF LOT 15, BLOCK 8, 54.75 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 449 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Xiao Dong Chen, an individual landowner with an address of 206 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 14B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 14B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 14, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 14B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 14B BEARS SOUTH 45°54'33" EAST, 5.37 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 34°38'58" WEST, 26.86 FEET; THENCE SOUTH 42°21'35" WEST, 18.51 FEET; THENCE NORTH 45°54'33" WEST, 10.34 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 14B AND ALONG THE SOUTHERLY LINE OF LOT 14, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 403 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Nathaniel L Zoller, an individual landowner with an address of 210 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 13B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 13B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 13, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 13B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 13B BEARS SOUTH 45°54'33" EAST, 1.35 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 39°58'15" WEST, 22.06 FEET; THENCE SOUTH 33°18'39" WEST, 14.31 FEET; THENCE NORTH 45°54'33" WEST, 5.37 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 13B AND ALONG THE SOUTHERLY LINE OF LOT 13, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 105 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Richard F and Sandra M Capano Inter Vivos Trust, an individual landowner with an address of 214 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 12B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 12B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 12, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 12B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 12B BEARS SOUTH 45°54'33" EAST, 6.28 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 49°21'57" WEST, 29.77 FEET; THENCE SOUTH 52°12'56" WEST, 15.51 FEET; THENCE NORTH 45°54'33" WEST, 1.35 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 12B AND ALONG THE SOUTHERLY LINE OF LOT 12, BLOCK 8, 44.90 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 180 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Brent Peckham, an individual landowner with an address of 218 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 11B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 11B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 11, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 11B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 11B BEARS SOUTH 53°19'30" EAST, 3.76 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 25°59'35" WEST, 7.63 FEET; THENCE SOUTH 38°15'56" WEST, 7.89 FEET; THENCE SOUTH 41°39'58" WEST, 7.76 FEET; THENCE SOUTH 44°18'12" WEST, 15.43 FEET; THENCE SOUTH 47°59'09" WEST, 13.45 FEET; THENCE NORTH 45°54'33" WEST, 6.28 FEET; THENCE NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 11B AND ALONG THE SOUTHERLY LINE OF LOT 11, BLOCK 8, 51.63 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 344 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Mark E and Lisa G Laverty, two individual landowners with an address of 222 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 10B, A PORTION OF TRACT K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 10B, A PORTION OF TRACT K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERNMOST CORNER OF LOT 10, BLOCK 8, ALSO BEING THE NORTHMOST CORNER OF TRACT 10B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE NORTHMOST CORNER OF SAID TRACT 10B BEARS SOUTH 67°03'16" EAST, 1.36 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 29°54'53" WEST, 0.65 FEET; THENCE NORTH 59°00'52" WEST, 1.46 FEET; THENCE NORTH 44°06'41" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 10B AND ALONG THE SOUTHERLY LINE OF LOT 10, BLOCK 8, 0.47 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 1 SQUARE FOOT, MORE OR LESS.

BEGINNING AT THE SOUTHERNMOST CORNER OF LOT 10, BLOCK 8, ALSO BEING THE WESTMOST CORNER OF TRACT 10B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE WESTMOST CORNER OF SAID TRACT 10B BEARS NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 10B AND ALONG THE SOUTHERLY LINE OF LOT 10, BLOCK 8, 58.84 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 40°26'11" WEST, 58.47 FEET; THENCE NORTH 53°19'30" WEST, 3.76 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 110 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Karma and Dafuti Sherpa, two individual landowners with an address of 226 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

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Mark Lacis, Mayor

ATTEST:

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Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 9B, A PORTION OF TRACTS J AND K, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 9B, A PORTION OF TRACTS J AND K, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 9, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 9B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 9B BEARS SOUTH 80°36'24" EAST, 4.72 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 07°06'54" WEST, 13.05 FEET; THENCE SOUTH 00°10'45" EAST, 9.25 FEET; THENCE SOUTH 05°02'16" EAST, 17.01 FEET; THENCE SOUTH 05°03'46" WEST, 7.92 FEET; THENCE SOUTH 22°32'20" WEST, 9.03 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 9B AND ALONG THE EASTERLY LINE OF LOT 9, BLOCK 8, 56.14 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 188 SQUARE FEET, MORE OR LESS.

BEGINNING AT THE SOUTHMOST CORNER OF LOT 9, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 9B, A PORTION OF TRACT K, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 9B BEARS NORTH 44°05'27" EAST ALONG THE NORTHERLY LINE OF SAID TRACT 9B AND ALONG THE SOUTHERLY LINE OF LOT 9, BLOCK 8, 5.51 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 29°54'53" WEST, 5.17 FEET; THENCE NORTH 67°03'16" WEST, 1.36 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT K CONTAINS 4 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Amy L Becker, an individual landowner with an address of 230 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 8B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 8B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 8, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 8B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 8B BEARS NORTH 89°35'01" EAST, 9.03 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 14°13'43" EAST, 3.56 FEET; THENCE SOUTH 01°15'13" EAST, 23.20 FEET; THENCE SOUTH 11°43'18" WEST, 18.87 FEET; THENCE SOUTH 09°42'46" WEST, 9.08 FEET; THENCE NORTH 80°36'24" WEST, 4.72 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 8B AND ALONG THE EASTERLY LINE OF LOT 8, BLOCK 8, 53.24 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 485 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Howard S Person, an individual landowner with an address of 234 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 7B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 7B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERNMOST CORNER OF LOT 7, BLOCK 8, ALSO BEING THE SOUTHWESTERNMOST CORNER OF TRACT 7B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE SOUTHWESTERNMOST CORNER OF SAID TRACT 7B BEARS NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 7B AND ALONG THE EASTERLY LINE OF LOT 7, BLOCK 8, 36.73 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 14°13'43" EAST, 37.82 FEET; THENCE SOUTH 89°35'01" WEST, 9.03 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 166 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Elizabeth M Thompson Rev Trust, an individual landowner with an address of 238 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 6B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 6B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 6, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 6B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 6B BEARS NORTH 89°35'01" EAST, 7.76 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 13°21'38" WEST, 25.35 FEET; THENCE SOUTH 08°54'49" WEST, 10.64 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 6B AND ALONG THE EASTERLY LINE OF LOT 6, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 124 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Patrick Tang, an individual landowner with an address of 242 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 5B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 5B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 5, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 5B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 5B BEARS NORTH 89°35'01" EAST, 10.05 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°35'10" EAST, 14.19 FEET; THENCE SOUTH 07°20'15" WEST, 22.98 FEET; THENCE SOUTH 89°35'01" WEST, 7.72 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 5B AND ALONG THE EASTERLY LINE OF LOT 5, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 460 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Charles and Julie M Kang, two individual landowners with an address of 246 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 4B, A PORTION OF TRACT J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 4B, A PORTION OF TRACT J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 4, BLOCK 8, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 4B, A PORTION OF TRACT J, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 4B BEARS NORTH 89°35'01" EAST, 7.65 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 05°47'18" WEST, 14.10 FEET; THENCE SOUTH 01°36'03" WEST, 5.47 FEET; THENCE SOUTH 04°55'39" EAST, 3.82 FEET; THENCE SOUTH 11°27'37" EAST, 11.87 FEET; THENCE SOUTH 09°08'28" EAST, 10.17 FEET; THENCE SOUTH 89°35'01" WEST, 10.05 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 4B AND ALONG THE EASTERLY LINE OF LOT 4, BLOCK 8, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT J CONTAINS 330 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Torres Peak Property LLC, an individual landowner with an address of 250 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 3B, A PORTION OF TRACTS B AND J, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 3B, A PORTION OF TRACTS B AND J, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 3, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 3B, A PORTION OF TRACTS B AND J, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 3B BEARS NORTH 60°58'14" EAST, 8.97 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 69°03'48" EAST, 6.75 FEET; THENCE SOUTH 76°36'09" EAST, 7.35 FEET; THENCE SOUTH 10°53'30" WEST, 14.91 FEET; THENCE SOUTH 13°45'35" EAST, 8.22 FEET; THENCE SOUTH 01°45'37" EAST, 22.19 FEET; THENCE SOUTH 10°14'21" WEST, 15.71 FEET; THENCE SOUTH 89°35'01" WEST, 7.65 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3B AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 8, 50.57 FEET; THENCE NORTH 35°11'31" WEST ALONG THE WESTERLY LINE OF SAID TRACT 3B AND ALONG THE EASTERLY LINE OF LOT 3, BLOCK 8, 19.03 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACTS B AND J CONTAINS 759 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and 254 Mohawk LLC, an individual landowner with an address of 254 Mohawk Circle, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 2B, A PORTION OF TRACT B, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 2B, A PORTION OF TRACT B, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 2, BLOCK 8, ALSO BEING THE WESTERNMOST CORNER OF TRACT 2B, A PORTION OF TRACT B, SAGAMORE, FROM WHICH THE WESTERNMOST CORNER OF SAID TRACT 2B BEARS NORTH 32°17'19" EAST, 0.39 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 68°58'47" EAST, 40.83 FEET; THENCE SOUTH 86°03'38" EAST, 5.99 FEET; THENCE SOUTH 26°31'27" EAST, 29.49 FEET; THENCE SOUTH 60°58'14" WEST, 8.97 FEET; THENCE NORTH 35°11'31" WEST ALONG THE SOUTHWESTERLY LINE OF SAID TRACT 2B AND ALONG THE NORTHEASTERLY LINE OF LOT 2, BLOCK 8, 29.63 FEET; THENCE NORTH 56°50'55" WEST ALONG THE SOUTHWESTERLY LINE OF SAID TRACT 2B AND ALONG THE NORTHEASTERLY LINE OF LOT 2, BLOCK 8, 38.87 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT B CONTAINS 397 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and James Perry Knoll, an individual landowner with an address of 454 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 8A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 8A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHMOST CORNER OF LOT 8, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 8A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 8A BEARS NORTH 89°35'01" EAST, 6.52 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 03°17'12" WEST, 25.60 FEET; THENCE SOUTH 00°32'14" EAST, 60.68 FEET; THENCE SOUTH 89°35'01" WEST, 5.00 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 8A AND ALONG THE EASTERLY LINE OF LOT 8, BLOCK 1, 86.22 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 437 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Bryan T and Aimee J Ross, two individual landowners with an address of 458 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 7A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 7A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 7, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 7A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 7A BEARS NORTH 89°35'01" EAST, 5.00 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 00°40'48" EAST, 22.51 FEET; THENCE SOUTH 05°38'32" EAST, 22.59 FEET; THENCE SOUTH 89°35'01" WEST, 7.16 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 7A AND ALONG THE EASTERLY LINE OF LOT 7, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 251 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Shiping and Mark J Syers, two individual landowners with an address of 462 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 6A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 6A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 6, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 6A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 6A BEARS NORTH 89°35'01" EAST, 7.42 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 06°15'04" EAST, 10.62 FEET; THENCE SOUTH 02°14'52" EAST, 34.45 FEET; THENCE SOUTH 89°35'01" WEST, 9.60 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 6A AND ALONG THE EASTERLY LINE OF LOT 6, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 410 SQUARE FEET, MORE OR LESS.

QUITCLAIM DEED

This Quitclaim Deed is made and entered into this 11 day of August, 2025, by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantor") and Sara Malang, an individual landowner with an address of 464 Blackfoot St, Superior, CO 80027 (the "Grantee").

Witness that the Grantor, for and in consideration of the sum of $10.00, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, release, sell and Quitclaim unto the Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which the Grantor has in and to the real property, together with any improvements thereon, located in the Town of Superior, County of Boulder and State of Colorado, described as follows:

See **Exhibit A** attached hereto and incorporated herein by this reference.

Subject to all, if any, valid easements, rights of way, covenants, conditions, reservations and restrictions of record.

To have and hold the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, and its successors and assigns, forever.

IN WITNESS WHEREOF, the Grantor has executed this Quitclaim Deed on this 11 day of August, 2025.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

TRACT 5A, A PORTION OF TRACT H, SAGAMORE, A SUBDIVISION LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO, THE PLAT OF WHICH IS RECORDED AS RECEPTION NO. 1754568 OF THE BOULDER COUNTY RECORDS, SAID TRACT 5A, A PORTION OF TRACT H, BEING DESCRIBED AS FOLLOWS:

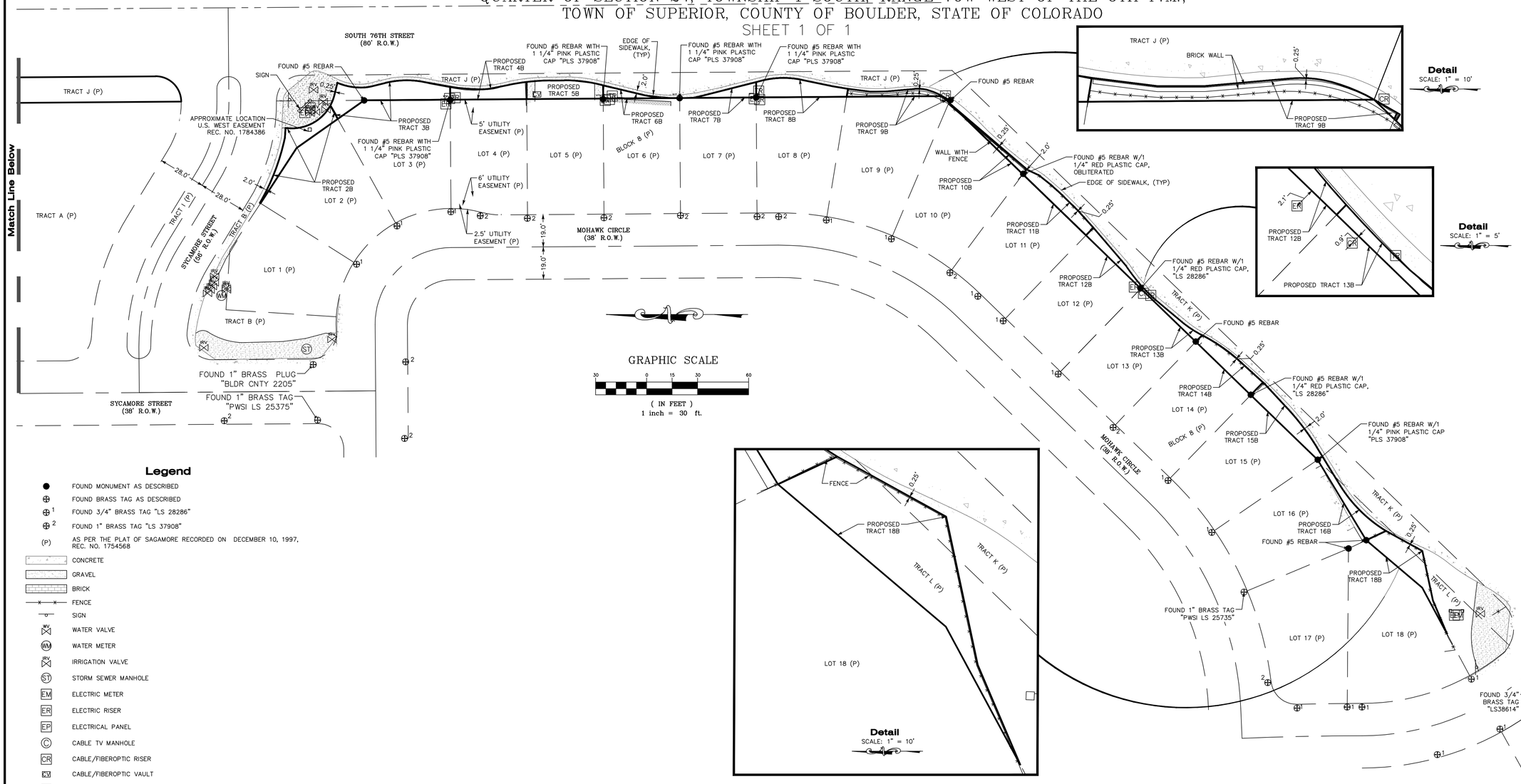
BEGINNING AT THE NORTHEASTERNMOST CORNER OF LOT 5, BLOCK 1, ALSO BEING THE NORTHWESTERNMOST CORNER OF TRACT 5A, A PORTION OF TRACT H, SAGAMORE, FROM WHICH THE NORTHWESTERNMOST CORNER OF SAID TRACT 5A BEARS NORTH 89°35'01" EAST, 9.60 FEET WITH ALL BEARINGS HEREIN BEING RELATIVE THERETO; THENCE SOUTH 02°56'19" WEST, 29.48 FEET; THENCE SOUTH 03°04'16" WEST, 15.60 FEET; THENCE SOUTH 89°35'01" WEST, 6.93 FEET; THENCE NORTH 00°24'59" WEST ALONG THE WESTERLY LINE OF SAID TRACT 5A AND ALONG THE EASTERLY LINE OF LOT 5, BLOCK 1, 45.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PORTION OF TRACT H CONTAINS 373 SQUARE FEET, MORE OR LESS.

EXHIBIT

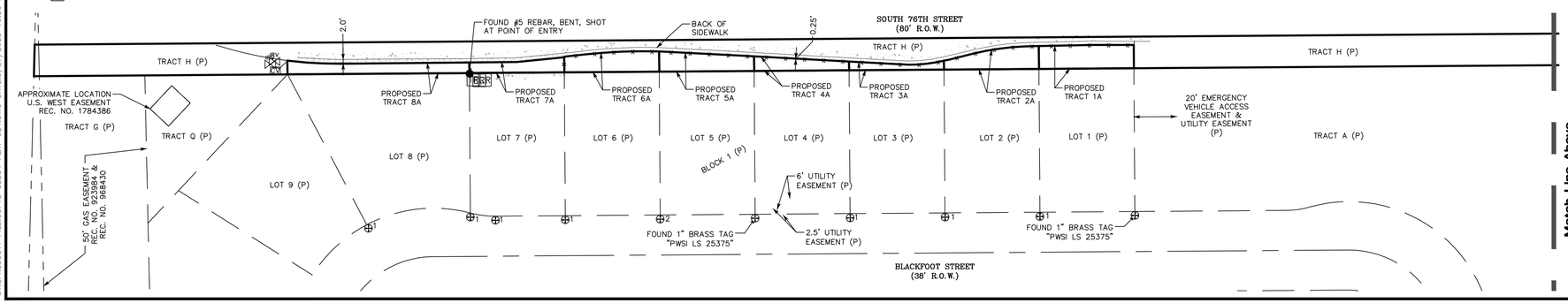
TRACTS B, H, J, K AND L, SAGAMORE SUBDIVISION, LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70W WEST OF THE 6TH P.M., TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1



Legend

- FOUND MONUMENT AS DESCRIBED
- FOUND BRASS TAG AS DESCRIBED
- FOUND 3/4" BRASS TAG "LS 28286"
- FOUND 1" BRASS TAG "LS 37908"
- (P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
- CONCRETE
- GRAVEL
- BRICK
- FENCE
- SIGN
- WATER VALVE
- WATER METER
- IRRIGATION VALVE
- STORM SEWER MANHOLE
- ELECTRIC METER
- ELECTRIC RISER
- ELECTRICAL PANEL
- CABLE TV MANHOLE
- CABLE/FIBEROPTIC RISER
- CABLE/FIBEROPTIC VAULT
- TELEPHONE RISER



DRAFT

DATE	REVISION
2025-05-27 EP	1 Revisions per Client

EXHIBIT
PREPARED FOR
Town of Superior

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Flatirons, Inc.
Land Surveying Services
www.FlatironsInc.com
3825 IRIS AVE, SUITE 345 BOULDER, CO 80301 (303) 443-7001
655 FOURTH AVE LONGMONT, CO 80501 (303) 776-1733
7000 N. BROADWAY, SUITE 209 DENVER, CO 80221 (303) 936-6997

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WILL HAVE STAMP
AND SIGNATURE
(SEAL)

JOB NUMBER:	25-82,234
DATE:	04-02-2025
DRAWN BY:	E. PRESCOTT
CHECKED BY:	JK/SB

SHEET 1 OF 1

BY:EPRESCOTT FILE:COPY2 82234 PLAT C24.DWG DATE:5/27/2025 10:38 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

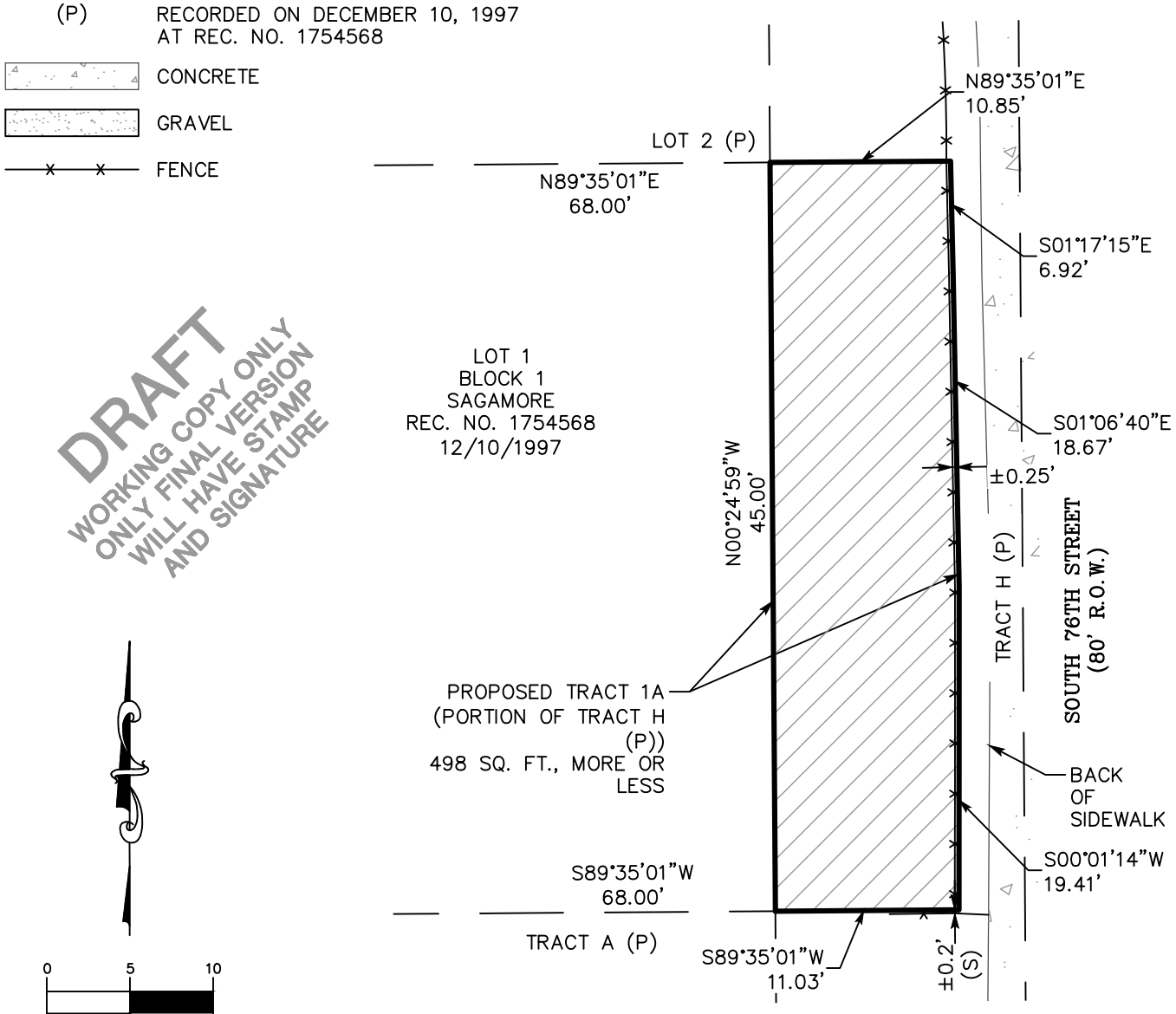
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



DRAFT
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WILL HAVE STAMP
AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L1 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

Flatirons, Inc.
Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70 WEST
OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 1

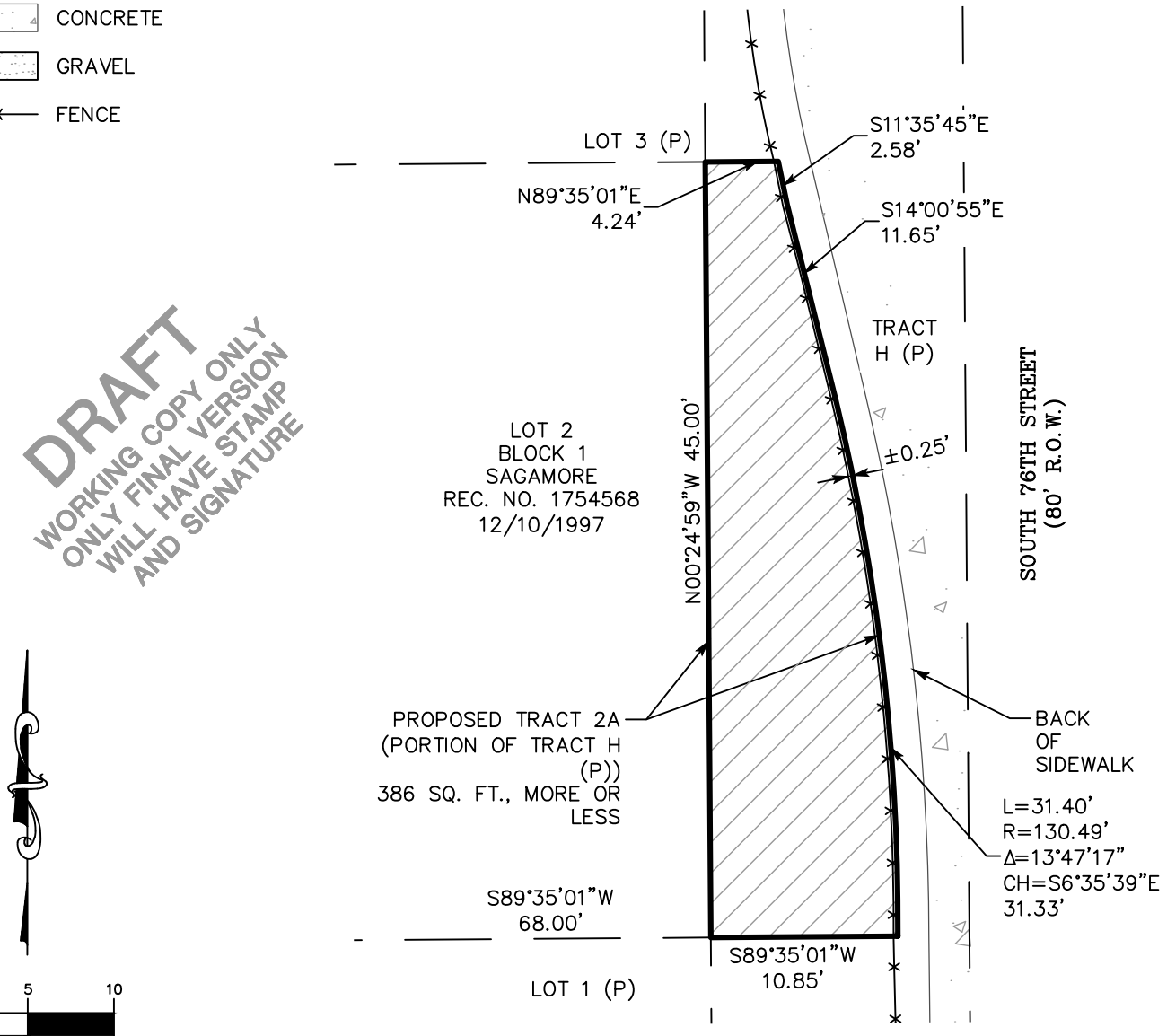
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



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AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L2 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025
REV: MAY 20, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

Flatirons, Inc.
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655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

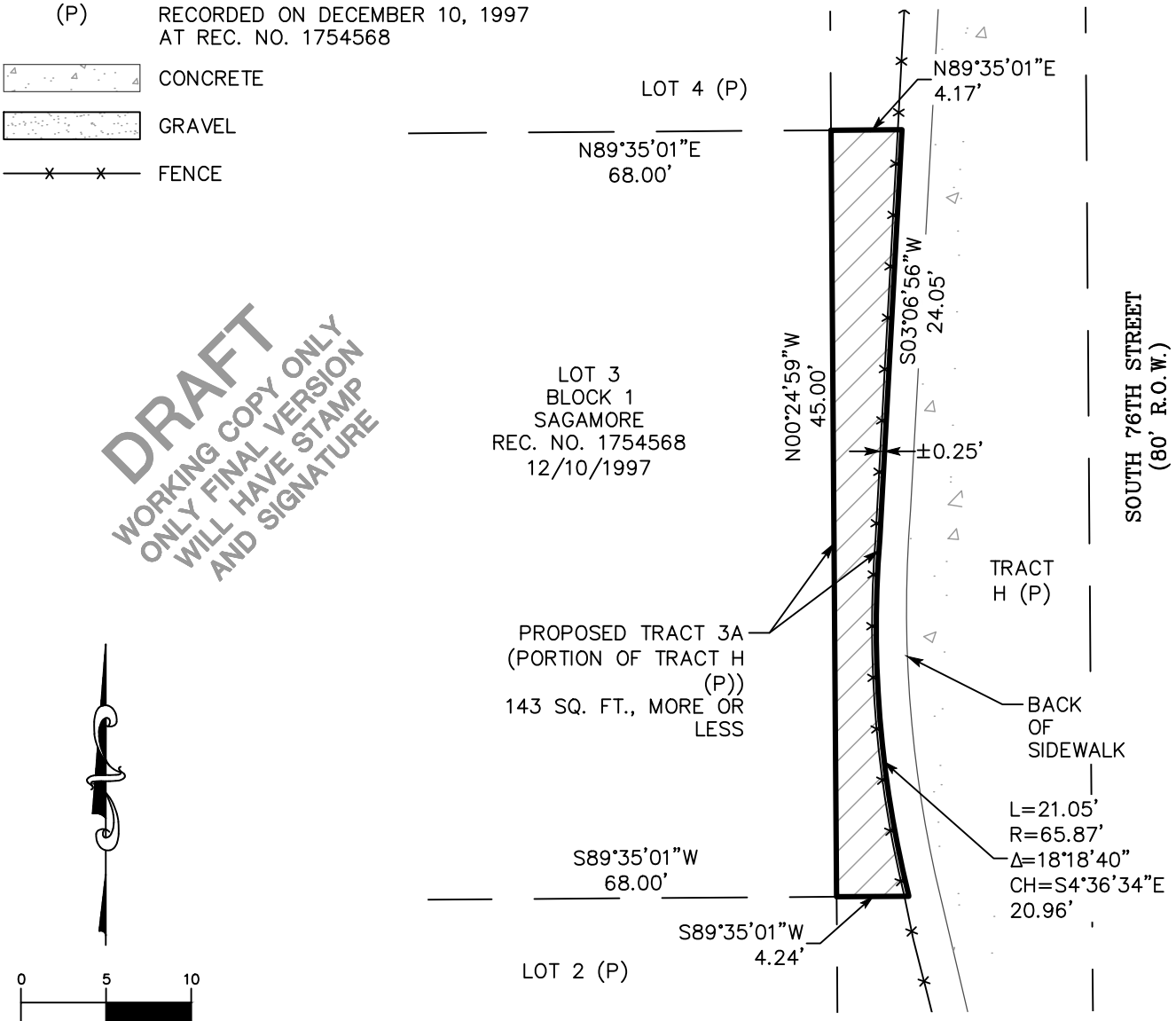
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



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WILL HAVE STAMP
AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L3 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

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LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 1

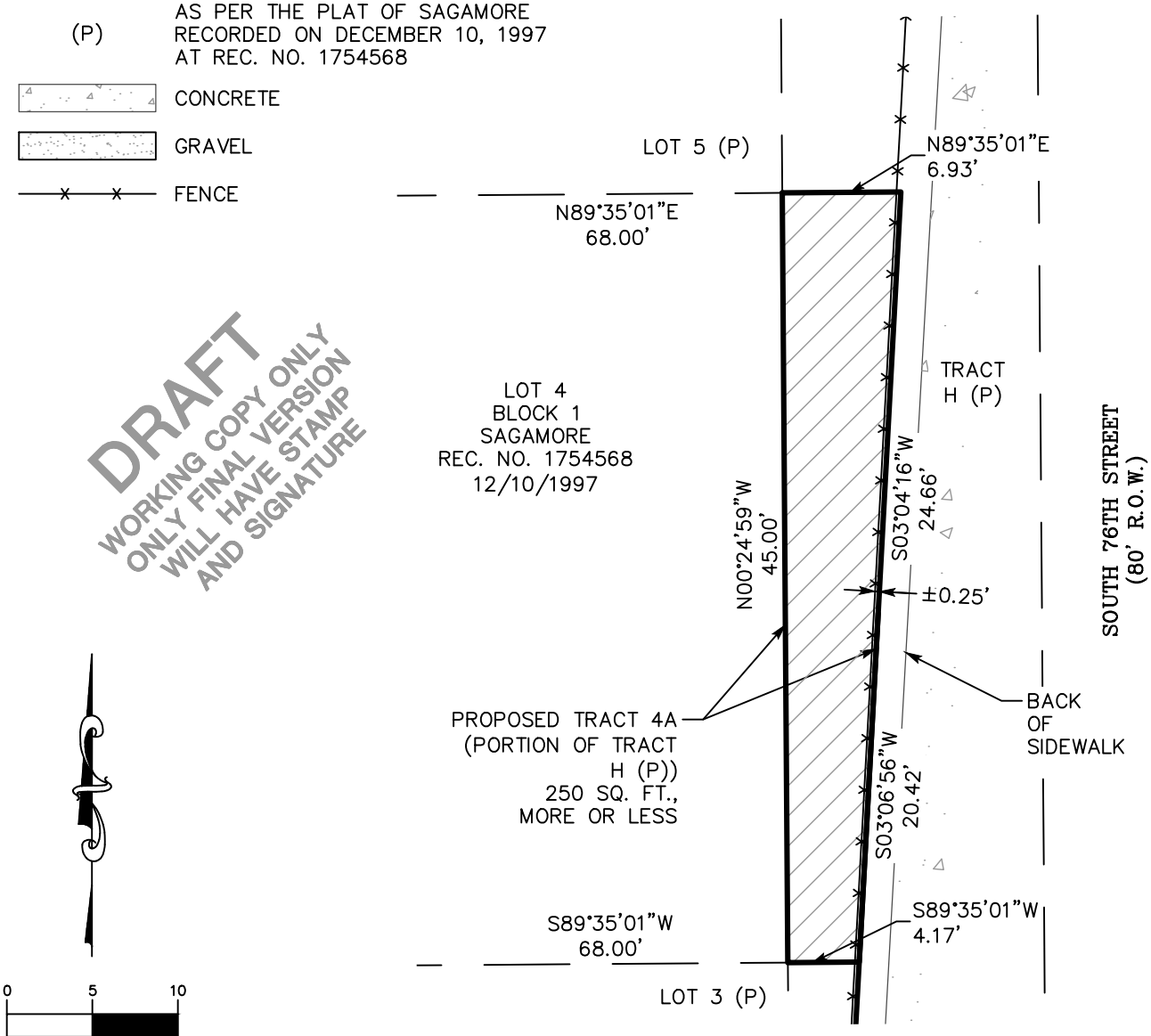
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



DRAFT
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WILL HAVE STAMP
AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L4 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

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Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

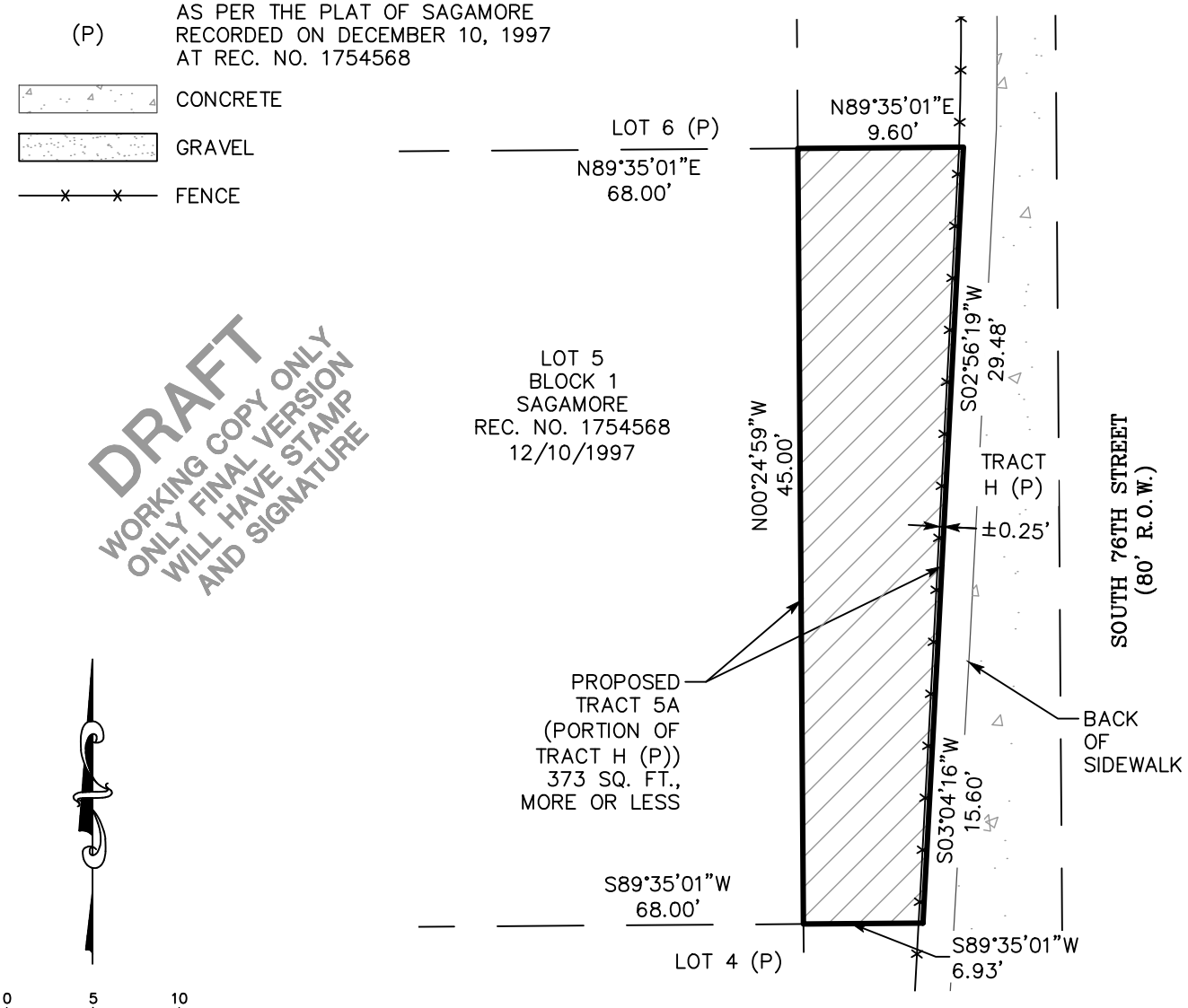
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



DRAFT
WORKING COPY ONLY
ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L5 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

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655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

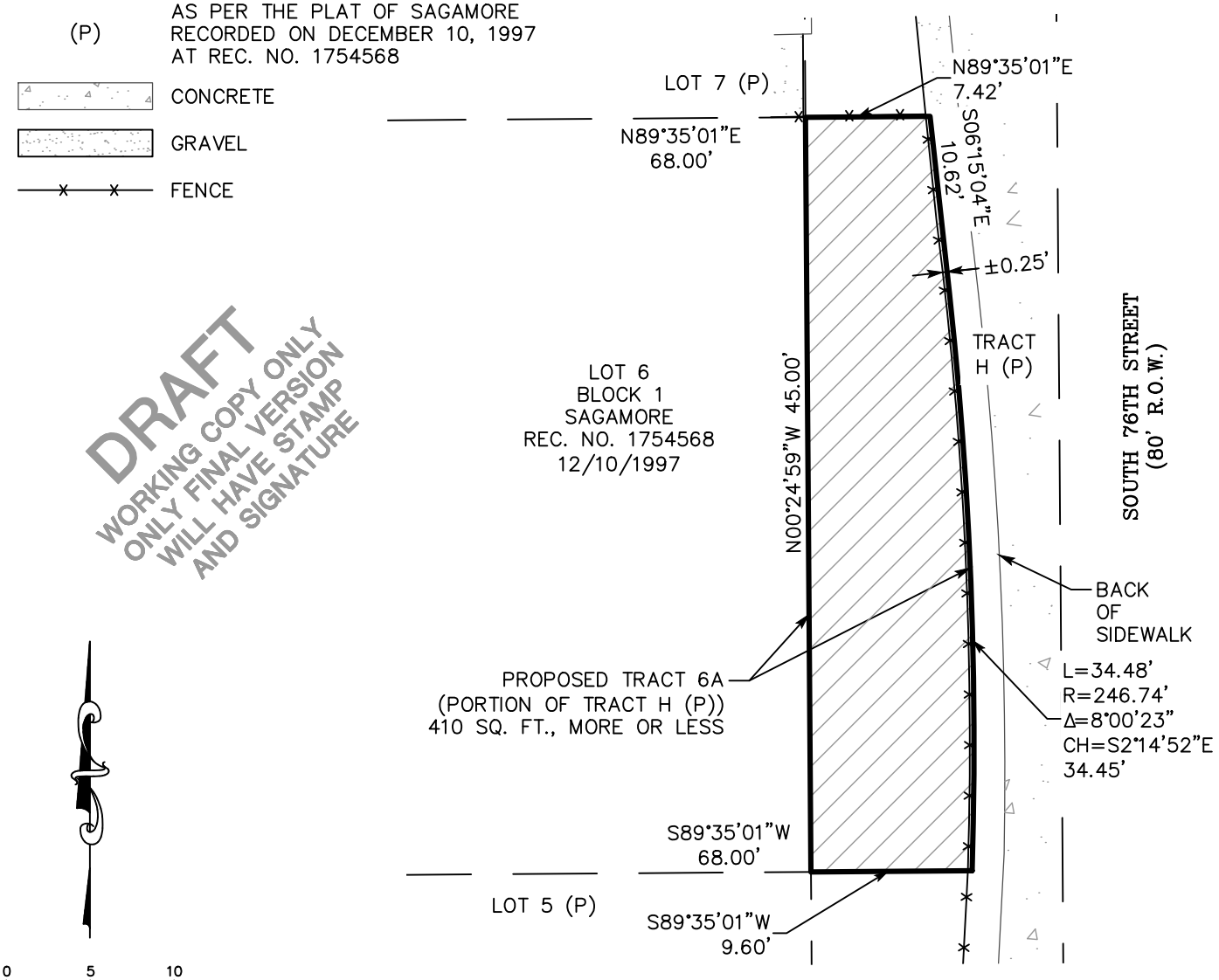
Legend

(P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568

CONCRETE

GRAVEL

FENCE



DRAFT
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WILL HAVE STAMP
AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L7 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

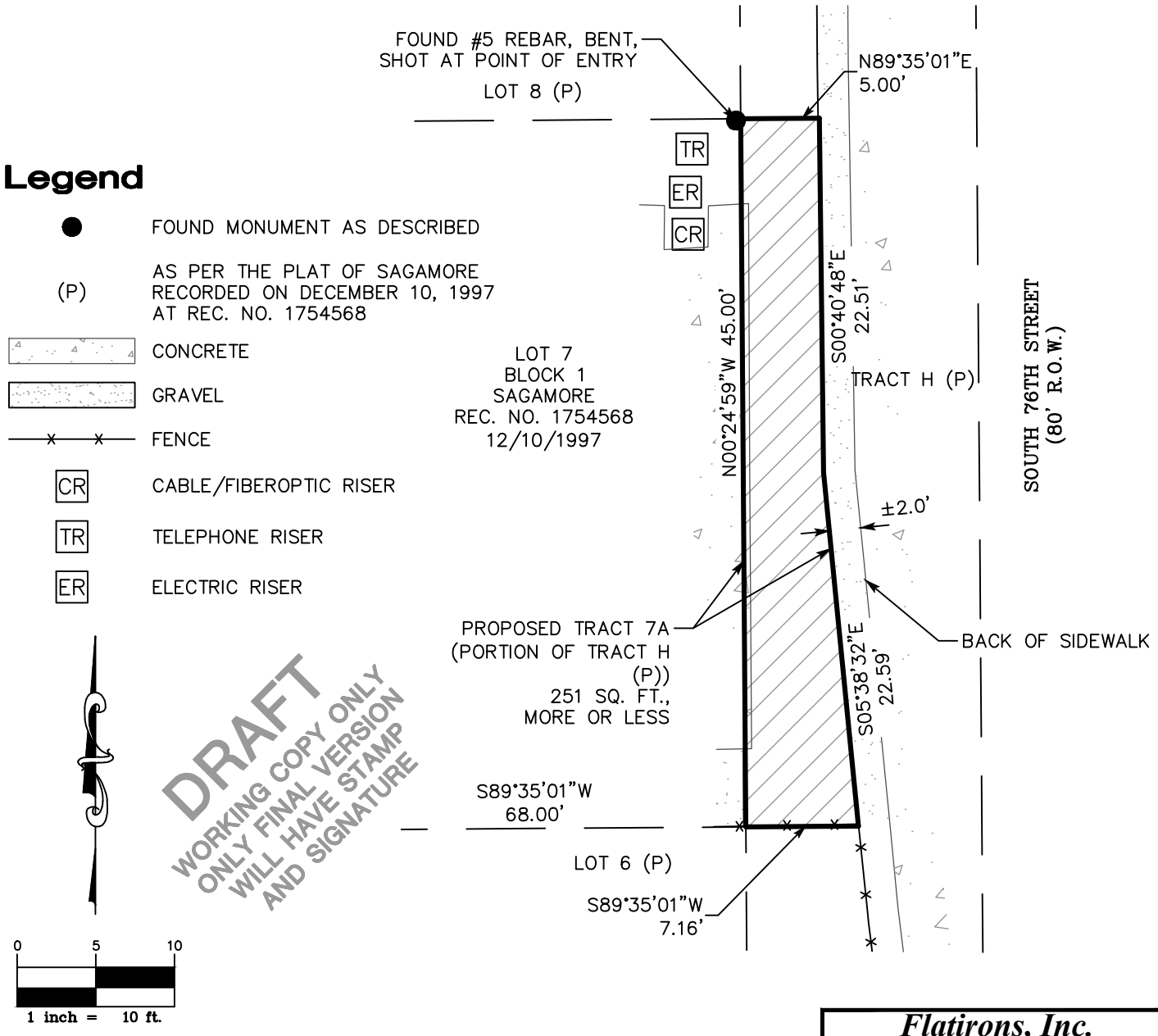
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Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:57 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1



Legend

●	FOUND MONUMENT AS DESCRIBED
(P)	AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568
	CONCRETE
	GRAVEL
	FENCE
CR	CABLE/FIBEROPTIC RISER
TR	TELEPHONE RISER
ER	ELECTRIC RISER

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AND SIGNATURE

0 5 10

1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L7 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

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LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:58 AM

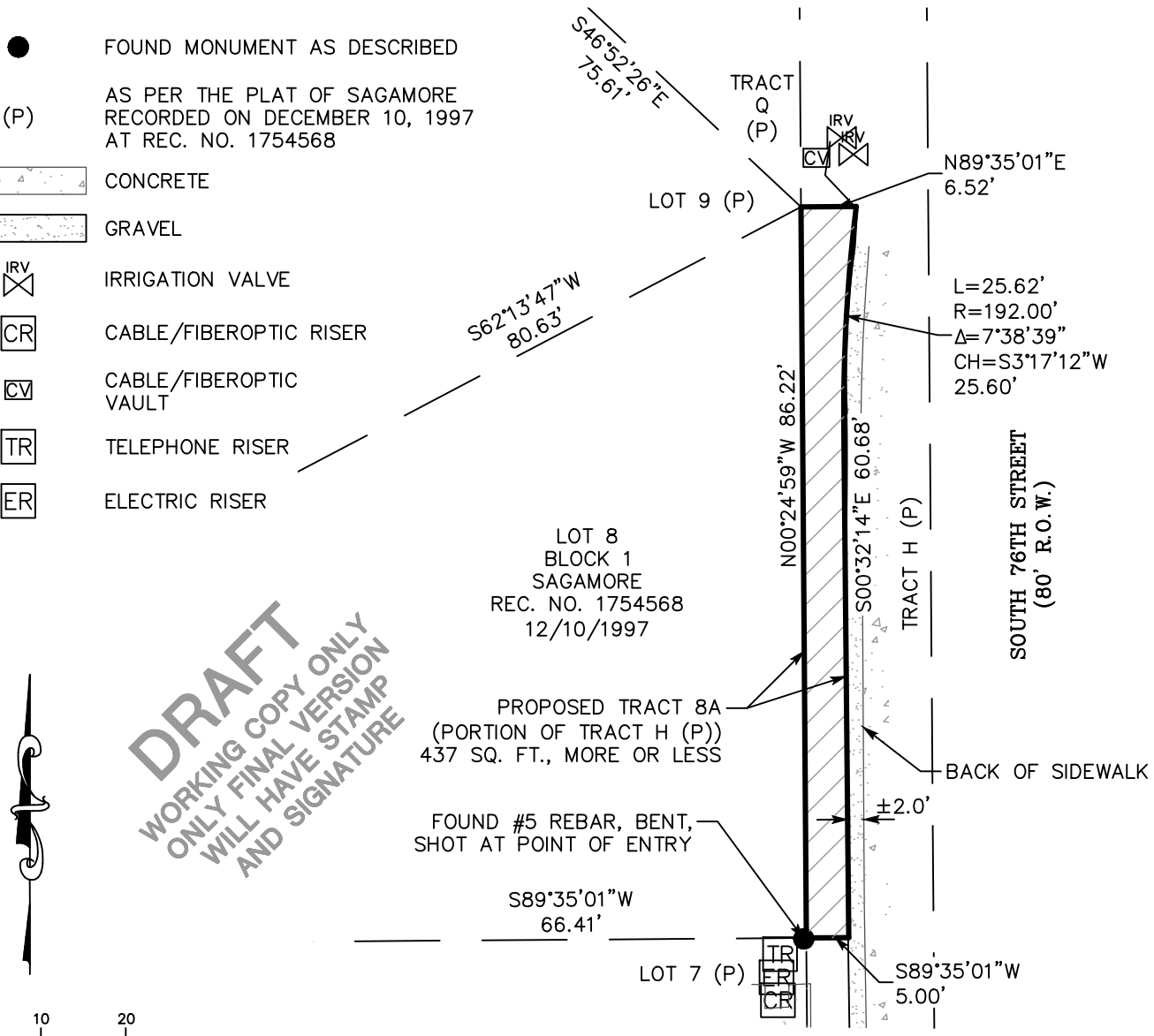
EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

Legend

- ● FOUND MONUMENT AS DESCRIBED
- (P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568
- CONCRETE
- GRAVEL
- IRV IRRIGATION VALVE
- CR CABLE/FIBEROPTIC RISER
- CV CABLE/FIBEROPTIC VAULT
- TR TELEPHONE RISER
- ER ELECTRIC RISER



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AND SIGNATURE

0 10 20
1 inch = 20 ft.

JOB NUMBER: 25-82,234 (L8 B1)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

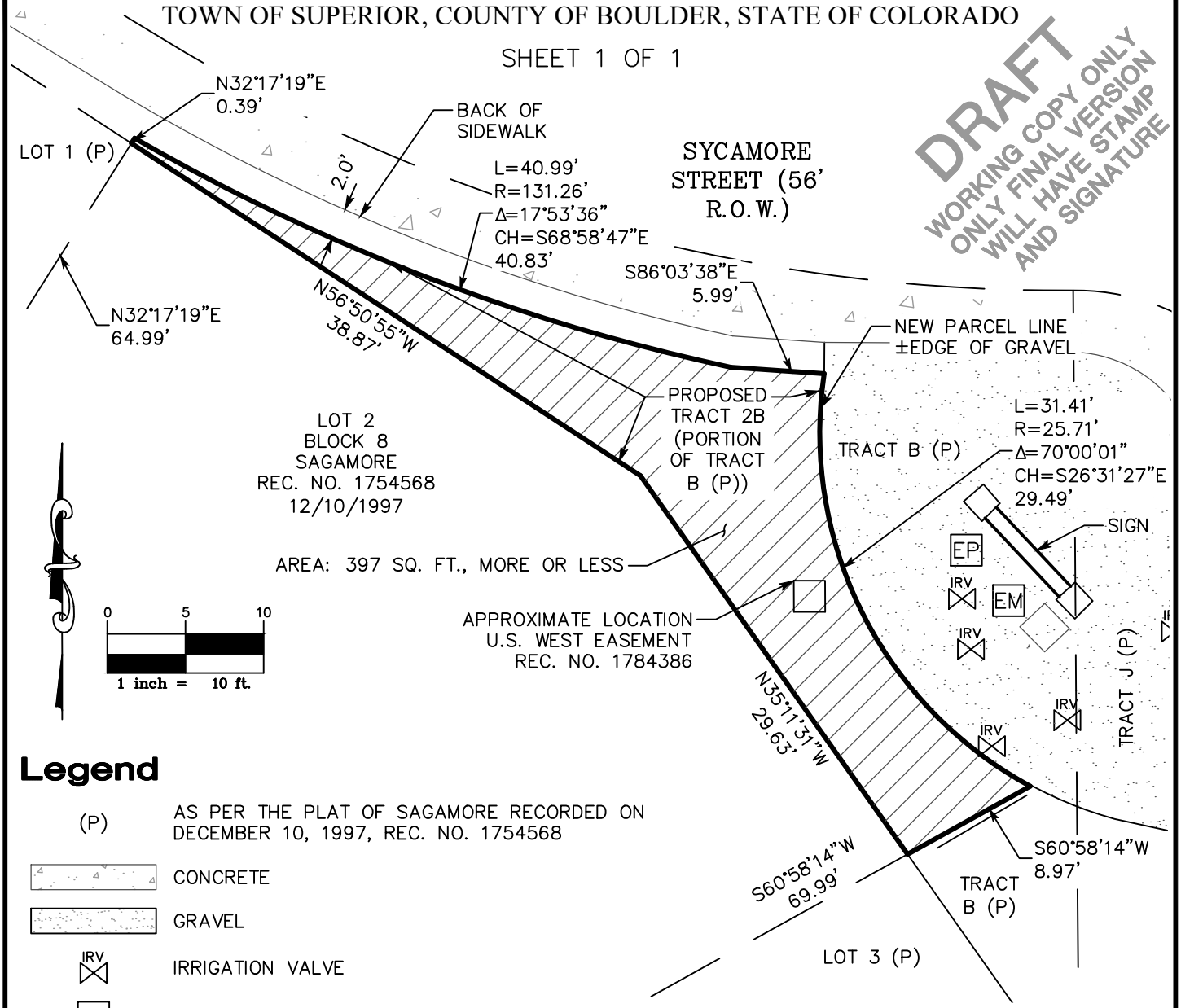
Flatirons, Inc.
Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 1-8 BLOCK 1.DWG DATE:5/27/2025 10:58 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70W WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1



Legend

(P)	AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
	CONCRETE
	GRAVEL
IRV	IRRIGATION VALVE
EM	ELECTRIC METER
EP	ELECTRICAL PANEL

JOB NUMBER: 25–82,234 (L2 B8)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

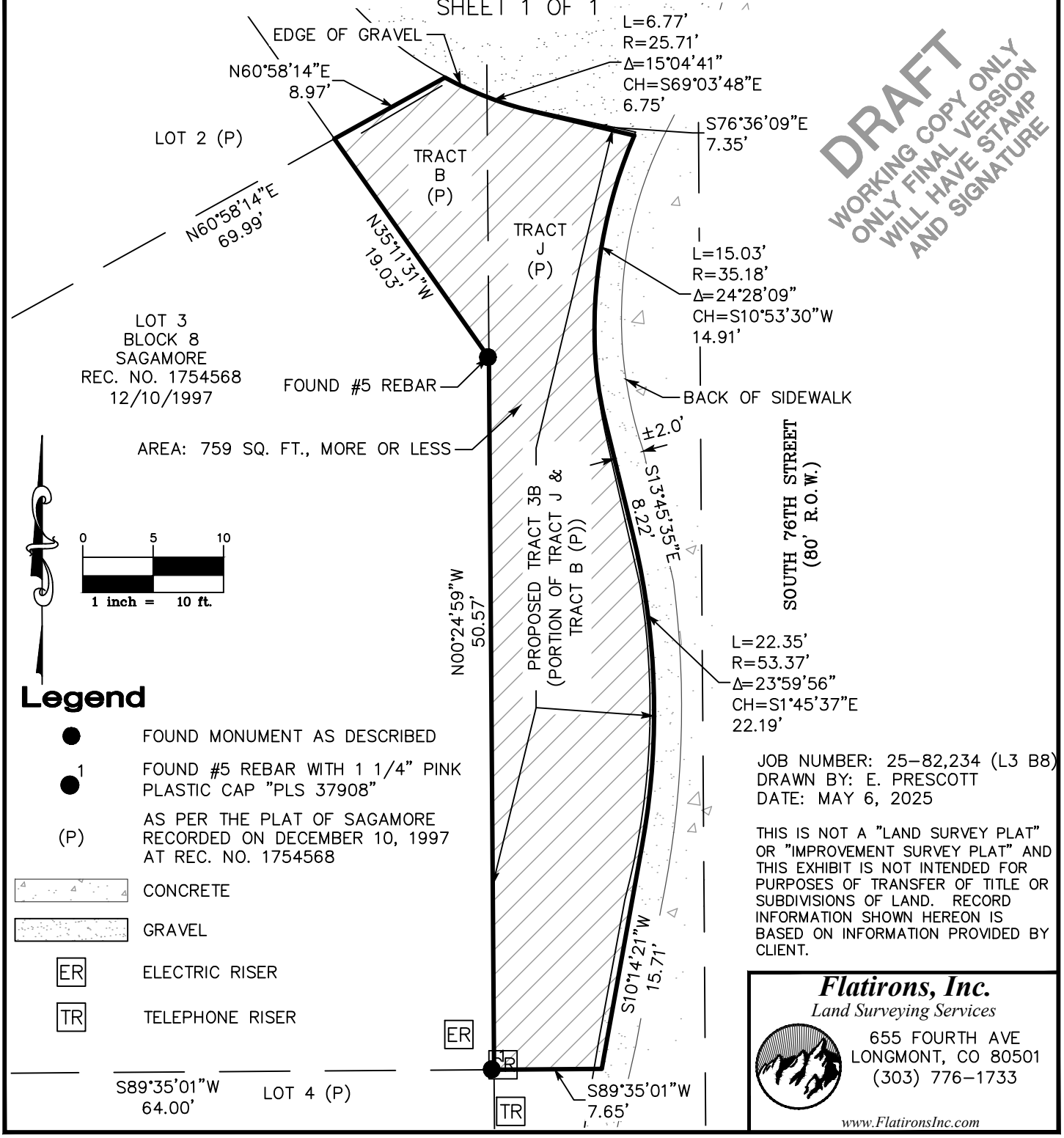
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Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776–1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 2 – 10 BLK 8 EXHIBITC24.DWG DATE:5/27/2025 11:05 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH, RANGE 70W
WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1



DRAFT
WORKING COPY ONLY
ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

Legend

- FOUND MONUMENT AS DESCRIBED
- 1 — FOUND #5 REBAR WITH 1 1/4" PINK PLASTIC CAP "PLS 37908"
- (P) — AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568
- CONCRETE
- GRAVEL
- ER — ELECTRIC RISER
- TR — TELEPHONE RISER

JOB NUMBER: 25-82,234 (L3 B8)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

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(303) 776-1733
www.FlatironsInc.com

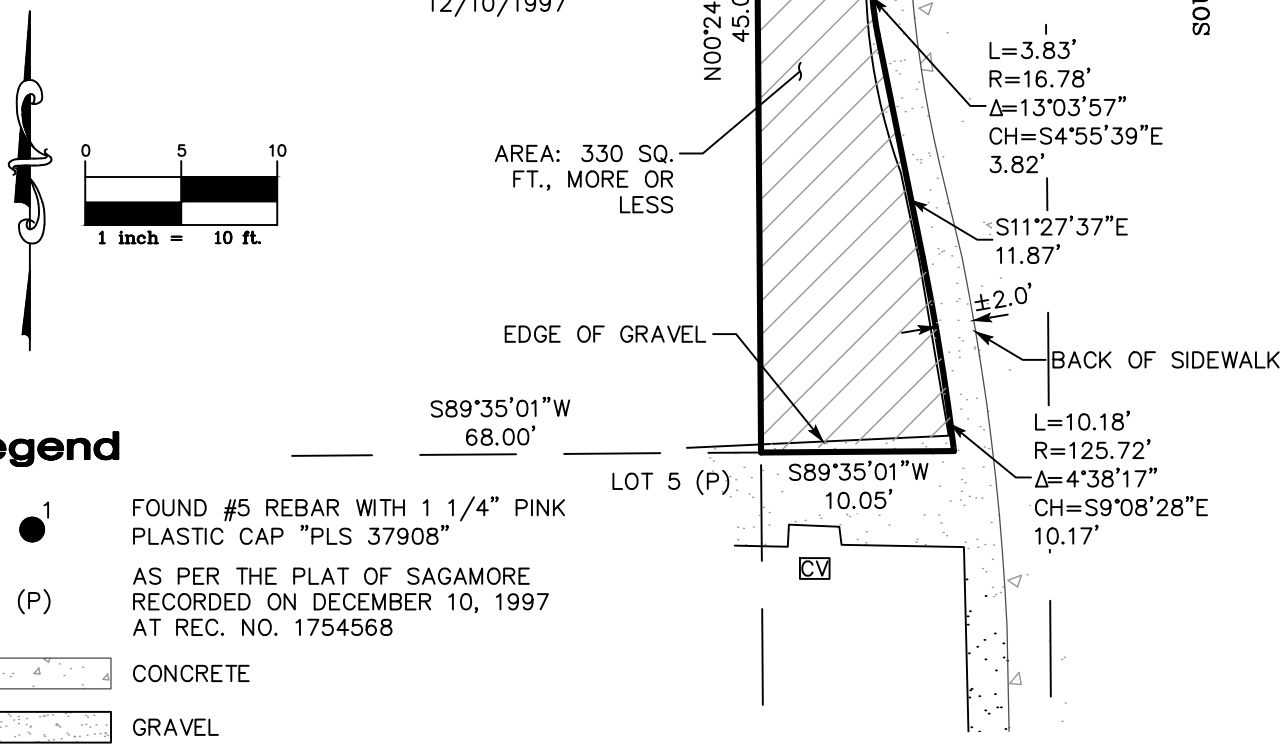
BY:EPRESCOTT FILE:82234 LOTS 2 - 10 BLK 8 EXHIBITC24.DWG DATE:5/27/2025 11:05 AM

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70W WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

DRAFT
WORKING COPY ONLY
ONLY FINAL VERSION
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AND SIGNATURE



Legend

● 1	FOUND #5 REBAR WITH 1 1/4" PINK PLASTIC CAP "PLS 37908"
(P)	AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997 AT REC. NO. 1754568
	CONCRETE
	GRAVEL
CR	CABLE/FIBEROPTIC RISER
CV	CABLE/FIBEROPTIC VAULT
TR	TELEPHONE RISER

JOB NUMBER: 25-82,234 (L4 B8)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025
REV: MAY 20, 2025

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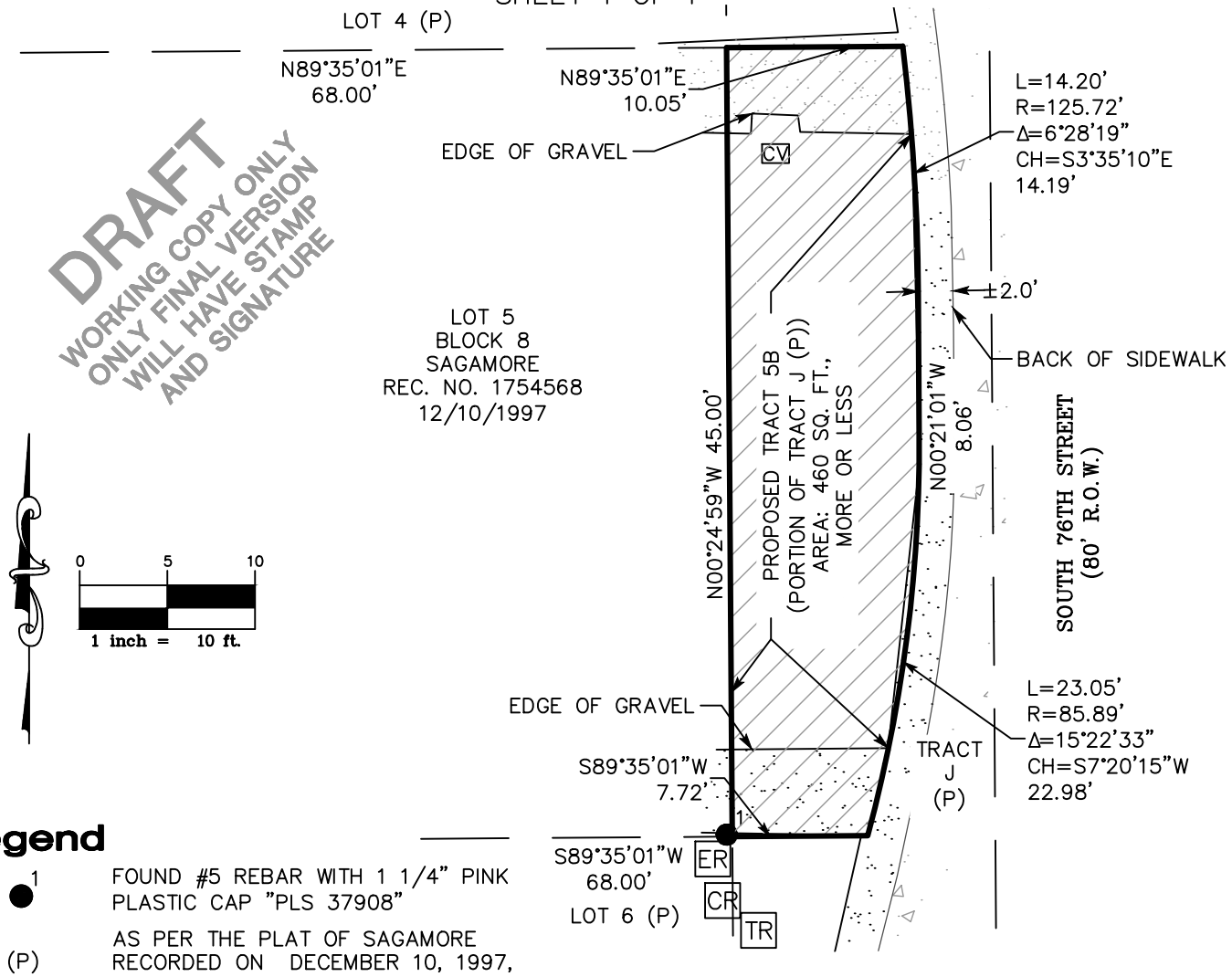
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TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1



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(P)	AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
	CONCRETE
	GRAVEL
ER	ELECTRIC RISER
CR	CABLE/FIBEROPTIC RISER
TR	TELEPHONE RISER

JOB NUMBER: 25–82,234 (L5 B8)
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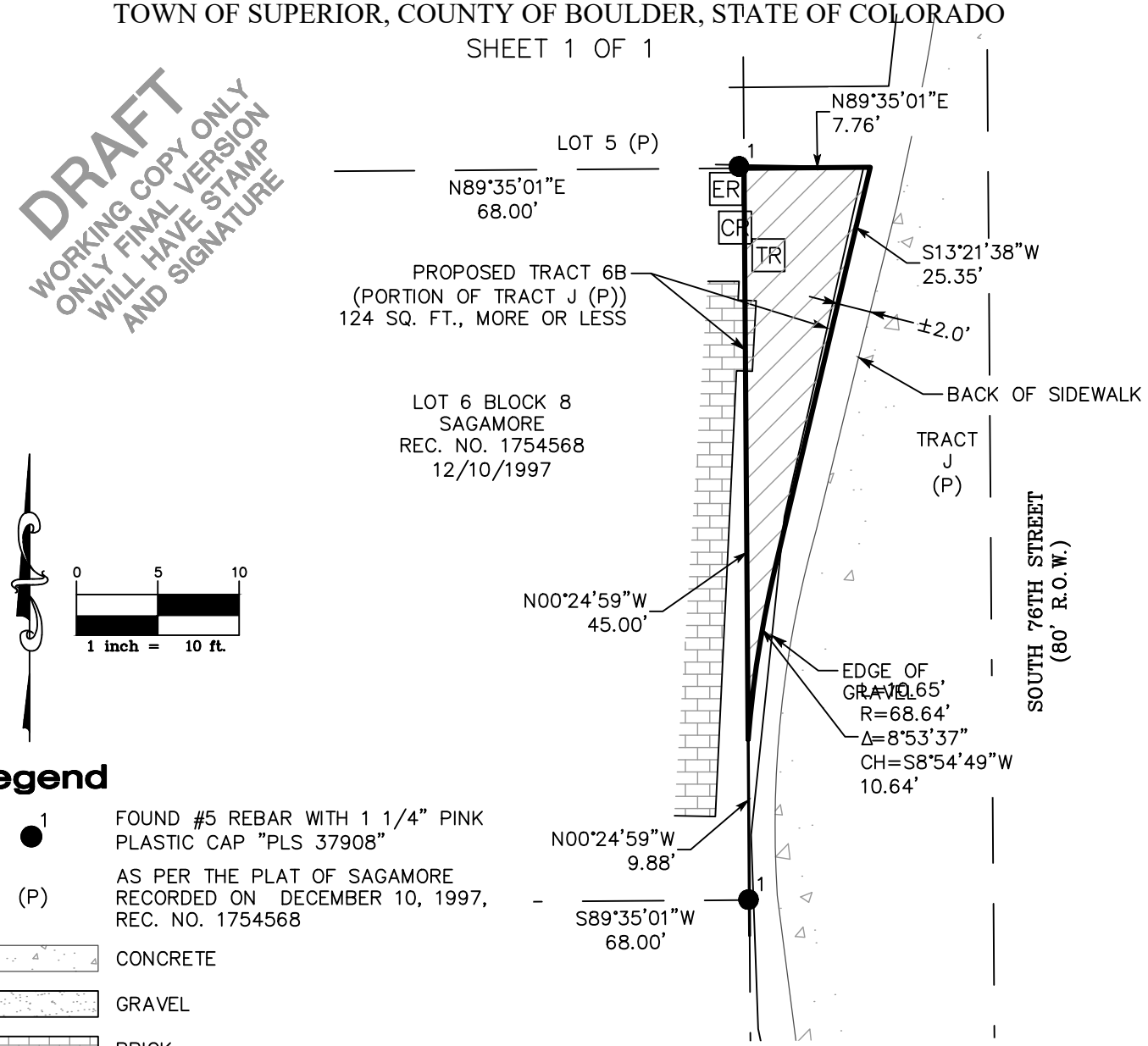
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SHEET 1 OF 1

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(P)	AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
	CONCRETE
	GRAVEL
	BRICK
ER	ELECTRIC RISER
CR	CABLE/FIBEROPTIC RISER
TR	TELEPHONE RISER

JOB NUMBER: 25–82,234 (L6 B8)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025
REV: MAY 20, 2025

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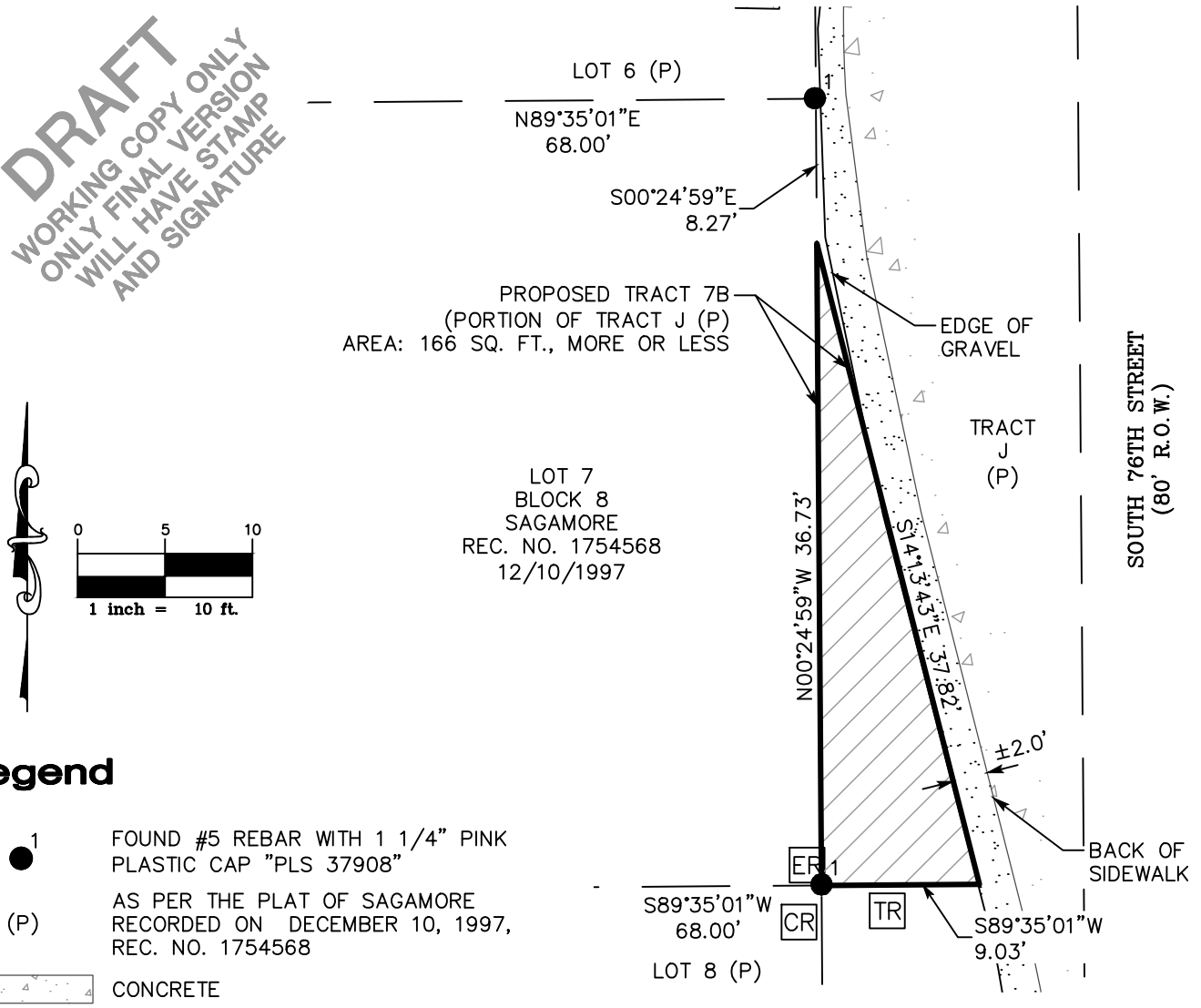
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SHEET 1 OF 1

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JOB NUMBER: 25–82,234 (L7 B8)
DRAWN BY: E. PRESCOTT
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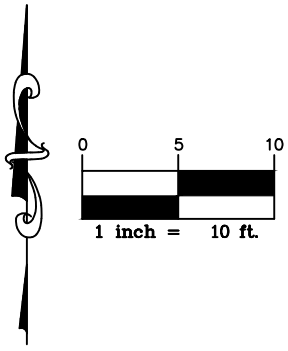
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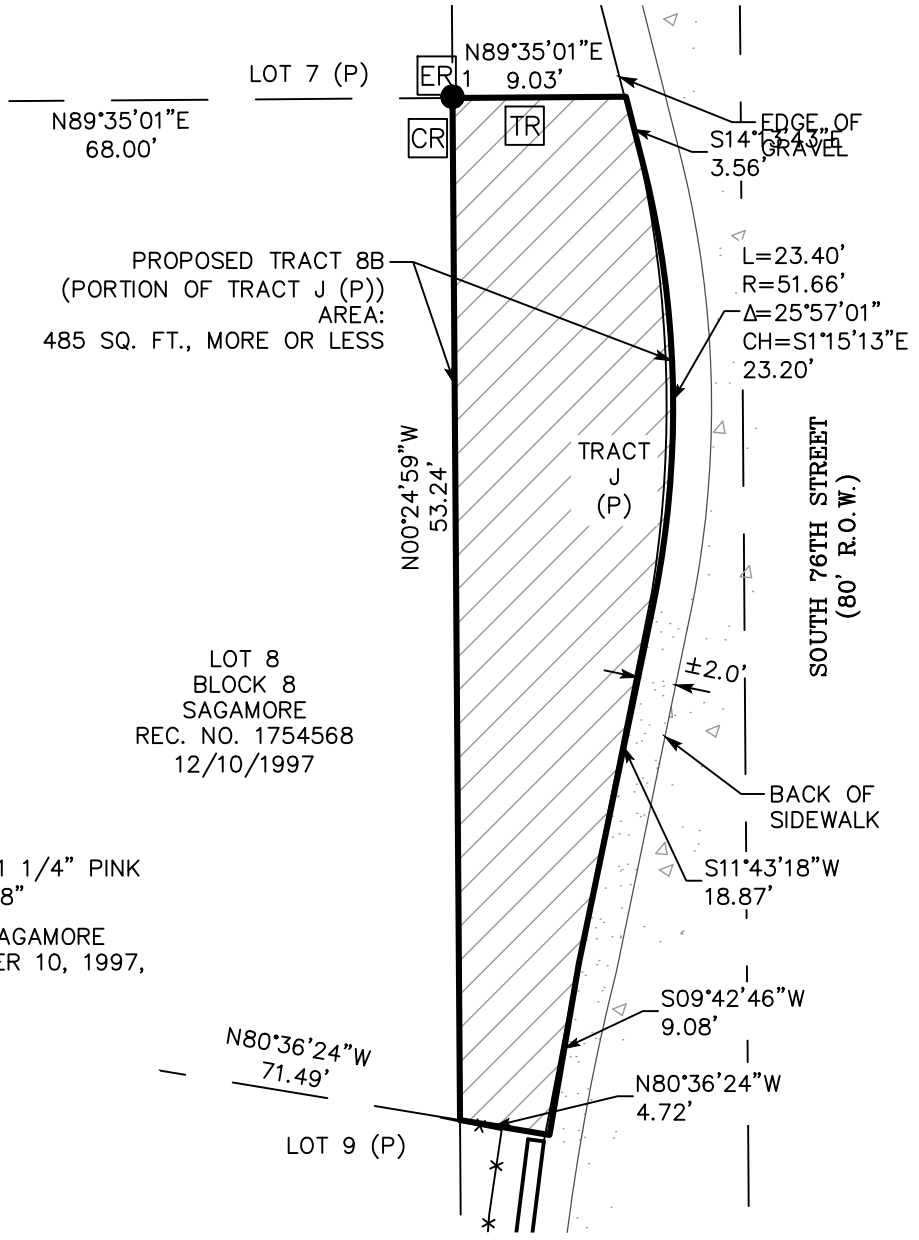
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	GRAVEL
—x—x—	FENCE
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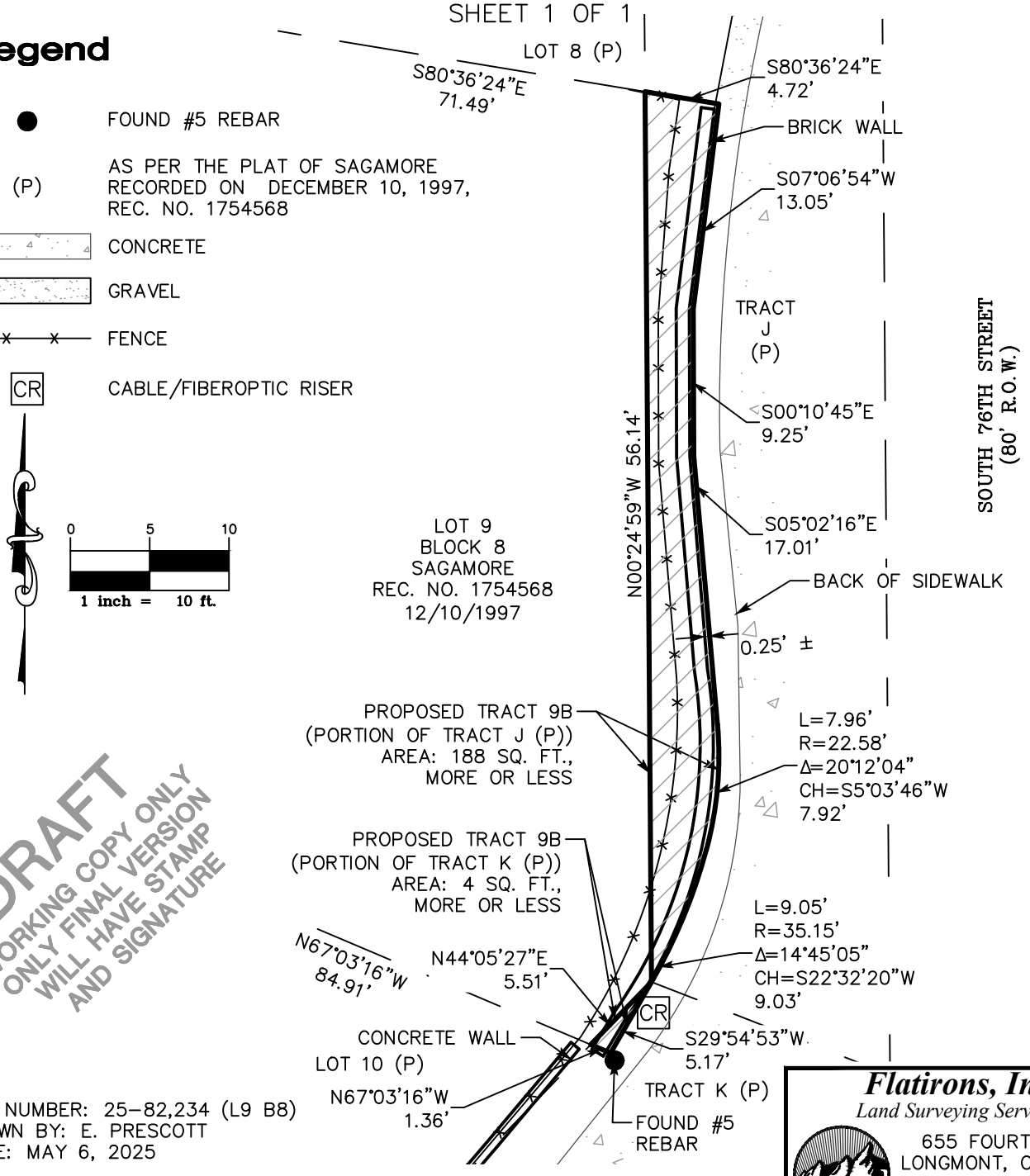
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SHEET 1 OF 1



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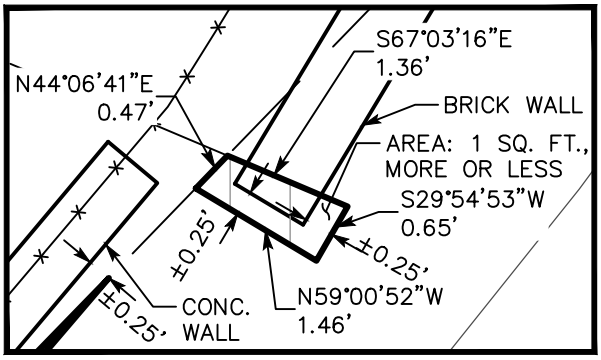
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SHEET 1 OF 1



Detail
SCALE: 1"=2'

Legend

- FOUND MONUMENT AS DESCRIBED
- (P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
- CONCRETE
- GRAVEL
- FENCE
- CR CABLE/FIBEROPTIC RISER

LOT 9 (P)

CR

PROPOSED TRACT 10B (PORTION OF TRACT K (P))

FOUND #5 REBAR

AREA: 110 SQ. FT., MORE OR LESS

CONCRETE WALL

LOT 10
BLOCK 8
SAGAMORE
REC. NO. 1754568
12/10/1997

N44°05'27"E 58.84'

S40°26'11"W 58.47'

TRACT
K
(P)

COAL CREEK DRIVE

N53°19'30"W
70.00'

LOT 11 (P)

±0.25'
SE OF
CONC.
WALL

FOUND #5 REBAR
WITH 1 1/4" RED
PLASTIC CAP,
OBLITERATED

N53°19'30"W
3.76'

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0 5 10
1 inch = 10 ft.

JOB NUMBER: 25-82,234 (L10 B8)
DRAWN BY: E. PRESCOTT
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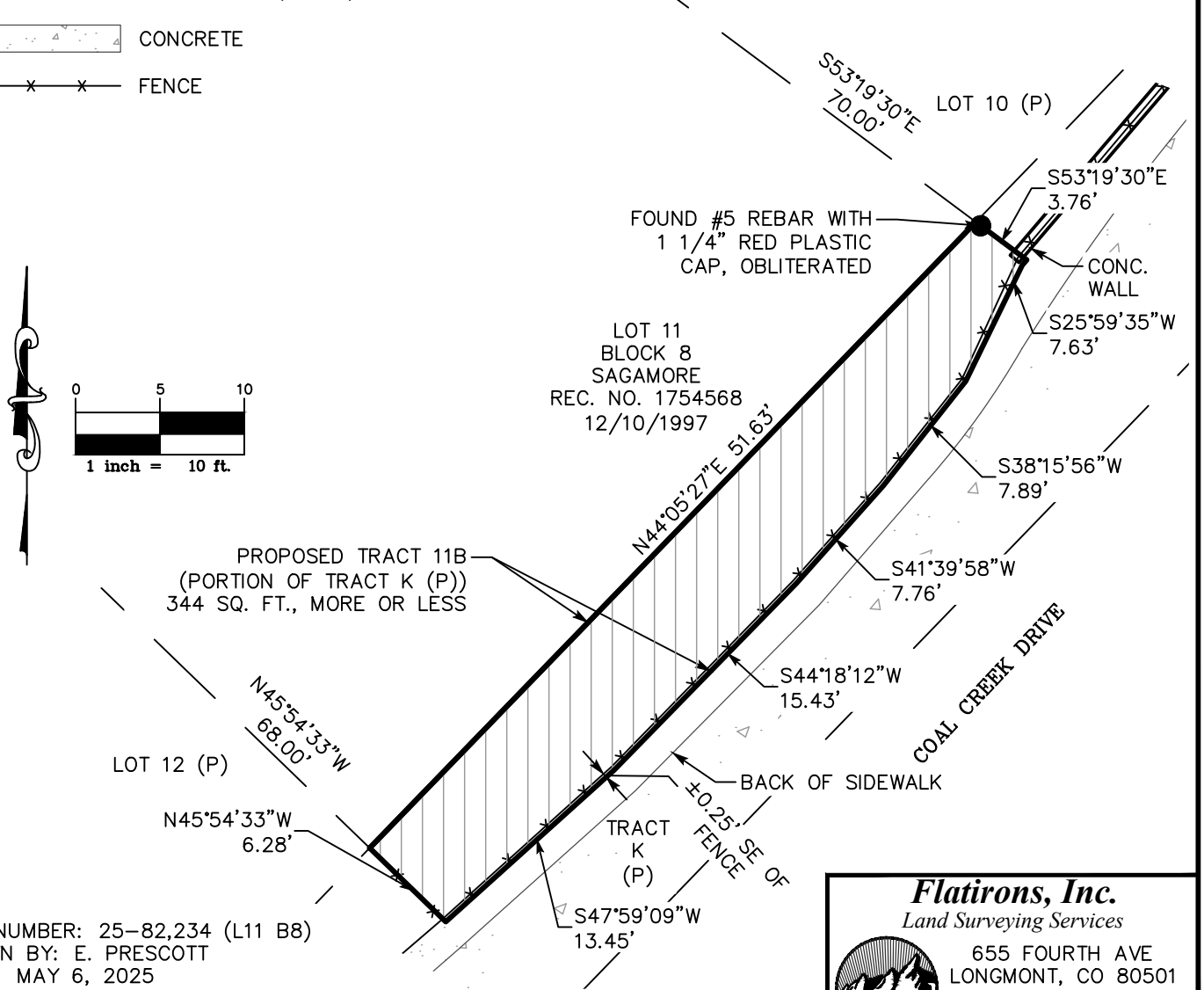
LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 SOUTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
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SHEET 1 OF 1

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- CONCRETE
- FENCE



JOB NUMBER: 25-82,234 (L11 B8)
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BY:EPRESCOTT FILE:82234 LOTS 11 - 18 BLK 8 C24.DWG DATE:5/27/2025 11:14 AM

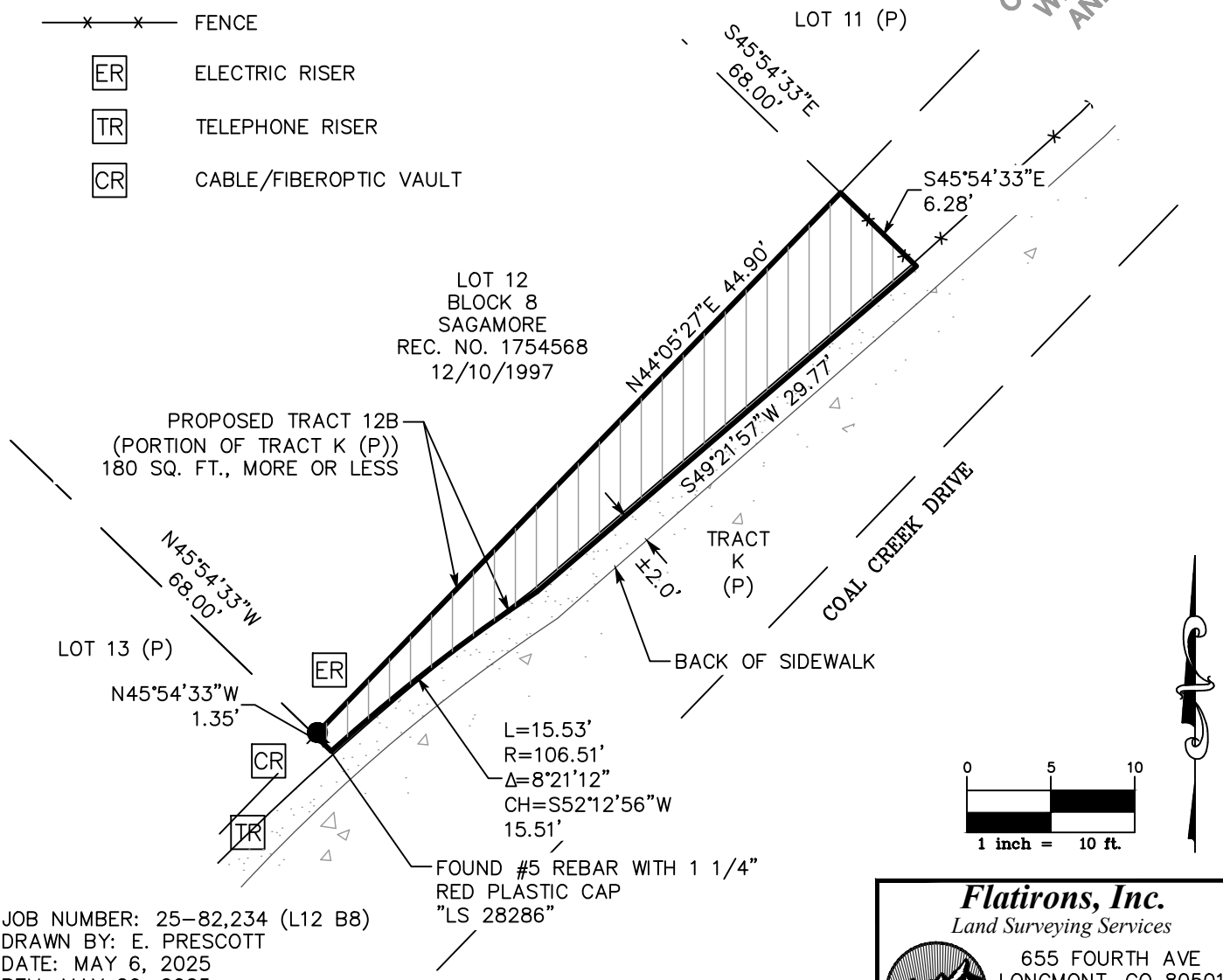
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OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 1

Legend

- ● FOUND MONUMENT AS DESCRIBED
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- CONCRETE
- GRAVEL
- FENCE
- ER ELECTRIC RISER
- TR TELEPHONE RISER
- CR CABLE/FIBEROPTIC VAULT

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JOB NUMBER: 25-82,234 (L12 B8)
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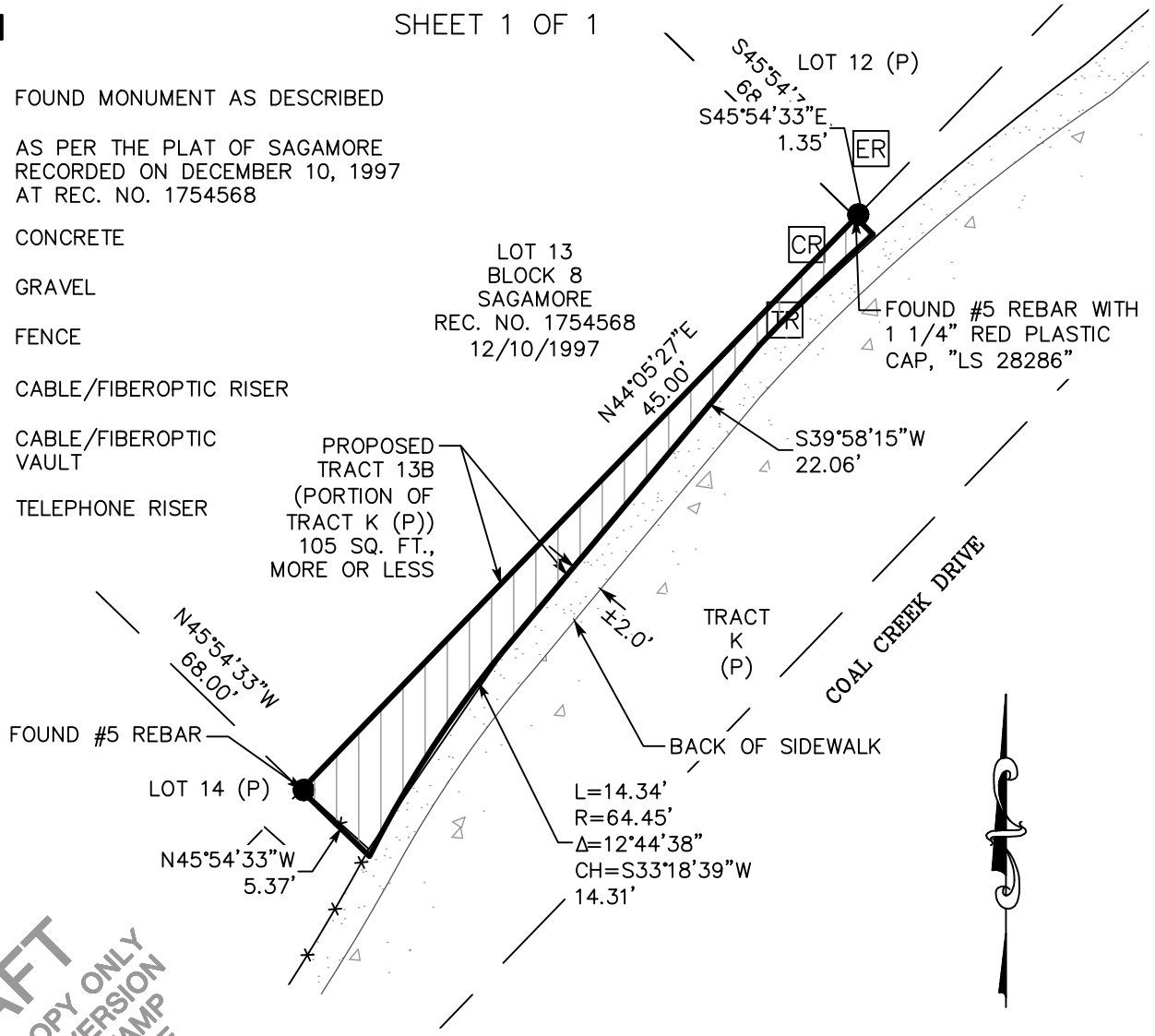
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SHEET 1 OF 1

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- GRAVEL
- FENCE
- CR CABLE/FIBEROPTIC RISER
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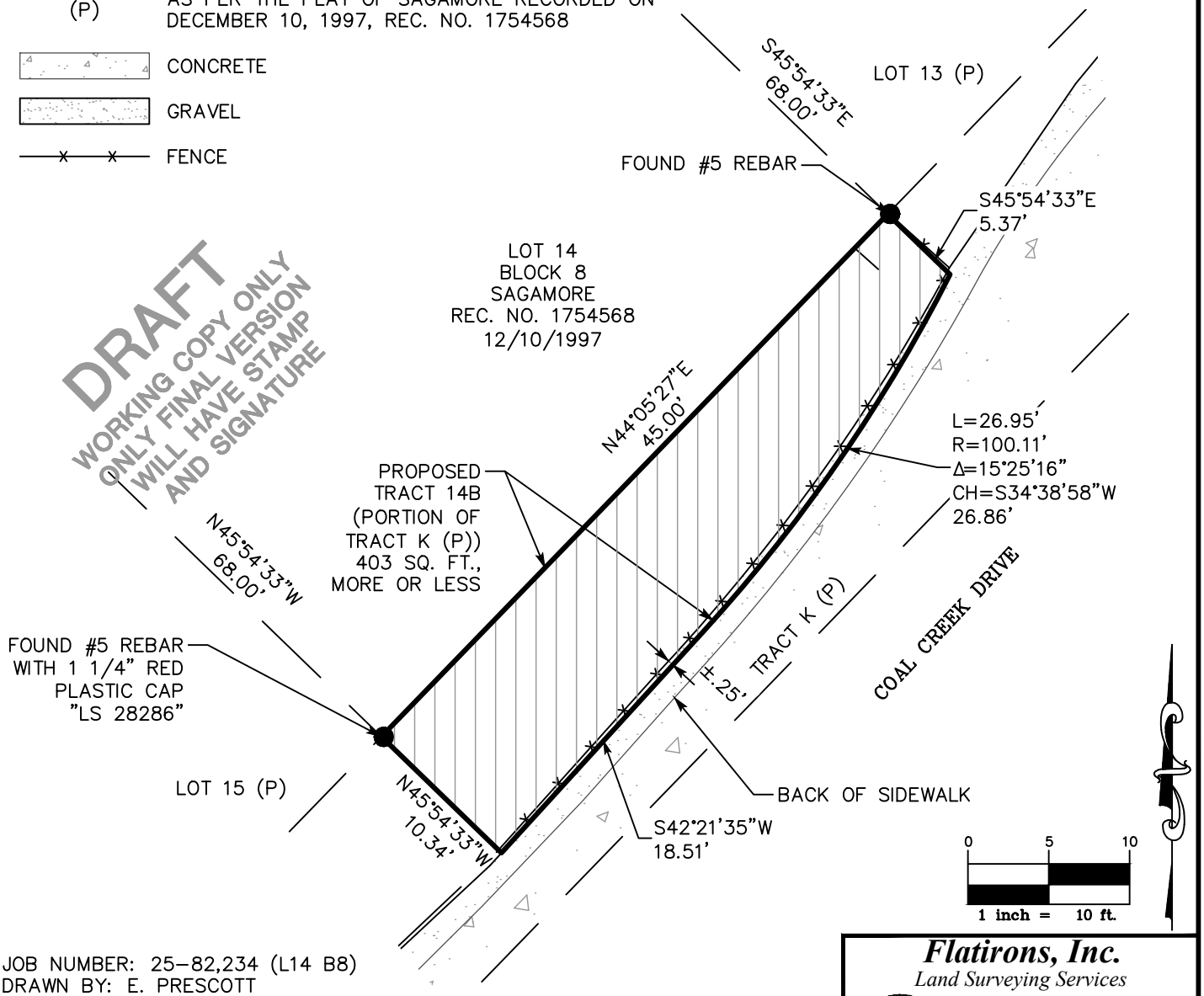
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SHEET 1 OF 1

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- GRAVEL
- FENCE



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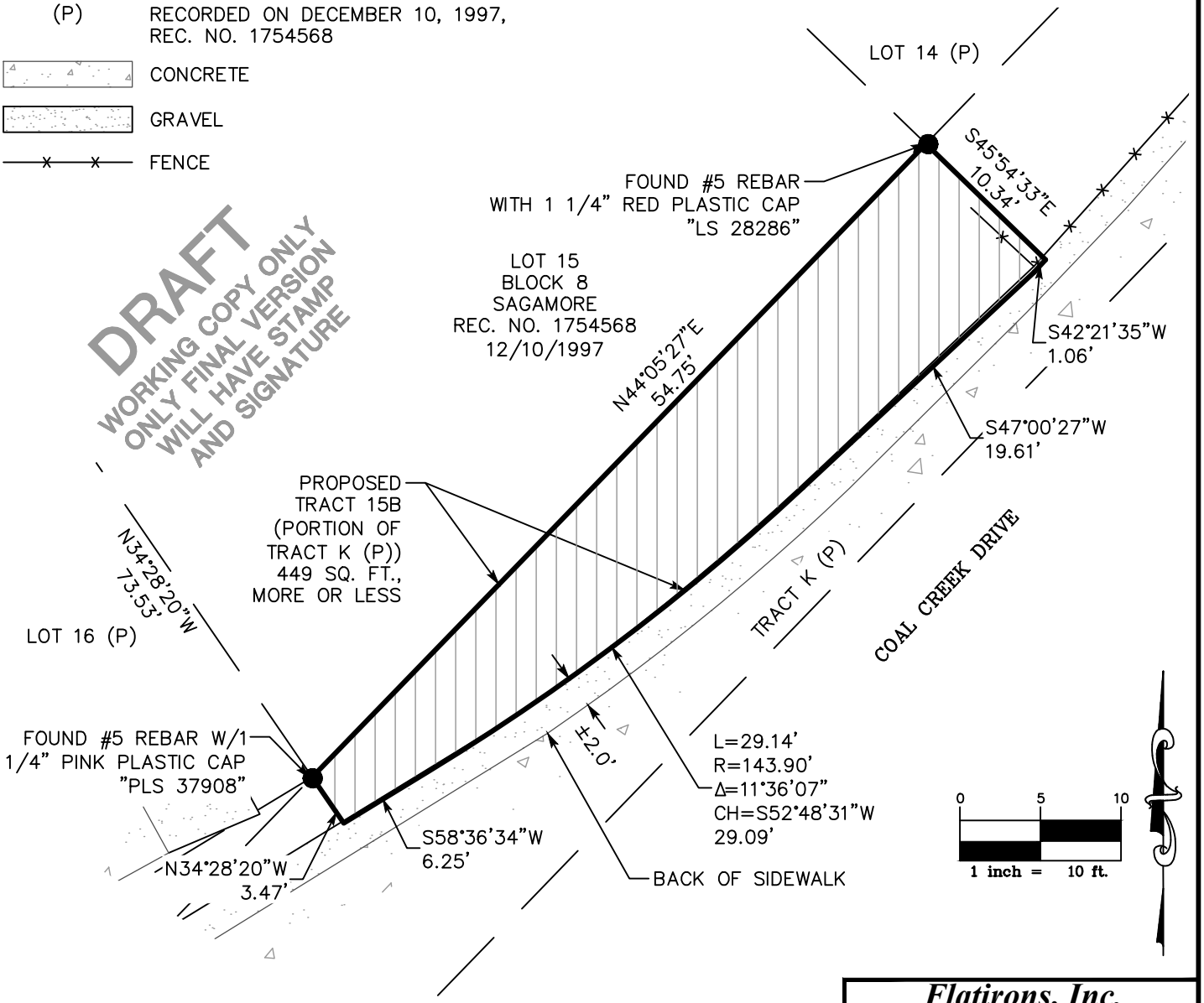
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SHEET 1 OF 1

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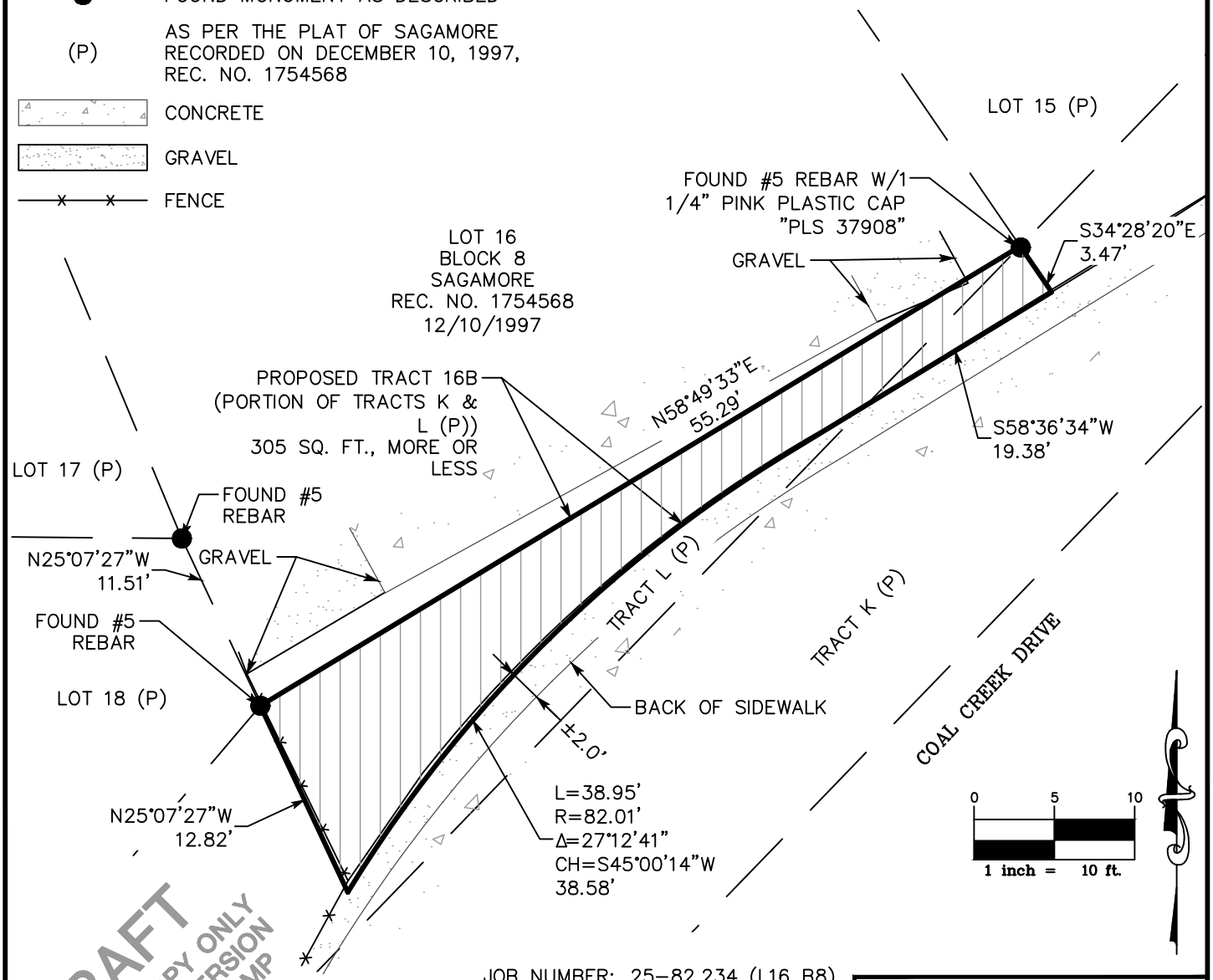
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SHEET 1 OF 1

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- GRAVEL
- FENCE



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JOB NUMBER: 25-82,234 (L16 B8)
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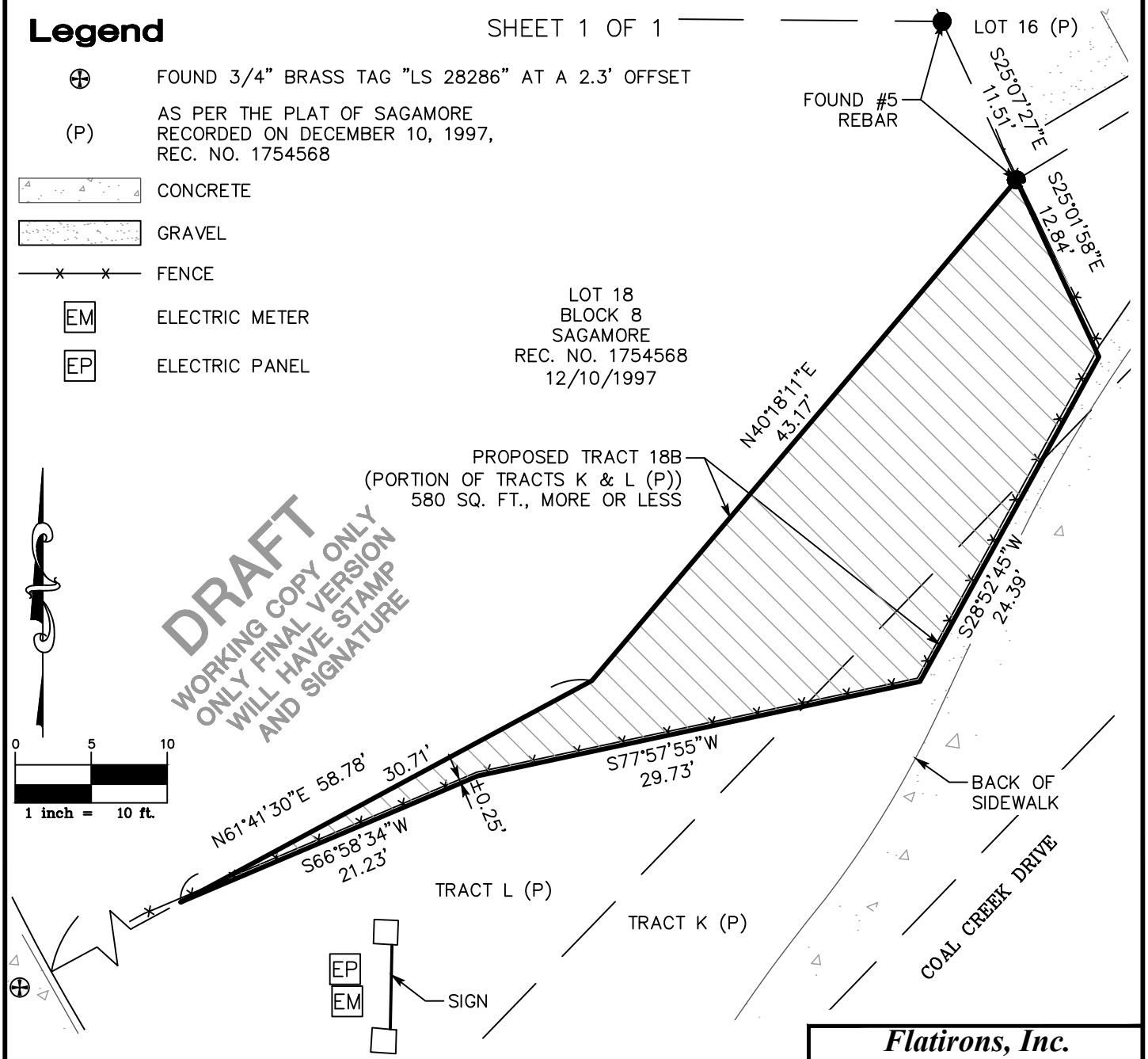
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SHEET 1 OF 1

Legend

- ⊕ FOUND 3/4" BRASS TAG "LS 28286" AT A 2.3' OFFSET
- (P) AS PER THE PLAT OF SAGAMORE RECORDED ON DECEMBER 10, 1997, REC. NO. 1754568
- CONCRETE
- GRAVEL
- FENCE
- EM ELECTRIC METER
- EP ELECTRIC PANEL



DRAFT
WORKING COPY ONLY
ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

JOB NUMBER: 25-82,234 (L18 B8)
DRAWN BY: E. PRESCOTT
DATE: MAY 6, 2025

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

Flatirons, Inc.
Land Surveying Services
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-1733
www.FlatironsInc.com

BY:EPRESCOTT FILE:82234 LOTS 11 - 18 BLK 8 C24.DWG DATE:5/27/2025 11:15 AM

Item Number 6f

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving a Change Order with RCD Construction, Inc. for the Construction of the McCaslin Boulevard Water Transmission Main Project**
Meeting Date:	**August 11, 2025**
Presented by:	**Brannon Richards, Public Works & Utilities Director**
Presented for:	**Action**

BACKGROUND

On February 10, 2025, the Town approved a construction contract with RCD Construction, Inc. for the construction of the McCaslin Boulevard Water Transmission Project. The construction of this water main was originally a developer required project, but the Town and RC Superior, LCC (Developer) entered into a Waterline Construction Agreement (Agreement) approved by the Town Council on December 9, 2024 relating to the Town's management of the McCaslin Boulevard Water Transmission Main Project.

Town staff are overseeing the project and the Developer will pay for construction related costs for the 16" Water Line portion of the project to include construction costs, construction administrative services, and a management fee of 10% for Town Staff oversight of the project.

Town Staff added onto this project the replacement of an existing 20" water main with the installation of a new 24" water line to connect the new 16" water line to the Superior Water Treatment Plant. In addition to the 24" water main work, the Town also identified 7 storm water manholes that were previously buried along McCaslin Boulevard near the water treatment plant. These manholes are being raised by RCD Construction, Inc. since they are adjacent to the Water Transmission Project.

Unforeseen Condition

During construction, a number of unforeseen conditions have been encountered. Including:

- Unforeseen utility conflicts – several underground utility conflicts have been encountered during construction. Many of these utilities were not identified by the utility provider during the design phase, resulting in water main alignment and elevation changes.
- Utility conflicts have resulted in numerous water main vertical and horizontal alignment changes. Crews also had to move the water main into McCaslin Blvd. sooner due to numerous conflicts, resulting in more asphalt, curb and gutter, and flowable fill.
    - This also resulted in more bends being required during construction.
- Existing 12-inch water main connection at the Water Treatment Plant was different than as-built plans showed, requiring a 2nd 12" water main connection.
- Changes at the FRICO crossing due to additional FRICO piping and unforeseen utility conflicts encountered during construction.
- Connection to existing 12" water main near Rogers Farm changed to a wet tap as the existing valving did not shut down the water main.
- Increase in two buried stormwater manholes from 4' to 5' diameter. Manholes were buried 8 to 14 feet.

A summary of the additional costs associated with these items is included in Table 1.

Table 1 – Change Order Pricing Breakdown

Item #	Items	Unit Cost	Added Quantity	Costs
1.05	Pothole Utility Crossing	$585.00	110	$64,350.00
4.02	Curb and Gutter Remove & Replace	$41.00	98	$4,018.00
4.03	FRICO Spillway Crossing Remove & Replace	$2,980.00	1	$2,980.00
6.00	Connect to Existing 12" PVC Water Main	$6,198.00	1	$6,198.00
6.01	12" 11.25 MJ Bends	$1,727.00	2	$3,454.00
6.03	12" C-900 PVC Water Line	$121.89	20	$2,437.80
6.18	16" 22.5 MJ Bends	$4,269.00	4	$17,076.00
6.19	16" 45 MJ Bends	$4,269.00	4	$17,076.00
6.24	CDOT Flowable Fill	$141.45	134	$18,954.30
9.05	Additional costs associated with 5' manhole versus 4' manhole	$3,619.00	1	$3,619.00*
9.06	Additional costs associated with 5' manhole versus 4' manhole	$3,619.00	1	$3,619.00*
N/A	12" Tapping Saddle & Valve and Wet Tap	$18,476.94	1	$18,476.94
N/A	FRICO Crossing Changes	$56,278.13	1	$56,278.13
N/A	Hydrant Raising Due to Conflicts	$9,206.52	1	$9,206.52

N/A	Install new cast in place storm water manhole and 18" storm pipe	$35,000.00	1	$35,000.00*
			TOTAL	**$262,743.69**

* Pricing assumed, as final pricing from contractor has not been provided

The bid pricing included $100,000 in utility relocation allowance for unforeseen utility conflicts. Therefore, the increase in contract price is $162,743.69.

The Developer will pay for all construction related costs for the 16" water line, whereas the Town will pay for costs associated with the 24" water main and stormwater manholes. Table 2 shows a breakdown of who will be paying for the additional costs incurred and attached is a detailed breakdown of how all change order costs is being split.

Table 2 – Developer vs SMD 1 Cost Breakdown

Items	**Costs**
16" Water Main – Developer Contribution	$116,854.63
24" Water Main – SMD1 Contract	$3,651.06
Stormwater Manholes – SMD 1 Contract	$42,238.00*
TOTAL	$162,743.69

* Pricing assumed, as final pricing from contractor has not been provided

BUDGET IMPLICATIONS

The Developer will pay for all construction related costs for the 16" water line to include construction costs, construction administrative services, and a management fee of 10% of that amount for Town Staff oversight of the project. The District will pay for all construction related costs for the 24" water line as well as the Existing Manhole Raising costs. A breakdown of the District Cost versus budget is included in table 3. All district cost is within the current 2025 budgeted amounts.

Table 3 – District Cost vs Budget

Items	**Change Order Cost**	**Total Project Costs**	**Budget Amount**
16" Water Main – Developer Contribution	$116,854.63	$1,276,445.64	N/A
24" Water Main – SMD1 Contract (Cost Center 50-499-6138)	$3,651.06	$245,670.00	$250,000.00
Stormwater Manholes – SMD 1 Contract (52-499-6992)	$42,238.00	$83,032.00	$150,000.00
TOTAL	$162,743.69	$1,605,147.65	

RECOMMENDED ACTION

Staff recommends approval of the change order with RCD Construction, Inc. for the McCaslin Boulevard Water Transmission Main Construction in the amount of $162,743.69.

MOTION

Move to adopt a Resolution approving a change order with RCD Construction Inc. for the McCaslin Boulevard Water Transmission Main Construction in the amount of $162,743.69.

ATTACHMENTS

- Resolution Town
- Resolution SMD1
- Change order documentation
- Change order breakdown

TOWN OF SUPERIOR
RESOLUTION NO. R-52
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING A CHANGE ORDER WITH RCD CONSTRUCTION, INC., FOR THE CONSTRUCTION OF THE MCCASLIN BOULEVARD WATER TRANSMISSION MAIN PROJECT

WHEREAS, on December 9, 2024, the Town entered into a Waterline Construction Agreement with RC Superior, LLC (the "Developer"), and recorded with the Boulder County Clerk and Recorder at Reception No. 04075312, to construct the 16" McCaslin Boulevard Water Transmission Main (the "Work") at Developer's expense; and

WHEREAS, on February 10, 2025, the Town entered into a Contract with RCD Construction, Inc. to construct the McCaslin Boulevard Water Transmission Main Project; and

WHEREAS, the Town Council finds it is in the best interest of the public health, safety, and welfare to approve this change order with RCD Construction, Inc., to perform the Work and complete the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Change Order between the Town and RCD Construction, Inc. is hereby approved in substantially the same form as attached hereto, subject to final approval by the Town Attorney.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

SUPERIOR METROPOLITAN DISTRICT NO. 1
RESOLUTION NO. SMD#1-9
SERIES 2025

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SUPERIOR METROPOLITAN DISTRICT NO. 1 APPROVING A CHANGE ORDER WITH RCD CONSTRUCTION, INC., FOR THE CONSTRUCTION OF THE MCCASLIN BOULEVARD WATER TRANSMISSION MAIN PROJECT

WHEREAS, on February 10, 2025, the District entered into a Contract with RCD Construction, Inc. to construct the McCaslin Boulevard Water Transmission Main Project; and

WHEREAS, the District desires to improve the waterline connecting the new 16" McCaslin Boulevard Water Transmission Main to the Town's Water Treatment Facility and raise existing storm water manholes that have been buried to improve operation and maintenance of the storm water system;

WHEREAS, the Board of Directors finds it is in the best interest of the public health, safety, and welfare to approve this change order with RCD Construction, Inc., to perform the Work and complete the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SUPERIOR METROPOLITAN DISTRICT NO. 1, as follows:

Section 1. The Change Order between the District and RCD Construction, Inc., is hereby approved in substantially the same form as attached hereto, subject to final approval by the General Counsel.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, President

ATTEST:

_____
Shannon Dujardin, Secretary

Docusign Envelope ID: 8FDD7D50-6FD3-4589-A4E9-0CA180099957

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

1

DATE

3/25/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature Signed by: Christine Katz

Engineer Signature 03FF39AA99F54D9...

DocuSigned by: 20AB3F42EA744DA...

Added day count to contract

1

GENERAL NOTES

Install hot tap due to being unable to shut existing line down.

Existing 12" valve, T, 11.25 and 20' of pipe is non refundable because it has been bolted up already. All items to be billed as bid and given back to TOS for later use.

Item 6.00 to be billed as bid to cover labor for bolt up of original and installation of tapping saddle and valve for this change order.

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Tapping saddle	LS	1	$ 12,977.64	$ 12,977.64
2	12" tapping valve	LS	1	$ 4,499.30	$ 4,499.30
3	Hot tap	LS	1	$ 1,000.00	$ 1,000.00
4					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Added Bond cost 2%	LS	0		$ -
	Overhead and profit 15%	LS	0.15		$ -

Utility Relocation requested amount:	**$ 18,476.94**
Original relocation previous contract sum:	**$ 100,000.00**
Previously approved:	**$ -**
Utility Relocation amount remaining	**$ 81,523.06**

Docusign Envelope ID: 8FDD7D50-6FD3-4589-A4E9-0CA180099957

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

2

DATE

5/7/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature — Signed by: Christine Katz

Engineer Signature — 03FF39AA99F54D9...

DocuSigned by: 20AB3F42EA744DA...

Added day count to contract

2

GENERAL NOTES

a.Added depth between station 5+50 and 7+76 to be paid for with by two 22.5 unit price bends and using the area south of Oermann-Roche parking area as spoils disposal. Bill against utility relocation budget

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Added depth (2 bends added to cover cost and soil storage on site)	EA	2	$ 4,269.00	$ 8,538.00
2	Added material to be store in low area between Frico and Orman Roche parking	CY	250	$ -	$ -
3					$ -
4					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Added Bond cost 2%	LS	0		$ -
	Overhead 15%	LS	0		$ -
	Utility Relocation requested amount:				**$ 8,538.00**
	Original relocation previous contract sum:				**$ 100,000.00**
	Previously approved:				**$ 18,476.94**
	Utility Relocation amount remaining				**$ 72,985.06**

Docusign Envelope ID: 8FDD7D50-6FD3-4589-A4E9-0CA180099957

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

3

DATE

5/7/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature — Signed by: Christine Katz 03FF39AA99F54D9...

Engineer Signature — DocuSigned by: 20AB3F42EA744DA...

Added day count to contract

1

GENERAL NOTES

b. Two added 22.5s needed to get over 18" storm at station 9+56. this is a result from moving the 16" line down the hill to avoid the unknown 12" DIP. Bill against utility relocation budget

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Two 22.5s added at station 9+56 to get over 18" storm in conflict.	EA	2	$ 4,269.00	$ 8,538.00
2					$ -
3					$ -
4					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Added Bond cost 2%	LS	0		$ -
	Overhead 15%	LS	0		$ -

Utility Relocation requested amount:	**$ 8,538.00**
Original relocation previous contract sum:	**$ 100,000.00**
Previously approved:	**$ 27,014.94**
Utility Relocation amount remaining	**$ 64,447.06**

Docusign Envelope ID: 8FDD7D50-6FD3-4589-A4E9-0CA180099957

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

4

DATE

5/7/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature

Signed by: Christine Katz 03FF39AA99F54D9...

Engineer Signature

DocuSigned by: 20AB3F42EA744DA...

Added day count to contract

13

GENERAL NOTES

Frico change due to utility conflicts, added potholing budget from utility conflicts

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Traffic control	EA	2	$ 1,500.00	$ 3,000.00
2	Remove Ex Asphalt & Patch (Only Req Above Pipe Trench) (11" Asphalt & 12" Road base)	SY	130	$ 137.81	$ 17,915.30
3	Mill and Overlay Between Edge of Asphalt & Bike Lane (2" Depth)	SY	470	$ 20.00	$ 9,400.00
4	16" C-900 DR18 PVC Water Line (All Joints Fully Restrained per Town of Superior Standards)	LF	20	$ 141.41	$ 2,828.20
5	16" 45 MJ Bend with Thrust Block	EA	2	$ 4,269.00	$ 8,538.00
6	CDOT Flowable Fill for Water Line	CY	100	$ 141.44	$ 14,144.00
7	16" 22.5 MJ Bend with Thrust Block	EA	-2	$ 4,269.00	$ (8,538.00)
8	Additional striping	LS	1	$ 1,650.00	$ 1,650.00
9	Project Delay (15% of total)	LS	0.15	$ 48,937.50	$ 7,340.63
					$ -
					$ -
					$ -
					$ -
					$ -
	Added Bond cost 2%	LS	0		$ -
	Overhead 15%	LS	0		$ -

Utility Relocation requested amount:	**$ 56,278.13**
Original relocation previous contract sum:	**$ 100,000.00**
Previously approved:	**$ 35,552.94**
Utility Relocation amount remaining	**$ 8,168.94**

Docusign Envelope ID: 8FDD7D50-6FD3-4589-A4E9-0CA180099957

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

5

DATE

5/7/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature Signed by: Christine Katz

Engineer Signature 03FF39AA99F54D9...

DocuSigned by: 20AB3F42EA744DA...

Added day count to contract

3

GENERAL NOTES

Added potholing budget from utility conflicts

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Potholing	EA	45	$ 585.00	$ 26,325.00
2					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Added Bond cost 2%	LS	0	$ 29,205.00	$ -
	Overhead 15%	LS	0	$ 26,325.00	$ -
				Utility Relocation requested amount:	**$ 26,325.00**
				Original relocation previous contract sum:	**$ 100,000.00**
				Previously approved:	**$ 91,831.07**
				Utility Relocation amount remaining	**$ (18,156.07)**

Utility Relocation allowance SUMMARY

RCD CONSTRUCTION, INC. | 1830 1st. Ave. | Greeley, CO 80631

970-888-3861 | RCDCONSTRUCTIONCO.COM

CUSTOMER/OWNER

Town of Superior

CHANGE ORDER #

6

DATE

5/30/2025

PROJECT

McCaslin Blvd. Water main

PREPARED BY:

Ryan Domson

Owners Signature

Engineer Signature

Added day count to contract

2

GENERAL NOTES

1.Existing waterline in the way of hydrant lateral at station 17+96. Required exposing the line and going over the existing waterline with 6" vertical fittings. 2. Added cost for putting back 78" drain line under Frico overflow 3 Cad weld tracer wire on existing pipe. install bollard

	DESCRIPTION OF WORK	UNIT	EST. QTY	UNIT PRICE	TOTALS
1	Materials	LS	1	$ 827.82	$ 827.82
2	Drive time to pick up materials	HR	4	$ 125.00	$ 500.00
3	Concrete for thrust blocks (4 Cy Min)	CY	4	$ 179.00	$ 716.00
4	Labor for prepping and pouring thrust blocks	HR	4	$ 55.00	$ 220.00
5	Labor for installing vertical rise.	HR	10	$ 45.00	$ 450.00
6	Superintendent	HR	5	$ 85.00	$ 425.00
7	Equipment time	HR	5	$ 250.00	$ 1,250.00
1	Labor for removing damaged 8" SDR 35	HR	2	$ 55.00	$ 110.00
2	Labor for installing new 8" SDR 35	HR	2	$ 55.00	$ 110.00
3	Equipment time	HR	2	$ 250.00	$ 500.00
4	Superintendent	HR	2	$ 85.00	$ 170.00
5	Materials (RCD stock) 14' SDR 35, Fernco X 2	LS	1	$ 450.00	$ 450.00
1	Labor for exposing and cleaning cad weld area	HR	1	$ 55.00	$ 55.00
2	Labor for installing Tracer line and bollard	HR	3	$ 55.00	$ 165.00
3	Equipment time	HR	2	$ 250.00	$ 500.00
4	Superintendent	HR	2	$ 85.00	$ 170.00
5	Materials (RCD stock) bollard, concrete, CP test station, wire	LS	1	$ 1,250.00	$ 1,250.00
	Added Bond cost 2%	LS	0.02	$ 7,868.82	$ 157.38
	Overhead 15%	LS	0.15	$ 7,868.82	$ 1,180.32
				Utility Relocation requested amount:	**$ 9,206.52**
				Original relocation previous contract sum:	**$ 100,000.00**
				Previously approved:	**$ 118,156.07**
				Utility Relocation amount remaining	**$ (27,362.58)**

McCASLIN BLVD WATER TRANSMISSION MAIN - RCD CONSTRUCTION INC CHANGE ORDER

7/31/2025

CHANGE ORDER DOCUMENTATION

				Approved Contract						Change Order						
				RCD Construction Inc. Greeley, CO		District	Developer	Common		RCD Construction Inc. Greeley, CO		Additional Costs	District	Developer	Common	Comments
Item #	*Item*	*Qty*	*Unit*	Unit Cost	Total Cost				*Qty*	Unit Cost	Total Cost	Total Cost				
	1.00 - General Conditions															
1.00	Mobilization/Demobilization/Bonds/Permits & Insurance (Excludes Bond for FRICO Ditch Crossing)	1	LS	$89,955.00	$89,955.00			$89,955.00	1	$89,955.00	$89,955.00	$0.00			$89,955.00	
1.01	Construction/As-Built Surveying/Record Drawings	1	LS	$4,500.00	$4,500.00			$4,500.00	1	$4,500.00	$4,500.00	$0.00			$4,500.00	
1.02	Temporary Sanitary Facilitity	1	LS	$900.00	$900.00			$900.00	1	$900.00	$900.00	$0.00			$900.00	
1.03	Materials Testing	1	LS	$7,500.00	$7,500.00			$7,500.00	1	$7,500.00	$7,500.00	$0.00			$7,500.00	
1.04	Dry Utility Coordination	1	LS	$3,125.00	$3,125.00			$3,125.00	1	$3,125.00	$3,125.00	$0.00			$3,125.00	
1.05	Pothole Utility Crossings (Entire Site & Manhole Raisings)	35	EA	$585.00	$20,475.00			$20,475.00	145	$585.00	$84,825.00	$64,350.00			$84,825.00	Additional costs associated with unknown utilities near proposed water main
1.06	FRICO Crossing Coordiation/Bond for FRICO Ditch Crossing	1	LS	$12,500.00	$12,500.00		$12,500.00		1	$12,500.00	$12,500.00	$0.00		$12,500.00		
1.07	Traffic Control	1	LS	$26,250.00	$26,250.00		$26,250.00		1	$26,250.00	$26,250.00	$0.00		$26,250.00		
	2.00 - Erosion Control															
2.00	Silt Fence	2,320	LF	$2.19	$5,080.80			$5,080.80	2,320	$2.19	$5,080.80	$0.00			$5,080.80	
2.01	Inlet Protection	3	EA	$247.50	$742.50			$742.50	3	$247.50	$742.50	$0.00			$742.50	
2.02	Erosion Control Blanket	2,255	SY	$1.16	$2,615.80			$2,615.80	2,255	$1.16	$2,615.80	$0.00			$2,615.80	
2.03	Vehicle Tracking Control	2	EA	$2,500.00	$5,000.00			$5,000.00	2	$2,500.00	$5,000.00	$0.00			$5,000.00	
2.04	Stabilized Staging Area	2	EA	$4,710.11	$9,420.22			$9,420.22	2	$4,710.11	$9,420.22	$0.00			$9,420.22	
2.05	Concrete Washout Area	2	EA	$2,000.00	$4,000.00			$4,000.00	2	$2,000.00	$4,000.00	$0.00			$4,000.00	
	3.00 - Earthwork															
3.00	Clear and Grub (Entire Site)	1	LS	$6,000.00	$6,000.00			$6,000.00	1	$6,000.00	$6,000.00	$0.00			$6,000.00	
3.01	Export Pipe Spoils	1	LS	$16,200.00	$16,200.00			$16,200.00	1	$16,200.00	$16,200.00	$0.00			$16,200.00	
3.02	Unclassified Cut/Fill (Place Pipe Spoils Slope Fill at WTP)	200	CY	$10.00	$2,000.00			$2,000.00	200	$10.00	$2,000.00	$0.00			$2,000.00	
	4.00 - Demolition and Replacements															
4.00	Existing Crusher Fines Trail/Ditch Access Remove & Replace (6" Depth)	385	SY	$11.66	$4,492.02	$699.60	$3,792.42		385	$11.66	$4,492.02	$0.00	$699.60	$3,792.42		
4.01	Crusher Fines Valve Vault Access (6" Depth)	231	SY	$9.66	$2,231.46	$1,115.73	$1,115.73		231	$9.66	$2,231.46	$0.00	$1,115.73	$1,115.73		
4.02	Curb & Gutter Remove and Replace (Includes 12" Roadbase)	65	LF	$41.00	$2,665.00		$2,665.00		163	$41.00	$6,683.00	$4,018.00		$6,683.00		Additional costs associated with entering McCaslin sooner to avoid utility conflict
4.03	FRICO Spillway Crossing Remove and Replace	1	LS	$2,980.00	$2,980.00		$2,980.00		2	$2,980.00	$5,960.00	$2,980.00		$5,960.00		Additional costs associated with entering McCaslin sooner to avoid utility conflict
4.04	Sidewalk Remove and Replace (Includes 12" Roadbase)	100	SY	$155.45	$15,545.00		$15,545.00		100	$155.45	$15,545.00	$0.00		$15,545.00		
4.05	Remove Ex Asphalt & Patch (Only Req Above Pipe Trench) (11" Asphalt & 12" Roadbase)	550	SY	$137.81	$75,795.50		$75,795.50		550	$137.81	$75,795.50	$0.00		$75,795.50		
4.06	Mill and Overlay Between Edge of Asphalt & Bike Lane (2" Depth)	1,000	SY	$20.00	$20,000.00		$20,000.00		1,000	$20.00	$20,000.00	$0.00		$20,000.00		
4.07	Remove & Replace Misc Striping	1	LS	$2,500.00	$2,500.00		$2,500.00		1	$2,500.00	$2,500.00	$0.00		$2,500.00		
4.08	Remove and Reset Open Space sign at trailhead	1	LS	$750.00	$750.00		$750.00		1	$750.00	$750.00	$0.00		$750.00		
4.09	Remove and Replace Chain link fence at Water Treatment Plant	1	LS	$3,500.00	$3,500.00	$3,500.00			1	$3,500.00	$3,500.00	$0.00	$3,500.00			
	5.00 - Sanitary															
5.00	Encase Existing Sanitary Sewer (20' Length)	1	EA	$1,982.22	$1,982.22		$1,982.22		1	$1,982.22	$1,982.22	$0.00		$1,982.22		
	6.00 - Water															
6.00	Connect to Existing 12" PVC Water Main w/ 12" Cut-In Tee with Thrust Block	1	EA	$6,198.00	$6,198.00		$6,198.00		2	$6,198.00	$12,396.00	$6,198.00		$12,396.00		2nd Connection to existing 12" water main required due to pipe connection near plant
6.01	12" 11.25 MJ Bend with Thrust Block	1	EA	$1,727.00	$1,727.00		$1,727.00		3	$1,727.00	$5,181.00	$3,454.00		$5,181.00		Additional bends required to avoid utility conflicts
6.02	12" Gate Valve	1	EA	$5,626.00	$5,626.00		$5,626.00		1	$5,626.00	$5,626.00	$0.00		$5,626.00		
6.03	12" C-900 DR14 PVC Water Line (All Joints Fully Restrained per Town of Superior Standards)	20	LF	$121.89	$2,437.80		$2,437.80		40	$121.89	$4,875.60	$2,437.80		$4,875.60		Additional pipe required for 2nd connection
6.04	CTE 20" DIP Water Line w/ 20" 90 Bend with Thrust Block	1	EA	$6,346.00	$6,346.00	$6,346.00			1	$6,346.00	$6,346.00	$0.00	$6,346.00			
6.05	CTE 20" DIP Water Line w/ 20"x24" Reducer	1	EA	$6,183.00	$6,183.00	$6,183.00			1	$6,183.00	$6,183.00	$0.00	$6,183.00			
6.06	Abandon in Place Existing 20" DIP Water Line	1	LS	$13,005.36	$13,005.36	$13,005.36			1	$13,005.36	$13,005.36	$0.00	$13,005.36			
6.07	24" Butterfly Valve in Vault	1	EA	$86,256.00	$86,256.00	$86,256.00			1	$86,256.00	$86,256.00	$0.00	$86,256.00			
6.08	24" C-900 DR18 PVC Water Line (All Joints Fully Restrained per Town of Superior Standards)	160	LF	$383.37	$61,339.20	$61,339.20			160	$383.37	$61,339.20	$0.00	$61,339.20			
6.09	24" 90 MJ Bend with Thrust Block (Horizontal)	1	EA	$5,777.00	$5,777.00	$5,777.00			1	$5,777.00	$5,777.00	$0.00	$5,777.00			

McCASLIN BLVD WATER TRANSMISSION MAIN - RCD CONSTRUCTION INC CHANGE ORDER

7/31/2025

CHANGE ORDER DOCUMENTATION

				Approved Contract						Change Order						
				RCD Construction Inc. Greeley, CO		District	Developer	Common		RCD Construction Inc. Greeley, CO		Additional Costs	District	Developer	Common	Comments
Item #	*Item*	*Qty*	*Unit*	Unit Cost	Total Cost				*Qty*	Unit Cost	Total Cost	Total Cost				
6.10	24" 45 MJ Bend with Thrust Block (Horizontal)	1	EA	$5,777.00	$5,777.00	$5,777.00			1	$5,777.00	$5,777.00	$0.00	$5,777.00			
6.11	24" Half Lowering (2 EA 45 MJ Vert. Bend with Thrust Blocks)	1	EA	$13,354.00	$13,354.00	$13,354.00			1	$13,354.00	$13,354.00	$0.00	$13,354.00			
6.12	24" 22.5 MJ Bend with Thrust Block (Horizontal)	1	EA	$5,777.00	$5,777.00	$5,777.00			1	$5,777.00	$5,777.00	$0.00	$5,777.00			
6.13	24" 11.25 MJ Bend with Thrust Block (Vertical)	1	EA	$5,777.00	$5,777.00	$5,777.00			1	$5,777.00	$5,777.00	$0.00	$5,777.00			
6.14	24"x16" MJ Tee with Thrust Block	1	EA	$7,894.00	$7,894.00	$7,894.00			1	$7,894.00	$7,894.00	$0.00	$7,894.00			
6.15	24"x20" MJ Reducer	1	EA	$5,271.00	$5,271.00	$5,271.00			1	$5,271.00	$5,271.00	$0.00	$5,271.00			
6.16	16"x12" MJ Reducer	1	EA	$2,369.00	$2,369.00		$2,369.00		1	$2,369.00	$2,369.00	$0.00		$2,369.00		
6.17	16" 11.25 MJ Bend with Thrust Block	1	EA	$4,269.00	$4,269.00		$4,269.00		1	$4,269.00	$4,269.00	$0.00		$4,269.00		
6.18	16" 22.5 MJ Bend with Thrust Block	6	EA	$4,269.00	$25,614.00		$25,614.00		10	$4,269.00	$42,690.00	$17,076.00		$42,690.00		Additional bends required to avoid unforseen utility conflicts
6.19	16" 45 MJ Bend with Thrust Block	2	EA	$4,269.00	$8,538.00		$8,538.00		6	$4,269.00	$25,614.00	$17,076.00		$25,614.00		
6.20	16" High Deflection Coupling	1	EA	$3,812.00	$3,812.00		$3,812.00		1	$3,812.00	$3,812.00	$0.00		$3,812.00		
6.21	16" Half Lowering (2 EA 22.5 MJ Vert. Bend with Thrust Blocks)	1	EA	$8,538.00	$8,538.00		$8,538.00		1	$8,538.00	$8,538.00	$0.00		$8,538.00		
6.22	16" Butterfly Valve w/ Vault	3	EA	$65,871.00	$197,613.00		$197,613.00		3	$65,871.00	$197,613.00	$0.00		$197,613.00		
6.23	16" C-900 DR18 PVC Water Line (All Joints Fully Restrained per Town of Superior Standards)	2,660	LF	$141.41	$376,150.60		$376,150.60		2,660	$141.41	$376,150.60	$0.00		$376,150.60		
6.24	CDOT Flowable Fill for Water Line	700	CY	$141.45	$99,015.00		$99,015.00		834	$141.45	$117,969.30	$18,954.30		$117,969.30		Additional flowable fill required due to entering McCaslin sooner
6.25	30" Steel Casing (Includes Test Stations and Cathodic Protection)	65	LF	$458.46	$29,799.90		$29,799.90		65	$458.46	$29,799.90	$0.00		$29,799.90		
6.26	16"x6" Fire Hydrant Assembly	3	EA	$12,600.00	$37,800.00		$37,800.00		3	$12,600.00	$37,800.00	$0.00		$37,800.00		
6.27	Marker Post (Bollard) w/ CP Mini Test Station in Concrete Collar	9	EA	$1,112.10	$10,008.90	$3,336.30	$6,672.60		9	$1,112.10	$10,008.90	$0.00	$3,336.30	$6,672.60		
6.28	Install Insulation Above Pipe Crossings (8' Length)	2	EA	$565.84	$1,131.68		$1,131.68		2	$565.84	$1,131.68	$0.00		$1,131.68		
	7.00 - Landscaping (Plantings)															
7.00	Native Reseeding	1.9	AC	$5,000.00	$9,500.00			$9,500.00	1.9	$5,000.00	$9,500.00	$0.00			$9,500.00	
	8.00 Unforseen Utility Relocation Allowance (Owner Controlled)															
8.00	Utility Relocation Allowance (Entire Site)	1.0	ALLOW	$100,000.00	$100,000.00	*IN CONTINGENCY			1.0	$83,961.59	$83,961.59	-$16,038.41		-$16,038.41		1. Hot tap ($18,477), 2. FRICO adjustment ($56,278.13), 3. Raise FH ($9,206.52)
	Total Bid Price:				**$1,501,609.96**	**$231,408.19**	**$983,187.45**	**$187,014.32**			**$1,622,115.65**	**$120,505.69**	**$231,408.19**	**$1,039,343.14**	**$251,364.32**	
	Percentage of Pipeline LF					**5.7%**	**94.3%**						**5.7%**	**94.3%**		
	Common Cost Allocation					**$10,610.74**	**$176,403.58**						**$14,261.81**	**$237,102.51**		
	Total Cost					**$242,018.93**	**$1,159,591.02**	**$1,401,609.96**					**$245,670.00**	**$1,276,445.65**	**$1,522,115.65**	
	9.00 - Alternate #1 - Existing Manhole Raising									**CHANGE IN COSTS**			**$3,651.06**	**$116,854.63**		
9.00	Raise Ex MH00 (5' STMH) (Approx 1.5' Raising)	1.0	EA	$3,404.00	$3,404.00				1.0	$3,404.00	$3,404.00	$0.00				
9.01	Raise Ex MH01 (5' STMH) (Approx 7.6' Raising)	1.0	EA	$6,157.00	$6,157.00				1.0	$6,157.00	$6,157.00	$0.00				
9.02	Raise Ex MH02 (5' STMH) (Approx 6.9' Raising)	1.0	EA	$6,157.00	$6,157.00				1.0	$6,157.00	$6,157.00	$0.00				
9.03	Raise Ex MH03 (5' STMH) (Approx 8.7' Raising)	1.0	EA	$6,157.00	$6,157.00				1.0	$6,157.00	$6,157.00	$0.00				
9.04	Raise Ex MH04 (5' STMH) (Approx 8.7' Raising)	1.0	EA	$6,157.00	$6,157.00				1.0	$6,157.00	$6,157.00	$0.00				
9.05	Raise Ex MH05 (4' STMH) (Approx 14.4' Raising)	1.0	EA	$6,381.00	$6,381.00				1.0	$10,000.00	$10,000.00	$3,619.00				
9.06	Raise Ex MH06 (4' STMH) (Approx 13.8' Raising)	1.0	EA	$6,381.00	$6,381.00				1.0	$10,000.00	$10,000.00	$3,619.00				
9.07	Install new cast in place manhole and 18" storm pipe	1.0	LS	$0.00	$0.00				1.0	$35,000.00	$35,000.00	$35,000.00				Storm pipe was abandoned in place with no manhole present. Drainage is required as pipe connects to inlet at McCaslin Blvd. / RCP intersection.
	Total Alternate #1:				**$40,794.00**						**$83,032.00**	**$42,238.00**				
	TOTALS										**$1,705,147.65**	**$162,743.69**	**$328,702.00**	**$1,276,445.65**	**$1,605,147.65**	

Item Number 6g

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving an Agreement with Kimley-Horn and Associates, Inc. for the 2026 Rock Creek Parkway Roadway Improvements Design**
Meeting Date:	**August 11, 2025**
Presented by:	**Brannon Richards, Public Works & Utilities Director**
Presented for:	**Action**

BACKGROUND

On March 10, 2025, the Town approved an agreement with Kimley-Horn and Associates to complete design drawings and bid documents for the Rock Creek Parkway / Coal Creek Drive Roadway Improvements Project. In June 2025, the design drawings and bid documents were substantially complete, but bidding was placed on hold due to concerns raised by the Geotech Engineer following soil boring testing. This phase of Rock Creek Parkway construction is now being pushed to 2026 and will be combined with the Rock Creek Parkway reconstruction from Coal Ridge Drive to Coalton Road.

The 2025 and 2026 CIP Budgets include funds for street replacement projects. Rock Creek Parkway and McCaslin Intersection Improvement Project was budgeted for and will be completed in 2025. In addition, the remaining sections of Rock Creek Parkway from Indiana Street to Coalton Road, excluding the previously rehabilitated section from 88th Street to Honey Creek Lane, has been identified as a project need and was listed as a potential project in the 2024 Sales Tax Ballot Measure language, which passed in November 2024.

Rock Creek Parkway was constructed more than 30 years ago by the developer and while the Town has performed maintenance on the roadway, the roadway surface has reached the end of its useful life. Rock Creek Parkway is rated the worst street in Superior based on the latest roadway condition assessment completed in 2024. Pavement condition index (PCI) ratings for different sections of Rock Creek Parkway are included in Table 1.

Table 1 – Rock Creek Parkway PCI Ratings

Road Name	From	To	PCI Rating
Rock Creek Parkway	McCaslin Boulevard	E Wiggins Street	17*
Rock Creek Parkway	Coal Creek Drive	S 88th Street	36
Rock Creek Parkway	Indiana Street	Coal Creek Drive	41
Rock Creek Parkway	Coal Ridge Drive	Coalton Road	49

* Under construction and will be completed in 2025

ASPHALT IMPROVEMENT

Based on the Geotech report for Rock Creek Parkway from Indiana Street to Coalton Road, staff is recommending full reconstruction of the roadway surface. The full reconstruction option includes the removal of all asphalt on the existing road, chemically treat the road base to harden and prevent soil swell potential, and place a new bottom, intermediate, and top lift of asphalt for a completely new road. This creates a roadway surface with a lifespan of 25-30 years. The Geotech and design firm are currently working on the subgrade and pavement designs to maximize available funds while creating a roadway surface that will meet the Town's short and long-term needs.

INTERSECTION IMPROVEMENTS

This project includes six intersections along Rock Creek Parkway (RCP): S. Indiana St., Coal Creek Drive, S. 88th St., Coal Ridge Drive/Honey Creek Lane, Tyler Drive, and Coalton Road.

- RCP & S. Indiana St. Intersection – The westbound right turn lane will be removed by moving the curb and gutter as was done at Pitkin Ave. The plan is to keep the current striping in the intersection, except for the green bike lane markings which will be removed.
- RCP & Coal Creek Dr. Intersection – A roundabout is proposed at this location and was identified through public outreach and analysis as part of the Rock Creek Parkway Repurposing Study performed in 2023. An alternative design for this location would include right-turn lane removals only.
- RCP & S. 88th St. Roundabout Intersection – Perform minor safety upgrades to the roundabout.
- RCP & Coal Ridge Drive Intersection – The southbound right turn lane will be removed by moving the curb and gutter as was done at Pitkin Ave.
- RCP & Tyler Drive Intersection – The northbound right turn lane will be removed by moving the curb and gutter as was done at Pitkin Ave.
- RCP & Coalton Road Intersection – No modifications are planned at this intersection.

CONSULTANT RECOMMENDATION AND BUDGET IMPLICATIONS

Staff is recommending Kimley-Horn and Associates, Inc. for the design contract of the road reconstruction. Kimley-Horn has an on-call contract with the Town of Superior and completed the design of Rock Creek Parkway from Indiana Street to 88th Street earlier this year.

This work was not included in the 2025 budget and will be completed as part of the Sales Tax Ballot Measure.

The proposal from Kimley-Horn includes full design and bid documents for Rock Creek Parkway from Coal Ridge Drive to Coalton Road; as well as a bid alternative for the Rock Creek Parkway section from Indiana Street to S 88th Street. The section from Indiana Street to S 88th Street was designed in 2025, but a bid alternative is proposed to compare construction pricing for a roundabout a Coal Creek Drive versus right-turn lane removal

A breakdown of the costs for this work is included in Table 2 below with the detailed scope of work included in the agreement.

Table 2 – Design Cost Breakdown

Items	**Design Costs**
Rock Creek Parkway from Coal Ridge Drive to Coalton Road	$100,100
Rock Creek Parkway Bid Alternative for Coal Creek Drive	$18,000
TOTAL	$118,100

RECOMMENDED ACTION

Staff recommends approval of the agreement with Kimley-Horn and Associates, Inc. for the Rock Creek Parkway – Coal Ridge Drive to Coalton Road Project, as well as the bid alternative for the Rock Creek Parkway and Coal Creek Drive intersection in the amount of $118,100.

MOTION

Move to adopt a Resolution approving the agreement with Kimley-Horn and Associates, Inc. for the Rock Creek Parkway – Coal Ridge Drive to Coalton Road Project, as well as the bid alternative for the Rock Creek Parkway and Coal Creek Drive intersection in the amount of $118,100.

ATTACHMENTS

- Resolution
- Agreement

TOWN OF SUPERIOR
RESOLUTION NO. R-53
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING AN AGREEMENT WITH KIMLEY-HORN AND ASSOCIATIES, INC., FOR THE 2026 ROCK CREEK PARKWAY IMPROVEMENTS

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Agreement between the Town of Superior and Kimley-Horn and Associates, Inc. for the 2026 Rock Creek Parkway Improvements from Coal Ridge Drive to Coalton Road, including a bid alternative for the previously design Coal Creek Drive roundabout is hereby approved in substantially the same form as attached hereto, subject to final approval by the Town Attorney.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES (the "Agreement") is made and entered into this __11th__ day of ___August___, 2025 (the "Effective Date"), by and between the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027, (the "Town"), and Kimley-Horn and Associates, Inc., an independent contractor with a principal place of business at 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021 ("Contractor") (each a "Party" and collectively the "Parties").

WHEREAS, the Town requires professional services; and

WHEREAS, Contractor has held itself out to the Town as having the requisite expertise and experience to perform the required professional services.

NOW, THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

I. SCOPE OF SERVICES

A. Contractor shall furnish all labor and materials required for the complete and prompt execution and performance of all duties, obligations, and responsibilities which are described or reasonably implied from the Scope of Services set forth in **Exhibit A**, attached hereto and incorporated herein by this reference.

B. A change in the Scope of Services shall not be effective unless authorized as an amendment to this Agreement. If Contractor proceeds without such written authorization, Contractor 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 is authorized to modify any term of this Agreement, either directly or implied by a course of action.

II. TERM AND TERMINATION

A. This Agreement shall commence on the Effective Date, and shall continue until Contractor completes the Scope of Services to the satisfaction of the Town, or until terminated as provided herein.

B. Either Party may terminate this Agreement upon 30 days advance written notice. The Town shall pay Contractor for all work previously authorized and completed prior to the date of termination. If, however, Contractor has substantially or materially breached this Agreement, the Town shall have any remedy or right of set-off available at law and equity.

III. COMPENSATION

In consideration for the completion of the Scope of Services by Contractor, the Town shall pay Contractor an amount not to exceed $118,100. This amount shall include all fees, costs and expenses incurred by Contractor, and no additional amounts shall be paid by the Town for such

fees, costs and expenses. Contractor shall not be paid until the Scope of Services is completed to the satisfaction of the Town.

IV. PROFESSIONAL RESPONSIBILITY

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

B. The Town's review, approval or acceptance of, or payment for any services shall not 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.

C. Because the Town has hired Contractor for its professional expertise, Contractor agrees not to employ subcontractors to perform any work under the Scope of Services, without the written approval of the Town.

D. Contractor shall at all times comply with all applicable law, including without limitation all current and future federal, state and local statutes, regulations, ordinances and rules relating to: the emission, discharge, release or threatened release of a Hazardous Material into the air, surface water, groundwater or land; the manufacturing, processing, use, generation, treatment, storage, disposal, transportation, handling, removal, remediation or investigation of a Hazardous Material; and the protection of human health, safety or the indoor or outdoor environmental, including without limitation the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. § 9601, et seq. ("CERCLA"); the Hazardous Materials Transportation Act, 49 U.S.C. § 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. § 6901, et seq. ("RCRA"); the Toxic Substances Control Act, 15 U.S.C. § 2601, et seq.; the Clean Water Act, 33 U.S.C. § 1251, et seq.; the Clean Air Act; the Federal Water Pollution Control Act; the Occupational Safety and Health Act; all applicable environmental statutes of the State of Colorado; and all other federal, state or local statutes, laws, ordinances, resolutions, codes, rules, regulations, orders or decrees regulating, relating to, or imposing liability or standards of conduct concerning any hazardous, toxic or dangerous waste, substance or material, as now or at any time hereafter in effect.

V. OWNERSHIP

Any materials, items, and work specified in the Scope of Services, and any and all related documentation and materials provided or developed by Contractor shall be exclusively owned by the Town. Contractor expressly acknowledges and agrees that all work performed under the Scope of Services constitutes a "work made for hire." To the extent, if at all, that it does not constitute a "work made for hire," Contractor hereby transfers, sells, and assigns to the Town all of its right, title, and interest in such work. The Town may, with respect to all or any portion of such work, use, publish, display, reproduce, distribute, destroy, alter, retouch, modify, adapt, translate, or

change such work without providing notice to or receiving consent from Contractor; provided that Contractor shall have no liability for any work that has been modified by the Town.

VI. INDEPENDENT CONTRACTOR

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

VII. INSURANCE

A. Contractor 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 Contractor pursuant to this Agreement. At a minimum, Contractor shall procure and maintain, and shall cause any subcontractor to procure and maintain, the insurance coverages listed below, with forms and insurers acceptable to the Town.

1. Worker's Compensation insurance as required by law.

2. Commercial General Liability insurance with minimum combined single limits of $1,000,000 each occurrence and $2,000,000 general aggregate. The policy shall be applicable to all premises and operations, and shall include coverage for bodily injury, broad form property damage, personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall contain a severability of interests provision, and shall include the Town and the Town's officers, employees, and contractors as additional insureds. No additional insured endorsement shall contain any exclusion for bodily injury or property damage arising from completed operations.

3. Professional liability insurance with minimum limits of $1,000,000 each claim and $2,000,000 general aggregate.

B. Such insurance shall be in addition to any other insurance requirements imposed by law. The coverages afforded under the policies shall not be canceled, terminated or materially changed without at least 30 days prior written notice to the Town. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage. Any insurance carried by the Town, its officers, its employees or its contractors shall be excess and not contributory insurance to that provided by Contractor. Contractor shall be solely responsible for any deductible losses under any policy.

C. Contractor shall provide to the Town a certificate of insurance as evidence that the required policies are in full force and effect. The certificate shall identify this Agreement.

VIII. INDEMNIFICATION

A. Contractor agrees to indemnify and hold harmless the Town and its officers, insurers, volunteers, representative, agents, employees, heirs and assigns from and against all claims, liability,

damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by, the act, omission, error, professional error, mistake, negligence, or other fault of Contractor, any subcontractor of Contractor, or any officer, employee, representative, or agent of Contractor, or which arise out of a worker's compensation claim of any employee of Contractor or of any employee of any subcontractor of Contractor. Contractor's liability under this indemnification 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.

B. If Contractor is providing architectural, engineering, surveying or other design services under this Agreement, the extent of Contractor's obligation to 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 between the Parties, as provided by C.R.S. § 13-50.5-102(8)(c).

IX. MISCELLANEOUS

A. *Governing Law and 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 Boulder County, Colorado.

B. *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.

C. *Integration*. This Agreement constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

D. *Third Parties*. There are no intended third-party beneficiaries to this Agreement.

E. *Notice*. Any notice under this Agreement shall be in writing, and shall be deemed sufficient when directly presented or sent pre-paid, first class United States Mail to the Party at the address set forth on the first page of this Agreement.

F. *Severability*. If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

G. *Modification*. This Agreement may only be modified upon written agreement of the Parties.

H. *Assignment*. Neither this Agreement nor any of the rights or obligations of the Parties shall be assigned by either Party without the written consent of the other.

I. *Governmental Immunity*. The Town and its officers, attorneys and 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 or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

J. *Rights and Remedies*. The rights and remedies of the Town under this Agreement are in addition to any other rights and remedies provided by law. The expiration of this Agreement shall in no way limit the Town's legal or equitable remedies, or the period in which such remedies may be asserted, for work negligently or defectively performed.

K. *Subject to Annual Appropriation*. Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

CONTRACTOR

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to and acknowledged before me this ___ day of _____, 2025, by _____ as _____ of _____.

My commission expires: _____

(S E A L)

_____
Notary Public

EXHIBIT A
SCOPE OF SERVICES

Task 1 – Project Management and coordination

Task 1A – Project Meetings
Kimley-Horn will prepare for, coordinate, and attend up to four (4) additional virtual bi-weekly 30-minute Town/Consultant Project Manager Coordination Meetings for a total of twelve (12) meetings.

Task 1B – Project Oversight/Management
The Kimley-Horn Project and Deputy Project Managers will provide weekly oversight and management of the project. Kimley-Horn will provide up to fifteen (15) additional hours for a total of forty-five (45) hours throughout the duration of the extended project schedule with estimated completion by October of 2025.

Task 1.C – Monthly Invoicing and Reporting
Kimley-Horn's Project Manager will monitor the project budget regularly and provide the Town with monthly invoices and a description of work and a progress report. Kimley-Horn will provide up to six (6) additional hours for this task for a total of eighteen (18) total hours.

Task 2 – Topographic Survey
Kimley-Horn will prepare a Topographic Survey for the additional subject properties showing the location of visible structures, utilities, planimetric features, and grade breaks.

The topographic limits of the survey will be based upon the area shown in Exhibit A / below. Tie into existing site control which is based upon the North American Datum of 1983 (NAD 83), Colorado State Plane – North zone and North American Vertical Datum of 1988 (NAVD 88).
Topographic Information to be included: edge of pavement, crown of road, fence lines, painted road striping, top, toe, and flow line of ditches, and street signs. The location of all trees measured 4' above the ground.
Underground utility information will be located based upon visible surface evidence and markings placed by a private underground utility locating company.

- Location of visible surface evidence of the various utility systems, such as utility poles, manholes, inlets, catch basins, culverts, valves and fire hydrants. Information shown on utility records that are available at the time of the survey shall be incorporated into the survey. The location of each main, pipe, conduit line and other structures will be indicated based upon safely observable evidence. Survey personnel will not enter confined spaces, such as manholes, to obtain utility information; however, other methods will be used to obtain reliable invert elevations. The following information will be located and obtained for specific visible utilities where access is possible and safe for personnel:

- Sanitary and Storm Sewers: Rim and invert elevations of manholes, inlets and catch basins.
- Water Mains: location of valves and hydrants.
- Gas Mains: location of valves.
- Telephone pedestals, electric pedestals and transformers.
- Other visible utility surface features.
- The alignment of non-visible underground utilities based upon the survey of surface markings by an underground utility locating service or utility companies.

Kimley-Horn will prepare a Right-of-Way Survey along the intersections of Rock Creek Parkway and Enterprise Street, Rock Creek Pkwy and Coal Creek Ridge, and Rock Creek Pkwy and Tyler Drive, in Superior Colorado to determine the approximate right-of-way of the project corridor.

We anticipate recovering the section corners and property corners that control the approximate location of the right-of-way. Should any of property corners, controlling corners or line monuments be missing, the work to re-establish these corners shall be considered an additional service as noted below.

Deliverable:

- An AutoCAD file with a surface shown at 1-foot contours.
- Stamped and signed survey control sheet.
- Stamped and signed pdf of the Topographic and Right-of-Way Location Survey.

Exhibit "A"



Rock Creek Pkwy & Enterprise St approximate topographic limits show above in blue ~0.6 acres
Rock Creek Pkwy and Coal Ridge Dr approximate topographic limits shown above in green ~.7 acres
Rock Creek Pkwy and Tyler Dr approximate topographic limits shown above in yellow ~0.6 acres

Task 6 – Plans, Specifications, and Estimates (PS&E)

Kimley-Horn will prepare the design, construction plans, specifications, and estimates (PS&E) at 90% and final submittal levels for the additional design from Enterprise St to Coalton Rd in accordance with the Project Understanding. Additionally, Kimley-Horn will integrate and combine the previous PS&E (for Indiana St to 88th St) with the additional design package to create one cohesive PS&E package.

Task 6.A Construction Plans

New Construction plans will be prepared in the Town's plan format (22"x34") and are anticipated to include the improvements at Enterprise St (right turn removal), Coal Ridge Dr (right turn removal), South Tyler Dr (right turn removal) and the full depth reconstruction and restriping of the roadway sections between Coal Ridge Drive and Coalton Road. Plans to be prepared are anticipated to the following:

- Horizontal Control Plan (up to three (3) sheets);
- Typical Sections (up to two (2) sheets);
- Removals and Reset Plan (up to six (6) sheets);
- Paving Plan (up to six (6) sheets);
- Roadway Plan and Profile (up to three (3) sheets);
- Grading Detail Sheets (up to three (3) sheets);
- Signing and Striping Plan (up to six (6) sheets);
- Construction details (up to three (3) sheets);
- Erosion Control Plan (up to six (6) sheets);
- Suggested Construction Phasing (up to six (6) sheets);

Additionally, the Title Sheet, General Notes, Summary of Approximate Quantities, and Legend sheet from the previous PS&E package will be updated to reflect the combination of the previous package and new improvements.

Suggested traffic control plans are anticipated to include preparation of general notes, suggested detours, suggested construction phases, and a summary of anticipated construction activities and estimated timing (by phase). It is assumed that construction signage and channelizing device placements will not be part of this task, and that the contractor will be responsible for the design and implementation of traffic control as well as the procurement of any necessary permits.

The construction plans will be prepared per Town specifications. It is assumed the Town will provide Kimley-Horn with one (1) round of reasonable comments (after the 90% submittal). Additional submittals beyond the final submittal will be considered additional services. Final submittal plans will be sealed by a professional engineer registered in the state of Colorado.

Task 6.B Project Specifications

Kimley-Horn will revise the construction technical specifications to reflect any new bid items required for the additional improvements (including modifications to the asphalt paving throughout the entirety of the project limits) using the Town of Superior's standard format with revisions to the Towns Standard Specifications. Construction bid items will reference the Town's standard bid items. We have assumed that the Town will prepare the Opinion of Probable Cost (OPC), and general conditions and construction agreement for the construction bid documents.

It is assumed that the additional specifications will be minimal, as the previously prepared technical specifications will cover the majority of the bid items expected for the new improvements. It is also assumed that the Town will provide Kimley-Horn with one (1) round of reasonable comments (after the 90% submittal). Additional submittals beyond the final submittal will be considered an additional service.

Task 8 – Rock Creek Pkwy & Coal Creek Dr – Bid Alternative

Kimley-Horn will prepare the design, construction plans, and estimates (PS&E) at 90% and final submittal levels for the removal of the Right Turn lanes at Rock Creek Pkwy & Coal Creek Dr as a bid alternative for the combined PS&E package. These plans can replace their corresponding roundabout counterparts in the construction documents to simplify the approach for the contractor.

Plans to be prepared are anticipated to include the following:

- Typical Sections (up to one (1) sheet);
- Removals and Reset Plan (up to one (1) sheet);
- Paving Plan (up to one (1) sheet);
- Roadway Plan and Profile (up to two (2) sheets);
- Grading Detail Sheets (up to two (2) sheets);
- Signing and Striping Plan (up to one (1) sheet);
- Construction details (up to one (1) sheet);

It is assumed no additional specifications or survey will be required as part of this work. Separate quantities and estimates will be provided for this work and will be included in the 90% and final submittal. Final submittal plans will be sealed by a professional engineer registered in the state of Colorado.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates. Additional services we can provide include, but are not limited to, the following:

- Construction Administrative Services or Full-time Construction Observation Services;
- Construction Staking Services;
- Cross Sections;
- Floodplain Modeling, CUHP & SWMM modeling;
- Preparation of Dry Utility (i.e. electric, gas, phone, cable, and/or internet) Plans, Design Coordination, or Service Requests. This Agreement assumes that no Utility coordination will be required outside of Town owned utilities (irrigation and lighting equipment). It is assumed that the Client will be providing the utility coordination for these items;
- Record Drawings;
- Structural Design;
- Submittals and reviews that are not a part of the Town's review process (i.e. outside agencies, third party reviews, etc.);
- Traffic Control Plans;
- Opinion of Probable Cost;
- Lighting Design;
- Additional Public Meetings and Outreach and;
- Additional stormwater analysis (beyond what was performed on the previous contract).

Schedule

Kimley-Horn will provide services and deliverables as determined within a mutually agreed upon schedule, assuming continuous design progress and timely Town reviews. Based on coordination with the Town it is anticipated the following tentative schedule will be followed:

- Notice to Proceed (August 15th, 2025)
- Submittal of 90% Documents (September 26th, 2025)
- Submittal of Final Documents (October 17th, 2025)

For the services set forth above, Client shall pay Consultant the following compensation:

Kimley-Horn will perform the services of amended Task 1, 2, & 6 described herein. Based on current information, Kimley-Horn estimates that additional labor fees will be approximately $101,100. Included below is a breakdown of fee per task.

Task	Description	Task Fee
1A	Project Meetings	$1,000
1B	Project Management/Oversight	$3,500
1C	Monthly Invoicing	$1,000
2	Data Collection and Analysis	$23,100
6A	Construction Plans	$63,500
6B	Project Specifications	$8,000
	Total	**$100,100**

Kimley-Horn will perform the services of Task 8 described herein. Based on current information, Kimley-Horn estimates that additional labor fees will be approximately $18,000. Included below is a breakdown of fee per task.

Task	Description	Task Fee
8	Rock Creek Pkwy and Coal Creek Dr – Bid Alternative	$18,000
	Total	**$18,000**

ITEM 6h

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving Real Estate Purchase and Sale Agreement for Property at 123 E. Coal Creek Drive**
Meeting Date:	**August 11, 2025**
Presented by:	**Matt Magley, Town Manager**
Presented for:	**Action**

BACKGROUND

The Town owns two of the three commercially-zoned properties on north side of Coal Creek Drive that face Town Hall, and the north half of the block is a gas station. Under this agenda item, the Town is entering into an agreement to purchase the central property at 123 E. Coal Creek Drive (map attached). The property is 14,330 sq.ft. in size. The currently vacant property is zoned B-C, Community Business District under the Superior Land Use Code. The property is currently owned by the Estate of Ted T. Asti. The family unfortunately lost their home due to the Marshall Fire. Under the current zoning, residential is not an allowed use of the property. The Town has been working to identify alternatives for the family, which includes the Town purchasing the property so the family can move on from the Marshall Fire disaster. With the three surrounding properties on this block all under B-C zoning, the property is both a strategic acquisition for the Town as well as support for a Marshall Fire survivor family unable to rebuild a home due to zoning regulations. The property, once the purchase is completed, is planned to be sold along with the two other Town-owned properties for future use and development as allowed in the B-C Community Business District. This neighborhood-scale zoning district is intended to accommodate less intensive commercial development (including retail sales, professional offices, and personal services) than that permitted in the B-R Regional Business District, which is reserved for larger-scale uses such as big-box stores and shopping centers.

The purchase price is $550,000. Conditions of the sale include:

- Closing on the property will be on September 30, 2025.
- The existing water and sewer taps are included as part of the sale.
- $5,000 Earnest Money.

- Seller delivers to the Town an ALTA/ACSM Survey within 40 days.
- Marshall Fire debris removal completion letter.

The property was included as part of the Private Property Debris Removal (PPDR) Program and the debris has been removed. The property has received the release letter from the Town.

If the purchase is approved, staff will begin the process to replat the three lots into one lot and re-market the property for sale under the B-C zoning and allowed uses.

BUDGET IMPLICATIONS

Funds for the purchase will be made available from General Fund reserves. The listing price for the assembled properties is expected to be $1.5M. If the funds used to purchase the property were invested in the Town's current investment portfolio, with an interest rate of 3%, the $550,000 would have earned approximately $33,000 over two years and approximately $82,000 over five years. With this purchase and the purchase of the 121 E. Coal Creek property in 2022, the Town will have invested $1,050,000 for the half block. The Town-owned property east of the Asti property along McCaslin Blvd. was transferred to the Town from Superior Metropolitan Districts 2 & 3 at no cost when those Districts were taken over by the Town.

MOTION

Move to adopt a resolution approving real estate purchase and sale agreement for property at 123 E. Coal Creek Drive.

ATTACHMENTS

- Resolution
- Agreement
- Property Location Map

TOWN OF SUPERIOR
RESOLUTION NO. R-54
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING THE PURCHASE OF CERTAIN REAL PROPERTY IN THE TOWN

WHEREAS, the Town desires to purchase certain real property legally described in **Exhibit A**, attached hereto and incorporated herein (the "Property"), by execution of a Purchase and Sale Agreement with the Estate of Ted T. Asti, by Marianne Chavez, Executor (the "Agreement"), attached hereto and incorporated herein.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Agreement between the Town and the Estate of Ted T. Asti, by Marianne Chavez, Executor, is hereby approved in substantially the form attached hereto, subject to final approval by the Town Attorney. Upon such approval, the Mayor is authorized to execute the Purchase and Sale Agreement on behalf of the Town.

Section 2. The Town Council hereby further authorizes the Mayor to execute all additional documents necessary to complete the transaction on behalf of the Town.

ADOPTED this ____ day of _____, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

PARCEL A:
N 1/2 LOTS 1-2 BLK 1 SUPERIOR MINKS & ALL VAC ST ADJ LOTS PARCEL A:
NORTH ONE HALF (1/2) OF LOTS ONE (1) AND TWO (2), BLOCK ONE (1), MINKS' ADDITION TO SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO.
PARCEL B:
THE 25 WESTERNMOST FEET OF THE 20 FEET OF LAND LOCATED IMMEDIATELY TO THE NORTH OF THAT PARCEL OF LAND DESCRIBED AS THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.
PARCEL C:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE SOUTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008726, COUNTY OF BOULDER, STATE OF COLORADO.
PARCEL D:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.

PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT (the "Agreement") is made and entered into as of this ____ day of _____, 2025 (the "Effective Date"), by and between the Town of Superior, a Colorado municipal corporation with a legal address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Town"), and the Estate of Ted T. Asti, by Marianne Chavez, Executor, an individual with a legal address of 657 Sundance Circle, Erie, CO 80516 ("Seller") (the Town and Seller each a "Party" and collectively, the "Parties").

WHEREAS, the Estate of Ted T. Asti owns the real property more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property"); and

WHEREAS, the Town wishes to purchase the Property from Seller and Seller wishes to sell the Property to the Town, pursuant to the terms set forth in this Agreement.

NOW, THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Conveyance. Seller agrees to convey, sell, transfer, and assign to the Town, and the Town agrees to purchase from Seller, on the terms and conditions of this Agreement, the Property, all improvements thereon and any appurtenant rights now owned by Seller.

2. Earnest Money. Within 10 days after the Effective Date, the Town shall deposit the sum of $5,000 with First American Title, 4940 Pearl East Circle, Suite 104, Boulder, CO 80301 (the "Title Company") to be held in an interest-bearing escrow account satisfactory to the Town, which shall be applied to the Purchase Price upon closing (together with all interest earned thereon, the "Earnest Money"). The Title Company shall hold the Earnest Money until delivery is permitted or required under the terms of this Agreement. The Earnest Money shall be refundable until expiration of the Entitlement Period. Upon expiration of the Entitlement Period, the Earnest Money shall be non-refundable to Town, except in the event of default by the Seller, but fully applicable to the Purchase Price.

3. Purchase Price. The Purchase Price to be paid by the Town to Seller for the sale and conveyance of the Property is $550,000, to be paid by the Town at closing in funds which comply with applicable Colorado law, including electronic transfer funds, certified check, or cashier's check, as directed by Seller.

4. Evaluation Period. The Town shall have the period commencing on the Effective Date and continuing for 30 days thereafter (the "Evaluation Period") in which to determine whether the Property is satisfactory for the Town's proposed use, in the Town's sole and absolute discretion.

a. Within 10 days after the Effective Date, Seller shall deliver to the Town a commitment (the "Title Commitment") for an ALTA owner's coverage title insurance policy on the Property, issued by the Title Company, in the amount of the Purchase Price, together with copies of all items referred to therein, covering title to the Property on or after the Effective Date.

b. Within 40 days after the Effective Date, Seller shall deliver to the Town a copy of an ALTA/ACSM survey of the Property (the "Survey"). The Survey shall include the following

items from Table A of the ALTA/ACSM Survey Requirements: 1-11 and 13-16 and otherwise in a form sufficient to enable the Title Company to delete the standard exceptions from the Title Policy. The surveyor shall certify on the Survey as to the total acreage of the Property to the nearest one-hundredth of an acre. The cost for the Survey shall be split 50/50 between the Seller and the Town.

c. Within 10 days after the Effective Date, Seller shall make available to the Town for inspection and copying all reports and other documents in Seller's possession or under its control which affect the value of the Property or otherwise relate to the Property, except any such document which is confidential or proprietary to a third party including without limitation environmental reports, soil reports, engineering drawings, utility plans, road plan easements, rights of way, signage licenses and easements.

d. If, after review of the matters submitted pursuant to this Section 4 and inspection of the Property through both the Evaluation and Entitlement Periods, the Town determines in its sole discretion that the Property is unsatisfactory for the Town's desired purposes in any respect, the Town may terminate this Agreement by written notice delivered to Seller and the Title Company within the Entitlement Period. Upon delivery of such notice, this Agreement shall terminate, the Earnest Money shall be returned to the Town, and the Parties shall be released from all further obligations hereunder.

5. Entitlement Period. The Town shall have 30 days from expiration of the Evaluation Period to obtain all necessary approval for entitlements that the Town deems necessary for its intended use of the Property. If the Town is unable to obtain all necessary approval for entitlements that the Town deems necessary for its intended use of the Property, the Town shall have the right to terminate this Agreement, in which event the Earnest Money shall be returned to the Town.

6. Title Matters.

a. The Town shall be entitled to object to any matters shown in the Title Commitment or the Survey by a written notice of objections delivered to Seller within 30 days of the Town's receipt of the Title Commitment, the Survey and related documents. Seller may, but is not required to, respond to the Town's objections in writing within 30 days, proposing to take actions to satisfy any or all such objections, or declining to take action to satisfy any of such objections.

b. The Town may waive or approve a title objection by providing written notice of the waiver or approval prior to the end of the Evaluation Period. If the Town fails to deliver a notice of objections to Seller prior to the end of the Evaluation Period, then the Town shall be deemed to have waived objection to all matters shown or noted on the Survey or appearing as exceptions to title on the Title Commitment, and all such matters shall be deemed to be "Permitted Exceptions."

c. If Seller declines to satisfy any of the Town's stated objections, and the Town does not terminate this Agreement at the end of the Evaluation Period, any matters previously listed in a notice of objections to title hereunder and not removed or otherwise eliminated shall also be deemed to be Permitted Exceptions.

7. Inspection. The Town and its employees, designated agents, representatives, consultants, prospective lenders and tenants, and independent contractors will have the right to enter the Property and other common areas of the Property for the purposes of preparing, conducting and performing surveys, site plans, inspections, environmental reports, studies, testing and other similar matters. The Town shall be responsible for all costs of such investigations and inspection, and shall not allow any mechanics liens to be placed against the Property as a result of the Town's access, entry or inspections.

8. Closing. The closing will occur at the office of the Title Company, or at such other mutually agreeable location. The date of closing shall be on September 30, 2025, or such other date to which the Parties agree. The Parties shall pay their respective closing costs and all other items required to be paid at closing, except as otherwise provided herein. The Parties shall sign and complete all customary or required documents at or before closing.

9. Possession. Possession of the Property shall be delivered to the Town at closing.

10. Seller's Deliverables. On or prior to closing, Seller shall deliver to the Town a special warranty deed in the form as set forth at **Exhibit B**, attached hereto and incorporated herein, executed and acknowledged by Seller, conveying title to the Property to the Town, and such other instruments of transfer, certificates and additional documents as may be required hereunder or reasonably required by the Town.

11. Town's Deliverables. On or prior to closing, the Town shall deliver to the Closing Company the Purchase Price, less the amount of Earnest Money, and such other documents as may be required hereunder or reasonably required by Seller, so that the Closing Company may deliver the Purchase Price to Seller. The Town shall have no obligation to determine how much of the Purchase Price is delivered to Seller.

12. Seller's Representations and Warranties. Seller hereby represents and warrants that the following statements are now, and will be as of the Closing date, true and correct, to the best of Seller' knowledge.

a. Seller has the full right, power, and authority to transfer and convey its respective portion of the Property, as provided in this Agreement, and to carry out Seller's obligations under the Agreement. Seller, if not a natural person, is a corporation, partnership, limited partnership, limited liability company, or other entity validly existing and in good standing under the laws of the State of Colorado. Seller has not (i) commenced a voluntary case, or had entered against it a petition, for relief under Title 11 of the United States Code, as amended (the "Bankruptcy Code") or any similar petition, order, or decree under any federal or state law or statute relative to bankruptcy, insolvency, or other relief for debtors; (ii) caused, suffered, or consented to the appointment of a receiver, trustee, administrator, conservator, liquidator, or similar official in any federal, state, or foreign judicial or non-judicial proceeding, to hold, administer, and liquidate all or substantially all of its property; or (iii) made an assignment for the benefit of creditors; and that the Seller's signature below is fully authorized and binding upon that Seller.

b. There is no action, suit or proceeding pending, or to the best of Seller's knowledge threatened against or otherwise affecting the Seller or the Property in any court of law or equity,

or before any governmental authority, in which an adverse decision might materially impair the Seller's ability to perform its obligations under this Agreement.

c. There is no pending or threatened condemnation, or similar proceeding affecting the Property.

d. The Property is being sold free and clear of all service contracts, agreements, leases, and other occupancy rights.

e. Seller has not received any notice of any violations of any applicable law related to the Property.

f. Seller is not aware of any special assessments to be levied against the Property after its acquisition by the Town.

g. The Property is not contaminated with any hazardous substance, including asbestos material.

h. There are no underground storage tanks located in, on, or beneath the Property.

i. There are no natural or artificial conditions upon the Property, or any part thereof, any of which would result in any material change in the Property, or any part thereof, for any purpose.

j. Seller shall give the Town prompt written notice if any of these representations or warranties are no longer true or correct in any material manner.

13. Condition of Property. Except as provided in this Agreement, the Town understands that it is purchasing the Property in its existing condition, "as is". Except for those warranties expressly set forth in this Agreement, Seller makes no warranties, representations or guarantees, either express or implied, of any kind, nature or type whatsoever. Without limiting the generality of the preceding sentence, the Town acknowledges and agrees that neither Seller, nor anyone acting for or on behalf of Seller, makes or has made any statements, promises, warranties or representations, either express or implied, with respect to the absence or presence of any hazardous substance, material or condition affecting the Property, the soil condition, geologic condition or other physical aspect of the Property, or the accuracy or completeness of any reports or information pertaining to such matters.

14. Remedies.

a. *Seller's Remedies*. If the closing does not occur by reason of a breach of the Town, Seller shall have the right to terminate this Agreement, the Earnest Money shall be retained by Seller and neither Party shall have any further obligation hereunder. Termination of this Agreement shall be Seller's exclusive remedy.

b. *Town's Remedies*. If the closing does not occur by reason of a breach of the Seller, and the Town has complied with the terms of this Agreement, the Town may terminate this Agreement by written notice to the Seller and the Earnest Money shall be refunded to the Town.

The Town shall have all remedies available at law or equity for such breach, including specific performance.

15. Miscellaneous.

a. *Entire Agreement*. This Agreement contains the entire agreement of the Parties. There are no other agreements, oral or written, and this Agreement can be amended only by written agreement signed by the Parties.

b. *Agreement Binding*. This Agreement, and the terms, covenants, and conditions herein contained, shall inure to the benefit of and be binding upon the heirs, personal representatives, successors, and assigns of the Parties.

c. *Notice*. Any notice under this Agreement shall be in writing and shall be deemed sufficient when directly presented or sent pre-paid, first-class United States Mail to the party at the address set forth on the first page of this Agreement.

d. *Governing Law and 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 Boulder County, Colorado.

e. *Severability*. If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

f. *Third Parties*. There are no intended third-party beneficiaries to this Agreement.

g. *Subject to Annual Appropriation*. Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt, or liability beyond the current fiscal year.

h. *Governmental Immunity*. The Town and its officers, attorneys and 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 or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

ATTEST:

_____

Shannon Dujardin, Town Clerk

SELLER:

_____
Marianne Chavez, Executor for the Estate of Ted T. Asti

STATE OF COLORADO)
) ss.
COUNTY OF _____)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 2025 by Marianne Chavez.

My Commission expires: _____

(SEAL)

_____
Notary Public

EXHIBIT A
Legal Description

PARCEL A:
NORTH ONE HALF (1/2) OF LOTS ONE (1) AND TWO (2), BLOCK ONE (1), MINKS' ADDITION TO SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL B:
THE 25 WESTERNMOST FEET OF THE 20 FEET OF LAND LOCATED IMMEDIATELY TO THE NORTH OF THAT PARCEL OF LAND DESCRIBED AS THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL C:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE SOUTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008726, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL D:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.

Commonly known as: 123 East Coal Creek Drive, Superior, CO 80027

Parcel Number: 157724002002

Account Number: R0029255

EXHIBIT B
Special Warranty Deed

SPECIAL WARRANTY DEED

THIS DEED, made effective as of this 30th day of September, 2025, between Marianne Chavez, Executor, an individual with a legal address of 657 Sundance Circle, Erie, CO 80516 (the "Grantor"), and the Town of Superior, a Colorado municipal corporation with an address of 124 East Coal Creek Drive, Superior, CO 80027 (the "Grantee");

WITNESSETH, that Grantor for and in consideration of the sum of TEN DOLLARS ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, its successors and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the County of Boulder, State of Colorado, described as follows (the "Property"):

PARCEL A:
N 1/2 LOTS 1-2 BLK 1 SUPERIOR MINKS & ALL VAC ST ADJ LOTS PARCEL A:
NORTH ONE HALF (1/2) OF LOTS ONE (1) AND TWO (2), BLOCK ONE (1), MINKS' ADDITION TO SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL B:
THE 25 WESTERNMOST FEET OF THE 20 FEET OF LAND LOCATED IMMEDIATELY TO THE NORTH OF THAT PARCEL OF LAND DESCRIBED AS THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL C:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE SOUTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008726, COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL D:
THE ENTIRE PORTION OF THE UNNAMED STREET, VACATED BY THE INSTRUMENT RECORDED MARCH 25, 1987 ON FILM 1465 AS RECEPTION NO. 836162, ABUTTING THE NORTH 1/2 OF LOTS 1 AND 2, BLOCK 1, MINKS' ADDITION TO SUPERIOR AND LYING BETWEEN SAID LOTS AND THAT PARCEL OF LAND TO THE EAST THEREOF CONVEYED BY THE INSTRUMENT RECORDED OCTOBER 17, 1989 ON FILM 1599 AS RECEPTION NO. 1008727, COUNTY OF BOULDER, STATE OF COLORADO.

TOGETHER with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and the reversions, remainders, rents, issues and profits

thereof; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described with the appurtenances, unto the Grantee, its successors and assigns forever. Grantor, for itself, its successors and assigns, does covenant and agree that Grantor shall and will WARRANT AND FOREVER DEFEND the title to above-bargained premises and the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor, except those matters expressly set forth on **Exhibit A**, attached hereto and incorporated herein.

IN WITNESS WHEREOF, Grantor has executed this deed on the date set forth above.

GRANTOR:

_____
Marianne Chavez, Executor for the Estate of Ted T. Asti

STATE OF COLORADO)
) ss.
COUNTY OF _____)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 2025 by Marianne Chavez.

My Commission expires: _____

(SEAL)

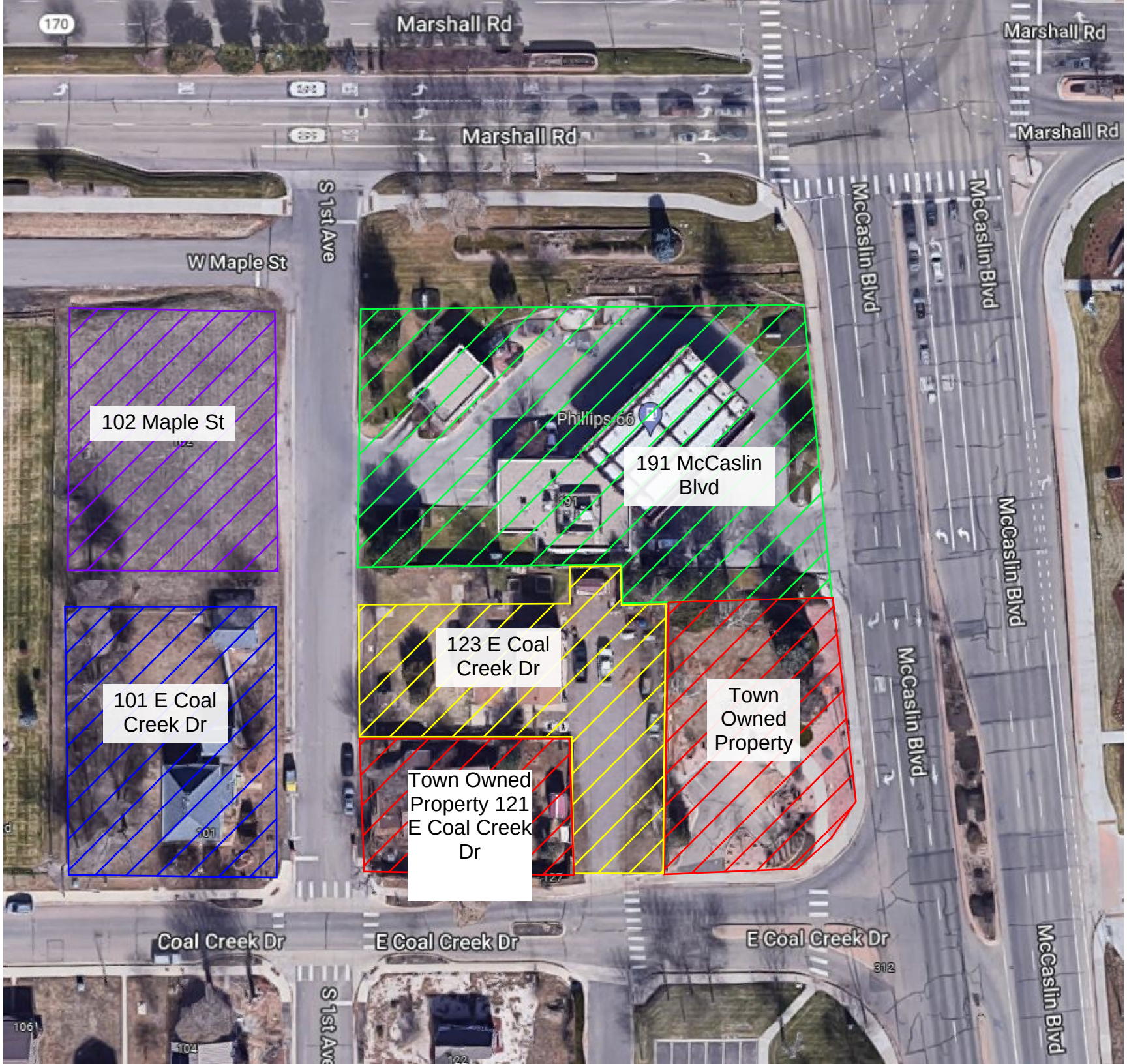
_____
Notary Public

GRANTEE:

TOWN OF SUPERIOR, COLORADO

_____
Mark Lacis, Mayor

EXHIBIT A TO THE SPECIAL WARRANTY DEED
PERMITTED EXCEPTIONS


Marshall Rd
Marshall Rd
Marshall Rd
Marshall Rd
S 1st Ave
W Maple St
McCaslin Blvd
McCaslin Blvd
McCaslin Blvd
McCaslin Blvd
102 Maple St
Phillips 66
191 McCaslin Blvd
123 E Coal Creek Dr
101 E Coal Creek Dr
Town Owned Property
Town Owned Property 121 E Coal Creek Dr
Coal Creek Dr
E Coal Creek Dr
E Coal Creek Dr
S 1st Ave
McCaslin Blvd

ITEM 6i

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Approving Town Acceptance of Downtown Superior Parcel K, Lot 7 (Plaza Area) from RC Superior, LLC, via Quitclaim Deed**
Meeting Date:	**August 11, 2025**
Presented by:	**Matt Magley, Town Manager**
Presented for:	**Action**

BACKGROUND

The Downtown Superior project includes multiple parks, trails, public spaces, streets and utility infrastructure that were conveyed to the Town through the development process. The Plaza area on Main Street is a primary community-gathering space in the central area of the project, and features a pop-jet fountain, turf area and climbing structure. The parcel also includes the pedestrian walkway portion of Promenade that extends north from the Plaza to connect with Superior Commons, as well as a public walkway on the north side of the Block 6 building that is comprised of the Origin apartments, parking garage and the Town's Civic Space that is adjacent to the Plaza area – map attached.

When the Downtown Superior project was approved, the master developer, RC Superior, LLC, initially planned for the Downtown Metropolitan Districts to maintain and manage the Plaza area as an amenity for Downtown retailers and residents. As the project evolved, the Plaza has become a broader community amenity that the Town has programmed in conjunction with ongoing community events and other Downtown parks programming. RC Superior and the Districts have partnered with the Town to permit programming on the Plaza, but their operations generally are not set-up to provide the level of service, programming and on-site maintenance response that is typical for the Town. The Town currently maintains other property and facilities in this area, and the additional incremental cost to incorporate the Plaza area is expected to be approximately $40,000 annually for snow removal, fountain maintenance, utilities, landscape, stage and general maintenance needs, as well as substantially expanding the operating hours of the fountain. Staff has been in communication with the District staff and vendors responsible for the ongoing maintenance items in the Plaza area, and staff is ready to take over this work with Council approval

of this resolution. The Metropolitan District Boards approved the quitclaim deed for this property during their meetings on July 30, 2025.

RECOMMENDED ACTION

Approval of the deed.

MOTION

Move to adopt a resolution accepting Parcel K, Lot 7, of Downtown Superior/Superior Town Center from RC Superior, LLC, via Quitclaim Deed.

ATTACHMENTS

- Resolution
- Deed
- Map

TOWN OF SUPERIOR
RESOLUTION NO. R-55
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR ACCEPTING PARCEL K, LOT 7, SUPERIOR TOWN CENTER FROM RC SUPERIOR, LLC, VIA QUITCLAIM DEED

WHEREAS, RC Superior, LLC, owns the real property legally described in **Exhibit A**, attached hereto and incorporated herein by this reference, and generally described as Parcel K (the "Property");

WHEREAS, RC Superior, LLC, desires to transfer the Property to the Town via quitclaim deed, attached hereto and incorporated herein by this reference (the "Deed"); and

WHEREAS, the Town Council finds it is in the best interest of the public health, safety and welfare of the Town to accept the Property.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby accepts the Deed to the Property from RC Superior, LLC, in the amount of $10.00.

ADOPTED this ____ day of _____, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

EXHIBIT A
LEGAL DESCRIPTION

PARCEL K, BLOCK 7,
FINAL SUBDIVISION PLAT OF SUPERIOR TOWN CENTER FILING 1B REPLAT NO.6, RECORDED FEBRUARY 14, 2020 UNDER RECEPTION NO. 03766227,
COUNTY OF BOULDER,
STATE OF COLORADO.

QUITCLAIM DEED
(Parcel K, Lot 7)

THIS DEED, made this ____ day of _____, 2025, is between RC SUPERIOR, LLC, a Delaware limited liability company, with an address of 12275 El Camino Real, Suite 110, San Diego, CA 92130 ("Grantor") and the TOWN OF SUPERIOR, COLORADO, a Colorado municipality with an address of 124 East Coal Creek Drive, Superior, CO 80027 ("Grantee").

WITNESSETH, That Grantor, for and in consideration of the sum of Ten Dollars ($10.00), the receipt and sufficiency of which is hereby acknowledged, has remised, released, sold and QUITCLAIMED, and by these presents does remise, release, sell and QUITCLAIM unto Grantee, its successors, and assigns, forever, all the right, title, interest, claim and demand which Grantor has in and to the real property, together with improvements, if any, situate, lying and being in the County of Boulder, State of Colorado, described on Exhibit A attached hereto.

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of Grantor, either in law or equity, to the benefit of Grantee, its successors, and assigns, forever.

NO DOC FEE OR TRANSFER DECLARATION REQUIRED
CONSIDERATION UNDER $500

[signature on following page]

GRANTOR:

RC SUPERIOR, LLC,
a Delaware limited liability company

By: Superior Town Center ASLI VII Holdings, LLC, a Delaware limited liability company, its sole Member

By: Avanti Strategic Land Investors VII, L.L.L.P., a Delaware limited liability limited partnership, its sole Member

By: Avanti Properties Group II, L.L.L.P., a Delaware limited liability limited partnership, its Managing General Partner

By: Avanti Management Corporation, a Florida Corporation, its sole General Partner

By: _____
Name: Ryan Lefkowitz
Its: Vice President

STATE OF FLORIDA)
) ss.
COUNTY OF ORANGE)

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Ryan Lefkowitz as Vice President of Avanti Management Corporation, a Florida Corporation, sole General Partner of Avanti Properties Group II, L.L.L.P., a Delaware limited liability limited partnership, Managing General Partner of Avanti Strategic Land Investors VII, L.L.L.P., a Delaware limited liability limited partnership, sole Member of Superior Town Center ASLI VII Holdings, LLC, a Delaware limited liability company, sole Member of RC Superior, LLC, a Delaware limited liability company.

WITNESS my hand and official seal.

(Notarial Seal)

_____
Notary Public

My commission expires:_____

EXHIBT A

Legal Description

PARCEL K, BLOCK 7,
FINAL SUBDIVISION PLAT OF SUPERIOR TOWN CENTER FILING 1B REPLAT NO.6,
RECORDED FEBRUARY 14, 2020 UNDER RECEPTION NO. 03766227,
COUNTY OF BOULDER,
STATE OF COLORADO.


N15°03'36"W
471.22'
S05°53'12"W
117.59'
C1
S15°03'34"E
175.22'
L9
L2
CREEK VIEW WAY
SUPERIOR DRIVE
S15°03'34"E 782.60'
MARSHALL ROAD
1
BLK4
1
BLK7
1
BLK6
2
BLK7
1
BLK5
3
BLK7
PARCEL K
2
BLK6
PARCEL E
PARCEL G
PARCEL C
MAIN STREET
PARCEL F
1
BLK11
PARCEL D
19
18
17
16

Item Number 6j

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Adopting the Town of Superior Transportation Plan**
Meeting Date:	**August 11, 2025**
Presented by:	**Alex Bullen, Public Works & Utilities Program Supervisor** **Brannon Richards, Public Works & Utilities Director** **Emma Kingsley, Transportation Engineer, Consor Engineering**
Presented for:	**Adoption of the Town of Superior Transportation Plan**

BACKGROUND

The Superior Transportation Plan is a long-range planning document designed to guide the development of a safe, efficient, and connected transportation system for all users - whether walking, biking, driving, or using transit. Last updated in 2014, the 2025 version of the Transportation Plan builds upon the past 11 years of transportation projects in Superior and aligns with community goals related to mobility, sustainability, and economic development. Over the past 18 months, Town staff have worked closely with residents, regional partners, and transportation consultants to identify transportation needs, evaluate current and future travel patterns, and prioritize projects that improve connectivity, safety, and access with an eye towards coordinating with the Comprehensive Land Use Plan update.

The proposed Transportation Plan outlines strategic investments and policy recommendations across key focus areas, including:
- Multimodal network expansion
- Intersection and corridor safety improvements
- Active transportation and first/last mile connections
- Emerging mobility technologies and policies
- Maintenance and asset management strategies

The Plan emphasizes data-driven decision-making and flexibility to adapt to future growth, while ensuring transportation investments reflect community values and long-term goals.

BUDGET IMPLICATIONS

Adoption of the plan itself does not have a direct fiscal impact as it serves as a guiding document for future improvements and projects. However, it positions the Town to better plan for projects from year to year, and provides a framework for ensuring that upcoming projects incorporate improvements that meet the short and long-term wants and needs of the community, while adhering to best practices within the industry.

RECOMMENDATION

Staff recommends Town Council adopt the Superior Transportation Plan to provide a long-term framework for transportation investments that enhance mobility, safety, and connectivity throughout the Town and to neighboring transportation systems.

MOTION

Move to adopt a Resolution adopting the Superior Transportation Plan.

ATTACHMENTS

- Resolution
- Transportation Plan

TOWN OF SUPERIOR
RESOLUTION NO. R-56
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR ADOPTING THE 2025 TOWN OF SUPERIOR TRANSPORTATION PLAN

WHEREAS, the Town has developed the 2025 Town of Superior Transportation Plan, attached hereto and incorporated herein (the "Transportation Plan"), to guide future transportation improvements, investments, and policies throughout the Town;

WHEREAS, the Transportation Plan was prepared through a collaborative public process which incorporated community input, technical analysis, and coordination with regional and State agencies;

WHEREAS, the Transportation Plan identifies short- and long-term strategies to improve multimodal mobility, enhance connectivity, support economic development, and promote sustainability;

WHEREAS, the Town Council finds it is in the best interest of the public health, safety, and welfare to adopt the Transportation Plan as the guiding document for transportation planning and investment in the Town; and

WHEREAS, the adoption of the Transportation Plan does not constitute a commitment to any specific project or expenditure but provides a framework for future transportation decisions.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Transportation Plan is hereby adopted.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

TRANSPORTATION PLAN

2025

Town of Superior℠





Letter from the Mayor

Dear Residents and Partners,

On behalf of the Town of Superior, I am proud to present our updated Transportation Plan. This plan reflects our community's vision for a safe, connected, and sustainable future. As Superior continues to grow, it is critical that we invest in a transportation system that supports all people—no matter how they travel—while preserving the quality of life that makes our Town so special.

This Transportation Plan is the result of collaboration between Town staff, consultants, regional partners, and most importantly, our residents, who provided thoughtful feedback and shared their experiences throughout the planning process. I want to thank everyone involved for their dedication to creating a plan that will guide us toward a more accessible, equitable, and resilient transportation network.

I look forward to working together to implement these recommendations and ensure Superior remains a vibrant and connected community for generations to come.

Sincerely,



Mark Lacis
Mayor, Town of Superior

Acknowledgments

The Town of Superior would like to extend its sincere appreciation to all residents, stakeholders, agencies, organizations, staff, and regional partners who contributed their time, expertise, and feedback throughout the development of this Transportation Plan. Your input was critical to shaping a plan that reflects community priorities and supports Superior's vision for the future.

Town of Superior
Mark Lacis, Mayor
Brannon Richards, Public Works and Utilities Director
Alex Bullen, Public Works and Utilities Program Supervisor
Geoffrey Weathers, Planner I
Austin Everett, Sustainability Specialist
Allison James, Disaster Preparedness and Recovery Manager
Leslie Clark, Parks, Recreation, and Open Space Director
Kevin Colón, Communications and Community Engagement Manager

Regional Partners
Michelle Kelly, Deputy Fire Marshall Mountain View Fire District
Nataly Handlos, RTD Senior Service Planner and Scheduler
Amy Thompson, Boulder Valley School District Program Coordinator
Boulder County Sheriff Office
DRCOG (Denver Regional Council of Governments)
CDOT (Colorado Department of Transportation)

Consultant Team, Fox Tuttle Transportation Group
Alicia Zimmerman, Principal, Project Manager
Steve Tuttle, Analysis Lead
Bill Cowern, Technical and Strategic Advisor
Caleb Feaver, Transportation Engineer
Angela Giannopoulou, Transportation Engineer

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Executive Summary

The Superior Transportation Plan (2025) provides a strategic framework to guide transportation investments, policies, and programs over the next five to ten years. Developed alongside the *Comprehensive Land Use Plan* and *Vision Zero Action Plan*, it outlines the Town's vision for a safe, connected, and inclusive transportation system that meets current and future mobility needs.

Background and Purpose

Superior is a growing community of approximately 12,500 residents, projected to reach around 16,000 at buildout. The Town's strategic location, quality of life, and evolving land uses continue to shape transportation demand. This Plan updates the *2014 Transportation Plan* to address changing travel patterns, safety needs, sustainability goals, and community priorities, guiding decisions that enhance access, mobility, and quality of life for all residents.

Vision and Goals

The Plan envisions a transportation system that prioritizes safety, supports economic vitality, reduces environmental impacts, and provides reliable options for all modes of travel. Goals include:

- Mobility for All Users: Expand multimodal connections for pedestrians, bists, transit users, and drivers.
- Integrated Land Use and Transportation: Align development with transportation improvements to support connectivity and access.
- Collaboration: Partner with regional agencies and the community to achieve shared transportation goals.
- Equity, Sustainability, and Resiliency: Advance investments that promote health, inclusivity, and environmental stewardship.
- Parking Management: Optimize parking to support multimodal travel and reduce single occupancy vehicle (SOV) dependence.
- Transportation Maintenance: Maintain infrastructure to ensure safety, efficiency, and long-term viability.
- Public Health and Safety: Eliminate severe crashes and create a transportation system that feels safe for everyone.

State of the System

Superior's transportation network includes approximately 50 miles of roadway, an extensive sidewalk and trail system, and regional transit connections via Regional Transportation District (RTD). While the roadway network generally operates effectively, gaps in pedestrian and bicycle infrastructure limit connectivity and comfort for non-driving modes. Public input highlighted concerns about crossing safety on major corridors, first/last mile transit access, and the need for low-stress bike routes to support people of all ages and abilities.

Growth Impacts

Future land use changes identified in the *Comprehensive Plan*, including new residential and mixed-use development at sites like the 76th Street Annexation, Zaharias, and Superior Marketplace, will increase travel demand. The Year 2050 traffic operations analysis indicates that most intersections will continue to operate acceptably with planned improvements, but additional active transportation enhancements will be critical to accommodate increased pedestrian and bicycle activity safely and comfortably.

Recommendations

The Plan recommends a balanced set of improvements, including:

- Active Transportation: Enhanced pedestrian crossings, expanded bicycle facilities such as buffered bike lanes, bike boulevards, and trail connections to close network gaps.
- Automobile Improvements: Targeted roadway buildout, intersection upgrades, and lane reconfiguration studies to maintain safe and efficient operations.
- High Impact Projects: Early focus on Marshall Road multimodal improvements, critical crossing enhancements across McCaslin Boulevard, and bicycle facility upgrades along key corridors.

These recommendations are intended to be flexible and integrated with maintenance projects as possible and should be reviewed and updated every five to ten years to remain responsive to changing community needs and regional trends.

Chapter 1: Background and Context

The Town of Superior is a rapidly growing community located in southeastern Boulder County, Colorado, approximately 20 miles northwest of Denver and adjacent to the cities of Louisville and Broomfield. Originally established as a coal-mining town, Superior is an expanding and innovative community, offering new development opportunities and established neighborhoods as well as exceptional mountain views, local businesses, and community events. Superior's transportation network includes a mix of local (residential) roads, collector (side) roads, and arterial (major) corridors, many of which serve both local and regional travel demands. The Town is bordered by US 36, a major highway that provides direct access to Boulder and Denver, making Superior an attractive location for commuters. Additionally, the Town is committed to supporting multimodal transportation through an extensive network of bike lanes, sidewalks, and trails that connect neighborhoods to parks, schools, and commercial centers.



Superior's relationship to the broader region is shown in **Figure 1**. **Figure 2** shows the Town's boundaries/project study area and overall layout.

Figure 1: Regional Context

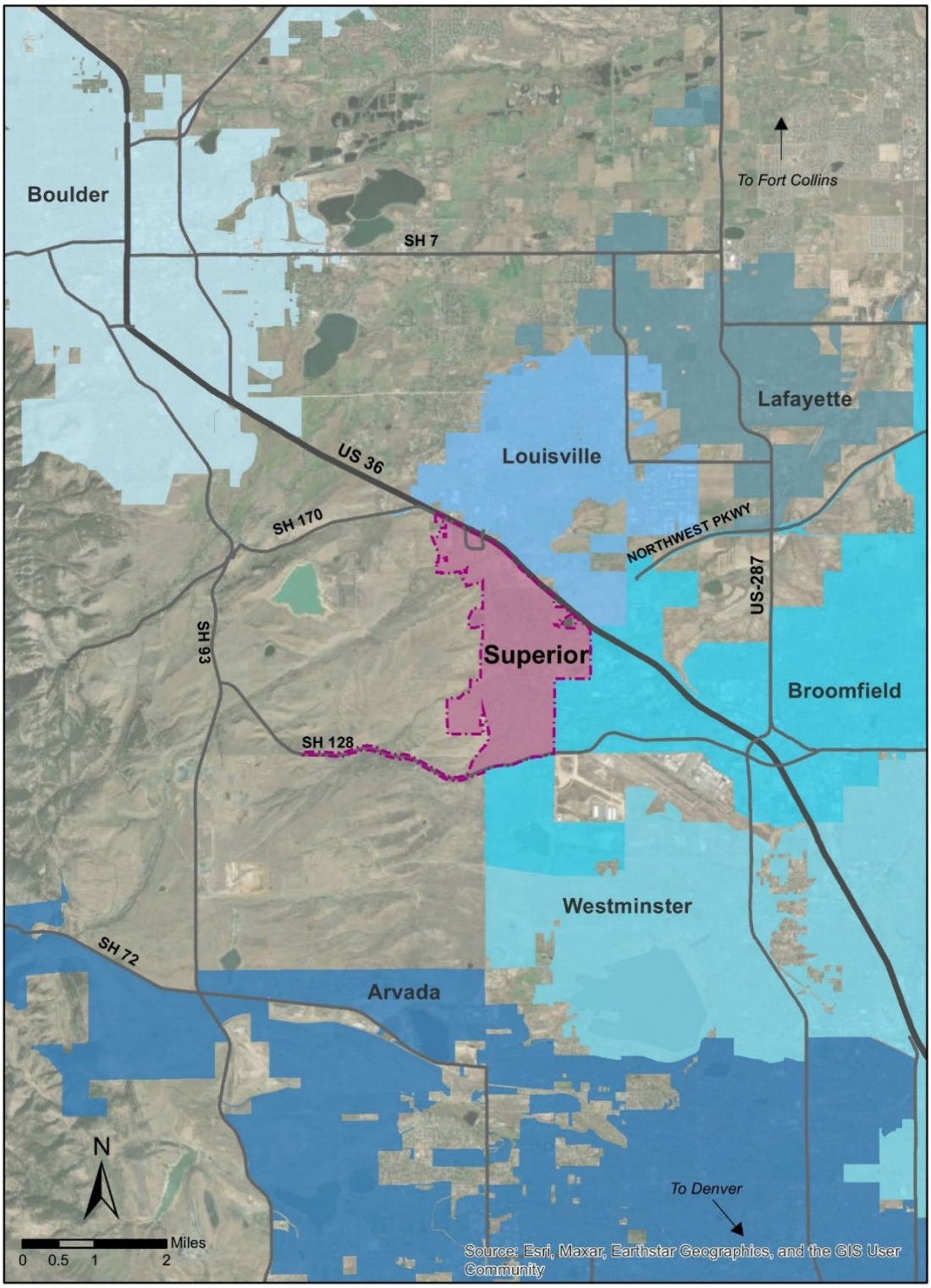
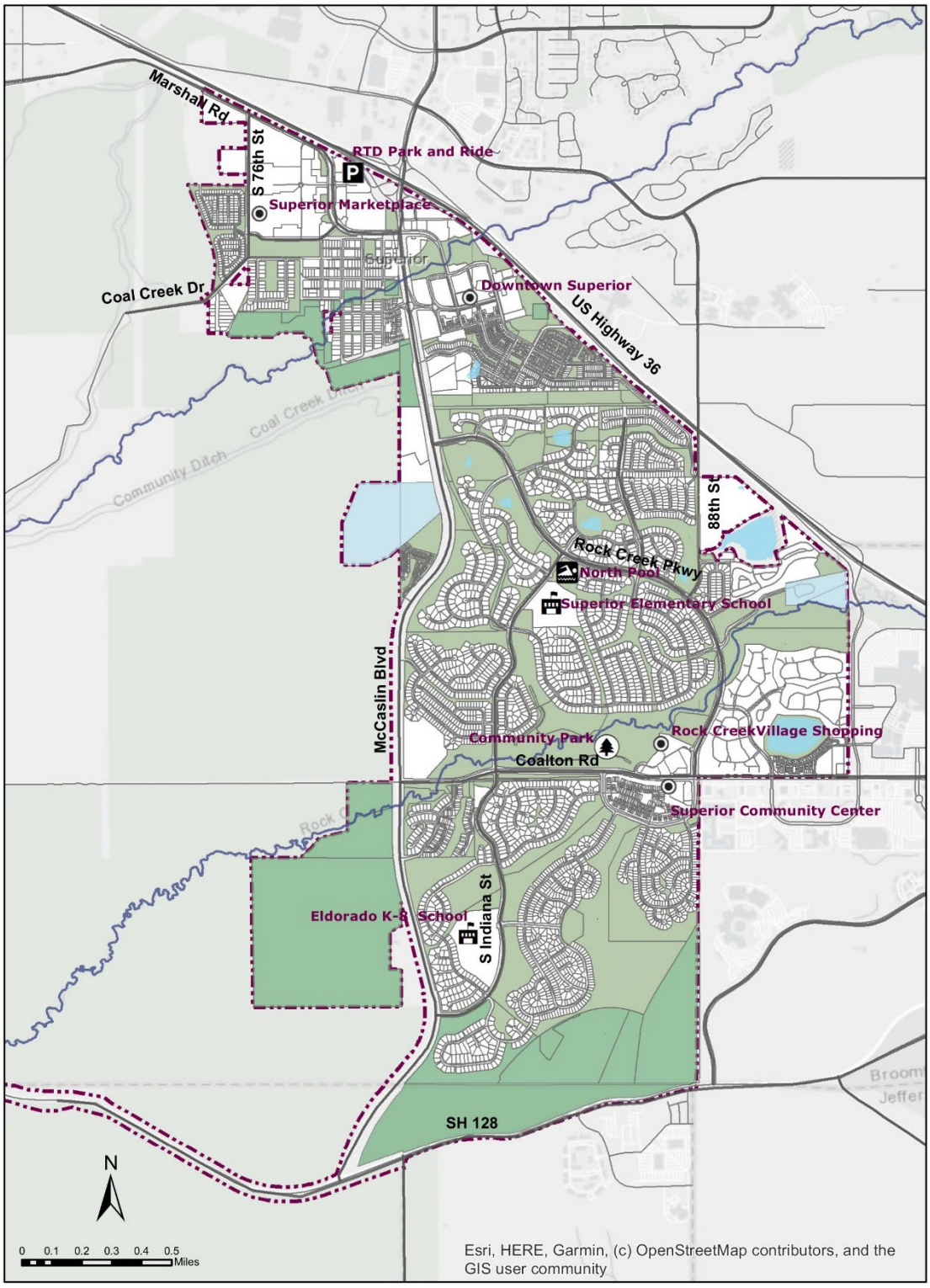
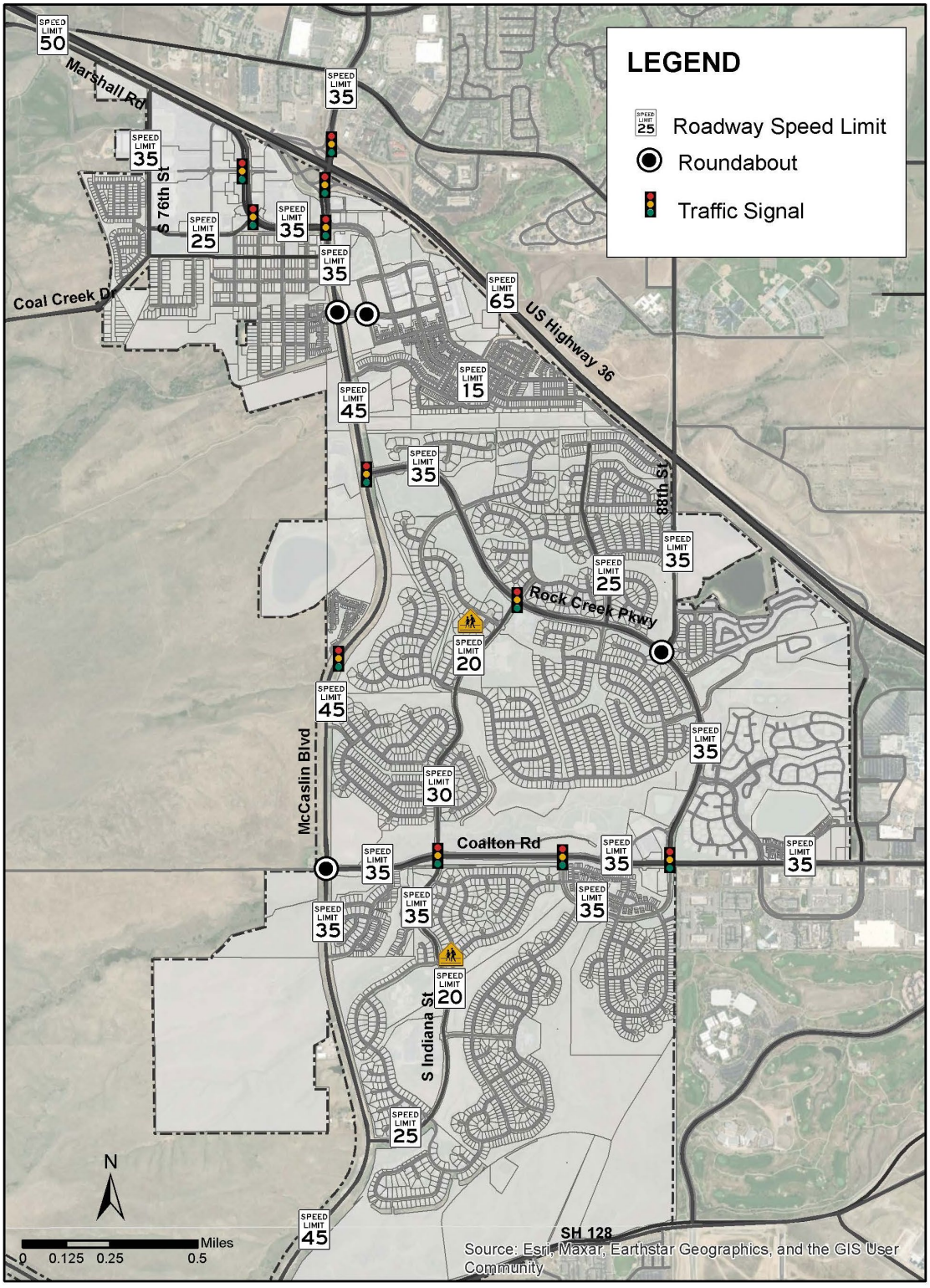


Figure 2: Town Layout/Project Study Area



Superior's roadway network, shown in **Figure 3**, includes approximately 50 miles of arterial, collector, and local roadways: the adjacent US 36 and CO 170/Marshall Road to the north and CO 128/120th Avenue to the south, all accessed via McCaslin Boulevard, provide primary regional connections. The Town's transportation network includes 11 traffic signals, five of which are owned by CDOT but maintained by the Town as per the SB8 agreement, and four roundabouts, and is bisected in the east-west direction by Coalton Road and Rock Creek Parkway arterials. McCaslin Boulevard is the town's primary north-south arterial connection and is supplemented by 88th Street to the east. Active transportation facilities include multi-use paths throughout town (some crossing roadways at grade and some at tunnels or underpasses), sidewalks, soft-surface trails, and on-street bike lanes.

Figure 3: Roadway Network



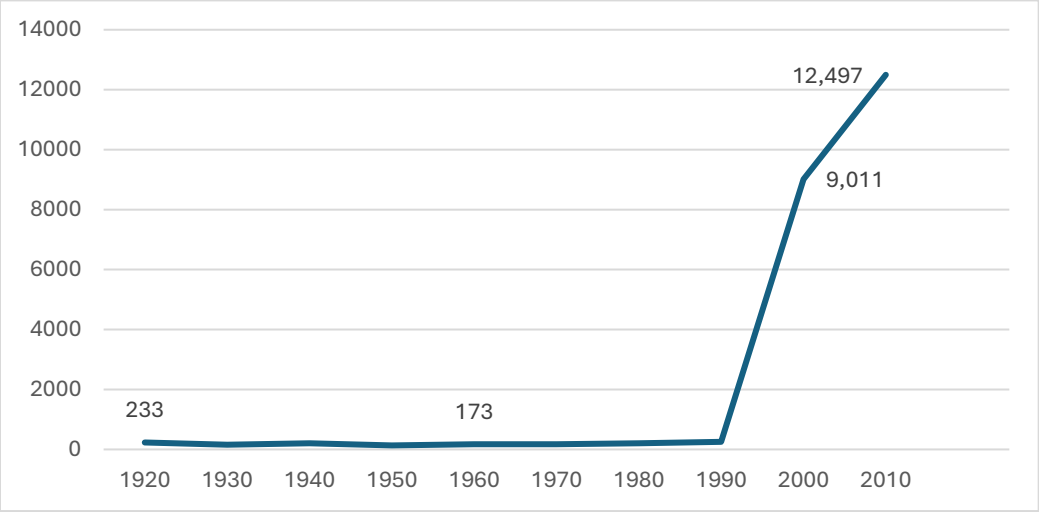
While Superior owns and operates the majority of transportation facilities within town, its transportation network is coordinated with adjacent municipalities and the broader region through a number of agencies. Superior is in Colorado Department of Transportation (CDOT) Region 4 and 1 and is a member of the Denver Regional Council of Governments (DRCOG). It is in the northern portion of Regional Transportation District's (RTD) service area.

Superior is committed to providing a comprehensive transportation network that accommodates all modes of travel, including public transit, bicycling, walking, automobile travel, and ridesharing options. The presence and quality of trails as well as easy access to regional destinations are noted by residents as two of the primary transportation high points of living in Superior.

Population, Demographics and Commuting Patterns

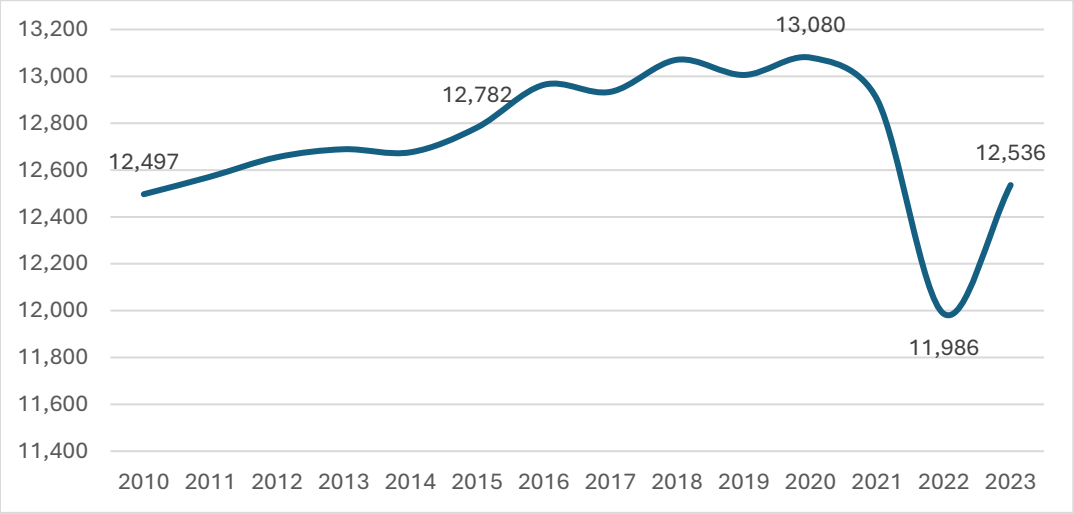
Established in the early 20th century, Superior's population was relatively stable until approximately 1990. Between 1990 and 2000, Superior grew from 255 residents to approximately 9,000 residents, largely due to the development of Rock Creek Ranch. Following the Marshall Fire in December of 2021, the Town's population declined due to loss of residential buildings to the fire. As of December 2024, 68% of homes have been rebuilt. While the population in 2021 was approximately 13,000 residents, it is currently 12,500 as of 2023 *[Source: Colorado State Demography Office (DOLA)]*. As noted in the *Comprehensive Plan* Update of 2025, future population growth potential is limited by the small amount of remaining developable area (only 3% is vacant land), with a future population of approximately 16,000 people following completion of all approved housing developments.

Figure 4: Historic Population, 1910 - 2010



Source: Colorado State Demography Office (DOLA).

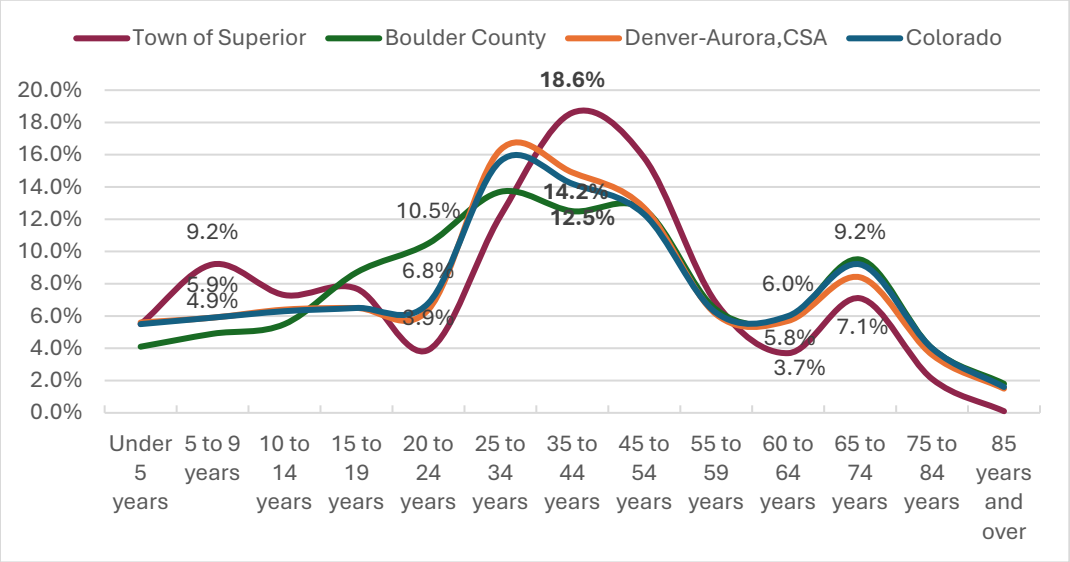
Figure 5: Population, 2010 - 2023



Source: Colorado State Demography Office (DOLA).

While Superior's population is primarily married households with school-age children, the fastest growing population is people 55 and older. Over the last decade, the town has maintained an average household size of 2.8 people.

Figure 6: Age Distribution in Superior and other Communities.

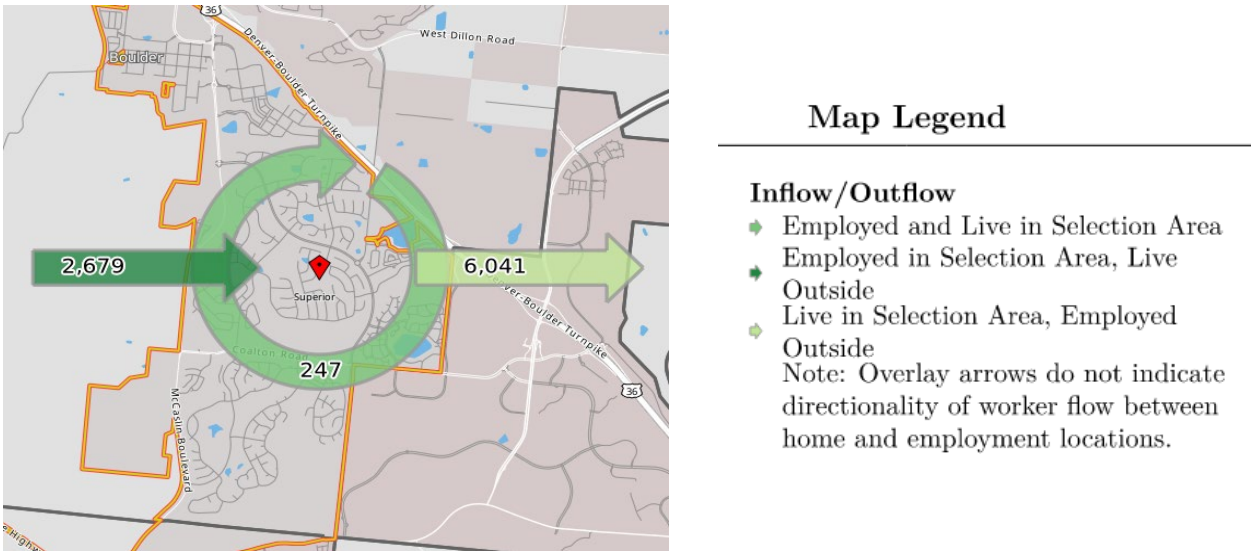


Source: 2023 American Community Survey 5-year Estimates.

Due to its convenient access to many Front Range communities, most of its residents commute out of the Town for work. According to American Community Survey (ACS) data:

- Only 4.3% of Superior residents are employed in Superior. The remaining 95.7% are employed outside of Superior. The top five counties where residents of Superior travel for work include the following:
    - Boulder County – 39.1% (2,369 people)
    - Denver County – 17.3% (1,050 people)
    - Jefferson County – 11.0% (669 people)
    - Adams County – 8.7% (526 people)
    - Broomfield County – 7.8% (473 people)
- Of people who are employed in Superior, 92.1% commute into Superior (live elsewhere).
- The average travel time to work for Superior residents is 23.1 minutes, which is slightly lower than the state average.

Figure 7: Commute In/Out Patterns



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

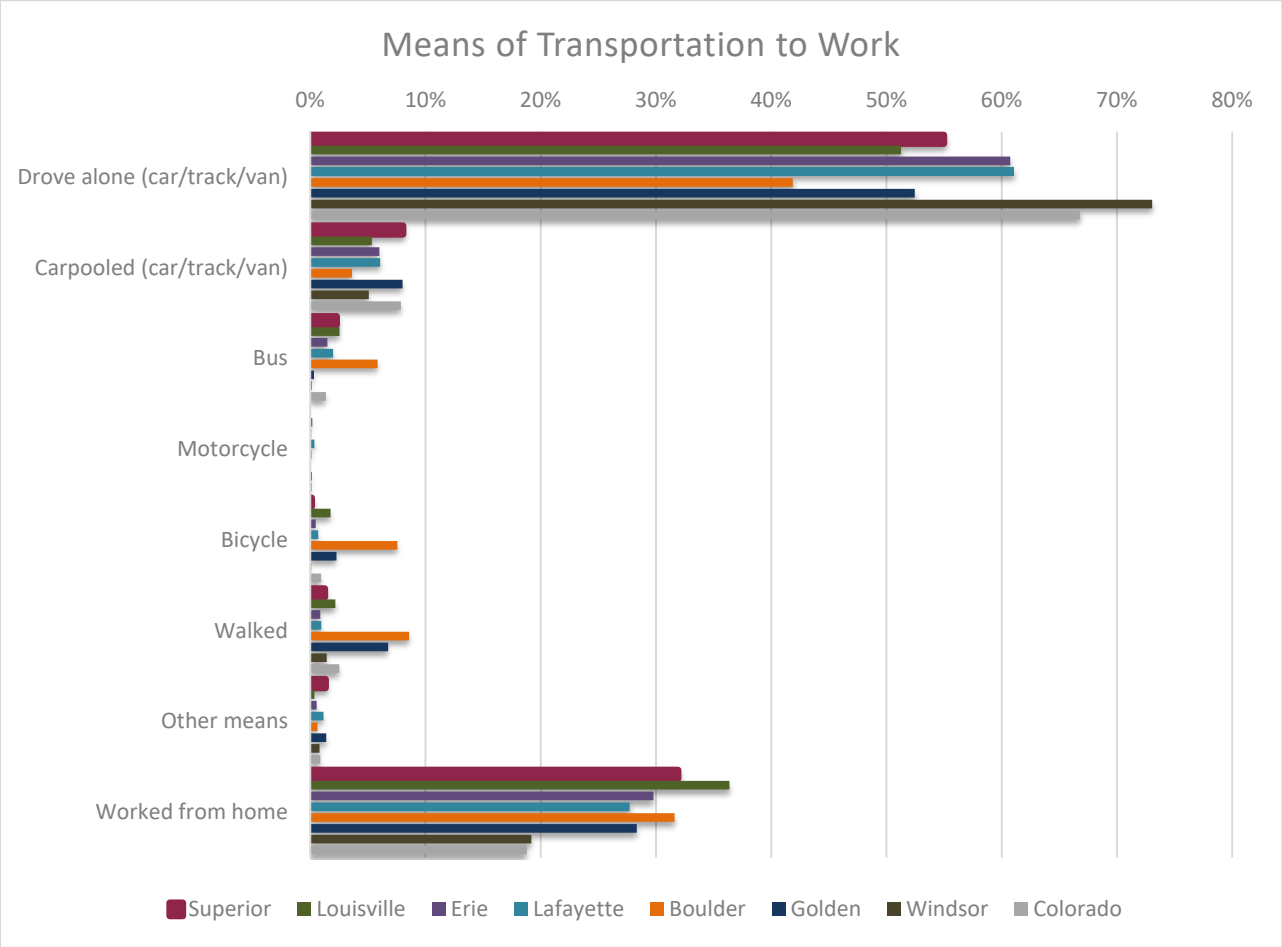
Superior residents' mode choice patterns include a wide range of single occupancy vehicle (SOV) trips, carpooling or using transit, and active transportation.

- 55% of Superior residents drive alone to work, with the remaining 45% of residents carpooling, taking public transportation, walking, bicycling, or working from home. This compares to the state average of 66.8% of Colorado residents driving alone to work.
    - Of the 45% of Superior residents not driving alone to work, 31.9% work from home, and 3.7% walk, ride a bicycle, or take public transportation to work.
    - As shown in **Figure 8**, Superior's work from home, bus, and carpool mode shares are slightly higher than adjacent peer communities.

- Superior's active transportation mode split (walking, riding a bicycle) is similar to adjacent peer communities.

- 21.5% of households have only one automobile available for their use, and 1% of residents have no automobiles available for their use. This compares with the state average of 18.7% and 2.4% respectively.

Figure 8: Means of Transportation to Work (Mode Split)



Source: 2023 American Community Survey 5-year Estimates

The implications of the age, commute, and mode split population statistical data described in this section on this transportation plan include:

- The Town should understand transportation opportunities and barriers for aging people to remain in the Town.

- The Town should continue to provide quality transportation that supports families at various life stages and understand current and future demands of this demographic on transportation facilities.
- The transportation system needs to be planned and designed to accommodate a wide range of modes of everyday transportation. Focusing only on automobile transportation would ignore a measurable portion of Superior's population.
- The Town should consider each improvement's potential to increase non-SOV mode split as projects are implemented over the life of this Transportation Plan. Many communities across the state and country are working to increase their non-SOV mode split in an effort to realize transportation benefits (reduced congestion), environmental benefits (reduced impermeable surfaces and improved emissions), and health benefits (more active population).

Purpose

Superior's previous *Transportation Plan* (adopted in 2014) and *Comprehensive Plan* (adopted in 2012) provided direction on the Town's transportation and land use needs over the past ten years. This Transportation Plan, when paired with the *Comprehensive Plan* currently underway, will provide direction for the Town's transportation needs, goals, and priorities over the next five to ten years. As communities grow and change, transportation goals and needs evolve, requiring proactive planning to revise those goals in order to continue to address transportation accessibility, safety, and environmental concerns. A Transportation Plan is essential for guiding the development and management of Superior's mobility network. This plan will provide a strategic framework to ensure safe, efficient, and sustainable transportation for all users, including people driving, walking, riding bicycles, and riding transit.

One of the key reasons to develop a Transportation Plan is to enhance mobility and connectivity. A well-planned transportation system ensures that people and goods can move efficiently within and beyond Superior. This includes improving roadways, expanding public transit options, and integrating pedestrian and bicycle infrastructure. By prioritizing multimodal transportation, Superior can reduce dependency on single-occupancy vehicles, minimize congestion, and improve overall accessibility. The transportation sector comprises 38% of Superior's Green House Gas (GHG) emissions.[1] Only 3.4% of Superior's employed residents work in the Town, which continues to be a bedroom community. This increases GHG emissions associated with transportation.

Two other critical aspects of transportation planning are safety and equity. Roadway design influences traffic speeds, crash risks, and overall user experience. A typical transportation plan helps identify and mitigate hazards, such as dangerous intersections or inadequate pedestrian crossings, to protect

[1] https://www.superiorcolorado.gov/Services/Transportation/Sustainable-Vehicles-Carshare-and-EV-Charging

vulnerable road users (VRUs) like pedestrians and bicyclists. However, Superior is currently completing a *Vizion Zero Action Plan* that studies and makes recommendations for the safety aspects of the Town's transportation network; therefore, these two plans should be used in partnership with one another when making transportation decisions in the future. Additionally, transportation plans consider equity by ensuring that all community members—regardless of income, age, or ability—have access to reliable and affordable transportation options.

Environmental and economic sustainability are also major drivers of transportation planning. Efficient transportation networks reduce traffic emissions, promote active transportation, and support public transit, helping communities meet climate and air quality goals. From an economic perspective, well-designed transportation systems attract businesses, improve job access, and enhance property values by making areas more desirable and connected.

Ultimately, a transportation plan helps a community anticipate future needs, ensuring that infrastructure investments align with population growth, technological advancements, and changing travel patterns. This Transportation Plan will focus generally on the infrastructure needed to reach Superior's goals but will also consider non-infrastructure recommendations that can help achieve those goals. By taking a long-term approach, Superior can create a transportation network that is resilient, adaptable, and capable of supporting economic vitality and a high quality of life for residents.

Progress Since Last Transportation Plan

The Town places high priority on active transportation, with past plans supporting this vision. The *2012 Comprehensive Plan, 2014 Transportation Plan,* and the *2021 Parks, Recreation, Open Space and Trails Master Plan* include policies to encourage pedestrian-friendly development, the use of a multimodal system, a robust bicycle and trail network, and to ensure the trail system is well-connected. The *2014 Transportation Plan* identifies specific roadways that need bicycle and pedestrian safety improvements, while the *2021 Parks, Recreation, Open Space and Trails Master Plan (PROST)* includes strategies to invest in a bike/pedestrian trail system to support active transportation and create a contiguous network. The *2021 PROST* includes a connectivity analysis to prioritize opportunities to create a more connected trail network, including specific projects such as the Superior ARTery, a network of walking and bicycling trails and pathways with public art installations that would connect neighborhoods, schools, parks, and commercial centers.

As the primary plan guiding transportation improvements over the past ten years, the *2014 Transportation Plan* provides recommendations in the format of policies and recommended projects listed throughout the document. A summary of plan recommendations and their status as of December 2024 is shown in **Table 1**.

Table 1: 2014 Transportation Plan Project Recommendations Status

Project	Completed	In Progress	Still to be Completed	No Longer Considered
Complete 3-lane arterial section on 88th Street	x			
Downtown Superior roadway network	x			
Capacity improvements at Marshall/McCaslin		x		
Diverging Diamond Interchange (DDI) – US36/McCaslin	x			
Sycamore St/76th St 4-way stop	x			
Roundabouts at McCaslin/Main, Main/Gateway	x			
Indiana St/McCaslin Blvd – island, bike lane markings	x			
Improved RTD access at Park-n-ride (through DDI)	x			
US36 bikeway continuous through Town	x			
Participate in planning/design of Northwest Corridor		x		
Bike/ped connection along 88th in Superior	x			
Reconfiguration of 76th adjacent to Sagamore	x			
Original Town access at Main/McCaslin	x			
Improvement of local bus stops - passenger shelters and other		x		
Work with RTD to reinstitute Call-n-Ride	x			
Express bus service from McCaslin PnR to DIA	x			
Install add. EV charging stations (Town Center, PnR, other)		x		
Grade-separated underpass of McCaslin at DDI	x			
Wayfinding signage and markings to transit	x			
Wayfinding signage and markings to destinations		x		
Provide secure bike parking at McCaslin PnR	x			
Roundabout or signal at Coal Creek Dr and Rock Creek Pkwy		x		
Noise evaluation and mitigation along McCaslin				x
Collector section – 76th St south of Marshall Rd			x	
Sycamore St/76th St pedestrian islands			x	
Connection over US36 from Downtown Superior Campus Drive				x
Indiana St and McCaslin Blvd roundabout			x	
Roundabout/other improvements at SH 128/McCaslin			x	
Complete curb, gutter, sidewalk on west side of 76th			x	
Bike lanes whole length of 76th			x	
Coal Creek Dr connection to Downtown Superior				x
Updates to 2nd Ave bridge				x
Bridge at 3rd Ave				x
Traffic calming on McCaslin			x	
Mini-transportation hub at Downtown Superior			x	
Town-wide shuttle			x	
Bus service along 88th Street RCP			x	
Investigate car sharing and bike sharing	x			
Mini-transportation hub at the McCaslin PnR			x	
First and final mile Ecopass			x	
Neighborhood Speed Management Projects	x	x		

The transportation climate in the region and across the country continues to shift toward using existing infrastructure efficiently and expanding capacity only as necessary. While Superior's previous *Transportation Plan* was not overly focused on capacity building, the Town's continued focus on encouraging mode choice and active transportation as well as the progress of Downtown Superior development continues to shift project prioritization. Additionally, the Marshall Fires in December 2021 created new needs and disaster relief focus areas that took priority over recent years.

Coordinated Efforts

The Superior Transportation Plan is being developed in conjunction with two other ongoing long-range planning efforts: the Superior *Comprehensive Plan* and the Superior *Vision Zero Action Plan*. The Transportation Plan plays a crucial role in aligning with an ongoing safety and a comprehensive plan by ensuring that mobility improvements prioritize safety, efficiency, and appropriate long-term growth. The Transportation Plan considers key safety initiatives from the *Vision Zero Action Plan*, such as pedestrian and bicyclists protections and left turn phasing update, to reduce accidents and improve overall transportation safety. By referencing the *Vision Zero Action Plan* and incorporating data-driven safety strategies, the Transportation Plan ensures that infrastructure investments and policy decisions support the overarching goal of minimizing traffic-related injuries and fatalities while enhancing accessibility for all users.

Simultaneously, the Transportation Plan complements the broader *Comprehensive Plan* by reinforcing land use, economic development, and sustainability objectives. It ensures that transportation investments support planned growth areas, enhance connectivity between key activity centers, and promote multimodal options that align with environmental and community goals. By coordinating with the *Comprehensive Plan*, the transportation plan helps shape a transportation network that supports future development patterns while maintaining alignment with long-term community priorities, fostering resilience, and improving quality of life for residents.

Input from the Community

Engaging the public is a vital part of developing a meaningful Transportation Plan. Hearing directly from community members ensures that the plan aligns with their needs and priorities, and it builds trust and confidence in the planning process.

For Superior's Transportation Plan, two rounds of outreach were conducted to gather input on current transportation challenges and opportunities for improvement. Engagement activities included in-person events and online surveys with interactive maps. A summary of each outreach effort is provided below, with full comments included in **Appendix C**.

The first round of public input took place during Superior's annual Chili Fest, where the project team spoke with over 100 community members. Participants were asked what was working well and what needed improvement in the Town's transportation system. While comments did not focus on one major location, several key themes emerged:

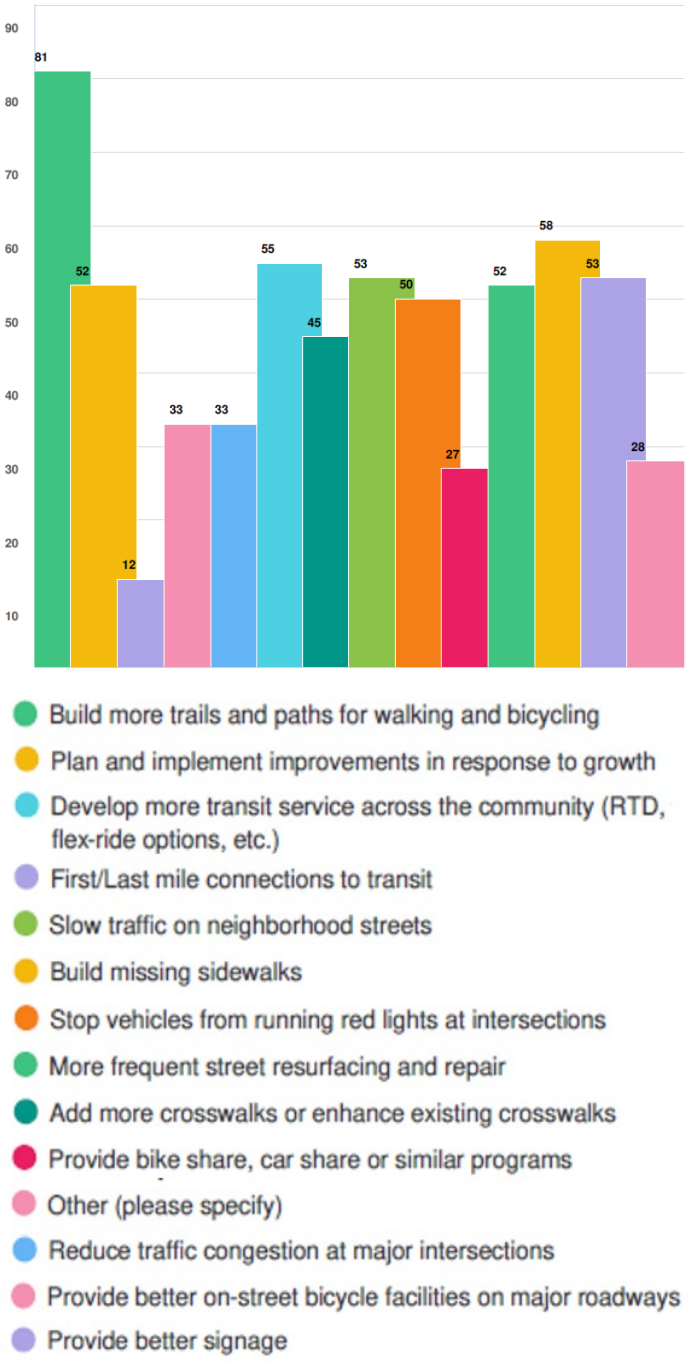




- The need for increased walking and biking comfort and safety were frequently mentioned.
- Approximately 20 comments raised concerns about airport noise.
- Residents expressed pedestrian crossing concerns at various locations.
- There was strong positive feedback for existing trails and grade-separated crossings, which people described as assets to the community.
- Connectivity within and to private commercial developments was noted as an area needing improvement.
- Transit users highlighted the AB and FF bus lines as significant benefits for regional access.

In parallel, the Transportation Plan partnered with the Town's *Comprehensive Plan* update to conduct an online survey and interactive map exercise. The survey confirmed strong multimodal preferences among respondents. Key takeaways included:

- By a wide margin, the top transportation priority was building more trails and paths for walking and bicycling.
- Transit and transit-access improvements were also ranked within the top five priorities.
- Automobile options were generally lower priorities, potentially due to the respondent pool being more multimodal-oriented.
- In the "other" category, notable comments included:
    - Requests to continue improving evacuation planning.
    - Additional notes about trails and pedestrian crossings.
    - A few concerns about spending on future projects and implementing road diets.



Between the first and second rounds of public outreach, the Town hosted a Transportation Speaker Series to provide the community with insights on key transportation topics and trends. These sessions featured experts discussing subjects such as multimodal planning, future mobility, and safety strategies, and offered an opportunity for residents to learn and engage in discussions that informed their understanding ahead of the next round of Transportation Plan public input.

The second round of outreach included an open house public meeting where community members could place comments and pins on maps showing transportation recommendations. A total of 14 comments and pins were received:

- Pedestrian comments focused on trail connectivity, use regulations to protect wildlife, and identification of existing trail segments.
- Bicycle comments included difficulty anticipating automobile right turns when drivers turn from through lanes instead of dedicated right-turn lanes.
- Additional comments suggested design solutions, such as an underpass for all users, to prevent Marshall Road from dividing the Market Place area.

- Recommendations across all modes emphasized pedestrian/bike connections to Downtown Superior, noise concerns at Coalton/McCaslin, mixed opinions about gravel vs. concrete trail surfaces, and improved enforcement of pedestrian crossings.



Overall, both rounds of public input revealed consistent priorities around enhancing pedestrian and bicycle infrastructure, maintaining and expanding trail networks, improving safety, and addressing noise concerns. This feedback has directly informed the recommendations and strategies outlined in the Transportation Plan.

Chapter 2: Vision and Goals

Setting a clear direction for Superior's transportation future starts with a shared vision, well-defined goals, and actionable strategies. These elements form the foundation of the Transportation Plan and work together to guide decisions about infrastructure, policy, funding, and growth. The vision expresses the community's long-term aspirations. The goals define what Superior aims to achieve over the next decade, and the strategies outline how those goals will be pursued through implementation.

Together, they provide a consistent framework for prioritizing investments, responding to change, and ensuring that transportation decisions support broader Town values—such as sustainability, safety, equity, and quality of life. These components were developed through a collaborative, cross-departmental process informed by community input, regional coordination, and best practices in transportation planning.

Vision

Superior envisions a safe and sustainable transportation system that meets the needs of all people using all modes of travel, is supportive of strategic economic development, and minimizes environmental impacts. The system will connect people and places, promote equity and public health, and reflect the Town's values of resilience, collaboration, and thoughtful growth.



This vision, along with the accompanying goals and strategies, was shaped through a collaborative, cross-departmental process involving Town staff, regional partners, and public input gathered through the *Comprehensive Plan*, *Vision Zero Action Plan*, and community engagement. Together, they represent a shared roadmap—built by and for the entire Superior community.

Goals and Strategies

The goals of the Transportation Plan describe the outcomes the Town seeks to achieve over the next decade. They offer a framework for evaluating current needs, identifying gaps, and guiding decision-making across programs, projects, and policies.

The following goals outline the Town's transportation priorities. Each goal is supported by strategies that will guide investment, policy development, and project implementation.

A. *Mobility for all Users*

The Town's transportation system connects neighborhoods, community destinations and regional facilities and services for users of all modes of transportation.

Strategies:

- Establish pedestrian, bicycle, and transit connections linking neighborhoods with destinations and regional networks.
- Explore emerging modes of travel, including micromobility and neighborhood electric automobiles.
- Encourage RTD to enhance transit services, especially for commuters and transit-dependent populations.
- Promote the RTD Park-n-Ride as the Town's key regional transit hub and strengthen local connections.
- Improve travel time reliability through multimodal signal coordination and operational strategies.
- Enhance first/last mile connectivity to transit.
- Support micro-mobility options and covered bicycle parking.
- Develop a "Bicycle Facilities Plan" and target corridors for bike network expansion.
- Investigate added transit service for greater reliability and frequency.
- Create crossing treatment guidelines and an implementation framework.
- Update Town Code to promote non-SOV travel at events (e.g., require bike parking).
- Support efficient goods delivery for residents and businesses.

B. *Integrated Land use and Transportation*

New Development will construct needed transportation improvements and enact needed programs to support the Town's transportation goals.

Strategies:

- Require adjacent improvements from new developments that impact the transportation system.
- Apply transit-oriented design principles near the Park-n-Ride.
- Consider development impact fees to fund transportation infrastructure and programs.
- Evaluate replacing parking minimums with parking maximums.
- Promote grid connectivity to improve walkability and reduce congestion.
- Require Transportation Demand Management (TDM) plans for all new development.

C. *Collaboration*

The Town will collaborate on transportation policies, improvements and programs with the community, neighboring jurisdictions and regional partners.

Strategies:

- Engage the public in transportation planning and project prioritization.
- Coordinate with RTD to improve transit services.
- Work with neighboring agencies to build an integrated transportation network.
- Seek federal and state funding opportunities.
- Increase public access to transportation information and data.
- Advocate for Town-beneficial projects on non-Town-owned corridors.

D. Equity, Sustainability, Resiliency and Environmental Impact

The Town will pursue equity, sustainability, resiliency, public health and environmental preservation in all matters pertaining to transportation.

Strategies:

- Provide multimodal options accessible to all income levels, ages, and abilities.
- Align transportation actions with the Town's Sustainability Action Plan.
- Reduce emissions through infrastructure that supports walking, biking, and transit.
- Promote transportation programs that encourage health and social interaction.
- Factor emergency evacuation planning into transportation decisions.
- Design infrastructure that reflects community character and sustainability.
- Consider long-term financial sustainability in all planning.
- Foster interpersonal connections and public health through multimodal travel.

E. Parking

The Town will manage parking to reduce SOV dependence and to accomplish other Town goals.

Strategies:

- Manage curbside parking to support multimodal transportation and limit neighborhood impacts.
- Plan for electric automobile charging stations.
- Promote car share programs.
- Require event parking plans for Town events and permits.
- Encourage RTD to explore shared parking at the Park-n-Ride.
- Evaluate the performance of public garages and the Park Well Program.

F. Transportation Maintenance

The Town will maintain transportation infrastructure to promote safety, efficiency, accessibility and sustainability.

Strategies:

- Evaluate and update maintenance practices to support multimodal safety and sustainability.
- Upgrade bike/pedestrian infrastructure during street maintenance projects.
- Require a maintenance plan and funding for any new transportation facility.

G. *Public Health and Safety*

The Town will seek to eliminate severe outcome crashes, reduce crashes and enable residents to feel safe using all modes of transportation.

Strategies:

- Incorporate the goals and strategies of the Town's *Vision Zero Action Plan*. Broad strategies noted below:
    - Implement identified safety improvements on the Comprehensive Injury & Risk Network.
    - Reduce risk factors on the transportation network.
    - Upgrade pedestrian/bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.
    - Determine signage standards for improved road user clarity.
    - Enhance intersection operations and visibility where conditions have been or could be a crash factor.
    - Enhance infrastructure for pedestrians and bicyclists throughout the Town.

Chapter 3: State of the System

Network Composition

Superior's transportation system is comprised of multiple layered networks: Land Use, Pedestrian, Bicycle, Transit, Truck/Deliveries, and Automobile Networks. When combined, these networks create an integrated system or framework of transportation. This plan evaluates existing conditions and future needs through this layered network framework approach, considering the current and anticipated needs of each user group.

Roadway User Type and VRUs

The following sections will review the individual networks according to order of user vulnerability starting with the most vulnerable (pedestrians), as their networks often differ. Roadway user vulnerability refers to the degree of risk different users face in the transportation system, particularly in the event of a collision. Vulnerability is influenced by factors such as exposure, lack of protection, speed differentials, and infrastructure design. Generally, users with less physical protection and lower speeds (e.g., pedestrians, bicyclists) are at higher risk compared to those inside automobiles. Vulnerable Road Users (VRUs) are roadway users who are at greater risk of injury or death in traffic crashes due to their lack of protection and exposure to heavier, faster-moving automobiles. These include pedestrians, people on bicycles, users of wheelchairs and mobility devices, and children and the elderly. While the *Vision Zero Action Plan* discusses the needs of these users in more detail, a general description of considerations for these users is included below for background when considering the existing networks used by VRUs.

Pedestrians

- The most vulnerable users, often crossing or walking alongside automobile traffic.
- Higher risk in areas with inadequate or poorly implemented crossing treatments, high-speed roads, or limited pedestrian infrastructure.
- This group often includes users of wheelchairs & people using mobility devices, and also children and elderly individuals, who depend on safe, accessible infrastructure (e.g., curb ramps, smooth sidewalks). Risk factors for this subgroup include uneven sidewalks, missing curb cuts, and high-speed traffic zones. Children may lack judgment about road dangers, and seniors may have reduced mobility, vision, or reaction times, making crossing streets or avoiding hazards more difficult.

Bicyclists

- Exposed to traffic but often travel at higher speeds than pedestrians.
- Risk increases when bike lanes are absent, poorly designed, or shared with or close to fast-moving automobiles.

Motorcyclists

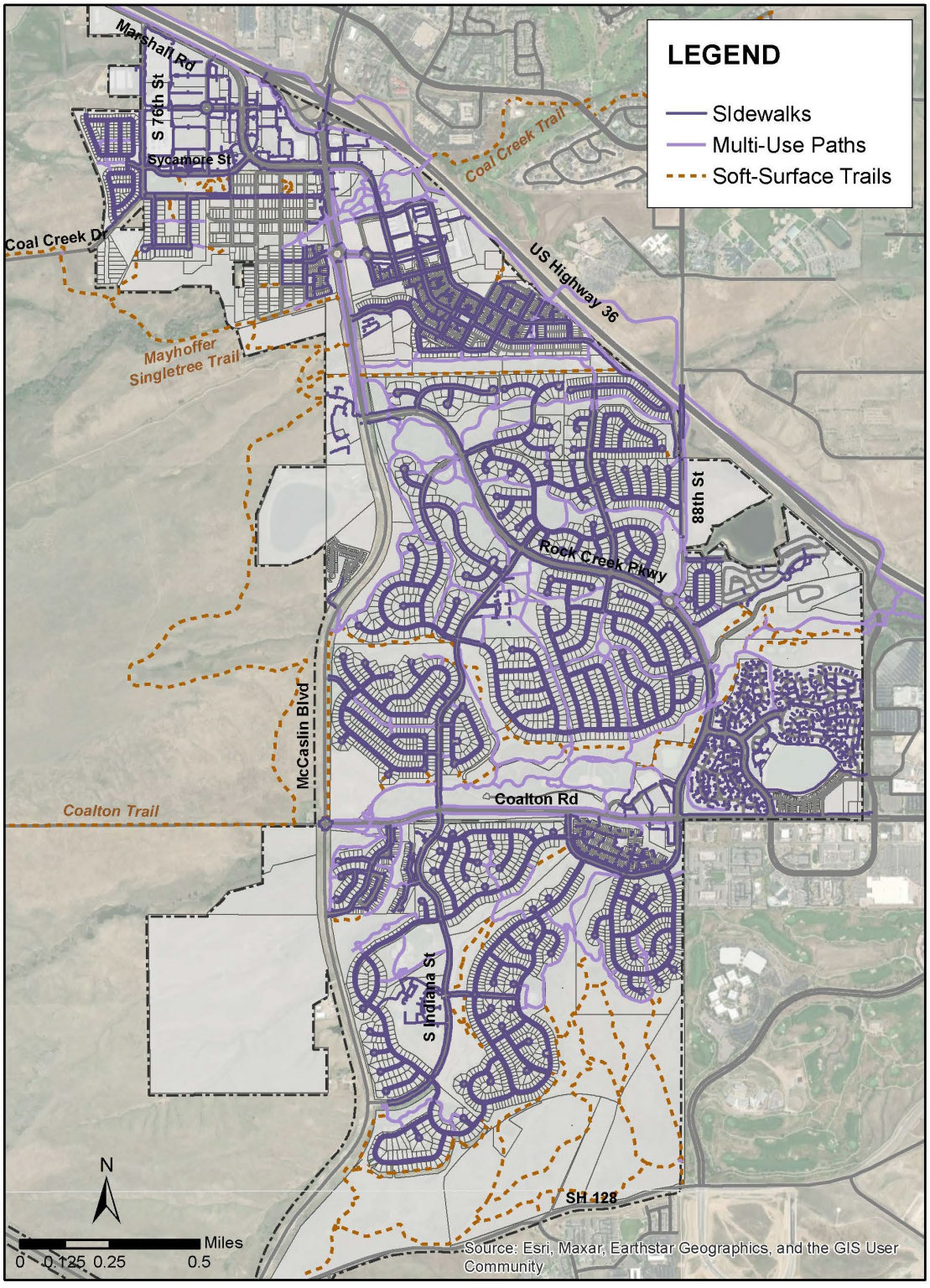
- This group is not technically considered a VRU, but has disproportionate severe injury and fatality rates when compared to automobile users. Exposed to traffic at all times, as their network is entirely comprised of the automobile roadway network.
- Risk is higher than people in the majority of automobiles (cars, trucks, SUVs, etc.) because their level of protection is less. Risk increases with higher automobile speeds.

Pedestrian Network Layer

The existing pedestrian network in Superior is shown in **Figure 9**, and consists of:

- *Multi-use paths* – asphalt or concrete trails 8' wide or wider used by pedestrians, bicyclists, scooters, and other users on non-motorized and low power motorized wheeled devices.
- *Sidewalks* – (usually) concrete walkways 4' to approaching 8' in width used mostly by pedestrians, but used occasionally by wheeled users for first and last block connections.
- *Soft surface trails* – formal (and sometimes informal) dirt or gravel trails used by pedestrians and sometimes by wheeled users.

Figure 9: Existing Pedestrian Network



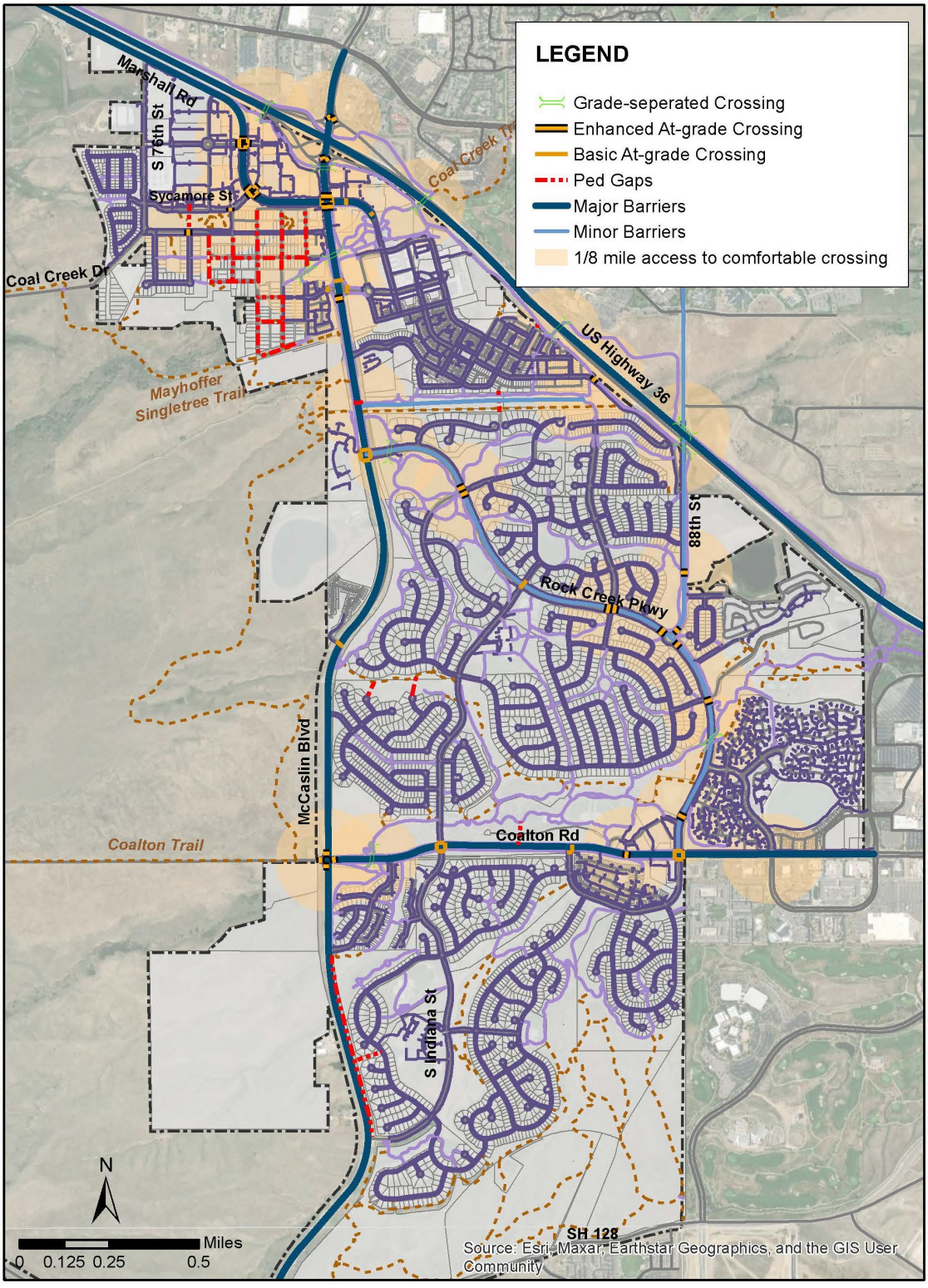
It should be noted that everyone is a pedestrian at some point during their trip. As a result, all streets should contain a sidewalk and Americans with Disability Act (ADA) accessible curb ramps. Particular areas in Town may demand pedestrian prioritization and therefore more enhanced pedestrian facilities, such as Downtown Superior, but safe and comfortable pedestrian facilities should be present on all streets, not just certain corridors. Superior design standards require sidewalks with curb ramps to be constructed along all roadways. However, a number of roadways were constructed before these requirements were in place and are lacking sidewalks.

To determine and identify deficiencies to pedestrian mobility and comfort in Superior, the project team analyzed the existing network for sidewalk gaps and barriers. Barriers include any roadway with more than 5,000 ADT or long stretches of geography not easily traversed by pedestrians. Crossings of these barriers were then mapped to determine how much out-of-path distance a pedestrian would need to travel to cross the barrier, and the safety and comfort level of the crossing. Three types of crossings are noted in **Figure 10** – grade-separated crossings where pedestrians are fully separated from automobile traffic in a tunnel or bridge (considered very comfortable), enhanced crossings where pedestrians have a marked crosswalk plus additional safety and/or comfort enhancements such as leading pedestrian intervals (LPIs), pedestrian refuge, protected signal phasing, or crossing beacons, and basic crossings where a crossing exists that has no comfort or safety enhancements and potentially does not meet national guidelines for crossing treatment.

As is seen in the figure, the pedestrian network analysis shows:

- The distance between barrier crossings is less than 1/8 of a mile (660') in most locations where destinations exist on the other side of the barrier.
- The comfort and safety of a large number of crossings could be improved – while grade separated crossings are not feasible (and sometimes, not desirable) for all crossings, all of the crossings shown as "Basic" would potentially not meet national guidelines on crossing facility types. While the "Enhanced" crossings all include crossing enhancements or conditions that increase comfort and safety, some of them still lack particular enhancements that could increase their multimodal function. **Appendix A** shows barrier crossing facility types and notes on elements of multimodal comfort and safety.

Figure 10: Pedestrian Network Gaps and Barriers

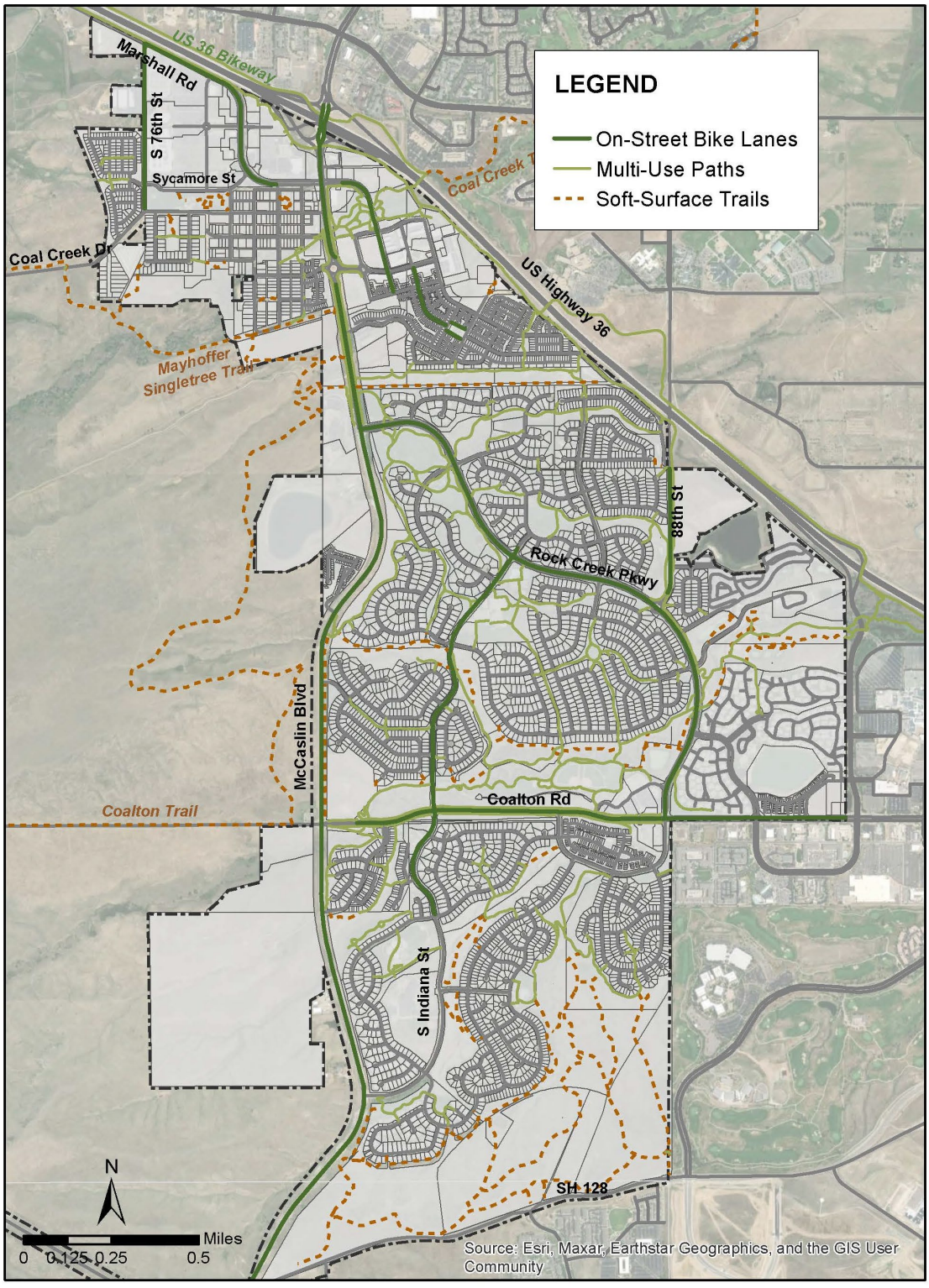


Bicycle Network Layer

The existing bicycle network in Superior is shown in **Figure 11**, and consists of:

- *Multi-use paths* – asphalt or concrete trails 8' wide or wider used by pedestrians, bicyclists, scooters, and other users on non-motorized and low power motorized wheeled devices.
- *On-street bike lanes* – striped bike lanes between the curbs of a roadway. Currently all on-street bike lanes in Superior are conventional bike lanes (one solid stripe separating automobiles from bikes, with no vertical or horizontal buffer) except for Rock Creek Parkway, and 76th Street, which were recently restriped with buffered bike lanes, which have a striped horizontal buffer.
- *Soft surface trails* – formal (and sometimes informal) dirt or gravel trails used by pedestrians and sometimes by wheeled users including people on bicycles.

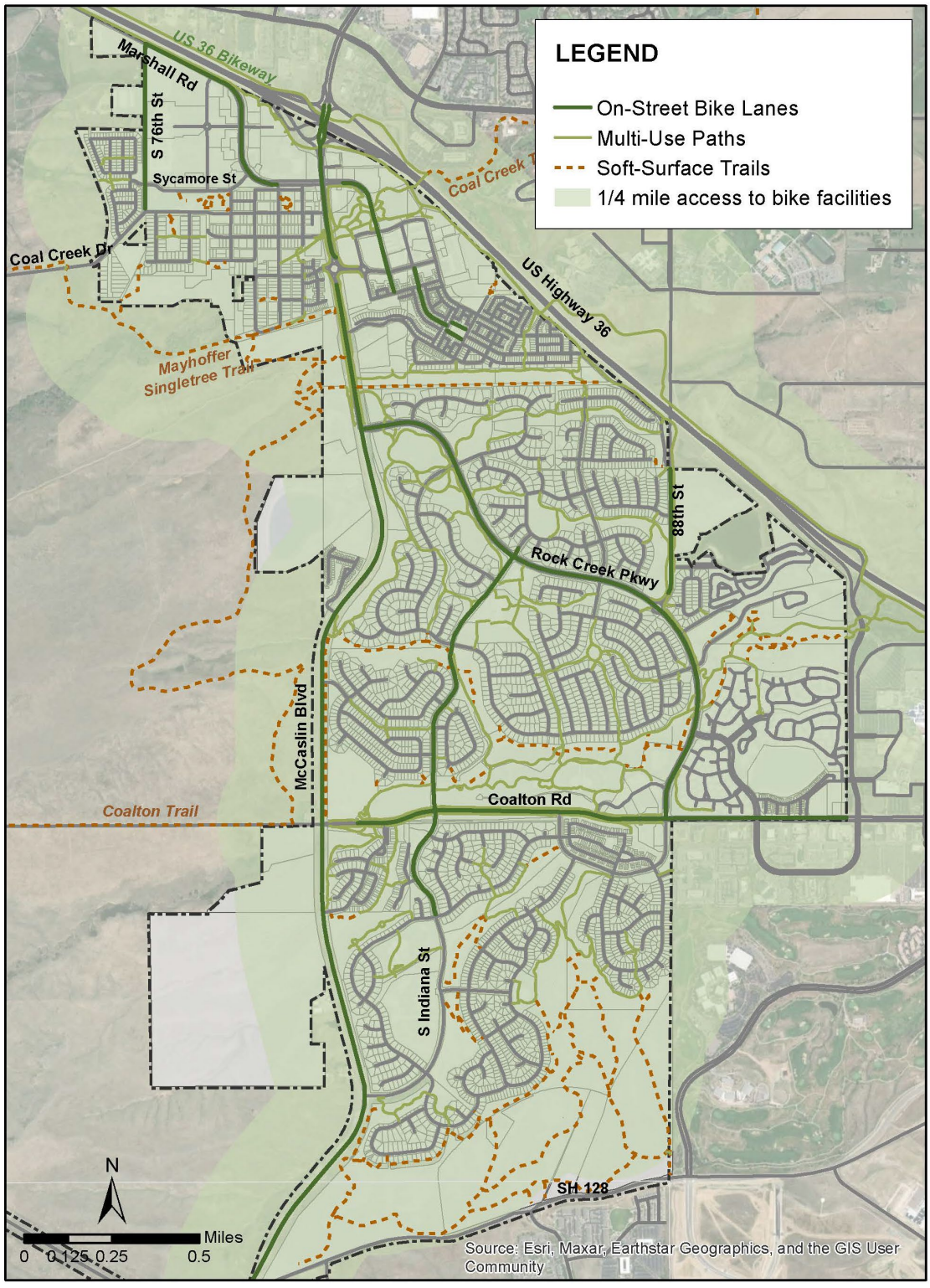
Figure 11: Existing Bicycle Network



The project team analyzed the existing bicycle facility network to determine bicycle facility gaps first by determining whether all residents are within one quarter mile (1/4 mile) of a bicycle facility, shown in **Figure 12**. Due to Superior's size and the prevalence of multi-use paths, Superior shows good proximity coverage in nearly all areas using this metric. This is also reflected in Superior residents' praise of the Town's trails network for use in recreation. Therefore, Superior's low active transportation mode split is likely a result of the level of comfort of the most direct facility types and the difficulties of crossing perceived physical barriers, as noted in the previous analysis.



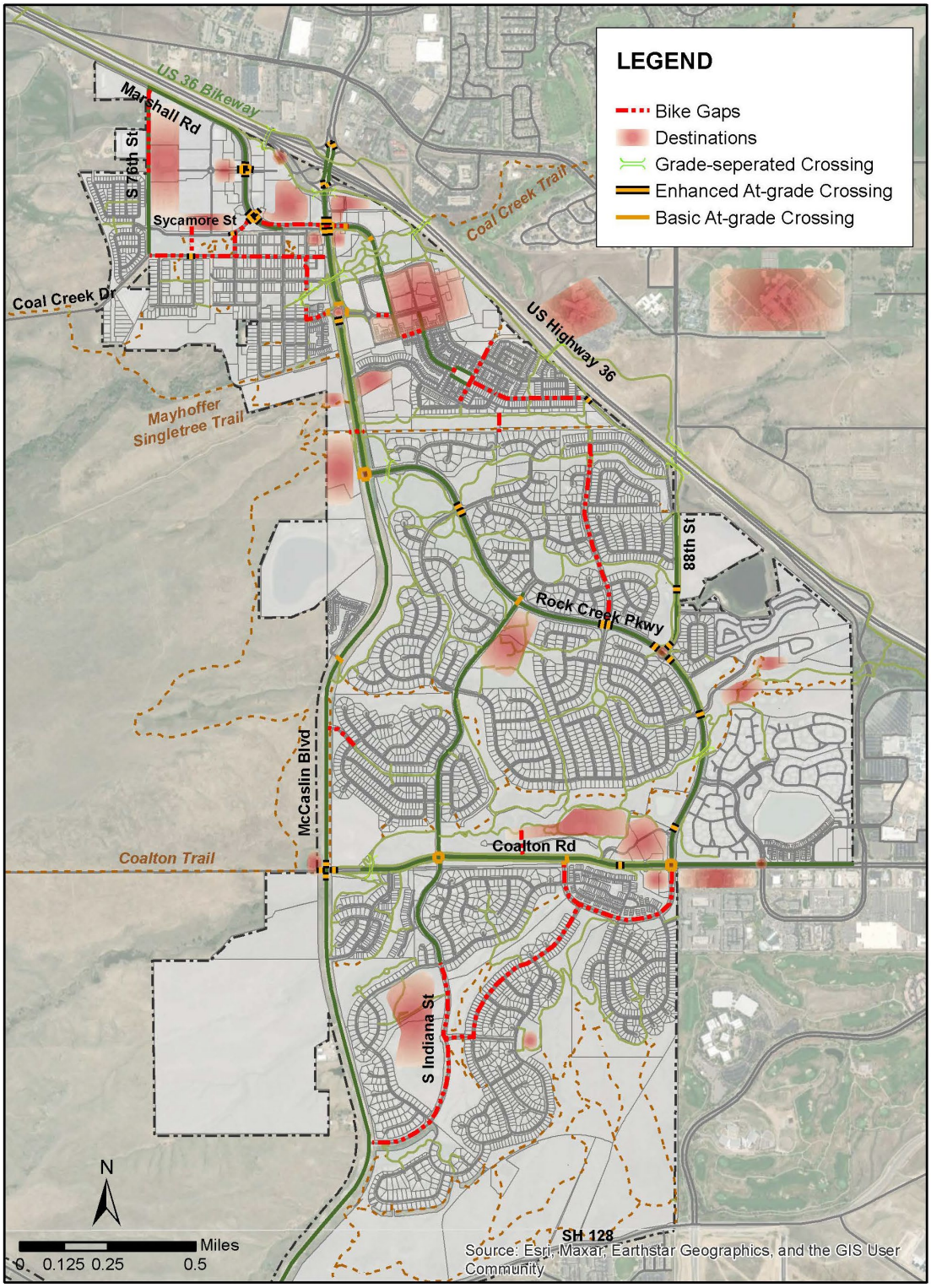
Figure 12: Proximity to Bicycle Facilities



Next, the network was reviewed for general bicycle facility gaps and barriers when compared with commercial, recreational, and school destinations. The identified gaps are noted in the **Figure 13**, with the same barriers and crossings as were noted in the pedestrian analysis, because some more cautious bicyclists will share crossing concerns with pedestrians, even along on-street bicycle facilities. While Superior's bike network is relatively well connected to destinations throughout Town, three primary challenges exist in the network:

- Presence and comfort of on-street (more direct) routes – many people using a bicycle for transportation prefer direct routes on comfortable on-street facilities over indirect shared-use path connections. While a number of the arterial and collector roadways have conventional bike lanes, only Rock Creek Parkway and a portion of 76th have higher comfort buffered bike lanes, with more separation space between cars/trucks and people on bikes.
- Connections to and within Downtown Superior and Original Town – while a number of these roadways are lower volume and speed, not having designated bicycle facilities in these areas discourages multimodal transportation.
- Final approach connections to and comfortable multimodal connections within larger commercial areas such as Superior Marketplace and Rock Creek Village shopping center (not shown on bicycle analysis map) – uncomfortable travel in the last 1000 feet to a destination discourages multimodal transportation.

Figure 13: Bicycle Facility Gaps



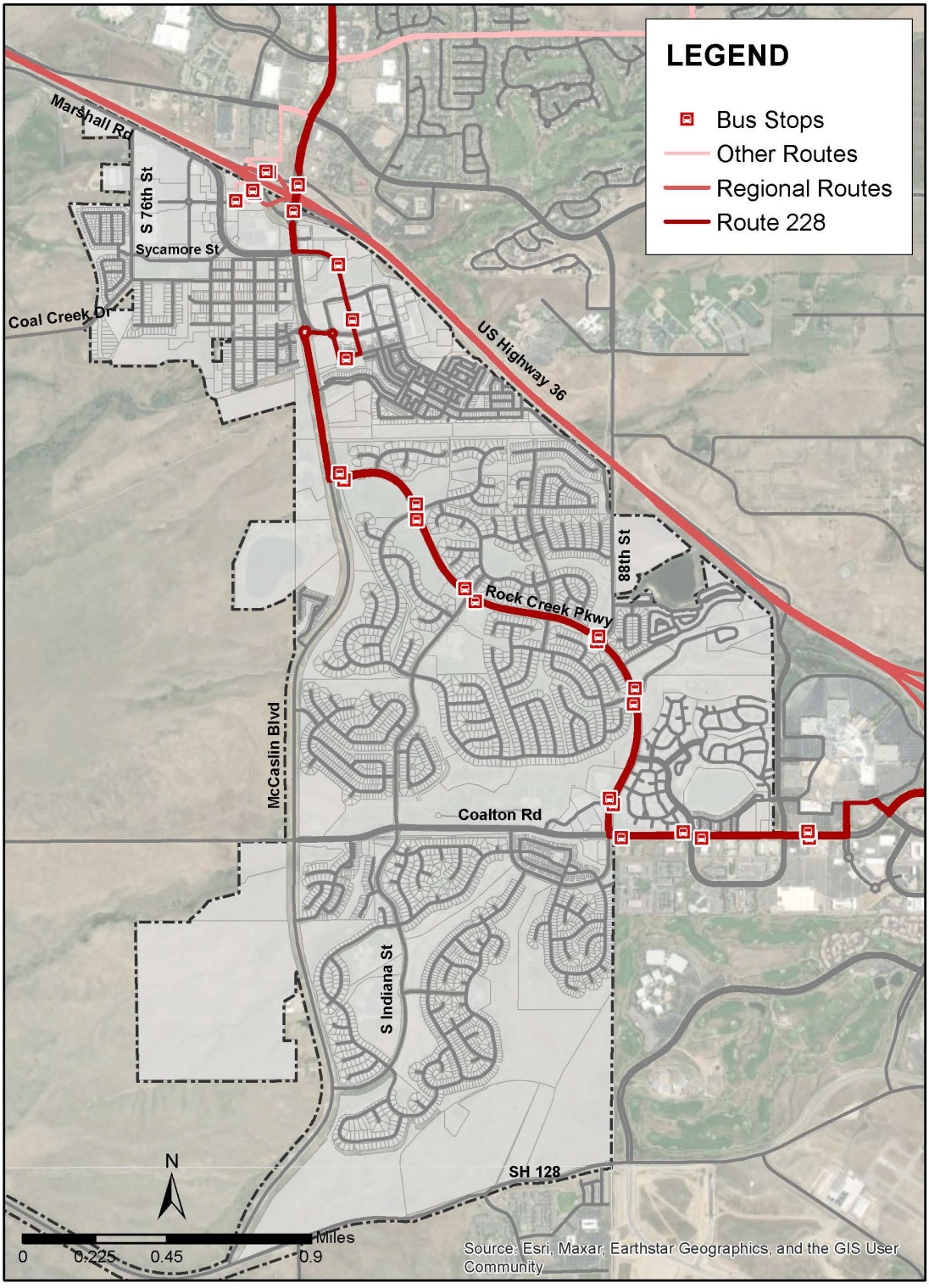
Transit Network Layer

The transit network in Superior is run by the Regional Transportation District (RTD), based in Denver. This network connects regional and local destinations throughout the Front Range, including along the US36 Corridor between Denver and Boulder. The *2012 Comprehensive Plan* and the *2014 Transportation Plan* include policies to encourage the use of public transportation, including transit-oriented design principles, park and ride facilities, expansion of local bus service within Superior, adequate transit services and facilities, in partnership with RTD, and a bus/rapid transit station. The Town is currently served by local, express, and regional transit routes operated by RTD, utilizing a Park-n-Ride facility near US 36 and McCaslin Boulevard, bus routes to Denver, FlexRide (call ahead shuttle service), a Bike-n-Ride shelter at the US 36 and McCaslin bus station, and My Way to Go, an online resource to coordinate carpools and vanpools for commuters.

Figure 14 shows the RTD bus service in the Superior area, which includes:

- Regional routes like the Flatiron Flyer and the AB (Airport Bus) route that stop at the RTD Park-n-Ride near Superior Marketplace (direct bus access off of US 36) and continue to Boulder and Denver or the Denver International Airport.
- Route 228, which is the primary in-town route through Superior. This route was updated in the spring of 2025 to travel through Downtown Superior, and continues on to Louisville and the Flatiron Crossing area of Broomfield.
- Other local routes that generally include areas adjacent to Superior to the north.
- Local bus stops along the 228 route, and a regional bus stop for the Flatiron Flyer and AB adjacent to US 36 and the Superior Marketplace.

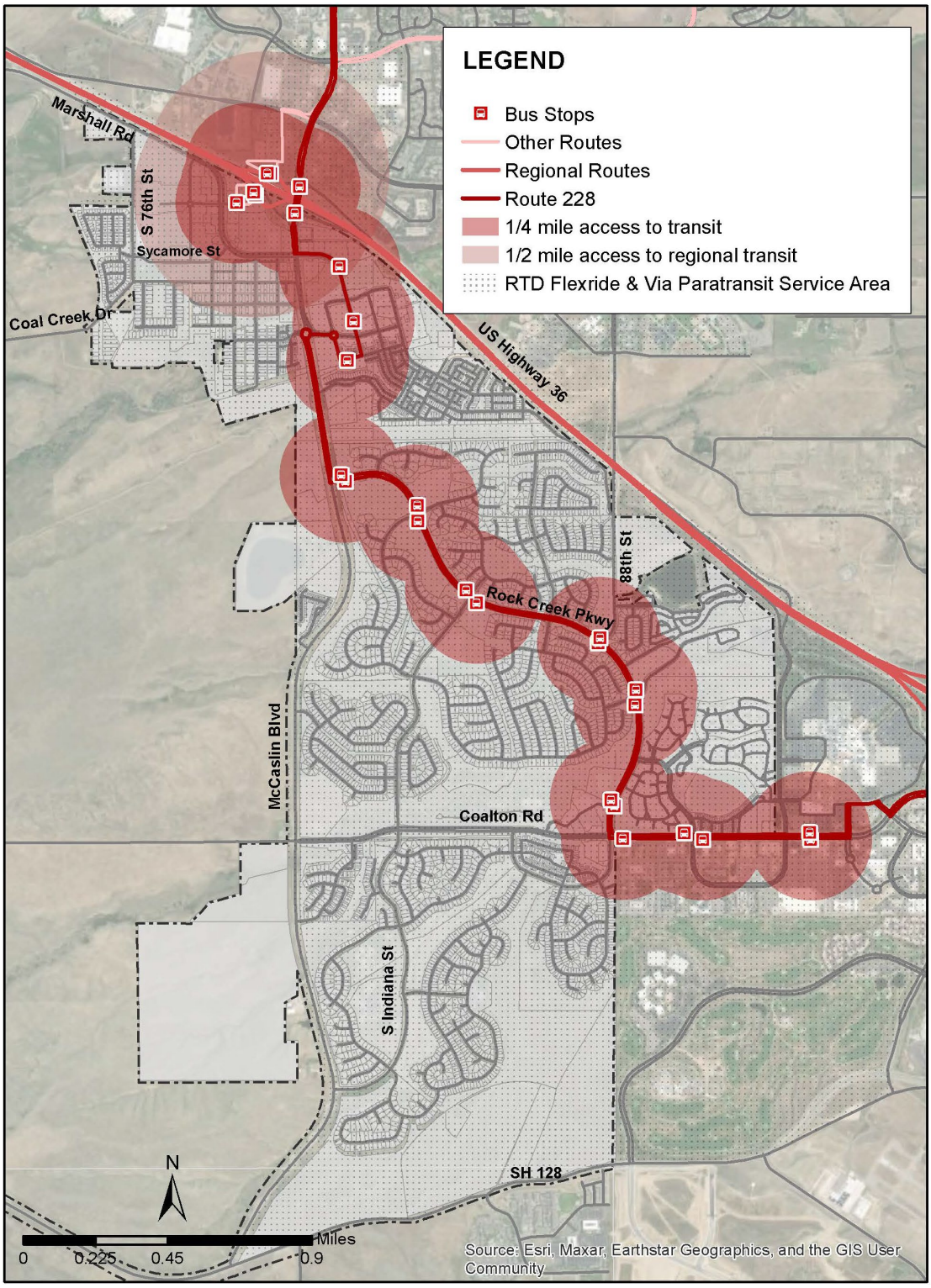
Figure 14: Transit Network Map



*Regional Routes: Flatiron Flyer and AB, which overlap in this area.

An analysis was completed to determine which areas of Superior were within ¼ of a mile of local bus stops, and ½ of a mile of the Flatiron Flyer and AB (regional) bus stop. While recommendations vary based on land use, these distances have been shown to be the approximate distances users are willing to walk to access transit in a suburban context. While the stop spacing along the 228 route is generally appropriate for the residents close to the route, **Figure 15** below shows that a large portion of the Superior population is outside of the typical walking limits of transit. According to the 2020 US Census, RTD ridership in Superior is 2.7% compared to the Denver Metro average of 3.8%.[2]Recent boarding and alighting data along this route (see **Appendix A**) shows an average of no more than four boardings or alightings at any 228 route stop in Superior except Rock Creek Parkway/Coalton Road (seven boardings, three alightings) and US 36/McCaslin Station in Superior Marketplace (three boardings, eight alightings). This low ridership may be partly due to the lack of large employment opportunities located near mass transit stations in Superior, and partially due to the proportion of Superior residences being outside of a typical walk-to-transit radius. At the same time, alternative services such as RTD FlexRide and Via Paratransit help expand access for residents who live beyond walking distance to fixed-route transit stops. These services are particularly valuable for seniors, individuals with disabilities, and others who rely on flexible, demand-responsive transportation options.

Figure 15: Transit Distance to Map



*Regional Routes: Flatiron Flyer and AB, which overlap in this area.

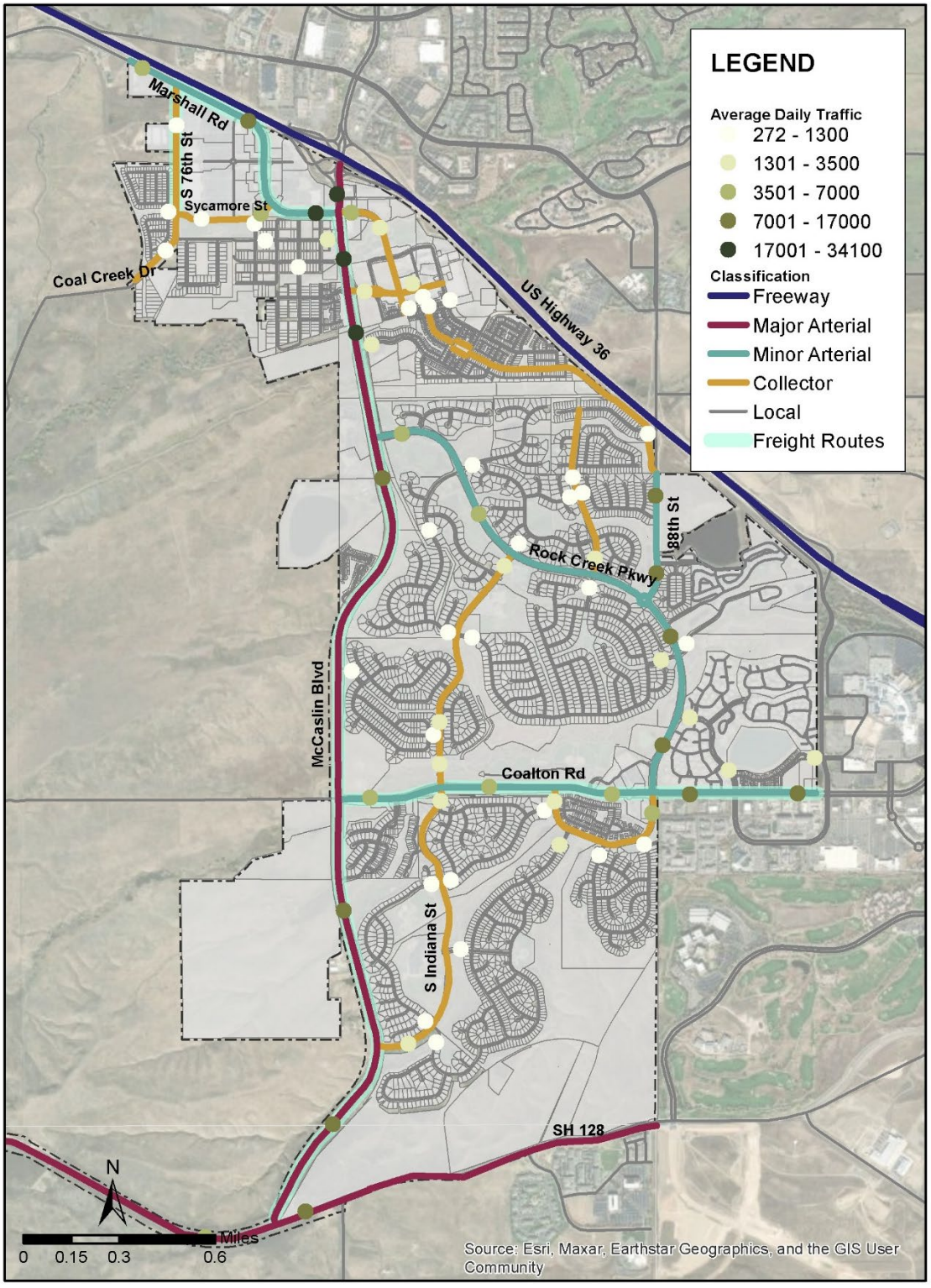
Automobile Network Layer



The existing automobile network in Superior is shown in **Figure 16** below. The Town is primarily served regionally by SH 128 to the south for destinations to the east and west, Coalton Rd through the middle of Town for destinations to the east and northeast, McCaslin connecting regionally to the north, and US 36 to the north for destinations toward Boulder and Denver. US 36 facilitates efficient automobile travel between Denver and Boulder, likely leading to Superior's high commuter rates. Within Superior, several key roadways provide connectivity and access to local amenities:

- *McCaslin Boulevard*: This major north-south two- to six-lane arterial intersects with US 36 at the north end of Superior at the diverging diamond interchange (DDI). It provides access to all land uses throughout superior right through the heart of town.
- *Marshall Road (State Highway 170):* Marshall Road starts on the east with a new connection into Downtown Superior and travels through the Superior Marketplace, becoming two-lane SH 170, which ultimately connects to the south end of Boulder and SH 93.
- *Coalton Road:* Serving as the primary east-west corridor through Superior's residential south end, Coalton Road links Superior to neighboring communities and provides access to local residential neighborhoods and commercial establishments.
- *88th Street:* This two-lane arterial connects Superior with the nearby hospital and school uses in Louisville north of US 36.
- *Rock Creek Parkway*: This four-lane arterial winds through Superior's residential core connecting a large portion of Superior's residents with connection to the north and to the east.

Figure 16: Existing Roadway Network with Classification and Automobile ADT Ranges

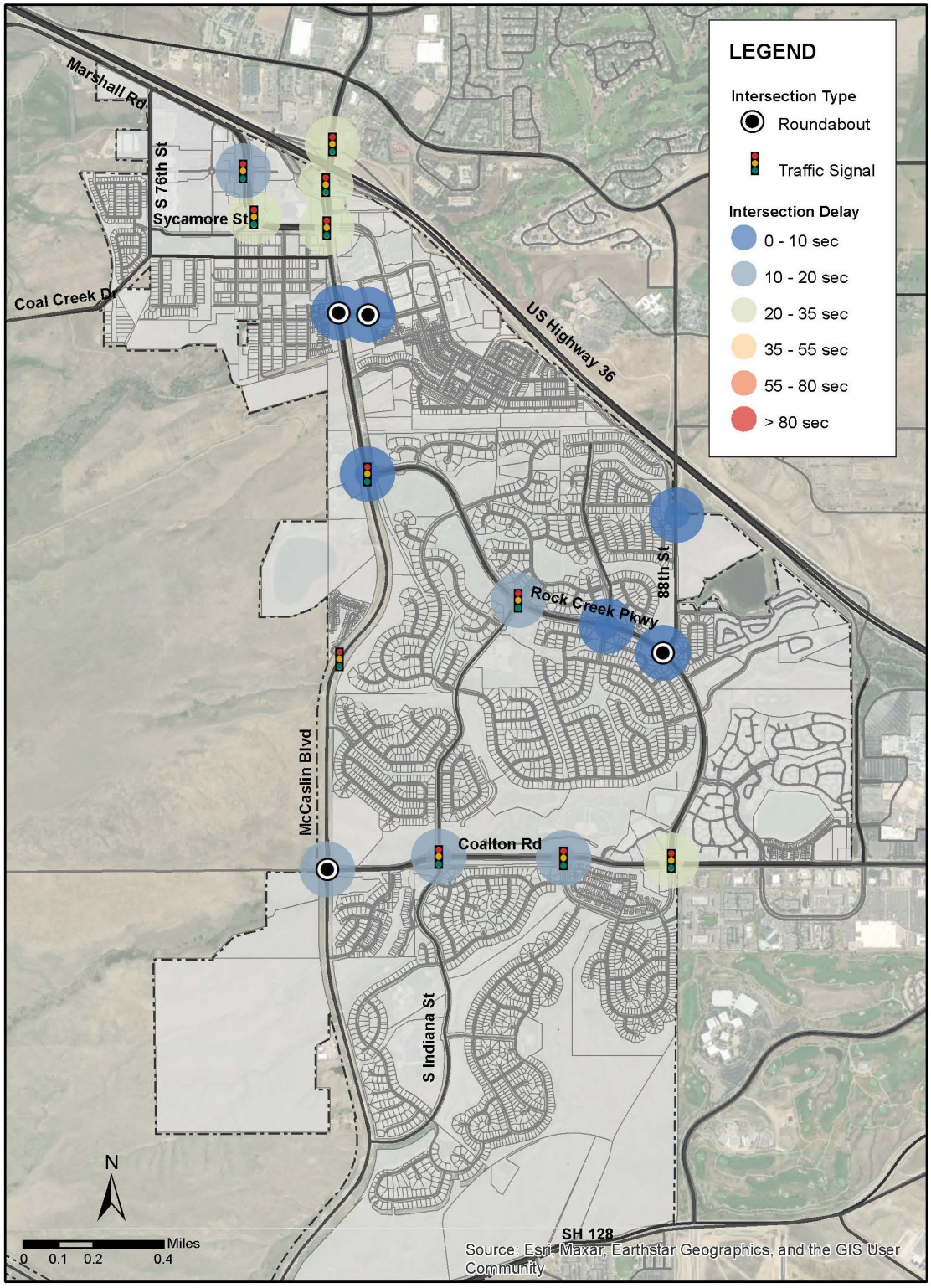


In order to provide a snapshot of current automobile conditions and to determine an existing roadway operations baseline for future comparison, average daily traffic (ADT) counts along roadway segments and turning movement counts (TMCs) at intersections were conducted throughout Superior in 2024 as part of the Transportation Plan data gathering efforts. These counts were then used to do a baseline analysis of how close roadway segments were to reasonable capacity based on the number of lanes, and whether intersections were operating with acceptable delay. Intersection delay is shown in **Figure 17**. It should be noted that automobile traffic operations are not the only or even the primary consideration in a Transportation Plan. As noted previously, transportation systems are layered networks, and traffic operations happen to be one layer that has long-established methods of technical analysis. While many communities' transportation plans don't have the opportunity to analyze existing operations at the individual level, Superior's size allows this plan to include a high-level intersection operations analysis to be utilized for a number of different reasons: 1) a baseline of both volumes and general expected operations for staff to use as a resource when major or minor changes are proposed in the coming years, and 2) a point of baseline comparison for a threshold analysis when determining future roadway needs of automobile uses.

The existing peak hour automobile network (roadway segments and intersection) analysis can be found in **Appendix B**. Key findings include:

- All intersections evaluated are currently operating at acceptable levels from a delay perspective.
- At the McCaslin Blvd. and Marshall Road traffic signal, the southbound left-turn and through movement are nearing capacity, largely due to the heavy southbound volumes and signal timing necessary due to the other turning movements at this intersection. However, addition of a lane to allow triple eastbound lefts is underway.
- An assessment of 74 ADT counts determined that all roadways are operating within the theoretical automobile volume thresholds for the existing number of lanes.
- At US 36, McCaslin Blvd. operates as a diverging diamond which effectively reduces delay and crash potential by deconflicting left-turn movements, and no widening of McCaslin Blvd. is planned or practical here. As shown in the intersection operations analysis, this interchange is operating well as a diverging diamond interchange from an automobile operations standpoint.

Figure 17: Existing Automobile Intersection Delay



Transportation Demand Management

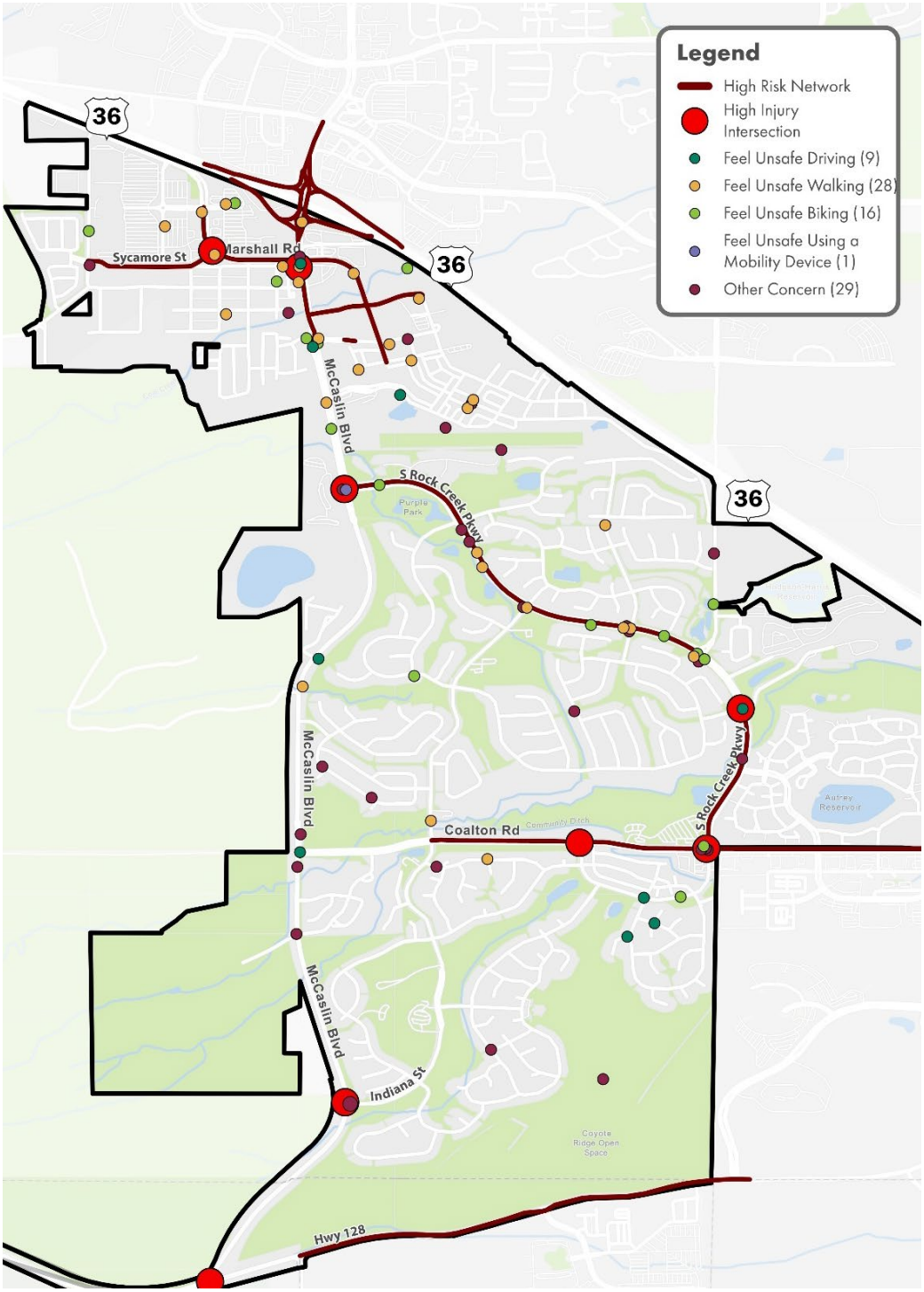
The Town of Superior is not currently using any unified Town-wide Transportation Demand Management (TDM) strategies, such as mobility services, public policies, employer programs, parking management, and educational or outreach campaigns. Over the past ten years, however, a number of spot improvements have been installed that could help with TDM – secure bike storage at the McCaslin Flatiron Flyer station to encourage bus-then-bike usage, working with RTD to reinstitute the Flex Ride, express bus service from McCaslin Park-n-Ride to DIA, and improved wayfinding adjacent to the Flatiron Flyer station. The primary purpose of TDM strategies is to encourage efficient use of the transportation system by decreasing the number of people driving alone on the roadway system to reduce traffic congestion and greenhouse gas emissions. TDM also serves to increase transportation mode choice, improving transportation affordability, safety, and reliability for all users. Superior has taken some initial steps to do this, with many opportunities pending.

Safety

The safety of Superior's transportation network users is a critical consideration in existing conditions and future needs analysis. Measured (through crash rates or potential for crashes) and perceived safety concerns can impact user's choice of route to take and also their choice of transportation mode (walking, bicycling, driving, riding the bus). The impacts of safety concern are generally greater for those walking or riding a bicycle, as the consequences of a crash for those users are statistically greater. As noted earlier, the *Superior Vision Zero Action Plan* is currently being developed to study the crash trends, crash potential, and perceived safety concerns of Superior's network as well as develop recommendations based on that analysis.

One of the results of the *Vision Zero Action Plan*'s analysis is the identification of a High-Risk Network (HRN) and High Injury Intersections (HII). This analysis also includes mapping of perceived safety concerns of the community. The HRN/HII map from the *Vision Zero Action Plan* is shown in **Figure 18** for reference. Additional information on existing safety analysis in Superior and recommendations for the network can be found in the *Superior Vision Zero Action Plan*.

Figure 18: High Risk Network Map (from Vision Zero Action Plan)



**See Superior's VZAP for additional details on injury rates and relative safety.*

Chapter 4: Growth Impacts

As Superior continues to grow and evolve, it is important to understand how future changes will impact the Town's transportation system. This chapter summarizes local and regional growth expectations and examines how these changes may influence travel demand, roadway performance, and the need for multimodal improvements. Planning for these impacts today ensures the transportation network can continue to support safe, efficient, and sustainable travel for all users in the years ahead.

Land Use Model

The Town is currently in the process of updating its *Comprehensive Plan*, which establishes a vision for future growth and development in Superior. Community members have expressed interest in ensuring that new development does not compromise Superior's small-town feel, walkability, and access to open spaces. The *Comprehensive Plan* approach integrates these priorities by focusing future growth in key areas, promoting mixed-use development, and enhancing connectivity for all modes of travel. While the plan is still in progress, a preliminary land use change table has been developed to guide this Transportation Plan. These draft materials identify where residential, commercial, mixed-use, and other types of development are expected to occur, shaping future travel patterns and transportation needs.

Table 2: Comprehensive Plan - Future Land Use Changes

Opportunity Area	Existing Land Use	Future (Draft) Land Use
76th St. Annexation and Guardian Property	Vacant Lot	Light Industrial or Medium/High Density (3-4 stories) Residential
Superior Marketplace	Commercial	Mixed Use
Original Town Commercial	Vacant Lot, Commercial	Neighborhood Commercial + Residential (transition)
Discovery Office Park	Vacant Lot, Commercial	Office
Zaharias Property	Vacant Lot	Mixed Use, Commercial or Medium Density Residential
Resolute	Vacant Lot	Commercial
Town 15	Vacant Lot - Town Owned	Parks/Open Space or Civic/Commercial

**See Superior's Final Comprehensive Plan for additional details and updates.*

Table 2 shows land use changes that will impact Superior's future transportation system. Vacant or underused sites such as the 76th Street Annexation, Zaharias, and Resolute properties are planned for new residential, office, and mixed-use development, which will increase local travel demand and

require better connections for walking, biking, and driving. Areas like the Superior Marketplace and Original Town Commercial will transition to more active mixed-use and neighborhood-scale commercial uses, supporting walkability but also generating more local trips. Meanwhile, planned parks and civic uses like Town 15 will shift travel patterns and regional connections. These changes highlight the need for coordinated multimodal improvements.

As part of the Transportation Plan, an assessment of projected Year 2050 traffic conditions was completed to understand how future growth will impact Superior's roadway network and identify whether long-term improvements will be needed to maintain safe and efficient operations as the Town continues to develop.

Using the DRCOG 2050 Focus Model for major roadways within the Town, projected annual traffic growth rates within Superior range from 0.43% to 1.32%, with an average of 0.87% per year. These growth rates were reviewed alongside trip generation estimates calculated for various Future Land Use (FLU) scenarios, including as-zoned, higher-density, and lower-density scenarios for key development areas such as Downtown Superior, Zaharias, Superior Marketplace/76th Street, and Discovery.

Based on a comparison of existing (2024) daily traffic volumes, available traffic study projections, and DRCOG model outputs, it was determined that the DRCOG projections underestimated traffic in areas with significant planned development. Therefore, growth rates were adjusted upwards in these locations to provide a more conservative estimate of expected buildout conditions (**Table 3**).

Table 3: Adjusted growth factoring in flu trip generation, traffic study specific projections

Roadway Segment	2024 Daily Traffic Volume	DRCOG FOCUS 2050 Model Annual Growth	Adjusted Annual Growth	Adjusted 2050 Growth Factor	Adjusted 2050 Traffic Volume	Adjusted Growth Notes
88th Street south of US 36	9,020	0.68%	**1.35%**	**1.42**	**12,800**	Increased for Zaharias, Redtail
88th Street north of Rock Creek	9,027	1.10%	**1.35%**	**1.42**	**12,800**	Increased for Zaharias, Redtail
Rock Creek East of McCaslin Blvd.	6,004	0.95%	**1.00%**	**1.30**	**7,800**	Consistent with RCP Study
Rock Creek north of Coalton Rd.	9,012	0.51%	**1.00%**	**1.30**	**11,700**	Consistent with RCP Study
McCaslin Blvd. south of US 36	34,085	1.08%	**1.10%**	**1.33**	**45,300**	Increased for Marketplace/76th St, DTS
McCaslin Blvd. south of Coal Creek Dr.	19,016	1.32%	**1.10%**	**1.33**	**25,300**	Adjusted for consistency w/adj. segments
McCaslin Blvd. south of Main St.	17,164	0.73%	**1.00%**	**1.30**	**22,200**	Increased for DTS, Discovery
McCaslin Blvd. north of Coalton Rd.	10,550	0.91%	**1.00%**	**1.30**	**13,700**	Adjusted for consistency w/area growth
McCaslin Blvd. south of Calmante Ave.	8,727	0.92%	**1.00%**	**1.30**	**11,300**	Adjusted for consistency w/area growth
Coalton Rd. east of McCaslin Blvd.	5,714	1.16%	**1.00%**	**1.30**	**7,400**	Adjusted for consistency w/area growth
Coalton Rd. east of Indiana St.	6,888	0.67%	**1.00%**	**1.30**	**8,900**	Adjusted for consistency w/area growth
Coalton Rd. east of Rock Creek Pkwy	12,214	0.43%	**1.00%**	**1.30**	**15,800**	Adjusted for consistency w/area growth
Marshall Rd. west of McCaslin Blvd.	22,367	n/a	**1.00%**	**1.30**	**29,000**	Accounts for Marketplace/76th St
Marshall Rd. east of McCaslin Blvd.	5,255	n/a	**1.00%**	**1.30**	**6,800**	Accounts for DTS, in-fill growth
Main Street east of McCaslin Blvd.	3,455	n/a	**4.90%**	**3.47**	**12,000**	Increased for DTS, Discovery

The operations analysis was conducted using Synchro for signalized and stop-controlled intersections and SIDRA for roundabouts. Key findings from the Year 2050 assessment include:

- McCaslin & Marshall – it is assumed that the planned eastbound lane improvements to add a fifth eastbound approach lane and free right, with removal of the existing signal split-phase operation, is in place as this project is budgeted and planned for 2026. This will provide adequate capacity to continue to serve this intersection at an acceptable Level of Service with proposed area development. Note that the higher-density (Scenario C) land use for Superior Marketplace/76th may cause this signal to operate at/near capacity at LOS E in the PM peak hour. However, no additional improvements were identified for the long-term planning horizon at this intersection.
- US 36 Interchange – these intersections will continue to operate at acceptable overall LOS (D or better), with the unsignalized eastbound off-ramp left-turn to northbound US 36, operating at LOS E in the PM peak hour.
- The McCaslin Blvd/Main Street roundabout is anticipated to operate at acceptable overall LOS C or better in both peak hours; the westbound left and through lane is anticipated to operate at LOS F in the AM peak hour, but this is for a relatively low volume (115 vph) and the queue analysis shows no impact east into the Gateway roundabout – no improvements are identified as needed for long-term growth.
- 88th Street/Promenade Drive/Zaharias Access – this intersection will need to be signalized with development of the Zaharias site, to serve both the additional traffic that will be added from this development and the buildout traffic from the Downtown Superior development.
- No other intersections are anticipated to near capacity or require improvements for the long-term planning horizon.

Additionally, the analysis identified the need to complete the 76th Street collector roadway cross-section just south of Marshall Road, including curb, gutter, bike lanes, and sidewalks, consistent with the Town's previous *Transportation Plan*. This improvement has recently been largely completed.

Overall, the Year 2050 analysis indicates that Superior's roadway network is projected to continue operating effectively with planned improvements in place, accommodating growth and maintaining acceptable operations at key intersections. However, the Town should continue to monitor traffic patterns as development progresses to confirm these assumptions and proactively address any emerging operational or safety needs.

These findings indicate that while Superior's roadway network is expected to accommodate projected growth with planned improvements, development in mixed-use and higher-density areas will increase pedestrian and bicycle activity, underscoring the need for enhanced active transportation

infrastructure as noted in the previous chapter. The multimodal improvements such as safer crossings, expanded bicycle facilities, and stronger first/last mile connections discussed in the previous chapter, and resulting multimodal recommendations discussed in the following chapter will be critical to effectively support these changes.

Chapter 5: Recommendations

The recommendations in this Transportation Plan outline the steps needed to achieve Superior's vision and goals. They identify projects, programs, and policies that address current needs and prepare for future growth and change. These recommendations are intended to guide decision-making, budgeting, and coordination with partners, ensuring that transportation investments align with community priorities.

It is important to view these recommendations as flexible guidance rather than rigid prescriptions. As the Town undertakes maintenance and rehabilitation projects, these recommendations should be referenced to identify opportunities to incorporate additional improvements efficiently. Because community needs, technologies, and regional trends will continue to evolve, it is essential that the recommendations in this Plan be reviewed and updated every five to ten years to remain relevant, effective, and responsive to Superior's future.

The following **Figure 19** and **Table 4** provide an overview of proposed transportation improvements across Superior. The map shows the locations of recommended projects for all modes, giving a visual understanding of where enhancements are planned throughout the community. The accompanying table includes key details such as project location and description.

The recommendations developed have also been reviewed for relative:

- Public Support - based on public input during the Transportation Plan, *Comprehensive Plan*, and *Vision Zero Action Plan's* outreach processes.
- Order of Magnitude Cost – broken down into rough estimate ranges that correspond with potential funding from Town or outside sources.
- Maintenance and Operations Increase – relative potential for increasing the maintenance and operations demands on the Town.
- Low Cost Pilot Project Potential – describes whether the project might work well as a low-cost, quick-implementation pilot project that could be implemented in the very near term and studied afterwards for effectiveness.

The additional project comparison criteria listed above provide flexibility to Town Staff in prioritizing which projects to implement next based on available funding, upcoming maintenance projects, and adjacent development, and ensure that investments align with both fiscal responsibility and community needs. The additional criteria detail is provided in **Appendix D**.

Figure 19: Recommendations.

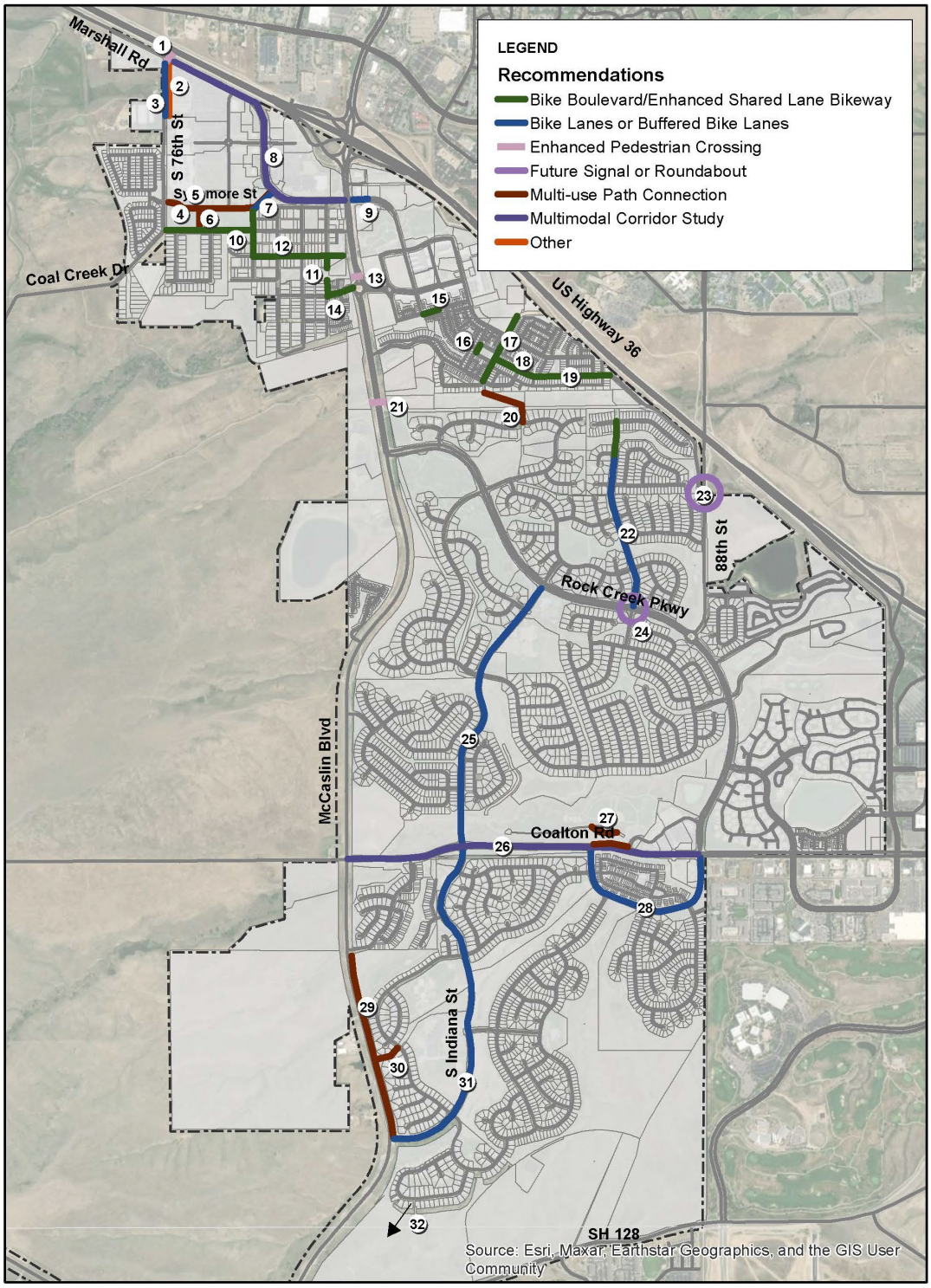


Table 4: Location-Specific Transportation Project Recommendations

Map ID	Location	Recommendation
1	Marshall Rd (crossing) at 76th St	Enhanced at-grade crossing
2	76th St from driveway to Marshall Rd	Complete collector roadway section (sidewalks, bike lanes)
3	76th St from driveway to Marshall Rd	Upgrade from shared facility to bike lanes
4	Sycamore St from 76th St to 4th Ave, S side	Widen southern sidewalk to become Sycamore sidepath
5	North off Sycamore St at main entrance	Improve ADA and wheeled access to Marketplace circulation paths and main entrances
6	From Coal Creek Dr and Sycamore in middle of park	Direct trail connection (with wayfinding) through park
7	4th Ave and Sycamore St from Coal Creek Dr to Marshall Rd	Bike lanes (Sycamore portion) through lane reduction (needs further study) and shared lane markings (4th portion), with intersection enhancements
8	Marshall Rd from 76th St to McCaslin Blvd	Multimodal enhancements to improve safety and comfort - potential study grant application pending
9	Marshall Rd from McCaslin Blvd to Superior Plaza Way	Bike lanes (may require widening) or widen sidewalk to multi-use path
10	Coal Creek Dr from 76th to 4th Ave	Bike Boulevard
11	1st Ave from Coal Creek Dr to Douglas St (connected with ped bridge)	Bike Boulevard
12	4th Ave from Coal Creek Dr to William St, William St from 4th Ave to McCaslin	Bike Boulevard
13	McCaslin Blvd at Main St - N crossing	Enhanced crossing at roundabout
14	Douglas St from 1st Ave to McCaslin Blvd	Bike boulevard/trail wayfinding enhancements with bike ramps at roundabout
15	Old Rail Wy from Buttercup Ln to Promenade Dr	Bike Boulevard or bike lanes (pending counts)
16	Village Green Wy from Promenade Dr to both directions of Promenade Dr	Bike Boulevard connector
17	Central Pk Wy from Discovery Pkwy to Superior Dr	Bike Boulevard or bike lanes (pending counts)
18	Promenade Dr from Central Park Wy to Discovery Pkwy	Town-planned conversion to bike boulevard
19	Promenade Dr from Discovery Pkwy to intersection with US36 Trail	Bike Boulevard or bike lanes (pending counts and parking needs)
20	Between E-W Trail at Central Pk Wy and Wiggins St/Karval Pl	Neighborhood connector trail
21	Across McCaslin at E-W Trail N of Rock Creek Pkwy	Grade separated crossing or pedestrian signal

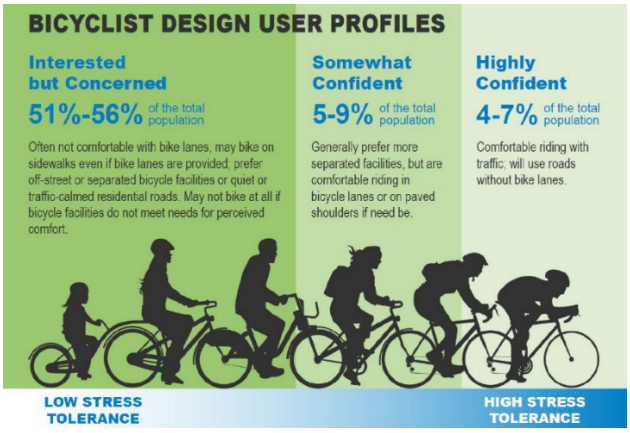
22	Coal Creek Dr from Lanterns Ln to Rock Creek Pkwy	Bike Boulevard (north end) buffered bike lanes (south end where extra roadway space)
23	88th St at Promenade Dr	Future traffic signal with development
24	Rock Creek Pkwy at Coal Creek Dr	Future intersection improvements - potential roundabout
25	Indiana St from Rock Creek Pkwy to Torreys Peak Dr	Buffer the existing bike lanes where feasible
26	Coalton Rd from McCaslin Blvd to Rock Creek Pkwy	Study lane removal and buffered/protected bike lane installation
27	From trail near parking lot to trail west of ball fields	Direct trail connection from trail adjacent parking lot past ball park facilities
28	Rock Creek Cr from Coalton Rd to Rock Creek Pkwy	Bike lanes
29	McCaslin Blvd E side from Calmante Ave to Indiana St	McCaslin trail extension to coyote ridge
30	McCaslin Blvd to Torreys Peak Dr	Neighborhood connector trail
31	Indiana St from Torreys Peak Dr to McCaslin Blvd	Bike lanes/buffered bike lanes
32	128 at McCaslin Blvd	Coordinate with CDOT to study intersection configuration improvements

Table 5: General Transportation Recommendations

General Project ID	Recommendation
1	Install sidewalk where missing
2	Update all multi-use paths to 12' wide min.
3	Develop Pedestrian Crossing Treatment Guidelines and implement updates at crossings as applicable
4	Update Green Marking Striping Policy and implement as applicable
5	Increase frequency of 228
6	Transit service to Park and Ride
7	Investigate Ecopass for Marketplace and Downtown Superior Staff
8	Mobility Hub in DTS, PnR
9	Clear and safe pedestrian access routes into and within development
10	Implement Vision Zero plan
11	Improve local bus stops where appropriate
12	Signal upgrades including Flashing Yellow Arrow (FYA) signal heads to provide protected LT phasing options where feasible
13	Reduce pedestrian crossing distance and improve crossing comfort as feasible at major intersections

Active Transportation Improvements

Providing safe and accessible options for walking and bicycling is critical to supporting Superior's goals for mobility, equity, sustainability, and public health. Expanding active transportation infrastructure gives residents and visitors real choices in how they travel, whether for daily errands, commuting, recreation, or connecting to transit. These improvements also enhance community livability and reduce reliance on single-occupancy vehicle trips.



Source: USDOT FHWA Bikeway Selection Guide

Designing bicycle facilities requires understanding the different types of bicyclists and their comfort levels. National research identifies four general categories:

- Strong and Fearless
- Enthused and Confident
- Interested but Concerned, and
- No Way No How

While local data is not available, regional planning studies suggest that approximately 50

to 60 percent of people fall into the "Interested but Concerned" category—those who would bike more often if they felt safer using protected bike lanes, multi-use paths, or traffic-separated facilities. Serving this group is key to increasing bicycle use in Superior, as they represent the greatest potential to shift trips away from cars.

The recommended bicycle improvements cover a range of facility types to address different comfort levels and trip purposes. These include bike lanes, such as those proposed along 76th Street from Center Drive to Marshall Road (#3), buffered bike lanes where feasible, for example along Indiana Street from Rock Creek Parkway to Torrey's Peak Drive (#25), and bike boulevards on lower-speed neighborhood streets to improve connectivity, such as on Coal Creek Drive from 76th Street to McCaslin Boulevard (#10) and William Street from 4th Avenue to McCaslin Boulevard (#12). Key corridors such as Sycamore Street, Marshall Road, and McCaslin Boulevard are identified for bike lane improvements or expansions to support safer travel across Town. Additionally, some recommendations include strategic upgrades to signage, lane markings, and intersection treatments to create low-stress routes, such as improvements along Douglas Street from 1st Avenue to McCaslin Boulevard at the roundabout (#14).

For pedestrians, recommendations focus on enhancing crossings, expanding accessibility, and improving connections to daily destinations. These include enhanced at-grade crossings at locations such as Marshall Road at 76th Street (#1) and McCaslin Boulevard at the trail north of Rock Creek Parkway (#21), improved ADA and wheeled access to Marketplace area (#5) and direct trail connections through parks, including a connection around congested ball field plaza areas through Community Park (#27) to link neighborhoods with commercial and recreational destinations. These improvements aim to increase safety, reduce conflicts with automobiles, and ensure accessible and comfortable walking routes for everyone.

Automobile Improvements

Superior's Transportation Plan prioritizes a balanced, multimodal network in which automobile improvements remain critical to maintaining safety, managing congestion, and supporting regional mobility.

Recommended improvements include roadway buildout, intersection upgrades, and lane reconfiguration studies. For example, completing the collector roadway along 76th Street from Center Drive to Marshall Road (#2), the automobile portion of which was recently completed, will improve connectivity on the west side of Town, while installing a future traffic signal at 88th Street and Promenade Drive (#23) will help maintain safe operations as development continues. Additionally, a study is proposed to evaluate lane removal and buffered/protected bike lane installation along Coalton Road from McCaslin Boulevard to Rock Creek Parkway (#26), balancing automobile capacity with vulnerable road user safety.

High Impact Projects - Prioritization

While all recommended improvements in this plan will enhance mobility, safety, and connectivity, prioritization should be based on Town needs, coordination with development and maintenance projects, and funding availability. However, certain projects should be considered higher priority regardless of funding opportunities due to their importance for safety, accessibility, and network integration. These include:

- **Multimodal improvements along Marshall Road from 76th Street to McCaslin Boulevard** (recently partially completed), enhancing pedestrian, bicycle, and automobile travel along this key corridor.
- **Critical crossing improvements across McCaslin Boulevard**, to provide safer connections between neighborhoods, commercial areas, and regional trails
- **Implementation of bicycle facilities** in areas where extra roadway width is available, to improve connectivity, safety, and comfort to people who ride a bicycle either by choice or out of necessity.

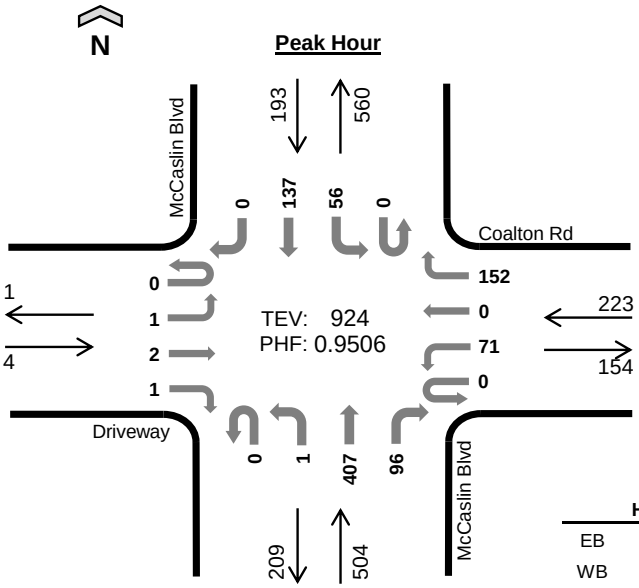
Appendices

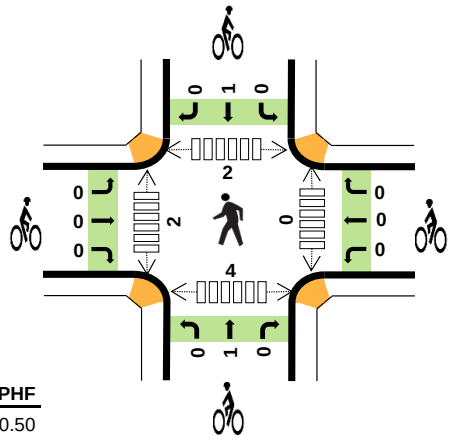
Appendix A: Pedestrian/Bicycle/Transit Data

DRAFT

McCaslin Blvd
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.50
WB	4%	0.96
NB	2%	0.93
SB	3%	0.89
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	0	0	0	19	0	32	0	1	110	24	0	15	31	0	233	0
8:15 AM		0	0	1	0	0	18	0	40	0	0	100	26	0	17	37	0	239	0
8:30 AM		0	0	1	1	0	15	0	42	0	0	109	22	0	11	42	0	243	0
8:45 AM		0	0	0	0	0	19	0	38	0	0	88	24	0	13	27	0	209	924
Pk Hr	All	0	1	2	1	0	71	0	152	0	1	407	96	0	56	137	0	924	
	HV	0	0	0	0	0	1	0	8	0	0	10	0	0	3	2	0	24	
	HV%	-	0%	0%	0%	-	1%	-	5%	-	0%	2%	0%	-	5%	1%	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	4	1	2	*7*	0	0	0	1	*1*	0	0	1	1	*2*
8:15 AM	0	2	0	1	*3*	0	0	0	0	*0*	0	1	0	1	*2*
8:30 AM	0	2	4	2	*8*	0	0	1	0	*1*	0	0	0	0	*0*
8:45 AM	0	1	5	0	*6*	0	0	0	0	*0*	0	1	1	2	*4*
Peak Hour	0	9	10	5	*24*	0	0	1	1	*2*	0	2	2	4	*8*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	17	0	23	0	0	48	16	0	3	22	2	132	0
7:15 AM	0	1	0	0	0	23	1	19	1	1	84	22	0	7	34	0	193	0
7:30 AM	0	0	1	0	0	23	0	34	0	0	82	18	0	5	30	0	193	0
7:45 AM	0	0	0	0	0	19	1	34	0	0	90	20	0	11	27	0	202	720
8:00 AM	**0**	**1**	**0**	**0**	**0**	**19**	**0**	**32**	**0**	**1**	**110**	**24**	**0**	**15**	**31**	**0**	**233**	**821**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**18**	**0**	**40**	**0**	**0**	**100**	**26**	**0**	**17**	**37**	**0**	**239**	**867**
8:30 AM	**0**	**0**	**1**	**1**	**0**	**15**	**0**	**42**	**0**	**0**	**109**	**22**	**0**	**11**	**42**	**0**	**243**	**917**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**38**	**0**	**0**	**88**	**24**	**0**	**13**	**27**	**0**	**209**	**924**
Count Total	0	3	3	1	0	153	2	262	1	2	711	172	0	82	250	2	1,644	
Pk Hr All	**0**	**1**	**2**	**1**	**0**	**71**	**0**	**152**	**0**	**1**	**407**	**96**	**0**	**56**	**137**	**0**	**924**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**10**	**0**	**0**	**3**	**2**	**0**	**24**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**-**	**5%**	**-**	**0%**	**2%**	**0%**	**-**	**5%**	**1%**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	0	1	*2*	0	0	0	2	*2*	0	0	0	2	*2*
7:15 AM	0	0	2	1	*3*	1	0	0	0	*1*	1	0	0	2	*3*
7:30 AM	0	0	1	0	*1*	0	0	1	0	*1*	1	0	3	0	*4*
7:45 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	1	1	*2*
8:00 AM	**0**	**4**	**1**	**2**	**7**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**2**
8:15 AM	**0**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:30 AM	**0**	**2**	**4**	**2**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**1**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**4**
Count Total	0	10	17	7	*34*	1	0	2	3	*6*	2	2	6	9	*19*
Peak Hour	**0**	**9**	**10**	**5**	***24***	**0**	**0**	**1**	**1**	***2***	**0**	**2**	**2**	**4**	**8**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	10
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**7**	**15**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**15**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**8**	**22**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**24**
Count Total	0	0	0	0	0	1	0	9	0	0	17	0	0	3	4	0	34	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**10**	**0**	**0**	**3**	**2**	**0**	**24**	

Count Summaries - Bikes

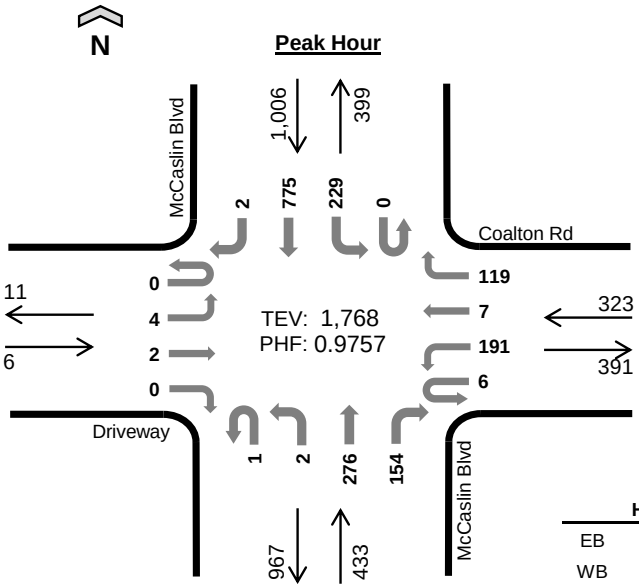
Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	3	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	

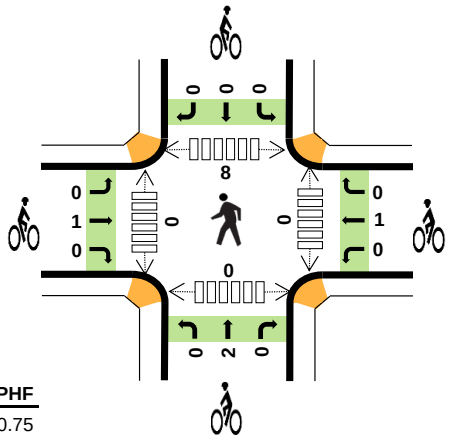
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	0%	0.75
WB	1%	0.91
NB	2%	0.95
SB	1%	0.97
TOTAL	1%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		**0**	**1**	**1**	**0**	**3**	**40**	**5**	**41**	**0**	**1**	**73**	**32**	**0**	**71**	**185**	**0**	**453**	**0**
5:00 PM		**0**	**2**	**0**	**0**	**1**	**43**	**1**	**31**	**0**	**0**	**65**	**36**	**0**	**58**	**201**	**0**	**438**	**0**
5:15 PM		**0**	**0**	**1**	**0**	**2**	**55**	**0**	**23**	**1**	**1**	**76**	**36**	**0**	**56**	**185**	**1**	**437**	**0**
5:30 PM		**0**	**1**	**0**	**0**	**0**	**53**	**1**	**24**	**0**	**0**	**62**	**50**	**0**	**44**	**204**	**1**	**440**	**1,768**
Pk Hr	All	**0**	**4**	**2**	**0**	**6**	**191**	**7**	**119**	**1**	**2**	**276**	**154**	**0**	**229**	**775**	**2**	**1,768**	
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	
	HV%	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**2%**	**0%**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**0%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	**0**	**1**	**0**	**3**	***4***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**3**	**0**	***3***
5:00 PM	**0**	**3**	**3**	**2**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	***1***
5:15 PM	**0**	**0**	**1**	**4**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**3**	**0**	***3***
5:30 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Peak Hour	**0**	**4**	**7**	**11**	***22***	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**8**	**0**	***8***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	28	1	18	0	0	65	28	0	33	134	1	308	0
4:15 PM	0	1	0	1	0	29	0	24	0	0	82	35	0	47	175	1	395	0
4:30 PM	0	2	2	1	0	52	1	30	0	0	71	33	0	45	193	2	432	0
4:45 PM	**0**	**1**	**1**	**0**	**3**	**40**	**5**	**41**	**0**	**1**	**73**	**32**	**0**	**71**	**185**	**0**	**453**	**1,588**
5:00 PM	**0**	**2**	**0**	**0**	**1**	**43**	**1**	**31**	**0**	**0**	**65**	**36**	**0**	**58**	**201**	**0**	**438**	**1,718**
5:15 PM	**0**	**0**	**1**	**0**	**2**	**55**	**0**	**23**	**1**	**1**	**76**	**36**	**0**	**56**	**185**	**1**	**437**	**1,760**
5:30 PM	**0**	**1**	**0**	**0**	**0**	**53**	**1**	**24**	**0**	**0**	**62**	**50**	**0**	**44**	**204**	**1**	**440**	**1,768**
5:45 PM	0	0	2	0	1	35	1	23	0	0	67	43	0	68	182	0	422	1,737
Count Total	0	7	6	2	7	335	10	214	1	2	561	293	0	422	1,459	6	3,325	
Pk Hr All	**0**	**4**	**2**	**0**	**6**	**191**	**7**	**119**	**1**	**2**	**276**	**154**	**0**	**229**	**775**	**2**	**1,768**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**2%**	**0%**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	2	1	2	*5*	0	0	0	1	*1*	1	0	2	0	*3*
4:15 PM	0	1	2	2	*5*	1	0	0	0	*1*	1	0	1	0	*2*
4:30 PM	0	1	0	4	*5*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	**0**	**1**	**0**	**3**	**4**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**3**
5:00 PM	**0**	**3**	**3**	**2**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
5:15 PM	**0**	**0**	**1**	**4**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**3**
5:30 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:45 PM	0	1	0	1	*2*	1	0	1	0	*2*	0	0	1	0	*1*
Count Total	0	9	10	20	*39*	3	1	3	1	*8*	2	0	13	0	*15*
Peak Hour	**0**	**4**	**7**	**11**	***22***	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**8**	**0**	**8**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	0	1	0	0	1	0	0	0	2	0	5	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	5	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**4**	**19**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**8**	**22**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**22**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**5**	**22**
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	20
Count Total	0	0	0	0	0	5	0	4	0	0	7	3	0	4	16	0	39	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	

Count Summaries - Bikes

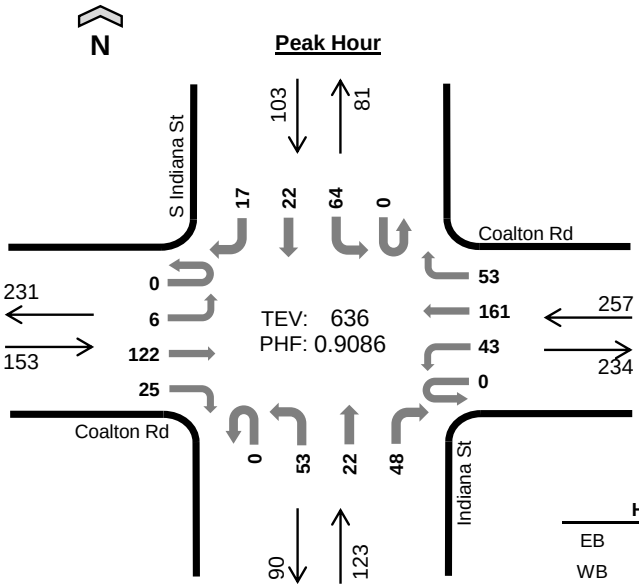
Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	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**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
Count Total	0	1	1	1	0	0	1	0	0	0	3	0	0	0	1	0	8	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	

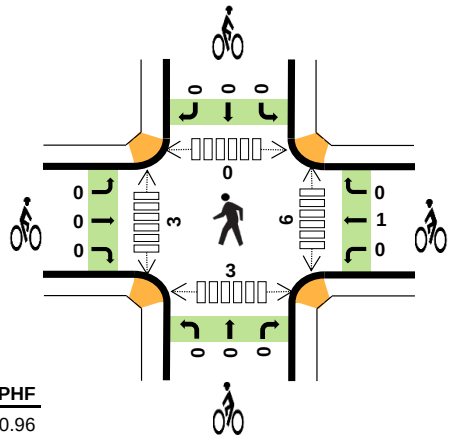
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.96
WB	3%	0.87
NB	2%	0.59
SB	0%	0.83
TOTAL	2%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**3**	**27**	**7**	**0**	**9**	**42**	**7**	**0**	**7**	**1**	**5**	**0**	**22**	**4**	**5**	**139**	**0**
8:15 AM		**0**	**0**	**30**	**9**	**0**	**14**	**42**	**14**	**0**	**12**	**4**	**8**	**0**	**12**	**5**	**3**	**153**	**0**
8:30 AM		**0**	**2**	**32**	**6**	**0**	**14**	**41**	**19**	**0**	**16**	**4**	**14**	**0**	**10**	**8**	**3**	**169**	**0**
8:45 AM		**0**	**1**	**33**	**3**	**0**	**6**	**36**	**13**	**0**	**18**	**13**	**21**	**0**	**20**	**5**	**6**	**175**	**636**
Pk Hr	All	**0**	**6**	**122**	**25**	**0**	**43**	**161**	**53**	**0**	**53**	**22**	**48**	**0**	**64**	**22**	**17**	**636**	
	HV	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	
	HV%	**-**	**0%**	**1%**	**8%**	**-**	**0%**	**4%**	**2%**	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**2**	**3**	**2**	**0**	***7***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***
8:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
8:30 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	***3***
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**1**	***4***
Peak Hour	**3**	**8**	**3**	**0**	***14***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**0**	**3**	***12***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	17	3	0	3	26	3	0	10	0	7	0	6	1	5	82	0
7:15 AM	0	1	23	3	0	1	28	8	0	11	2	9	0	9	0	4	99	0
7:30 AM	1	1	23	0	0	5	45	8	0	7	2	9	0	5	0	5	111	0
7:45 AM	1	0	30	5	1	9	33	19	0	14	2	7	0	9	0	6	136	428
8:00 AM	**0**	**3**	**27**	**7**	**0**	**9**	**42**	**7**	**0**	**7**	**1**	**5**	**0**	**22**	**4**	**5**	**139**	**485**
8:15 AM	**0**	**0**	**30**	**9**	**0**	**14**	**42**	**14**	**0**	**12**	**4**	**8**	**0**	**12**	**5**	**3**	**153**	**539**
8:30 AM	**0**	**2**	**32**	**6**	**0**	**14**	**41**	**19**	**0**	**16**	**4**	**14**	**0**	**10**	**8**	**3**	**169**	**597**
8:45 AM	**0**	**1**	**33**	**3**	**0**	**6**	**36**	**13**	**0**	**18**	**13**	**21**	**0**	**20**	**5**	**6**	**175**	**636**
Count Total	2	9	215	36	1	61	293	91	0	95	28	80	0	93	23	37	1,064	
Pk Hr All	**0**	**6**	**122**	**25**	**0**	**43**	**161**	**53**	**0**	**53**	**22**	**48**	**0**	**64**	**22**	**17**	**636**	
Pk Hr HV	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	
Pk Hr HV%	**-**	**0%**	**1%**	**8%**	**-**	**0%**	**4%**	**2%**	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	0	1	0	0	*1*	1	0	0	0	*1*	0	1	0	0	*1*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	4	1	1	0	*6*
7:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	1	1	*5*
8:00 AM	**2**	**3**	**2**	**0**	**7**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**
8:30 AM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
8:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**4**
Count Total	3	12	4	0	*19*	1	1	0	0	*2*	14	5	2	4	*25*
Peak Hour	**3**	**8**	**3**	**0**	***14***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**0**	**3**	**12**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**10**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**14**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**
Count Total	0	0	1	2	0	0	9	3	0	3	0	1	0	0	0	0	19	
Pk Hr Heavy	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	

Count Summaries - Bikes

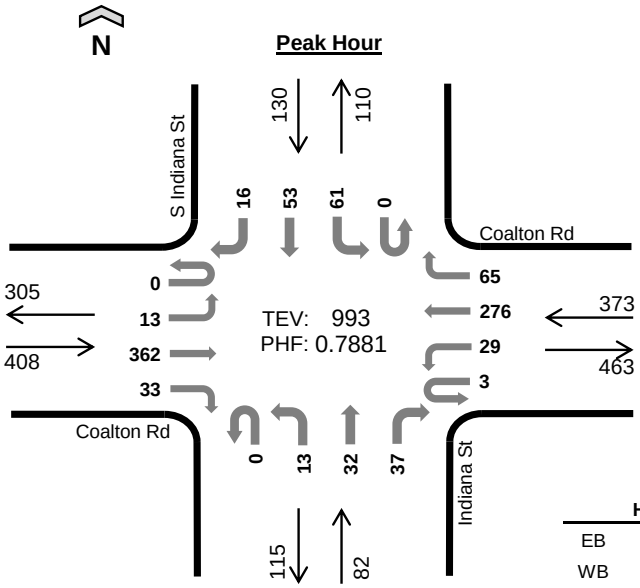
Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	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	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**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	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

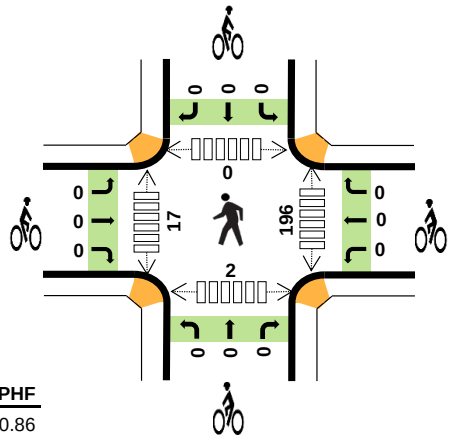
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.86
WB	1%	0.86
NB	5%	0.34
SB	2%	0.59
TOTAL	2%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	101	0	3	0	82	0	0	0	3	0	0	0	0	0	189	0
5:15 PM		0	1	100	1	0	0	74	25	0	0	0	1	0	2	18	2	224	0
5:30 PM		0	7	75	5	0	12	68	28	0	5	3	9	0	28	13	12	265	0
5:45 PM		0	5	86	27	0	17	52	12	0	8	26	27	0	31	22	2	315	993
Pk Hr	All	0	13	362	33	3	29	276	65	0	13	32	37	0	61	53	16	993	
	HV	0	0	3	1	0	2	3	0	0	0	4	0	0	0	3	0	16	
	HV%	-	0%	1%	3%	0%	7%	1%	0%	-	0%	13%	0%	-	0%	6%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	2	2	2	0	*6*	0	0	0	0	*0*	3	3	0	0	*6*
5:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	179	0	0	0	*179*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	8	4	0	0	*12*
5:45 PM	1	1	2	0	*4*	0	0	0	0	*0*	6	10	0	2	*18*
Peak Hour	4	5	4	3	*16*	0	0	0	0	*0*	196	17	0	2	*215*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	47	7	0	26	36	22	0	7	10	25	0	15	6	9	212	0
4:15 PM	0	8	59	20	0	18	44	18	0	9	24	19	0	14	10	2	245	0
4:30 PM	0	4	64	9	0	16	75	11	0	7	14	11	0	7	17	3	238	0
4:45 PM	0	9	99	7	7	6	80	4	0	3	2	5	0	4	5	8	239	934
5:00 PM	**0**	**0**	**101**	**0**	**3**	**0**	**82**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**189**	**911**
5:15 PM	**0**	**1**	**100**	**1**	**0**	**0**	**74**	**25**	**0**	**0**	**0**	**1**	**0**	**2**	**18**	**2**	**224**	**890**
5:30 PM	**0**	**7**	**75**	**5**	**0**	**12**	**68**	**28**	**0**	**5**	**3**	**9**	**0**	**28**	**13**	**12**	**265**	**917**
5:45 PM	**0**	**5**	**86**	**27**	**0**	**17**	**52**	**12**	**0**	**8**	**26**	**27**	**0**	**31**	**22**	**2**	**315**	**993**
Count Total	0	36	631	76	10	95	511	120	0	39	82	97	0	101	91	38	1,927	
Pk Hr All	**0**	**13**	**362**	**33**	**3**	**29**	**276**	**65**	**0**	**13**	**32**	**37**	**0**	**61**	**53**	**16**	**993**	
Pk Hr HV	**0**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**1%**	**3%**	**0%**	**7%**	**1%**	**0%**	**-**	**0%**	**13%**	**0%**	**-**	**0%**	**6%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	3	0	1	*5*	1	0	1	0	*2*	5	9	0	0	*14*
4:15 PM	2	2	1	1	*6*	0	0	3	0	*3*	5	0	0	0	*5*
4:30 PM	0	1	1	2	*4*	0	0	2	0	*2*	3	0	0	0	*3*
4:45 PM	2	2	0	0	*4*	0	0	0	1	*1*	1	1	1	3	*6*
5:00 PM	**2**	**2**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**179**	**0**	**0**	**0**	**179**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**8**	**4**	**0**	**0**	**12**
5:45 PM	**1**	**1**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**10**	**0**	**2**	**18**
Count Total	9	13	6	7	*35*	1	0	6	1	*8*	210	27	1	5	*243*
Peak Hour	**4**	**5**	**4**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**196**	**17**	**0**	**2**	**215**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5	0
4:15 PM	0	1	0	1	0	1	1	0	0	0	0	1	0	1	0	0	6	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	0
4:45 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	19
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**20**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**17**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**16**
Count Total	0	1	6	2	0	4	8	1	0	0	5	1	0	2	5	0	35	
Pk Hr Heavy	**0**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**16**	

Count Summaries - Bikes

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**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**	**0**	**0**
Count Total	0	0	0	1	0	0	0	0	0	1	5	0	0	0	0	1	8	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008

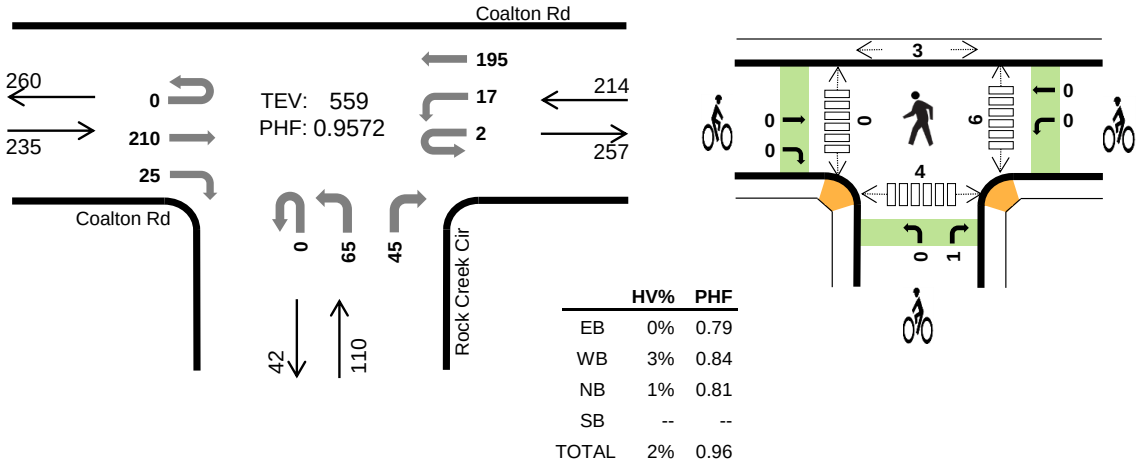
tj.wethington@idaxdata.com

Rock Creek Cir
Coalton Rd

N

Peak Hour

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	0%	0.79
WB	3%	0.84
NB	1%	0.81
SB	--	--
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**0**	**46**	**9**	**1**	**0**	**42**	**0**	**0**	**19**	**0**	**13**	**0**	**0**	**0**	**0**	**130**	**0**
8:15 AM		**0**	**0**	**51**	**2**	**0**	**8**	**56**	**0**	**0**	**14**	**0**	**11**	**0**	**0**	**0**	**0**	**142**	**0**
8:30 AM		**0**	**0**	**48**	**5**	**1**	**3**	**55**	**0**	**0**	**23**	**0**	**11**	**0**	**0**	**0**	**0**	**146**	**0**
8:45 AM		**0**	**0**	**65**	**9**	**0**	**6**	**42**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**141**	**559**
Pk Hr	All	**0**	**0**	**210**	**25**	**2**	**17**	**195**	**0**	**0**	**65**	**0**	**45**	**0**	**0**	**0**	**0**	**559**	
	HV	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	
	HV%	-	-	**0%**	**4%**	**0%**	**6%**	**3%**	-	-	**2%**	-	**0%**	-	-	-	-	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
8:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**2**	***6***
8:30 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	***4***
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
Peak Hour	**1**	**7**	**1**	**0**	***9***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**3**	**4**	***13***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	31	1	0	5	25	0	0	7	0	7	0	0	0	0	76	0
7:15 AM	0	0	38	3	0	1	35	0	0	3	0	9	0	0	0	0	89	0
7:30 AM	0	0	35	1	0	7	41	0	0	17	0	9	0	0	0	0	110	0
7:45 AM	0	0	44	3	0	4	41	0	0	21	0	13	0	0	0	0	126	401
8:00 AM	**0**	**0**	**46**	**9**	**1**	**0**	**42**	**0**	**0**	**19**	**0**	**13**	**0**	**0**	**0**	**0**	**130**	**455**
8:15 AM	**0**	**0**	**51**	**2**	**0**	**8**	**56**	**0**	**0**	**14**	**0**	**11**	**0**	**0**	**0**	**0**	**142**	**508**
8:30 AM	**0**	**0**	**48**	**5**	**1**	**3**	**55**	**0**	**0**	**23**	**0**	**11**	**0**	**0**	**0**	**0**	**146**	**544**
8:45 AM	**0**	**0**	**65**	**9**	**0**	**6**	**42**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**141**	**559**
Count Total	0	0	358	33	2	34	337	0	0	113	0	83	0	0	0	0	960	
Pk Hr All	**0**	**0**	**210**	**25**	**2**	**17**	**195**	**0**	**0**	**65**	**0**	**45**	**0**	**0**	**0**	**0**	**559**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	
Pk Hr HV%	**-**	**-**	**0%**	**4%**	**0%**	**6%**	**3%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	5	0	1	1	*7*
7:15 AM	0	1	0	0	*1*	1	0	1	0	*2*	1	0	0	0	*1*
7:30 AM	0	1	0	0	*1*	0	0	1	0	*1*	1	0	0	0	*1*
7:45 AM	0	1	1	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
8:00 AM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**6**
8:30 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**
8:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
Count Total	2	11	2	0	*15*	1	0	3	0	*4*	14	0	4	6	*24*
Peak Hour	**1**	**7**	**1**	**0**	***9***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**3**	**4**	**13**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
Count Total	0	0	1	1	0	1	10	0	0	1	0	1	0	0	0	0	15	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	

Count Summaries - Bikes

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

TJ Wethington
(720) 646-1008

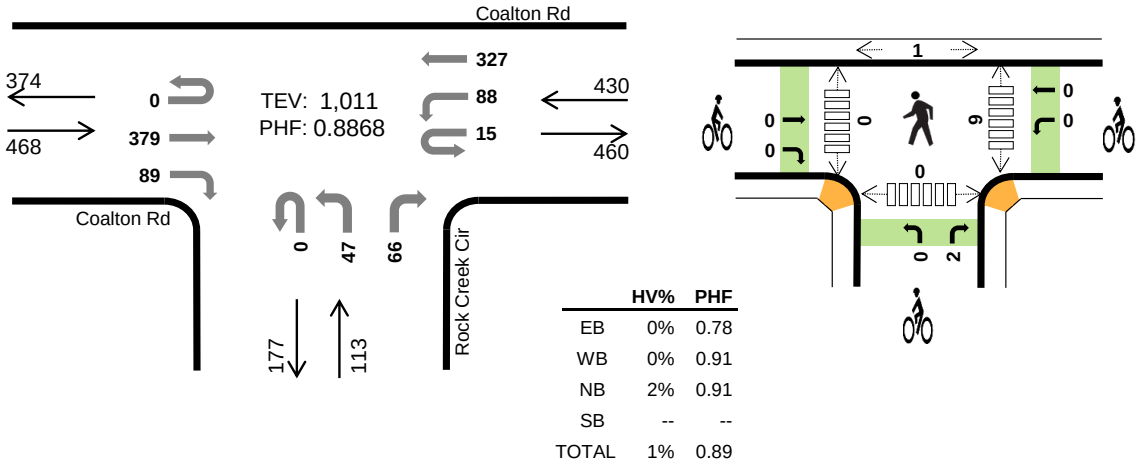
tj.wethington@idaxdata.com

Rock Creek Cir
Coalton Rd

N

Peak Hour

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.78
WB	0%	0.91
NB	2%	0.91
SB	--	--
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	78	26	4	21	74	0	0	10	0	13	0	0	0	0	226	0
5:15 PM		0	0	83	19	4	16	86	0	0	12	0	19	0	0	0	0	239	0
5:30 PM		0	0	82	30	4	27	87	0	0	15	0	16	0	0	0	0	261	0
5:45 PM		0	0	136	14	3	24	80	0	0	10	0	18	0	0	0	0	285	1,011
Pk Hr	All	0	0	379	89	15	88	327	0	0	47	0	66	0	0	0	0	1,011	
	HV	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	6	
	HV%	-	-	0%	1%	0%	0%	1%	-	-	4%	-	0%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	0	1	0	*3*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
5:30 PM	1	0	2	0	*3*	0	0	1	0	*1*	2	0	0	0	*2*
5:45 PM	0	1	0	0	*1*	0	0	1	0	*1*	3	0	0	0	*3*
Peak Hour	2	2	2	0	*6*	0	0	2	0	*2*	9	0	1	0	*10*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	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	77	10	1	24	73	0	0	5	0	8	0	0	0	0	198	0
4:15 PM	0	0	77	14	3	21	68	0	0	11	0	9	0	0	0	0	203	0
4:30 PM	0	0	66	16	3	18	87	0	0	11	0	15	0	0	0	0	216	0
4:45 PM	0	0	84	30	3	22	82	0	0	22	0	16	0	0	0	0	259	876
5:00 PM	**0**	**0**	**78**	**26**	**4**	**21**	**74**	**0**	**0**	**10**	**0**	**13**	**0**	**0**	**0**	**0**	**226**	**904**
5:15 PM	**0**	**0**	**83**	**19**	**4**	**16**	**86**	**0**	**0**	**12**	**0**	**19**	**0**	**0**	**0**	**0**	**239**	**940**
5:30 PM	**0**	**0**	**82**	**30**	**4**	**27**	**87**	**0**	**0**	**15**	**0**	**16**	**0**	**0**	**0**	**0**	**261**	**985**
5:45 PM	**0**	**0**	**136**	**14**	**3**	**24**	**80**	**0**	**0**	**10**	**0**	**18**	**0**	**0**	**0**	**0**	**285**	**1,011**
Count Total	0	0	683	159	25	173	637	0	0	96	0	114	0	0	0	0	1,887	
Pk Hr All	**0**	**0**	**379**	**89**	**15**	**88**	**327**	**0**	**0**	**47**	**0**	**66**	**0**	**0**	**0**	**0**	**1,011**	
Pk Hr HV	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**-**	**-**	**0%**	**1%**	**0%**	**0%**	**1%**	**-**	**-**	**4%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
4:00 PM	2	2	1	0	*5*	0	0	0	0	*0*	2	0	0	4	*6*
4:15 PM	0	1	0	0	*1*	0	1	0	0	*1*	2	0	0	0	*2*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	0	0	*3*
4:45 PM	1	2	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
5:30 PM	**1**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**3**
Count Total	5	8	4	0	*17*	0	1	2	0	*3*	16	0	1	4	*21*
Peak Hour	**2**	**2**	**2**	**0**	***6***	**0**	**0**	**2**	**0**	***2***	**9**	**0**	**1**	**0**	**10**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	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	2	0	0	2	0	0	1	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	4	11
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	0	1	4	0	0	8	0	0	4	0	0	0	0	0	0	17	
Pk Hr Heavy	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

Count Summaries - Bikes

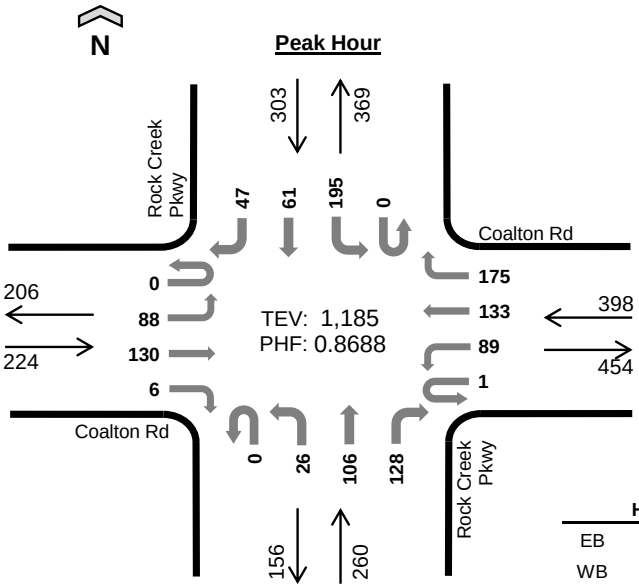
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	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	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**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**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	

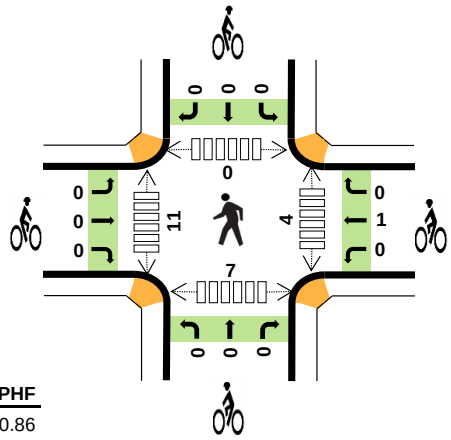
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Rock Creek Pkwy
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.86
WB	4%	0.93
NB	1%	0.76
SB	2%	0.89
TOTAL	2%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Pkwy Northbound				Rock Creek Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	20	29	2	0	25	30	37	0	4	25	32	0	55	12	9	280	0
8:15 AM		0	22	25	0	0	19	32	42	0	9	20	28	0	36	13	15	261	0
8:30 AM		0	20	38	3	1	18	40	48	0	3	25	29	0	48	18	12	303	0
8:45 AM		0	26	38	1	0	27	31	48	0	10	36	39	0	56	18	11	341	1,185
Pk Hr	All	0	88	130	6	1	89	133	175	0	26	106	128	0	195	61	47	1,185	
	HV	0	0	1	0	0	3	4	9	0	1	1	0	0	1	2	2	24	
	HV%	-	0%	1%	0%	0%	3%	3%	5%	-	4%	1%	0%	-	1%	3%	4%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	1	0	0	*1*	1	1	0	0	*2*
8:15 AM	0	3	0	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	9	1	1	*12*	0	0	0	0	*0*	2	9	0	4	*15*
8:45 AM	0	3	1	1	*5*	0	0	0	0	*0*	1	1	0	3	*5*
Peak Hour	1	16	2	5	*24*	0	1	0	0	*1*	4	11	0	7	*22*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	18	0	0	9	21	17	0	3	8	22	0	19	5	7	136	0
7:15 AM	0	21	24	0	0	13	23	24	0	5	19	20	0	25	6	6	186	0
7:30 AM	0	15	21	0	0	13	26	43	0	5	25	32	0	35	15	7	237	0
7:45 AM	0	13	25	0	1	9	32	52	0	3	12	29	0	48	18	12	254	813
8:00 AM	**0**	**20**	**29**	**2**	**0**	**25**	**30**	**37**	**0**	**4**	**25**	**32**	**0**	**55**	**12**	**9**	**280**	**957**
8:15 AM	**0**	**22**	**25**	**0**	**0**	**19**	**32**	**42**	**0**	**9**	**20**	**28**	**0**	**36**	**13**	**15**	**261**	**1,032**
8:30 AM	**0**	**20**	**38**	**3**	**1**	**18**	**40**	**48**	**0**	**3**	**25**	**29**	**0**	**48**	**18**	**12**	**303**	**1,098**
8:45 AM	**0**	**26**	**38**	**1**	**0**	**27**	**31**	**48**	**0**	**10**	**36**	**39**	**0**	**56**	**18**	**11**	**341**	**1,185**
Count Total	0	144	218	6	2	133	235	311	0	42	170	231	0	322	105	79	1,998	
Pk Hr All	**0**	**88**	**130**	**6**	**1**	**89**	**133**	**175**	**0**	**26**	**106**	**128**	**0**	**195**	**61**	**47**	**1,185**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**3**	**4**	**9**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**2**	**24**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**0%**	**3%**	**3%**	**5%**	**-**	**4%**	**1%**	**0%**	**-**	**1%**	**3%**	**4%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	1	0	2	*3*	2	0	0	0	*2*	0	0	0	0	*0*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**
8:15 AM	**0**	**3**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**9**	**1**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**4**	**15**
8:45 AM	**0**	**3**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**5**
Count Total	2	20	3	7	*32*	2	1	0	0	*3*	5	11	0	7	*23*
Peak Hour	**1**	**16**	**2**	**5**	***24***	**0**	**1**	**0**	**0**	***1***	**4**	**11**	**0**	**7**	**22**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**6**	**10**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**21**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**24**
Count Total	0	0	2	0	0	3	5	12	0	1	2	0	0	2	2	3	32	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**3**	**4**	**9**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**2**	**24**	

Count Summaries - Bikes

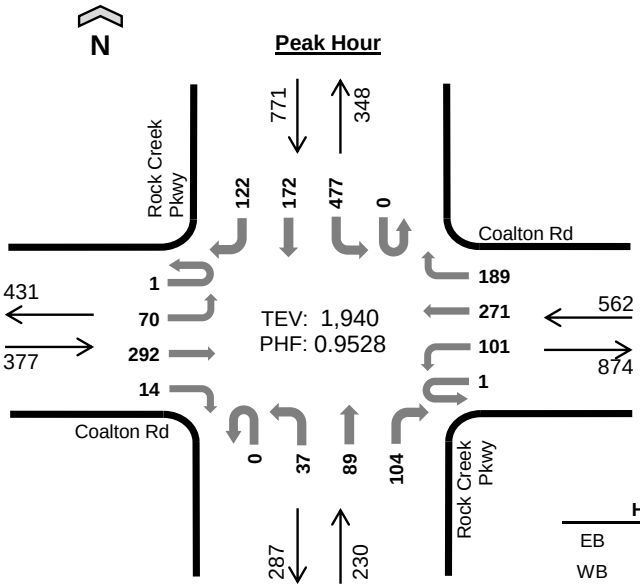
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	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	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

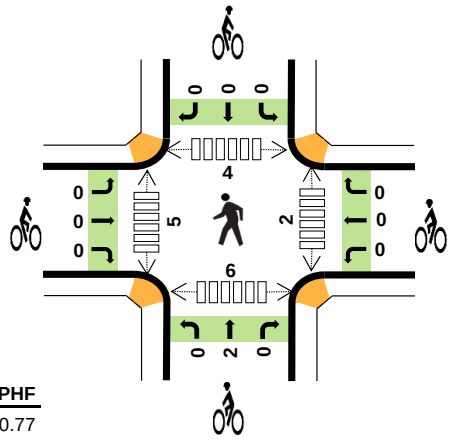
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Rock Creek Pkwy
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	2%	0.77
WB	1%	0.96
NB	1%	0.80
SB	0%	0.97
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Pkwy Northbound				Rock Creek Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	19	45	4	0	17	63	56	0	11	21	26	0	115	37	38	452	0
5:15 PM		0	20	74	5	1	26	62	50	0	10	25	37	0	120	48	31	509	0
5:30 PM		0	13	71	3	0	25	75	41	0	11	24	25	0	118	50	30	486	0
5:45 PM		1	18	102	2	0	33	71	42	0	5	19	16	0	124	37	23	493	1,940
Pk Hr	All	1	70	292	14	1	101	271	189	0	37	89	104	0	477	172	122	1,940	
	HV	0	2	3	1	0	0	1	2	0	0	1	1	0	3	0	0	14	
	HV%	0%	3%	1%	7%	0%	0%	0%	1%	-	0%	1%	1%	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	2	1	1	0	*4*	0	0	1	0	*1*	1	1	1	1	*4*
5:15 PM	1	1	0	2	*4*	0	0	0	0	*0*	1	3	3	2	*9*
5:30 PM	2	0	1	0	*3*	0	0	1	0	*1*	0	1	0	3	*4*
5:45 PM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	6	3	2	3	*14*	0	0	2	0	*2*	2	5	4	6	*17*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	26	60	1	0	17	49	45	0	10	21	23	0	78	38	45	413	0
4:15 PM	0	12	56	3	0	35	50	46	0	8	29	27	0	70	44	35	415	0
4:30 PM	0	16	52	1	0	23	60	38	0	7	28	30	0	85	38	34	412	0
4:45 PM	0	24	69	3	0	29	63	40	0	6	29	31	0	96	24	34	448	1,688
5:00 PM	**0**	**19**	**45**	**4**	**0**	**17**	**63**	**56**	**0**	**11**	**21**	**26**	**0**	**115**	**37**	**38**	**452**	**1,727**
5:15 PM	**0**	**20**	**74**	**5**	**1**	**26**	**62**	**50**	**0**	**10**	**25**	**37**	**0**	**120**	**48**	**31**	**509**	**1,821**
5:30 PM	**0**	**13**	**71**	**3**	**0**	**25**	**75**	**41**	**0**	**11**	**24**	**25**	**0**	**118**	**50**	**30**	**486**	**1,895**
5:45 PM	**1**	**18**	**102**	**2**	**0**	**33**	**71**	**42**	**0**	**5**	**19**	**16**	**0**	**124**	**37**	**23**	**493**	**1,940**
Count Total	1	148	529	22	1	205	493	358	0	68	196	215	0	806	316	270	3,628	
Pk Hr All	**1**	**70**	**292**	**14**	**1**	**101**	**271**	**189**	**0**	**37**	**89**	**104**	**0**	**477**	**172**	**122**	**1,940**	
Pk Hr HV	**0**	**2**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**0**	**14**	
Pk Hr HV%	**0%**	**3%**	**1%**	**7%**	**0%**	**0%**	**0%**	**1%**	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	2	*2*	1	0	0	0	*1*	0	1	0	1	*2*
4:15 PM	0	2	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	1	0	*2*	0	0	0	0	*0*	1	2	0	6	*9*
4:45 PM	1	2	0	2	*5*	0	0	0	0	*0*	0	1	0	1	*2*
5:00 PM	**2**	**1**	**1**	**0**	**4**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**1**	**1**	**4**
5:15 PM	**1**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**2**	**9**
5:30 PM	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**3**	**4**
5:45 PM	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	7	8	4	8	*27*	1	0	2	0	*3*	3	9	4	14	*30*
Peak Hour	**6**	**3**	**2**	**3**	***14***	**0**	**0**	**2**	**0**	***2***	**2**	**5**	**4**	**6**	**17**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	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	1	0	1	2	0
4:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	4	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	1	5	13
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**15**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**15**
5:30 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**14**
Count Total	0	3	3	1	0	0	5	3	0	0	2	2	0	5	1	2	27	
Pk Hr Heavy	**0**	**2**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**0**	**14**	

Count Summaries - Bikes

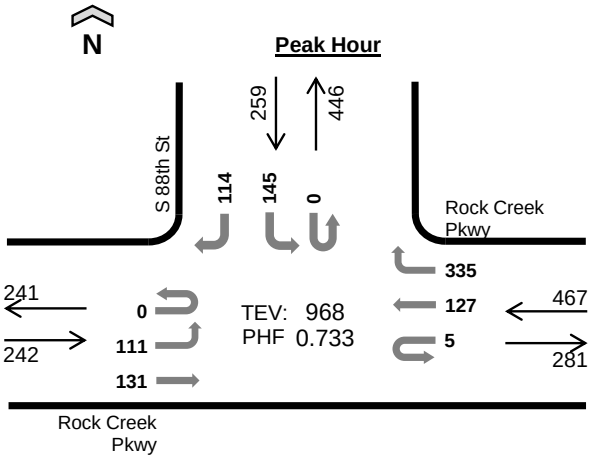
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

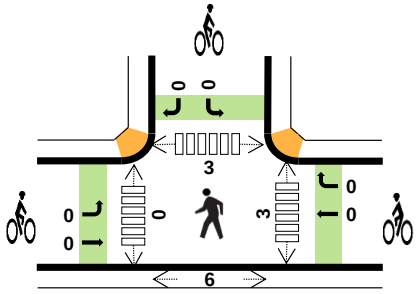
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.63
WB	2%	0.81
NB	--	--
SB	2%	0.72
TOTAL	2%	0.73

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				n/a Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	24	26	0	1	0	32	75	0	0	0	0	0	38	0	29	225	0
8:15 AM		0	27	19	0	2	0	28	66	0	0	0	0	0	25	0	15	182	0
8:30 AM		0	17	33	0	2	0	36	81	0	0	0	0	0	32	0	30	231	0
8:45 AM		0	43	53	0	0	0	31	113	0	0	0	0	0	50	0	40	330	968
Pk Hr	All	0	111	131	0	5	0	127	335	0	0	0	0	0	145	0	114	968	
	HV	0	2	2	0	0	0	4	6	0	0	0	0	0	4	0	2	20	
	HV%	-	2%	2%	-	0%	-	3%	2%	-	-	-	-	-	3%	-	2%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	1	0	*1*
8:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	1	2	*3*
8:30 AM	0	3	0	2	*5*	0	0	0	0	*0*	2	0	0	4	*6*
8:45 AM	2	4	0	2	*8*	0	0	0	0	*0*	1	0	1	0	*2*
Peak Hour	4	10	0	6	*20*	0	0	0	0	*0*	3	0	3	6	*12*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	13	10	0	1	0	25	30	0	0	0	0	0	16	0	8	103	0
7:15 AM	0	29	16	0	0	0	20	68	0	0	0	0	0	14	0	7	154	0
7:30 AM	0	27	17	0	0	0	29	77	0	0	0	0	0	27	0	18	195	0
7:45 AM	0	22	26	0	1	0	22	91	0	0	0	0	0	43	0	22	227	679
8:00 AM	**0**	**24**	**26**	**0**	**1**	**0**	**32**	**75**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**29**	**225**	**801**
8:15 AM	**0**	**27**	**19**	**0**	**2**	**0**	**28**	**66**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**15**	**182**	**829**
8:30 AM	**0**	**17**	**33**	**0**	**2**	**0**	**36**	**81**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**30**	**231**	**865**
8:45 AM	**0**	**43**	**53**	**0**	**0**	**0**	**31**	**113**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**40**	**330**	**968**
Count Total	0	202	200	0	7	0	223	601	0	0	0	0	0	245	0	169	1,647	
Pk Hr All	**0**	**111**	**131**	**0**	**5**	**0**	**127**	**335**	**0**	**0**	**0**	**0**	**0**	**145**	**0**	**114**	**968**	
Pk Hr HV	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**20**	
Pk Hr HV%	**-**	**2%**	**2%**	**-**	**0%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**2%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	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	0	2	0	2	*4*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:15 AM	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
8:30 AM	**0**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**6**
8:45 AM	**2**	**4**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**
Count Total	7	15	0	9	*31*	0	1	0	0	*1*	3	0	3	6	*12*
Peak Hour	**4**	**10**	**0**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**3**	**6**	**12**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	4	0
7:45 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	**15**
8:15 AM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**17**
8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**8**	**20**
Count Total	0	2	5	0	0	0	6	9	0	0	0	0	0	6	0	3	31	
Pk Hr Heavy	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**20**	

Count Summaries - Bikes

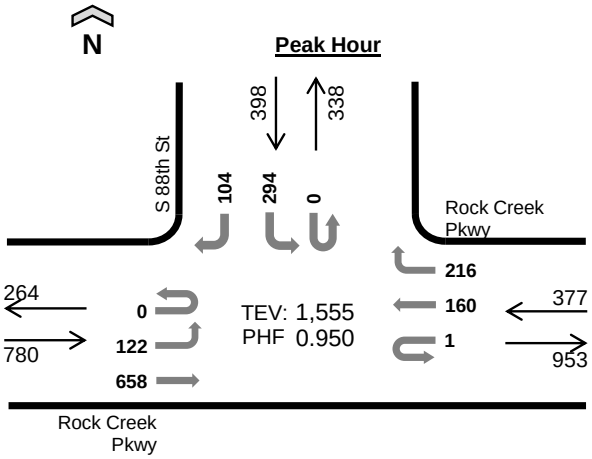
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

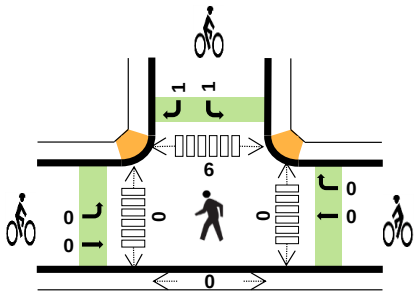
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	1%	0.88
WB	1%	0.92
NB	--	--
SB	0%	0.90
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				n/a Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	22	140	0	0	0	46	57	0	0	0	0	0	65	0	25	355	0
5:00 PM		0	28	165	0	0	0	40	46	0	0	0	0	0	81	0	29	389	0
5:15 PM		0	31	172	0	0	0	40	58	0	0	0	0	0	73	0	28	402	0
5:30 PM		0	41	181	0	1	0	34	55	0	0	0	0	0	75	0	22	409	1,555
Pk Hr	All	0	122	658	0	1	0	160	216	0	0	0	0	0	294	0	104	1,555	
	HV	0	1	3	0	0	0	2	1	0	0	0	0	0	1	0	0	8	
	HV%	-	1%	0%	-	0%	-	1%	0%	-	-	-	-	-	0%	-	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	2	0	*2*
5:30 PM	3	1	0	0	*4*	0	0	0	1	*1*	0	0	4	0	*4*
Peak Hour	4	3	0	1	*8*	0	0	0	2	*2*	0	0	6	0	*6*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	26	49	0	0	0	37	54	0	0	0	0	2	145	0	68	381	0
4:15 PM	0	22	66	0	0	0	53	50	0	0	0	0	1	123	0	74	389	0
4:30 PM	0	46	87	0	0	0	45	55	0	0	0	0	0	92	0	31	356	0
4:45 PM	**0**	**22**	**140**	**0**	**0**	**0**	**46**	**57**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**25**	**355**	**1,481**
5:00 PM	**0**	**28**	**165**	**0**	**0**	**0**	**40**	**46**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**29**	**389**	**1,489**
5:15 PM	**0**	**31**	**172**	**0**	**0**	**0**	**40**	**58**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**28**	**402**	**1,502**
5:30 PM	**0**	**41**	**181**	**0**	**1**	**0**	**34**	**55**	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**22**	**409**	**1,555**
5:45 PM	0	26	126	0	0	0	40	63	0	0	0	0	0	74	0	24	353	1,553
Count Total	0	242	986	0	1	0	335	438	0	0	0	0	3	728	0	301	3,034	
Pk Hr All	**0**	**122**	**658**	**0**	**1**	**0**	**160**	**216**	**0**	**0**	**0**	**0**	**0**	**294**	**0**	**104**	**1,555**	
Pk Hr HV	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	
Pk Hr HV%	**-**	**1%**	**0%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
4:00 PM	0	0	0	3	*3*	0	0	0	1	*1*	2	0	1	0	*3*
4:15 PM	2	5	0	1	*8*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	1	1	*2*
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
5:30 PM	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**4**
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	8	8	0	5	*21*	0	0	0	4	*4*	3	0	9	1	*13*
Peak Hour	**4**	**3**	**0**	**1**	***8***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**6**	**0**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	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	2	0	1	3	0
4:15 PM	0	1	1	0	0	0	2	3	0	0	0	0	0	1	0	0	8	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**5**
5:30 PM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	3	5	0	0	0	4	4	0	0	0	0	0	4	0	1	21	
Pk Hr Heavy	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	

Count Summaries - Bikes

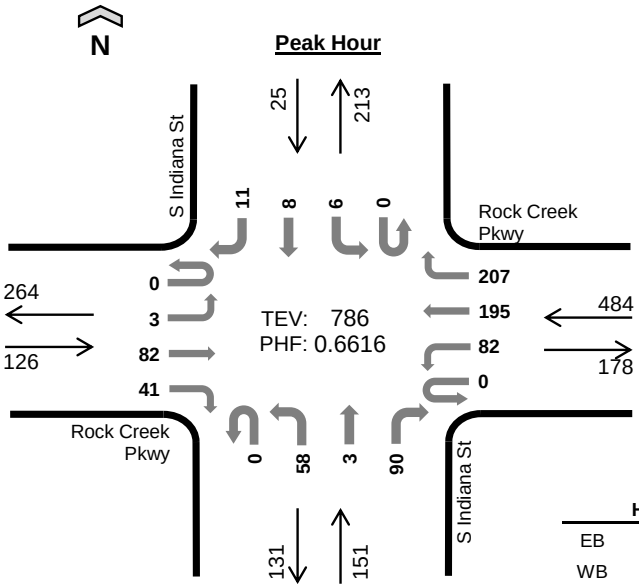
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
5:45 PM	0	0	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	0	0	3	0	1	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	

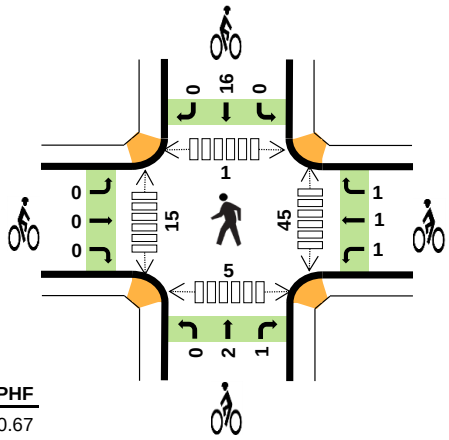
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.67
WB	2%	0.79
NB	2%	0.42
SB	0%	0.69
TOTAL	2%	0.66

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				S Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	13	3	0	13	38	39	0	11	0	8	0	4	0	3	133	0
8:15 AM		0	0	21	2	0	10	52	52	0	10	0	12	0	0	1	0	160	0
8:30 AM		0	0	20	19	0	32	42	53	0	6	1	14	0	0	5	4	196	0
8:45 AM		0	2	28	17	0	27	63	63	0	31	2	56	0	2	2	4	297	786
Pk Hr	All	0	3	82	41	0	82	195	207	0	58	3	90	0	6	8	11	786	
	HV	0	0	2	1	0	1	4	5	0	2	0	1	0	0	0	0	16	
	HV%	-	0%	2%	2%	-	1%	2%	2%	-	3%	0%	1%	-	0%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	2	1	0	*3*	0	0	0	0	*0*
8:15 AM	1	2	0	0	*3*	0	0	0	0	*0*	2	0	1	1	*4*
8:30 AM	1	2	1	0	*4*	0	1	0	14	*15*	31	14	0	1	*46*
8:45 AM	1	5	2	0	*8*	0	0	2	2	*4*	12	1	0	3	*16*
Peak Hour	3	10	3	0	*16*	0	3	3	16	*22*	45	15	1	5	*66*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	12	4	0	4	35	35	0	1	0	9	0	0	1	4	105	0
7:15 AM	0	0	14	4	0	2	35	35	0	9	0	10	0	0	0	4	113	0
7:30 AM	0	0	13	5	0	10	42	42	0	2	0	19	1	1	0	2	137	0
7:45 AM	0	0	15	4	0	16	39	40	0	12	1	12	0	2	1	6	148	503
8:00 AM	**0**	**1**	**13**	**3**	**0**	**13**	**38**	**39**	**0**	**11**	**0**	**8**	**0**	**4**	**0**	**3**	**133**	**531**
8:15 AM	**0**	**0**	**21**	**2**	**0**	**10**	**52**	**52**	**0**	**10**	**0**	**12**	**0**	**0**	**1**	**0**	**160**	**578**
8:30 AM	**0**	**0**	**20**	**19**	**0**	**32**	**42**	**53**	**0**	**6**	**1**	**14**	**0**	**0**	**5**	**4**	**196**	**637**
8:45 AM	**0**	**2**	**28**	**17**	**0**	**27**	**63**	**63**	**0**	**31**	**2**	**56**	**0**	**2**	**2**	**4**	**297**	**786**
Count Total	0	3	136	58	0	114	346	359	0	82	4	140	1	9	10	27	1,289	
Pk Hr All	**0**	**3**	**82**	**41**	**0**	**82**	**195**	**207**	**0**	**58**	**3**	**90**	**0**	**6**	**8**	**11**	**786**	
Pk Hr HV	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**2%**	**2%**	**-**	**1%**	**2%**	**2%**	**-**	**3%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	3	1	0	0	*4*
7:15 AM	1	2	1	0	*4*	0	0	0	0	*0*	1	0	1	2	*4*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	3	0	2	0	*5*
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	4	0	0	0	*4*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**4**
8:30 AM	**1**	**2**	**1**	**0**	**4**	**0**	**1**	**0**	**14**	**15**	**31**	**14**	**0**	**1**	**46**
8:45 AM	**1**	**5**	**2**	**0**	**8**	**0**	**0**	**2**	**2**	**4**	**12**	**1**	**0**	**3**	**16**
Count Total	5	13	4	0	*22*	0	3	3	16	*22*	56	16	4	7	*83*
Peak Hour	**3**	**10**	**3**	**0**	***16***	**0**	**3**	**3**	**16**	***22***	**45**	**15**	**1**	**5**	**66**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**16**
Count Total	0	0	4	1	0	1	5	7	0	3	0	1	0	0	0	0	22	
Pk Hr Heavy	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	

Count Summaries - Bikes

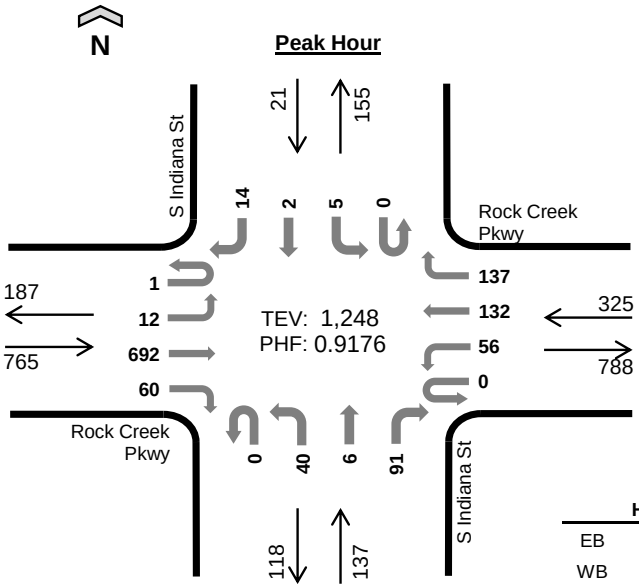
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**15**	**18**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**22**
Count Total	0	0	0	0	0	1	1	1	0	0	2	1	0	0	16	0	22	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**16**	**0**	**22**	

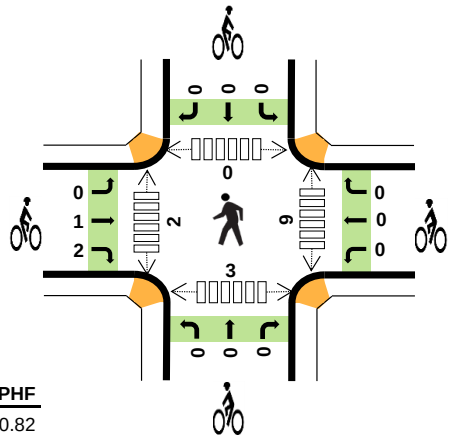
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.82
WB	1%	0.76
NB	0%	0.71
SB	5%	0.75
TOTAL	1%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				S Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	1	156	12	0	13	34	34	0	8	0	29	0	1	1	4	293	0
5:15 PM		0	2	194	10	0	15	46	46	0	9	3	13	0	0	0	2	340	0
5:30 PM		1	4	207	21	0	11	20	25	0	8	0	19	0	3	1	3	323	0
5:45 PM		0	5	135	17	0	17	32	32	0	15	3	30	0	1	0	5	292	1,248
Pk Hr	All	1	12	692	60	0	56	132	137	0	40	6	91	0	5	2	14	1,248	
	HV	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	1	7	
	HV%	0%	0%	0%	3%	-	0%	1%	1%	-	0%	0%	0%	-	0%	0%	7%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	5	1	0	1	*7*
5:15 PM	0	2	0	0	*2*	1	0	0	0	*1*	3	1	0	0	*4*
5:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	0	0	1	*4*	1	0	0	0	*1*	1	0	0	2	*3*
Peak Hour	4	2	0	1	*7*	3	0	0	0	*3*	9	2	0	3	*14*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	57	13	0	46	50	50	0	8	2	19	0	1	2	4	255	0
4:15 PM	0	4	58	24	0	53	40	42	0	7	3	10	0	3	3	2	249	0
4:30 PM	0	3	111	26	0	15	44	44	0	4	0	27	0	5	2	1	282	0
4:45 PM	0	3	131	14	1	12	50	50	0	6	2	11	0	5	1	1	287	1,073
5:00 PM	**0**	**1**	**156**	**12**	**0**	**13**	**34**	**34**	**0**	**8**	**0**	**29**	**0**	**1**	**1**	**4**	**293**	**1,111**
5:15 PM	**0**	**2**	**194**	**10**	**0**	**15**	**46**	**46**	**0**	**9**	**3**	**13**	**0**	**0**	**0**	**2**	**340**	**1,202**
5:30 PM	**1**	**4**	**207**	**21**	**0**	**11**	**20**	**25**	**0**	**8**	**0**	**19**	**0**	**3**	**1**	**3**	**323**	**1,243**
5:45 PM	**0**	**5**	**135**	**17**	**0**	**17**	**32**	**32**	**0**	**15**	**3**	**30**	**0**	**1**	**0**	**5**	**292**	**1,248**
Count Total	1	25	1,049	137	1	182	316	323	0	65	13	158	0	19	10	22	2,321	
Pk Hr All	**1**	**12**	**692**	**60**	**0**	**56**	**132**	**137**	**0**	**40**	**6**	**91**	**0**	**5**	**2**	**14**	**1,248**	
Pk Hr HV	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	
Pk Hr HV%	**0%**	**0%**	**0%**	**3%**	**-**	**0%**	**1%**	**1%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**7%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	1	0	*2*	0	1	0	0	*1*	0	0	0	0	*0*
4:15 PM	3	4	0	0	*7*	0	1	0	3	*4*	2	1	1	2	*6*
4:30 PM	1	0	0	0	*1*	1	0	0	0	*1*	4	2	1	2	*9*
4:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**5**	**1**	**0**	**1**	**7**
5:15 PM	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**4**
5:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**3**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**3**
Count Total	10	7	1	1	*19*	4	2	0	3	*9*	16	5	2	8	*31*
Peak Hour	**4**	**2**	**0**	**1**	***7***	**3**	**0**	**0**	**0**	***3***	**9**	**2**	**0**	**3**	**14**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	1	0	0	0	0	2	0
4:15 PM	0	0	2	1	0	0	2	2	0	0	0	0	0	0	0	0	7	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:45 PM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**7**
Count Total	0	0	6	4	0	1	3	3	0	0	0	1	0	0	0	1	19	
Pk Hr Heavy	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	

Count Summaries - Bikes

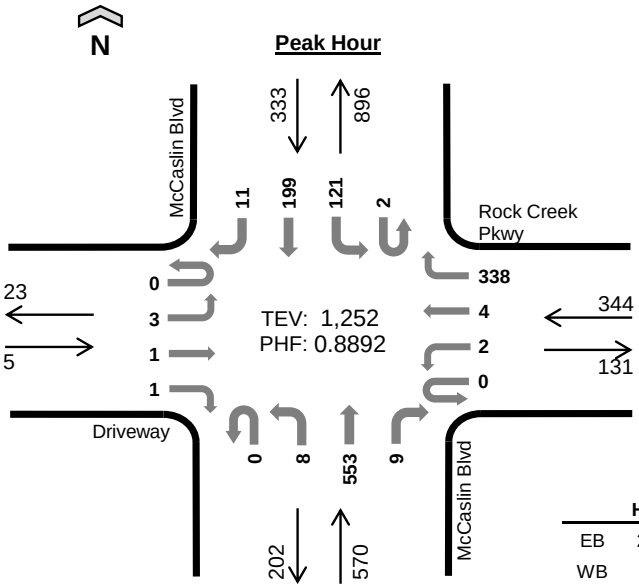
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	1	3	0	2	0	0	0	0	0	0	0	0	2	1	9	
Pk Hr Bike	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

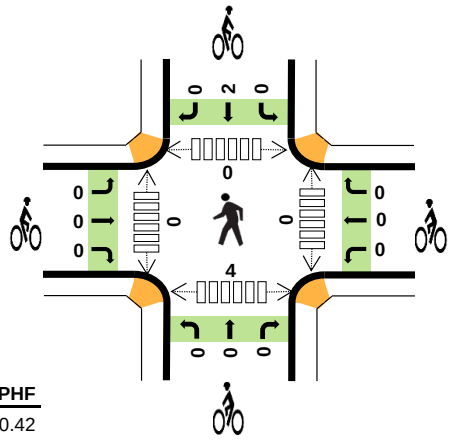
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	20%	0.42
WB	2%	0.72
NB	2%	0.96
SB	3%	0.87
TOTAL	2%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**1**	**0**	**0**	**0**	**0**	**1**	**66**	**0**	**1**	**147**	**1**	**0**	**15**	**47**	**4**	**283**	**0**
8:15 AM		**0**	**0**	**0**	**1**	**0**	**1**	**0**	**75**	**0**	**3**	**135**	**1**	**0**	**28**	**58**	**4**	**306**	**0**
8:30 AM		**0**	**2**	**1**	**0**	**0**	**0**	**2**	**80**	**0**	**2**	**140**	**3**	**1**	**34**	**44**	**2**	**311**	**0**
8:45 AM		**0**	**0**	**0**	**0**	**0**	**1**	**1**	**117**	**0**	**2**	**131**	**4**	**1**	**44**	**50**	**1**	**352**	**1,252**
Pk Hr	All	**0**	**3**	**1**	**1**	**0**	**2**	**4**	**338**	**0**	**8**	**553**	**9**	**2**	**121**	**199**	**11**	**1,252**	
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	
	HV%	**-**	**0%**	**0%**	**100%**	**-**	**0%**	**0%**	**2%**	**-**	**13%**	**2%**	**11%**	**0%**	**2%**	**4%**	**0%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***
8:15 AM	**1**	**1**	**2**	**6**	***10***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***
8:30 AM	**0**	**2**	**4**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
8:45 AM	**0**	**3**	**5**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**1**	**6**	**13**	**10**	***30***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**4**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	50	0	1	76	3	0	16	23	1	171	0
7:15 AM	0	0	1	1	0	0	1	67	0	3	97	2	0	19	51	6	248	0
7:30 AM	0	0	0	0	0	0	1	67	0	2	108	1	0	15	31	4	229	0
7:45 AM	0	0	1	0	0	1	1	72	0	2	140	2	0	17	38	5	279	927
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**66**	**0**	**1**	**147**	**1**	**0**	**15**	**47**	**4**	**283**	**1,039**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**75**	**0**	**3**	**135**	**1**	**0**	**28**	**58**	**4**	**306**	**1,097**
8:30 AM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**80**	**0**	**2**	**140**	**3**	**1**	**34**	**44**	**2**	**311**	**1,179**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**117**	**0**	**2**	**131**	**4**	**1**	**44**	**50**	**1**	**352**	**1,252**
Count Total	0	3	3	3	0	3	7	594	0	16	974	17	2	188	342	27	2,179	
Pk Hr All	**0**	**3**	**1**	**1**	**0**	**2**	**4**	**338**	**0**	**8**	**553**	**9**	**2**	**121**	**199**	**11**	**1,252**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	
Pk Hr HV%	**-**	**0%**	**0%**	**100%**	**-**	**0%**	**0%**	**2%**	**-**	**13%**	**2%**	**11%**	**0%**	**2%**	**4%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	0	0	0	1	*1*	1	0	0	2	*3*	1	0	0	1	*2*
7:45 AM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**1**	**1**	**2**	**6**	**10**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**2**	**4**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
8:45 AM	**0**	**3**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	1	9	16	15	*41*	1	0	0	4	*5*	1	0	0	7	*8*
Peak Hour	**1**	**6**	**13**	**10**	***30***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**4**	**4**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	4	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**13**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**5**	**0**	**10**	**19**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**8**	**26**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**8**	**30**
Count Total	0	0	0	1	0	0	0	9	0	1	14	1	0	5	10	0	41	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	

Count Summaries - Bikes

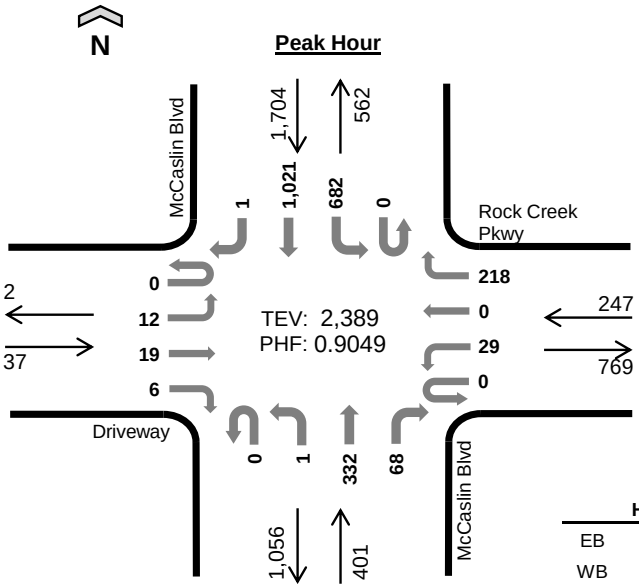
Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	

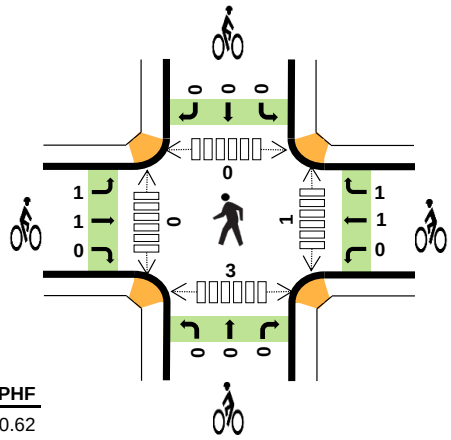
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	3%	0.62
WB	0%	0.88
NB	1%	0.84
SB	1%	0.89
TOTAL	1%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		**0**	**1**	**1**	**0**	**0**	**7**	**0**	**63**	**0**	**0**	**104**	**16**	**0**	**134**	**223**	**1**	**550**	**0**
5:00 PM		**0**	**6**	**4**	**1**	**0**	**13**	**0**	**56**	**0**	**0**	**66**	**14**	**0**	**171**	**258**	**0**	**589**	**0**
5:15 PM		**0**	**4**	**3**	**2**	**0**	**7**	**0**	**61**	**0**	**1**	**88**	**17**	**0**	**179**	**298**	**0**	**660**	**0**
5:30 PM		**0**	**1**	**11**	**3**	**0**	**2**	**0**	**38**	**0**	**0**	**74**	**21**	**0**	**198**	**242**	**0**	**590**	**2,389**
Pk Hr	All	**0**	**12**	**19**	**6**	**0**	**29**	**0**	**218**	**0**	**1**	**332**	**68**	**0**	**682**	**1,021**	**1**	**2,389**	
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	
	HV%	-	**0%**	**0%**	**17%**	-	**0%**	-	**0%**	-	**0%**	**1%**	**0%**	-	**0%**	**1%**	**0%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	**0**	**0**	**0**	**3**	***3***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**0**	**0**	**3**	**3**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**1**	**1**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	***1***
Peak Hour	**1**	**1**	**4**	**11**	***17***	**2**	**2**	**0**	**0**	***4***	**1**	**0**	**0**	**3**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	12	2	1	0	1	0	76	0	0	96	2	0	79	181	0	450	0
4:15 PM	0	3	2	1	1	5	0	54	0	0	84	7	0	106	242	0	505	0
4:30 PM	0	5	2	1	0	5	0	46	0	0	91	10	1	141	256	0	558	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**7**	**0**	**63**	**0**	**0**	**104**	**16**	**0**	**134**	**223**	**1**	**550**	**2,063**
5:00 PM	**0**	**6**	**4**	**1**	**0**	**13**	**0**	**56**	**0**	**0**	**66**	**14**	**0**	**171**	**258**	**0**	**589**	**2,202**
5:15 PM	**0**	**4**	**3**	**2**	**0**	**7**	**0**	**61**	**0**	**1**	**88**	**17**	**0**	**179**	**298**	**0**	**660**	**2,357**
5:30 PM	**0**	**1**	**11**	**3**	**0**	**2**	**0**	**38**	**0**	**0**	**74**	**21**	**0**	**198**	**242**	**0**	**590**	**2,389**
5:45 PM	0	0	2	2	0	1	0	65	0	0	63	9	0	163	220	0	525	2,364
Count Total	0	32	27	11	1	41	0	459	0	1	666	96	1	1,171	1,920	1	4,427	
Pk Hr All	**0**	**12**	**19**	**6**	**0**	**29**	**0**	**218**	**0**	**1**	**332**	**68**	**0**	**682**	**1,021**	**1**	**2,389**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	
Pk Hr HV%	**-**	**0%**	**0%**	**17%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	3	*4*	0	0	1	0	*1*	1	0	0	0	*1*
4:15 PM	0	3	1	5	*9*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	0	0	0	5	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**3**	**3**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**1**	**1**	**1**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:30 PM	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**
5:45 PM	0	1	0	5	*6*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	1	5	6	29	*41*	2	2	2	1	*7*	2	0	0	3	*5*
Peak Hour	**1**	**1**	**4**	**11**	***17***	**2**	**2**	**0**	**0**	***4***	**1**	**0**	**0**	**3**	**4**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	2	0	4	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	3	0	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**21**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**23**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**20**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**17**
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2	0	6	20
Count Total	0	0	0	1	0	0	0	5	0	0	6	0	0	9	20	0	41	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	

Count Summaries - Bikes

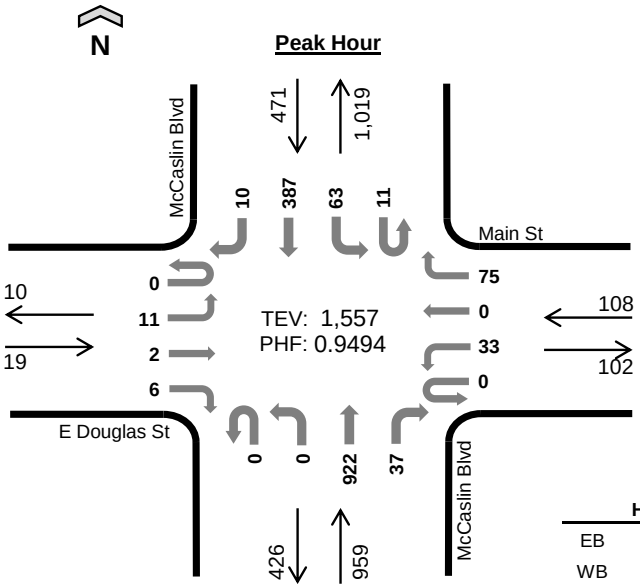
Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	1	1	0	0	0	1	1	0	0	1	1	0	0	1	0	7	
Pk Hr Bike	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

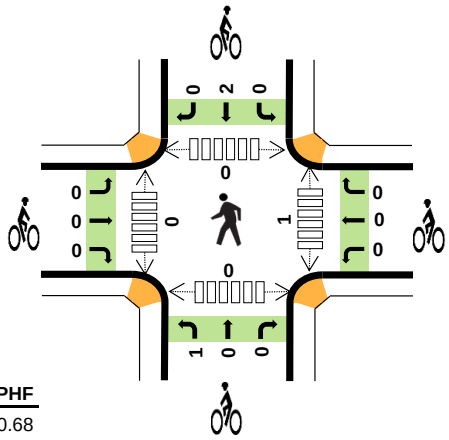
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Main St

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.68
WB	2%	0.75
NB	2%	0.96
SB	4%	0.93
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	1	1	0	3	0	12	0	0	229	11	5	16	77	6	362	0
8:15 AM		0	4	0	0	0	11	0	25	0	0	212	9	5	18	103	0	387	0
8:30 AM		0	3	1	1	0	10	0	24	0	0	239	11	0	15	103	3	410	0
8:45 AM		0	3	0	4	0	9	0	14	0	0	242	6	1	14	104	1	398	1,557
Pk Hr	All	0	11	2	6	0	33	0	75	0	0	922	37	11	63	387	10	1,557	
	HV	0	0	0	0	0	0	0	2	0	0	18	2	1	3	15	1	42	
	HV%	-	0%	0%	0%	-	0%	-	3%	-	-	2%	5%	9%	5%	4%	10%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	0	2	4	*6*	0	0	0	1	*1*	1	0	0	0	*1*
8:15 AM	0	2	4	10	*16*	0	0	0	1	*1*	0	0	0	0	*0*
8:30 AM	0	0	7	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	7	2	*9*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	0	2	20	20	*42*	0	0	1	2	*3*	1	0	0	0	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	5	0	16	0	0	126	5	0	21	54	1	229	0
7:15 AM	0	1	0	0	0	10	0	14	0	0	170	6	0	17	71	1	290	0
7:30 AM	0	4	0	1	0	4	0	14	0	1	185	4	0	11	52	2	278	0
7:45 AM	0	1	0	2	0	7	0	15	0	0	201	7	0	14	60	2	309	1,106
8:00 AM	**0**	**1**	**1**	**1**	**0**	**3**	**0**	**12**	**0**	**0**	**229**	**11**	**5**	**16**	**77**	**6**	**362**	**1,239**
8:15 AM	**0**	**4**	**0**	**0**	**0**	**11**	**0**	**25**	**0**	**0**	**212**	**9**	**5**	**18**	**103**	**0**	**387**	**1,336**
8:30 AM	**0**	**3**	**1**	**1**	**0**	**10**	**0**	**24**	**0**	**0**	**239**	**11**	**0**	**15**	**103**	**3**	**410**	**1,468**
8:45 AM	**0**	**3**	**0**	**4**	**0**	**9**	**0**	**14**	**0**	**0**	**242**	**6**	**1**	**14**	**104**	**1**	**398**	**1,557**
Count Total	0	18	2	9	0	59	0	134	0	1	1,604	59	11	126	624	16	2,663	
Pk Hr All	**0**	**11**	**2**	**6**	**0**	**33**	**0**	**75**	**0**	**0**	**922**	**37**	**11**	**63**	**387**	**10**	**1,557**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**18**	**2**	**1**	**3**	**15**	**1**	**42**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**3%**	**-**	**-**	**2%**	**5%**	**9%**	**5%**	**4%**	**10%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	1	4	*5*	0	0	0	1	*1*	0	0	0	0	*0*
7:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**2**	**4**	**10**	**16**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**7**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**7**	**2**	**9**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Count Total	0	3	27	34	*64*	0	0	1	3	*4*	1	0	0	0	*1*
Peak Hour	**0**	**2**	**20**	**20**	***42***	**0**	**0**	**1**	**2**	***3***	**1**	**0**	**0**	**0**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	8	22
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**6**	**24**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**2**	**8**	**0**	**16**	**35**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**3**	**1**	**11**	**41**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**9**	**42**
Count Total	0	0	0	0	0	1	0	2	0	0	25	2	1	4	28	1	64	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**18**	**2**	**1**	**3**	**15**	**1**	**42**	

Count Summaries - Bikes

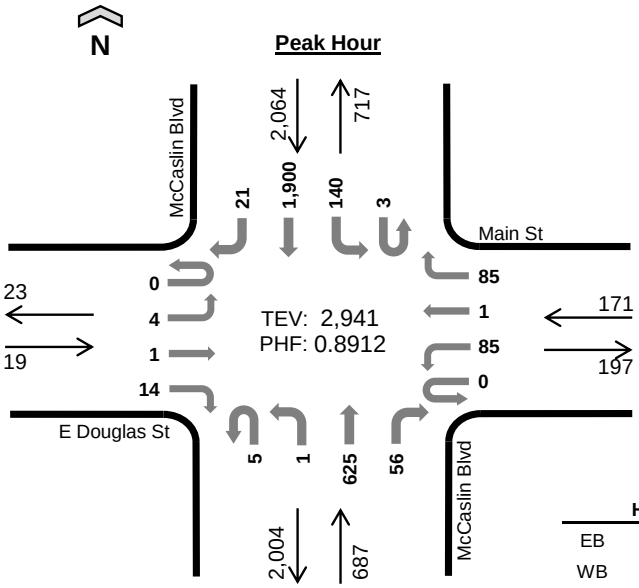
Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	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	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	

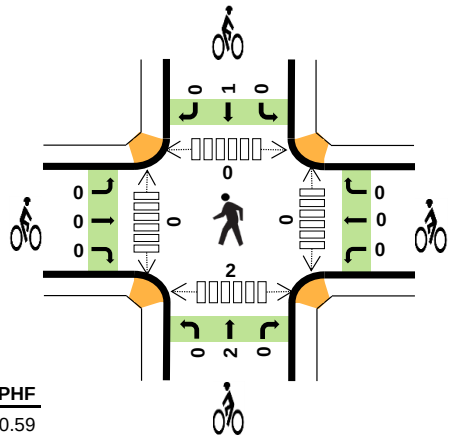
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Main St

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.59
WB	1%	0.81
NB	1%	0.93
SB	1%	0.88
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		E Douglas St Eastbound				Main St Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	1	3	0	19	0	19	1	0	142	13	1	38	449	1	687	0
5:15 PM		0	0	0	4	0	31	0	22	1	0	157	22	0	43	538	7	825	0
5:30 PM		0	4	0	4	0	14	1	16	1	1	158	7	0	22	452	10	690	0
5:45 PM		0	0	0	3	0	21	0	28	2	0	168	14	2	37	461	3	739	2,941
Pk Hr	All	0	4	1	14	0	85	1	85	5	1	625	56	3	140	1,900	21	2,941	
	HV	0	0	0	0	0	1	0	1	0	0	9	1	0	1	15	0	28	
	HV%	-	0%	0%	0%	-	1%	0%	1%	0%	0%	1%	2%	0%	1%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	3	3	*6*	0	0	1	0	*1*	0	0	0	0	*0*
5:15 PM	0	1	5	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	2	*3*	0	0	1	1	*2*	0	0	0	2	*2*
5:45 PM	0	1	1	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	2	10	16	*28*	0	0	2	1	*3*	0	0	0	2	*2*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	1	6	0	10	0	18	0	0	156	16	0	36	275	4	524	0
4:15 PM	0	1	1	2	0	13	0	20	0	0	144	27	2	32	369	6	617	0
4:30 PM	0	3	0	1	0	19	0	23	0	0	149	14	1	37	411	4	662	0
4:45 PM	0	2	0	1	0	16	0	19	0	0	188	20	1	50	407	7	711	2,514
5:00 PM	**0**	**0**	**1**	**3**	**0**	**19**	**0**	**19**	**1**	**0**	**142**	**13**	**1**	**38**	**449**	**1**	**687**	**2,677**
5:15 PM	**0**	**0**	**0**	**4**	**0**	**31**	**0**	**22**	**1**	**0**	**157**	**22**	**0**	**43**	**538**	**7**	**825**	**2,885**
5:30 PM	**0**	**4**	**0**	**4**	**0**	**14**	**1**	**16**	**1**	**1**	**158**	**7**	**0**	**22**	**452**	**10**	**690**	**2,913**
5:45 PM	**0**	**0**	**0**	**3**	**0**	**21**	**0**	**28**	**2**	**0**	**168**	**14**	**2**	**37**	**461**	**3**	**739**	**2,941**
Count Total	0	12	3	24	0	143	1	165	5	1	1,262	133	7	295	3,362	42	5,455	
Pk Hr All	**0**	**4**	**1**	**14**	**0**	**85**	**1**	**85**	**5**	**1**	**625**	**56**	**3**	**140**	**1,900**	**21**	**2,941**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**15**	**0**	**28**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**1%**	**2%**	**0%**	**1%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	2	5	6	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	0	5	*6*	0	1	0	0	*1*	0	0	2	0	*2*
4:45 PM	0	0	0	4	*4*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**3**	**3**	**6**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**1**	**5**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**2**	**2**
5:45 PM	**0**	**1**	**1**	**7**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	1	6	18	34	*59*	0	1	3	1	*5*	0	0	2	2	*4*
Peak Hour	**0**	**2**	**10**	**16**	***28***	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**2**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	3	0	0	0	3	0	7	0
4:15 PM	0	0	0	1	0	1	0	1	0	0	4	1	0	0	6	0	14	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	31
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**6**	**30**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**10**	**26**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**23**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**6**	**0**	**9**	**28**
Count Total	0	0	0	1	0	4	0	2	0	0	16	2	1	2	31	0	59	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**15**	**0**	**28**	

Count Summaries - Bikes

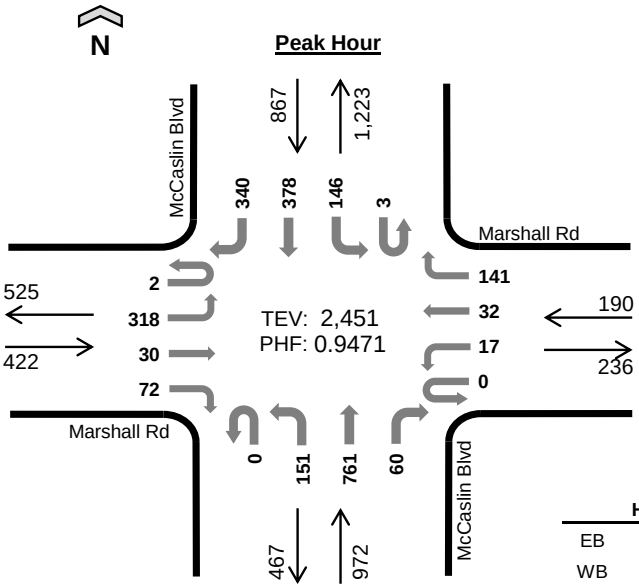
Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**4**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	0	0	0	0	0	1	0	0	0	2	1	0	0	1	0	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	

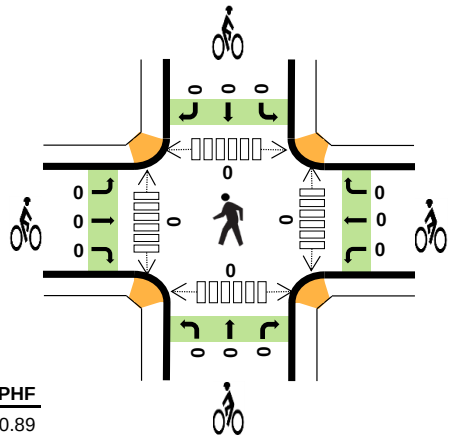
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Marshall Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	6%	0.89
WB	1%	0.82
NB	2%	0.93
SB	4%	0.90
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		1	70	4	16	0	3	9	31	0	30	167	21	0	38	82	82	554	0
8:15 AM		0	81	11	15	0	4	5	36	0	36	213	11	1	37	103	89	642	0
8:30 AM		1	85	9	23	0	5	17	36	0	38	183	17	1	32	87	74	608	0
8:45 AM		0	82	6	18	0	5	1	38	0	47	198	11	1	39	106	95	647	2,451
Pk Hr	All	2	318	30	72	0	17	32	141	0	151	761	60	3	146	378	340	2,451	
	HV	0	18	1	6	0	0	0	1	0	2	17	2	0	2	16	18	83	
	HV%	0%	6%	3%	8%	-	0%	0%	1%	-	1%	2%	3%	0%	1%	4%	5%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	8	1	3	7	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	6	0	5	12	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	6	0	4	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	0	9	10	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	25	1	21	36	*83*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	32	6	4	0	4	0	21	0	17	106	7	2	31	59	57	346	0
7:15 AM	0	53	3	11	0	0	3	32	0	17	147	14	0	27	87	52	446	0
7:30 AM	0	62	5	6	1	2	5	29	0	23	151	14	3	27	48	50	426	0
7:45 AM	0	51	3	8	0	6	4	28	0	32	180	13	2	30	78	78	513	1,731
8:00 AM	**1**	**70**	**4**	**16**	**0**	**3**	**9**	**31**	**0**	**30**	**167**	**21**	**0**	**38**	**82**	**82**	**554**	**1,939**
8:15 AM	**0**	**81**	**11**	**15**	**0**	**4**	**5**	**36**	**0**	**36**	**213**	**11**	**1**	**37**	**103**	**89**	**642**	**2,135**
8:30 AM	**1**	**85**	**9**	**23**	**0**	**5**	**17**	**36**	**0**	**38**	**183**	**17**	**1**	**32**	**87**	**74**	**608**	**2,317**
8:45 AM	**0**	**82**	**6**	**18**	**0**	**5**	**1**	**38**	**0**	**47**	**198**	**11**	**1**	**39**	**106**	**95**	**647**	**2,451**
Count Total	2	516	47	101	1	29	44	251	0	240	1,345	108	10	261	650	577	4,182	
Pk Hr All	**2**	**318**	**30**	**72**	**0**	**17**	**32**	**141**	**0**	**151**	**761**	**60**	**3**	**146**	**378**	**340**	**2,451**	
Pk Hr HV	**0**	**18**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**2**	**17**	**2**	**0**	**2**	**16**	**18**	**83**	
Pk Hr HV%	**0%**	**6%**	**3%**	**8%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**2%**	**3%**	**0%**	**1%**	**4%**	**5%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	0	1	11	*16*	0	0	0	0	*0*	1	3	2	1	*7*
7:30 AM	3	1	3	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	1	1	11	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**8**	**1**	**3**	**7**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**6**	**0**	**5**	**12**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**6**	**0**	**4**	**7**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**5**	**0**	**9**	**10**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	34	3	27	69	*133*	0	0	0	0	*0*	1	3	2	1	*7*
Peak Hour	**25**	**1**	**21**	**36**	***83***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	7	0
7:15 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	6	5	16	0
7:30 AM	0	3	0	0	0	0	0	1	0	0	3	0	0	1	2	2	12	0
7:45 AM	0	2	0	0	0	0	0	1	0	0	1	0	0	0	3	8	15	50
8:00 AM	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**6**	**19**	**62**
8:15 AM	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**7**	**5**	**23**	**69**
8:30 AM	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**4**	**17**	**74**
8:45 AM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**1**	**6**	**3**	**24**	**83**
Count Total	0	27	1	6	0	0	0	3	0	2	23	2	0	4	29	36	133	
Pk Hr Heavy	**0**	**18**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**2**	**17**	**2**	**0**	**2**	**16**	**18**	**83**	

Count Summaries - Bikes

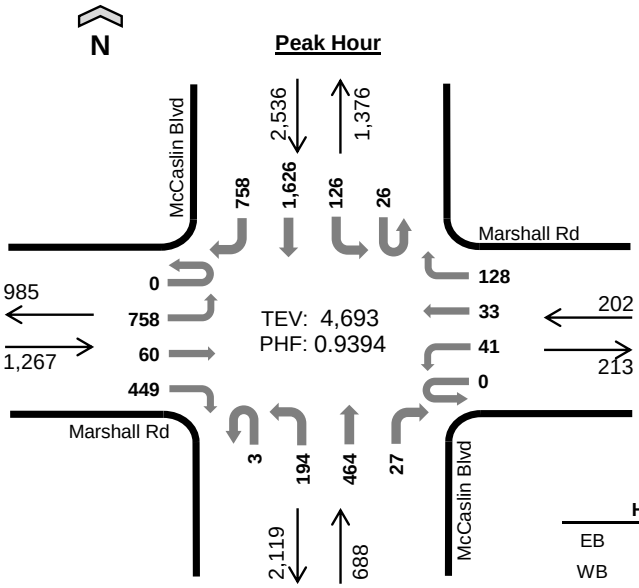
Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

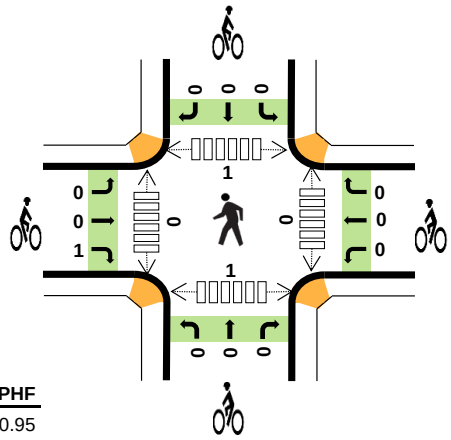
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Marshall Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.95
WB	1%	0.81
NB	2%	0.88
SB	1%	0.90
TOTAL	1%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	183	14	93	0	8	8	27	0	39	101	7	6	30	399	213	1,128	0
5:15 PM		0	187	16	110	0	14	6	42	0	42	114	10	7	33	477	191	1,249	0
5:30 PM		0	200	13	121	0	9	13	35	1	51	123	5	7	31	376	166	1,151	0
5:45 PM		0	188	17	125	0	10	6	24	2	62	126	5	6	32	374	188	1,165	4,693
Pk Hr	All	0	758	60	449	0	41	33	128	3	194	464	27	26	126	1,626	758	4,693	
	HV	0	4	0	7	0	0	1	1	0	5	6	0	0	0	10	3	37	
	HV%	-	1%	0%	2%	-	0%	3%	1%	0%	3%	1%	0%	0%	0%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	3	1	5	3	*12*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	3	0	4	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	0	1	3	*5*	1	0	0	0	*1*	0	0	0	0	*0*
5:45 PM	4	1	1	3	*9*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	11	2	11	13	*37*	1	0	0	0	*1*	0	0	1	1	*2*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	186	11	75	0	15	13	27	0	45	98	5	5	33	231	210	954	0
4:15 PM	0	190	15	87	0	11	12	37	0	47	109	11	2	27	321	187	1,056	0
4:30 PM	2	209	6	86	0	17	10	22	0	52	104	8	11	23	367	224	1,141	0
4:45 PM	0	186	14	90	0	17	5	30	0	55	143	9	5	39	364	180	1,137	4,288
5:00 PM	**0**	**183**	**14**	**93**	**0**	**8**	**8**	**27**	**0**	**39**	**101**	**7**	**6**	**30**	**399**	**213**	**1,128**	**4,462**
5:15 PM	**0**	**187**	**16**	**110**	**0**	**14**	**6**	**42**	**0**	**42**	**114**	**10**	**7**	**33**	**477**	**191**	**1,249**	**4,655**
5:30 PM	**0**	**200**	**13**	**121**	**0**	**9**	**13**	**35**	**1**	**51**	**123**	**5**	**7**	**31**	**376**	**166**	**1,151**	**4,665**
5:45 PM	**0**	**188**	**17**	**125**	**0**	**10**	**6**	**24**	**2**	**62**	**126**	**5**	**6**	**32**	**374**	**188**	**1,165**	**4,693**
Count Total	2	1,529	106	787	0	101	73	244	3	393	918	60	49	248	2,909	1,559	8,981	
Pk Hr All	**0**	**758**	**60**	**449**	**0**	**41**	**33**	**128**	**3**	**194**	**464**	**27**	**26**	**126**	**1,626**	**758**	**4,693**	
Pk Hr HV	**0**	**4**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**5**	**6**	**0**	**0**	**0**	**10**	**3**	**37**	
Pk Hr HV%	**-**	**1%**	**0%**	**2%**	**-**	**0%**	**3%**	**1%**	**0%**	**3%**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	2	4	*8*	0	0	0	0	*0*	1	1	1	1	*4*
4:15 PM	1	0	5	10	*16*	0	0	0	0	*0*	1	0	1	0	*2*
4:30 PM	1	0	2	6	*9*	0	0	1	1	*2*	0	0	0	1	*1*
4:45 PM	6	2	0	4	*12*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	**3**	**1**	**5**	**3**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**3**	**0**	**4**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**1**	**0**	**1**	**3**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**4**	**1**	**1**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Count Total	21	4	20	37	*82*	1	0	2	1	*4*	2	1	3	3	*9*
Peak Hour	**11**	**2**	**11**	**13**	***37***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	2	8	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	2	7	1	16	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	3	9	0
4:45 PM	0	5	0	1	0	1	0	1	0	0	0	0	0	1	3	0	12	45
5:00 PM	**0**	**1**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**2**	**12**	**49**
5:15 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**	**11**	**44**
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**40**
5:45 PM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**9**	**37**
Count Total	0	12	0	9	0	1	1	2	0	5	15	0	0	3	25	9	82	
Pk Hr Heavy	**0**	**4**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**5**	**6**	**0**	**0**	**0**	**10**	**3**	**37**	

Count Summaries - Bikes

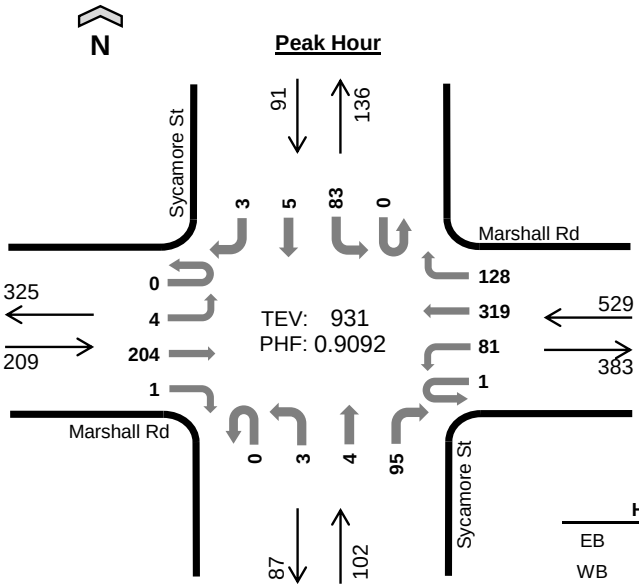
Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	4	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

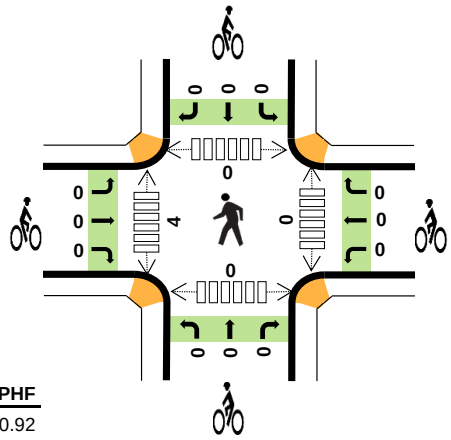
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sycamore St
Marshall Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	6%	0.92
WB	4%	0.91
NB	5%	0.71
SB	4%	0.69
TOTAL	5%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**3**	**47**	**0**	**0**	**17**	**70**	**32**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**1**	**201**	**0**
8:15 AM		**0**	**0**	**56**	**0**	**0**	**21**	**79**	**37**	**0**	**0**	**1**	**22**	**0**	**30**	**2**	**1**	**249**	**0**
8:30 AM		**0**	**0**	**46**	**0**	**1**	**17**	**78**	**32**	**0**	**2**	**1**	**33**	**0**	**15**	**0**	**0**	**225**	**0**
8:45 AM		**0**	**1**	**55**	**1**	**0**	**26**	**92**	**27**	**0**	**1**	**2**	**23**	**0**	**24**	**3**	**1**	**256**	**931**
Pk Hr	All	**0**	**4**	**204**	**1**	**1**	**81**	**319**	**128**	**0**	**3**	**4**	**95**	**0**	**83**	**5**	**3**	**931**	
	HV	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	
	HV%	**-**	**0%**	**6%**	**0%**	**0%**	**14%**	**3%**	**2%**	**-**	**0%**	**0%**	**5%**	**-**	**5%**	**0%**	**0%**	**5%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**4**	**8**	**0**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
8:15 AM	**4**	**6**	**4**	**1**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
8:30 AM	**1**	**5**	**1**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	**4**	**4**	**0**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Peak Hour	**13**	**23**	**5**	**4**	***45***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	25	0	0	20	43	13	0	0	1	7	0	1	0	0	110	0
7:15 AM	0	0	39	0	0	9	50	10	0	0	1	14	0	14	0	0	137	0
7:30 AM	0	0	42	0	0	18	51	11	0	0	1	16	0	4	0	0	143	0
7:45 AM	0	0	36	0	0	21	66	21	0	0	0	19	0	8	1	0	172	562
8:00 AM	**0**	**3**	**47**	**0**	**0**	**17**	**70**	**32**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**1**	**201**	**653**
8:15 AM	**0**	**0**	**56**	**0**	**0**	**21**	**79**	**37**	**0**	**0**	**1**	**22**	**0**	**30**	**2**	**1**	**249**	**765**
8:30 AM	**0**	**0**	**46**	**0**	**1**	**17**	**78**	**32**	**0**	**2**	**1**	**33**	**0**	**15**	**0**	**0**	**225**	**847**
8:45 AM	**0**	**1**	**55**	**1**	**0**	**26**	**92**	**27**	**0**	**1**	**2**	**23**	**0**	**24**	**3**	**1**	**256**	**931**
Count Total	0	4	346	1	1	149	529	183	0	3	7	151	0	110	6	3	1,493	
Pk Hr All	**0**	**4**	**204**	**1**	**1**	**81**	**319**	**128**	**0**	**3**	**4**	**95**	**0**	**83**	**5**	**3**	**931**	
Pk Hr HV	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	
Pk Hr HV%	**-**	**0%**	**6%**	**0%**	**0%**	**14%**	**3%**	**2%**	**-**	**0%**	**0%**	**5%**	**-**	**5%**	**0%**	**0%**	**5%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	5	4	0	0	*9*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	5	1	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**4**	**8**	**0**	**2**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
8:15 AM	**4**	**6**	**4**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
8:30 AM	**1**	**5**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**4**	**4**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
Count Total	20	38	6	6	*70*	0	0	0	0	*0*	0	5	0	1	*6*
Peak Hour	**13**	**23**	**5**	**4**	***45***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	**4**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	5	0	0	1	2	1	0	0	0	0	0	0	0	0	9	0
7:30 AM	0	0	2	0	0	1	1	1	0	0	0	0	0	1	0	0	6	0
7:45 AM	0	0	0	0	0	0	4	1	0	0	0	1	0	0	1	0	7	25
8:00 AM	**0**	**0**	**4**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**36**
8:15 AM	**0**	**0**	**4**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**15**	**42**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**43**
8:45 AM	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**45**
Count Total	0	0	20	0	0	14	17	7	0	0	0	6	0	5	1	0	70	
Pk Hr Heavy	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	

Count Summaries - Bikes

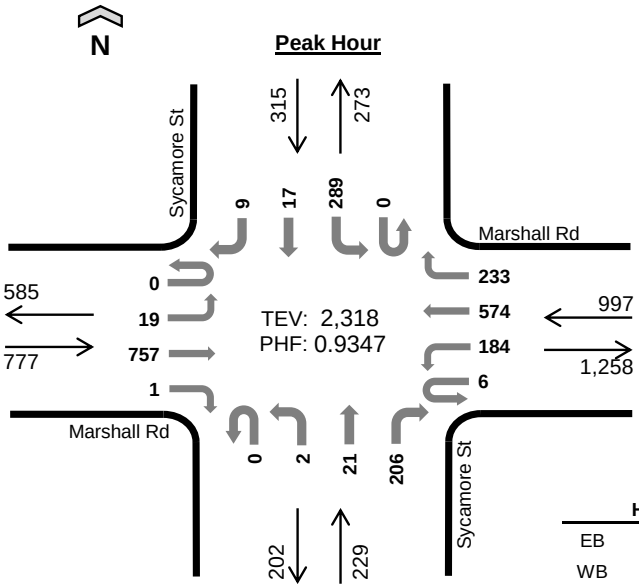
Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

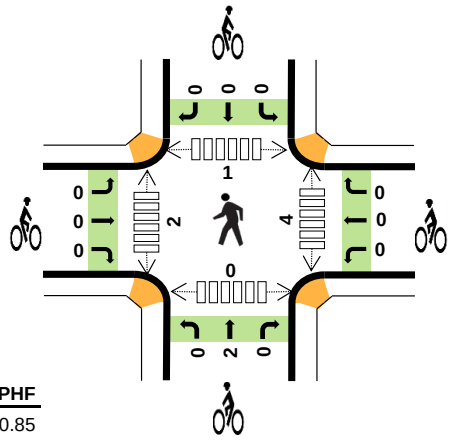
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sycamore St
Marshall Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.85
WB	1%	0.97
NB	1%	0.87
SB	1%	0.96
TOTAL	1%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	6	150	0	2	33	158	63	0	0	8	46	0	70	8	1	545	0
5:15 PM		0	5	222	1	2	52	139	62	0	1	4	50	0	72	6	4	620	0
5:30 PM		0	3	195	0	0	53	132	53	0	0	7	47	0	72	3	3	568	0
5:45 PM		0	5	190	0	2	46	145	55	0	1	2	63	0	75	0	1	585	2,318
Pk Hr	All	0	19	757	1	6	184	574	233	0	2	21	206	0	289	17	9	2,318	
	HV	0	0	8	0	0	3	1	3	0	0	0	2	0	3	0	0	20	
	HV%	-	0%	1%	0%	0%	2%	0%	1%	-	0%	0%	1%	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	4	3	0	1	*8*	0	0	2	0	*2*	3	0	0	0	*3*
5:15 PM	1	1	1	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	3	1	1	*8*	0	0	0	0	*0*	1	2	0	0	*3*
Peak Hour	8	7	2	3	*20*	0	0	2	0	*2*	4	2	1	0	*7*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	155	2	0	51	152	60	1	4	4	50	0	58	4	2	544	0
4:15 PM	0	3	214	0	0	44	146	52	0	2	2	54	0	43	3	4	567	0
4:30 PM	1	2	149	0	2	47	150	72	0	2	2	57	0	62	6	5	557	0
4:45 PM	0	4	186	1	0	41	141	70	0	0	2	52	0	65	4	1	567	2,235
5:00 PM	**0**	**6**	**150**	**0**	**2**	**33**	**158**	**63**	**0**	**0**	**8**	**46**	**0**	**70**	**8**	**1**	**545**	**2,236**
5:15 PM	**0**	**5**	**222**	**1**	**2**	**52**	**139**	**62**	**0**	**1**	**4**	**50**	**0**	**72**	**6**	**4**	**620**	**2,289**
5:30 PM	**0**	**3**	**195**	**0**	**0**	**53**	**132**	**53**	**0**	**0**	**7**	**47**	**0**	**72**	**3**	**3**	**568**	**2,300**
5:45 PM	**0**	**5**	**190**	**0**	**2**	**46**	**145**	**55**	**0**	**1**	**2**	**63**	**0**	**75**	**0**	**1**	**585**	**2,318**
Count Total	1	29	1,461	4	8	367	1,163	487	1	10	31	419	0	517	34	21	4,553	
Pk Hr All	**0**	**19**	**757**	**1**	**6**	**184**	**574**	**233**	**0**	**2**	**21**	**206**	**0**	**289**	**17**	**9**	**2,318**	
Pk Hr HV	**0**	**0**	**8**	**0**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**0%**	**2%**	**0%**	**1%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	4	3	0	0	*7*	0	0	0	0	*0*	1	1	0	0	*2*
4:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	3	0	1	2	*6*	0	1	0	0	*1*	0	0	1	0	*1*
5:00 PM	**4**	**3**	**0**	**1**	**8**	**0**	**0**	**2**	**0**	**2**	**3**	**0**	**0**	**0**	**3**
5:15 PM	**1**	**1**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**3**	**3**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**3**
Count Total	18	15	3	5	*41*	0	1	2	0	*3*	5	4	2	0	*11*
Peak Hour	**8**	**7**	**2**	**3**	***20***	**0**	**0**	**2**	**0**	***2***	**4**	**2**	**1**	**0**	**7**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	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	1	0	0	3	0	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	2	0	0	6	21
5:00 PM	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**22**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**21**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
5:45 PM	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**20**
Count Total	0	0	17	1	0	4	7	4	0	0	0	3	0	5	0	0	41	
Pk Hr Heavy	**0**	**0**	**8**	**0**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	

Count Summaries - Bikes

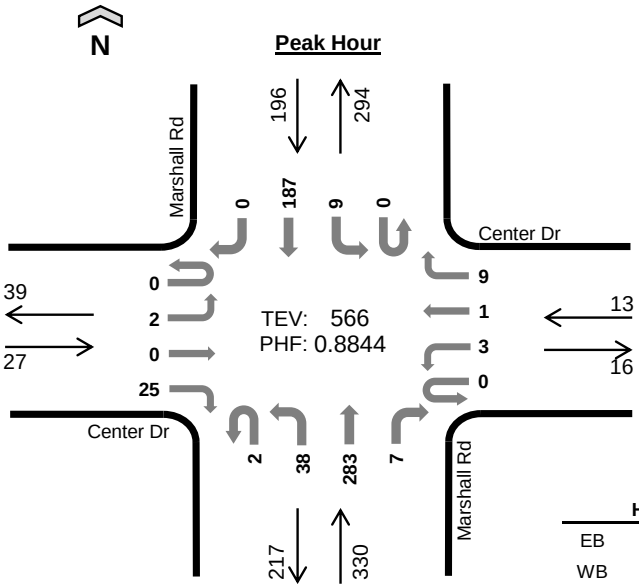
Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
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**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

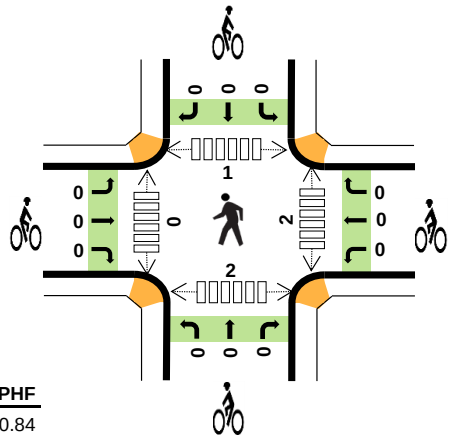
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Marshall Rd
Center Dr

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.84
WB	8%	0.65
NB	2%	0.84
SB	6%	0.89
TOTAL	4%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**1**	**8**	**61**	**1**	**0**	**3**	**50**	**0**	**136**	**0**
8:15 AM		**0**	**0**	**0**	**7**	**0**	**1**	**1**	**3**	**0**	**6**	**77**	**1**	**0**	**1**	**49**	**0**	**146**	**0**
8:30 AM		**0**	**0**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**7**	**68**	**2**	**0**	**3**	**35**	**0**	**124**	**0**
8:45 AM		**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**17**	**77**	**3**	**0**	**2**	**53**	**0**	**160**	**566**
Pk Hr	All	**0**	**2**	**0**	**25**	**0**	**3**	**1**	**9**	**2**	**38**	**283**	**7**	**0**	**9**	**187**	**0**	**566**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	
	HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**11%**	**0%**	**3%**	**2%**	**0%**	**-**	**0%**	**6%**	**-**	**4%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	***4***
8:30 AM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:45 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**1**	**8**	**12**	***21***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	***5***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	8	0	1	0	1	0	6	32	0	0	0	17	0	66	0
7:15 AM	0	0	0	8	0	2	0	0	0	2	47	4	0	3	31	0	97	0
7:30 AM	0	0	0	2	0	2	0	0	0	9	41	0	0	1	32	0	87	0
7:45 AM	0	0	0	3	0	1	0	1	0	11	53	1	0	2	30	0	102	352
8:00 AM	**0**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**1**	**8**	**61**	**1**	**0**	**3**	**50**	**0**	**136**	**422**
8:15 AM	**0**	**0**	**0**	**7**	**0**	**1**	**1**	**3**	**0**	**6**	**77**	**1**	**0**	**1**	**49**	**0**	**146**	**471**
8:30 AM	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**7**	**68**	**2**	**0**	**3**	**35**	**0**	**124**	**508**
8:45 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**17**	**77**	**3**	**0**	**2**	**53**	**0**	**160**	**566**
Count Total	0	3	0	46	0	9	1	11	2	66	456	12	0	15	297	0	918	
Pk Hr All	**0**	**2**	**0**	**25**	**0**	**3**	**1**	**9**	**2**	**38**	**283**	**7**	**0**	**9**	**187**	**0**	**566**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**11%**	**0%**	**3%**	**2%**	**0%**	**-**	**0%**	**6%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	0	2	2	*6*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:45 AM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**1**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**
8:30 AM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:45 AM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	2	1	17	18	*38*	0	0	0	0	*0*	2	1	1	3	*7*
Peak Hour	**0**	**1**	**8**	**12**	***21***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	**5**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	17
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**21**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**21**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**23**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**21**
Count Total	0	0	0	2	0	0	0	1	0	2	15	0	0	0	18	0	38	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	

Count Summaries - Bikes

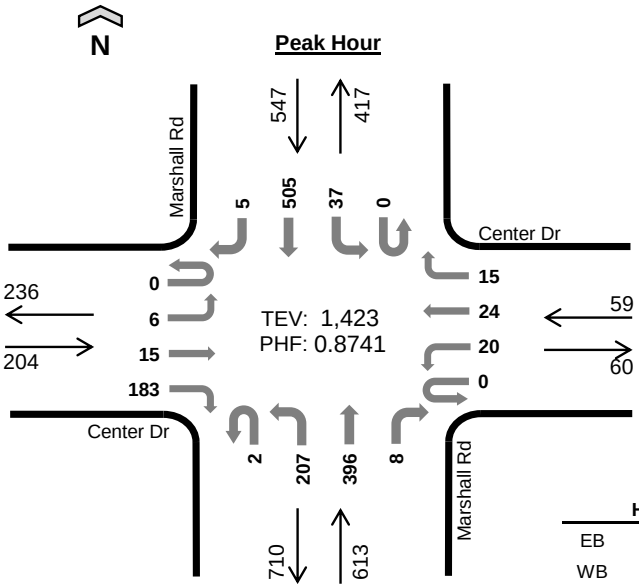
Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

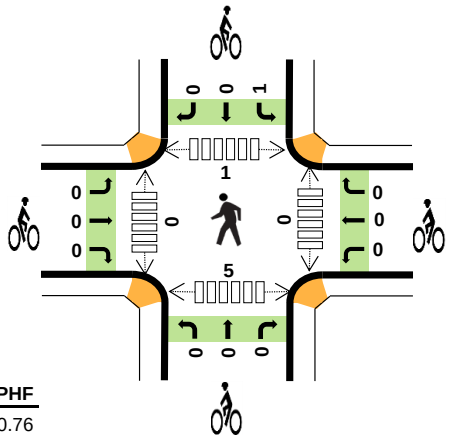
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Marshall Rd
Center Dr

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	0%	0.76
WB	0%	0.67
NB	1%	0.92
SB	2%	0.85
TOTAL	1%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	3	35	0	5	2	4	1	52	105	1	0	11	122	2	344	0
4:15 PM		0	1	5	61	0	3	7	3	1	67	98	1	0	13	146	1	407	0
4:30 PM		0	1	4	39	0	5	4	4	0	53	102	3	0	8	109	2	334	0
4:45 PM		0	3	3	48	0	7	11	4	0	35	91	3	0	5	128	0	338	1,423
Pk Hr	All	0	6	15	183	0	20	24	15	2	207	396	8	0	37	505	5	1,423	
	HV	0	0	0	1	0	0	0	0	0	2	4	0	0	0	9	0	16	
	HV%	-	0%	0%	1%	-	0%	0%	0%	0%	1%	1%	0%	-	0%	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:00 PM	1	0	3	2	*6*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	2	*2*
4:30 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	3	*3*
Peak Hour	1	0	6	9	*16*	0	0	0	1	*1*	0	0	1	5	*6*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**3**	**35**	**0**	**5**	**2**	**4**	**1**	**52**	**105**	**1**	**0**	**11**	**122**	**2**	**344**	0
4:15 PM	**0**	**1**	**5**	**61**	**0**	**3**	**7**	**3**	**1**	**67**	**98**	**1**	**0**	**13**	**146**	**1**	**407**	**0**
4:30 PM	**0**	**1**	**4**	**39**	**0**	**5**	**4**	**4**	**0**	**53**	**102**	**3**	**0**	**8**	**109**	**2**	**334**	**0**
4:45 PM	**0**	**3**	**3**	**48**	**0**	**7**	**11**	**4**	**0**	**35**	**91**	**3**	**0**	**5**	**128**	**0**	**338**	**1,423**
5:00 PM	0	1	3	54	0	7	6	8	1	67	78	2	0	7	100	0	334	1,413
5:15 PM	0	0	6	47	0	6	1	2	2	72	83	0	0	2	158	0	379	1,385
5:30 PM	0	0	6	42	0	6	6	3	1	44	86	3	0	7	139	0	343	1,394
5:45 PM	0	1	3	40	0	10	2	5	0	60	79	3	0	6	138	1	348	1,404
Count Total	0	8	33	366	0	49	39	33	6	450	722	16	0	59	1,040	6	2,827	
Pk Hr All	**0**	**6**	**15**	**183**	**0**	**20**	**24**	**15**	**2**	**207**	**396**	**8**	**0**	**37**	**505**	**5**	**1,423**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**9**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**1%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**1**	**0**	**3**	**2**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
4:30 PM	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
4:45 PM	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
5:00 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	4	0	*4*
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	2	7	16	*27*	0	0	0	1	*1*	0	0	5	6	*11*
Peak Hour	**1**	**0**	**6**	**9**	***16***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**5**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	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**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**6**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**16**
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	14
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	4	11
Count Total	0	0	1	1	0	2	0	0	0	3	4	0	0	0	15	1	27	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**9**	**0**	**16**	

Count Summaries - Bikes

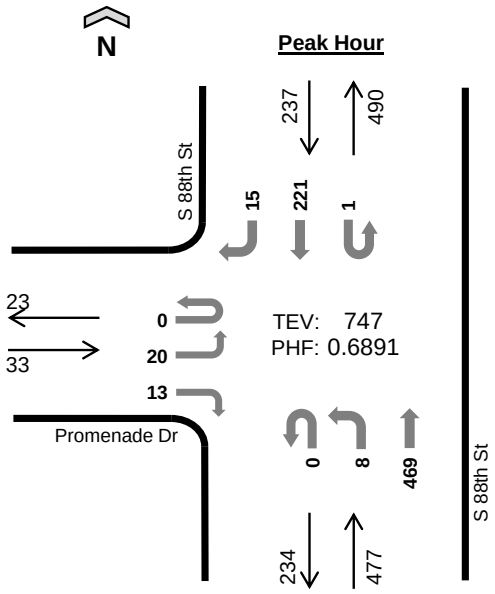
Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
4:15 PM	**0**	**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**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	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	0
5:30 PM	0	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	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	

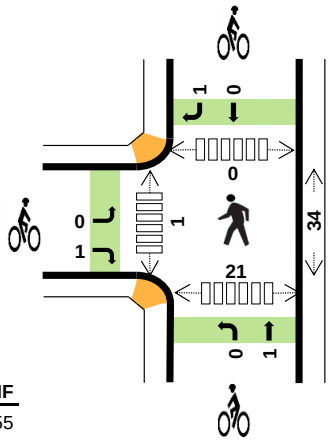
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Promenade Dr

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	9%	0.55
WB	--	--
NB	1%	0.70
SB	3%	0.61
TOTAL	2%	0.69

Peak Hour Count Summaries

Peak Hour Interval Start		Promenade Dr Eastbound				n/a Westbound				S 88th St Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	5	0	2	0	0	0	0	0	0	100	0	0	0	55	2	164	0
8:15 AM		0	2	0	5	0	0	0	0	0	4	95	0	0	0	27	6	139	0
8:30 AM		0	11	0	4	0	0	0	0	0	1	107	0	0	0	48	2	173	0
8:45 AM		0	2	0	2	0	0	0	0	0	3	167	0	1	0	91	5	271	747
Pk Hr	All	0	20	0	13	0	0	0	0	0	8	469	0	1	0	221	15	747	
	HV	0	2	0	1	0	0	0	0	0	0	7	0	0	0	5	1	16	
	HV%	-	10%	-	8%	-	-	-	-	-	0%	1%	-	0%	-	2%	7%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	1	0	2	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	0	0	*0*	0	0	1	0	*1*	1	0	0	0	*1*
8:30 AM	1	0	1	2	*4*	0	0	0	0	*0*	26	0	0	19	*45*
8:45 AM	1	0	4	1	*6*	1	0	0	1	*2*	7	1	0	2	*10*
Peak Hour	3	0	7	6	*16*	1	0	1	1	*3*	34	1	0	21	*56*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	51	0	0	0	19	4	75	0
7:15 AM	0	3	0	4	0	0	0	0	0	1	99	0	0	0	23	3	133	0
7:30 AM	0	4	0	0	0	0	0	0	0	2	108	0	0	0	33	5	152	0
7:45 AM	0	5	0	3	0	0	0	0	0	2	114	0	0	0	53	3	180	540
8:00 AM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**0**	**0**	**55**	**2**	**164**	**629**
8:15 AM	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**95**	**0**	**0**	**0**	**27**	**6**	**139**	**635**
8:30 AM	**0**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**107**	**0**	**0**	**0**	**48**	**2**	**173**	**656**
8:45 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**167**	**0**	**1**	**0**	**91**	**5**	**271**	**747**
Count Total	0	33	0	20	0	0	0	0	0	13	841	0	1	0	349	30	1,287	
Pk Hr All	**0**	**20**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**8**	**469**	**0**	**1**	**0**	**221**	**15**	**747**	
Pk Hr HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**1**	**16**	
Pk Hr HV%	**-**	**10%**	**-**	**8%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**0%**	**-**	**2%**	**7%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	2	4	*6*	0	0	2	1	*3*	2	2	0	0	*4*
7:45 AM	0	0	1	1	*2*	0	0	1	0	*1*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**2**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
8:30 AM	**1**	**0**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**19**	**45**
8:45 AM	**1**	**0**	**4**	**1**	**6**	**1**	**0**	**0**	**1**	**2**	**7**	**1**	**0**	**2**	**10**
Count Total	3	0	10	11	*24*	1	0	5	2	*8*	37	3	0	21	*61*
Peak Hour	**3**	**0**	**7**	**6**	***16***	**1**	**0**	**1**	**1**	***3***	**34**	**1**	**0**	**21**	**56**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	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	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**6**	**14**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**12**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**6**	**16**
Count Total	0	2	0	1	0	0	0	0	0	1	9	0	0	0	8	3	24	
Pk Hr Heavy	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**1**	**16**	

Count Summaries - Bikes

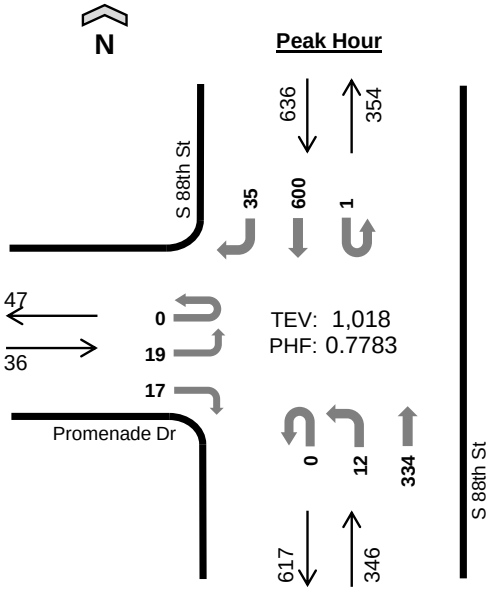
Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
Count Total	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	2	8	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	

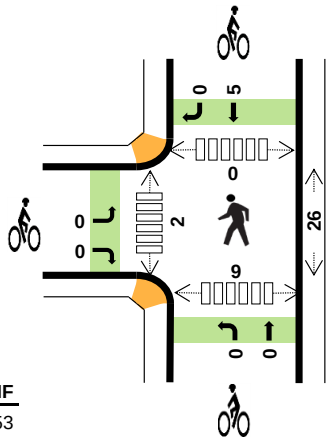
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Promenade Dr

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	8%	0.53
WB	--	--
NB	2%	0.85
SB	1%	0.72
TOTAL	1%	0.78

Peak Hour Count Summaries

Peak Hour Interval Start		Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**1**	**0**	**207**	**14**	**327**	**0**
4:15 PM		**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**75**	**0**	**0**	**0**	**182**	**9**	**277**	**0**
4:30 PM		**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**0**	**0**	**0**	**115**	**6**	**231**	**0**
4:45 PM		**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**73**	**0**	**0**	**0**	**96**	**6**	**183**	**1,018**
Pk Hr	All	**0**	**19**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**334**	**0**	**1**	**0**	**600**	**35**	**1,018**	
	HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	
	HV%	**-**	**11%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**3%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:00 PM	**2**	**0**	**1**	**4**	***7***	**0**	**0**	**0**	**1**	***1***	**16**	**0**	**0**	**5**	***21***
4:15 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**2**	***2***	**6**	**1**	**0**	**4**	***11***
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**0**	**0**	***2***
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**3**	**0**	**0**	**0**	***3***
Peak Hour	**3**	**0**	**6**	**6**	***15***	**0**	**0**	**0**	**5**	***5***	**26**	**2**	**0**	**9**	***37***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**1**	**0**	**207**	**14**	**327**	0
4:15 PM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**75**	**0**	**0**	**0**	**182**	**9**	**277**	**0**
4:30 PM	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**0**	**0**	**0**	**115**	**6**	**231**	**0**
4:45 PM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**73**	**0**	**0**	**0**	**96**	**6**	**183**	**1,018**
5:00 PM	0	6	0	6	0	0	0	0	0	6	79	0	0	0	109	7	213	904
5:15 PM	0	3	0	9	0	0	0	0	0	3	92	0	0	0	88	5	200	827
5:30 PM	0	4	0	9	0	0	0	0	0	4	106	0	0	0	89	13	225	821
5:45 PM	0	3	0	5	0	0	0	0	0	5	83	0	0	0	95	11	202	840
Count Total	0	35	0	46	0	0	0	0	0	30	694	0	1	0	981	71	1,858	
Pk Hr All	**0**	**19**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**334**	**0**	**1**	**0**	**600**	**35**	**1,018**	
Pk Hr HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	
Pk Hr HV%	**-**	**11%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**3%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**2**	**0**	**1**	**4**	**7**	**0**	**0**	**0**	**1**	**1**	**16**	**0**	**0**	**5**	**21**
4:15 PM	**0**	**0**	**5**	**2**	**7**	**0**	**0**	**0**	**2**	**2**	**6**	**1**	**0**	**4**	**11**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**2**
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**3**
5:00 PM	0	0	0	1	*1*	0	0	1	0	*1*	2	0	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	1	*1*	10	0	0	0	*10*
5:30 PM	0	0	1	0	*1*	0	0	0	1	*1*	1	0	0	0	*1*
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	1	0	0	1	*2*
Count Total	3	0	7	7	*17*	0	0	2	7	*9*	40	2	0	10	*52*
Peak Hour	**3**	**0**	**6**	**6**	***15***	**0**	**0**	**0**	**5**	***5***	**26**	**2**	**0**	**9**	**37**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**7**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**1**	**7**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	1	0	0	0	0	0	0	7	0	0	0	6	1	17	
Pk Hr Heavy	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	

Count Summaries - Bikes

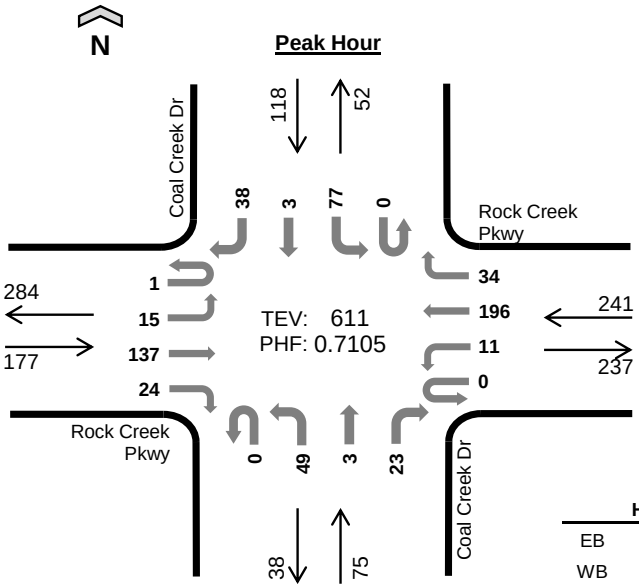
Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**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**	**1**	**0**	**1**	**5**
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	9	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	

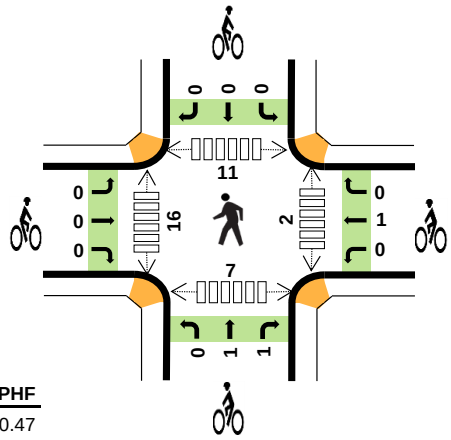
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Coal Creek Dr
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.47
WB	2%	0.86
NB	0%	0.78
SB	0%	0.84
TOTAL	1%	0.71

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				Coal Creek Dr Northbound				Coal Creek Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	19	4	0	4	41	12	0	8	1	5	0	24	1	3	122	0
8:15 AM		0	1	26	5	0	0	41	7	0	12	0	5	0	14	0	11	122	0
8:30 AM		0	2	21	4	0	3	57	6	0	15	2	7	0	20	2	13	152	0
8:45 AM		1	12	71	11	0	4	57	9	0	14	0	6	0	19	0	11	215	611
Pk Hr	All	1	15	137	24	0	11	196	34	0	49	3	23	0	77	3	38	611	
	HV	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	
	HV%	0%	0%	2%	0%	-	0%	3%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	1	0	0	*1*	0	1	0	2	*3*
8:15 AM	1	1	0	0	*2*	0	0	1	0	*1*	2	2	1	2	*7*
8:30 AM	0	1	0	0	*1*	0	0	1	0	*1*	0	11	8	3	*22*
8:45 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	2	2	0	*4*
Peak Hour	3	5	0	0	*8*	0	1	2	0	*3*	2	16	11	7	*36*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	14	3	0	2	26	2	0	7	0	2	0	8	0	6	73	0
7:15 AM	0	2	19	1	0	1	25	2	0	10	0	5	0	20	0	5	90	0
7:30 AM	0	2	32	2	0	1	42	3	0	5	0	3	0	9	0	8	107	0
7:45 AM	0	1	24	3	0	2	38	5	0	13	0	4	0	21	1	11	123	393
8:00 AM	**0**	**0**	**19**	**4**	**0**	**4**	**41**	**12**	**0**	**8**	**1**	**5**	**0**	**24**	**1**	**3**	**122**	**442**
8:15 AM	**0**	**1**	**26**	**5**	**0**	**0**	**41**	**7**	**0**	**12**	**0**	**5**	**0**	**14**	**0**	**11**	**122**	**474**
8:30 AM	**0**	**2**	**21**	**4**	**0**	**3**	**57**	**6**	**0**	**15**	**2**	**7**	**0**	**20**	**2**	**13**	**152**	**519**
8:45 AM	**1**	**12**	**71**	**11**	**0**	**4**	**57**	**9**	**0**	**14**	**0**	**6**	**0**	**19**	**0**	**11**	**215**	**611**
Count Total	1	23	226	33	0	17	327	46	0	84	3	37	0	135	4	68	1,004	
Pk Hr All	**1**	**15**	**137**	**24**	**0**	**11**	**196**	**34**	**0**	**49**	**3**	**23**	**0**	**77**	**3**	**38**	**611**	
Pk Hr HV	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	
Pk Hr HV%	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	1	0	*2*
7:15 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	1	1	*2*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	1	3	1	0	*5*
7:45 AM	1	1	1	0	*3*	0	0	1	2	*3*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**3**
8:15 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**1**	**2**	**7**
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**11**	**8**	**3**	**22**
8:45 AM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**
Count Total	5	8	1	0	*14*	0	1	3	2	*6*	3	20	14	8	*45*
Peak Hour	**3**	**5**	**0**	**0**	***8***	**0**	**1**	**2**	**0**	***3***	**2**	**16**	**11**	**7**	**36**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
Count Total	0	0	5	0	0	1	7	0	0	0	0	1	0	0	0	0	14	
Pk Hr Heavy	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	

Count Summaries - Bikes

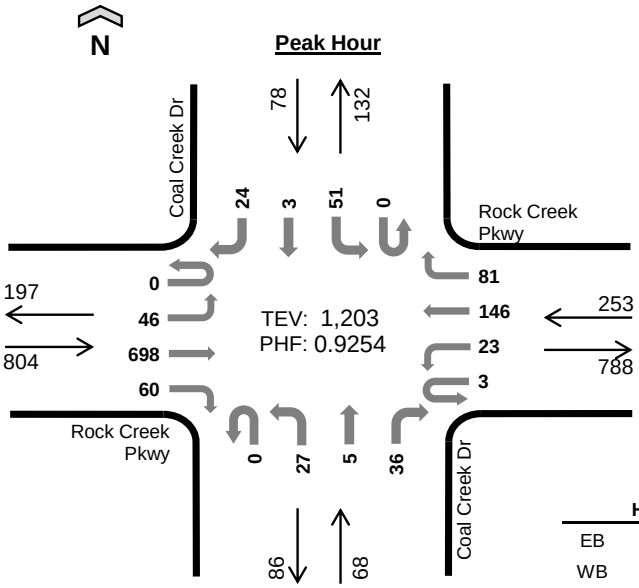
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	1	0	0	1	1	0	3	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	0	0	0	0	0	1	0	0	0	2	1	0	1	1	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	

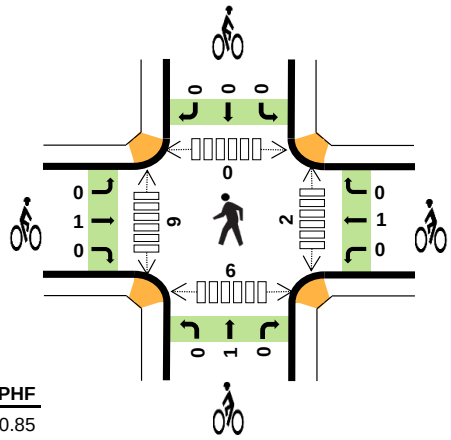
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Coal Creek Dr
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.85
WB	1%	0.94
NB	0%	0.77
SB	0%	0.75
TOTAL	0%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				Coal Creek Dr Northbound				Coal Creek Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	6	171	10	0	4	40	23	0	5	2	4	0	13	1	5	284	0
5:15 PM		0	8	184	15	0	2	46	19	0	7	2	9	0	18	1	7	318	0
5:30 PM		0	17	206	14	1	8	24	19	0	8	1	13	0	9	0	5	325	0
5:45 PM		0	15	137	21	2	9	36	20	0	7	0	10	0	11	1	7	276	1,203
Pk Hr	All	0	46	698	60	3	23	146	81	0	27	5	36	0	51	3	24	1,203	
	HV	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	0%	0%	0%	33%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	1	*5*
5:15 PM	0	1	0	0	*1*	0	0	1	0	*1*	2	1	0	1	*4*
5:30 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	2	0	3	*5*
5:45 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	2	0	1	*3*
Peak Hour	2	2	0	0	*4*	1	1	1	0	*3*	2	9	0	6	*17*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	15	52	9	0	6	77	22	0	11	2	4	0	19	0	12	229	0
4:15 PM	0	8	59	5	0	12	87	29	0	3	1	6	0	20	0	6	236	0
4:30 PM	0	7	110	11	0	9	44	21	0	12	1	7	0	13	4	4	243	0
4:45 PM	0	6	126	18	0	3	51	18	0	11	1	5	0	21	0	4	264	972
5:00 PM	**0**	**6**	**171**	**10**	**0**	**4**	**40**	**23**	**0**	**5**	**2**	**4**	**0**	**13**	**1**	**5**	**284**	**1,027**
5:15 PM	**0**	**8**	**184**	**15**	**0**	**2**	**46**	**19**	**0**	**7**	**2**	**9**	**0**	**18**	**1**	**7**	**318**	**1,109**
5:30 PM	**0**	**17**	**206**	**14**	**1**	**8**	**24**	**19**	**0**	**8**	**1**	**13**	**0**	**9**	**0**	**5**	**325**	**1,191**
5:45 PM	**0**	**15**	**137**	**21**	**2**	**9**	**36**	**20**	**0**	**7**	**0**	**10**	**0**	**11**	**1**	**7**	**276**	**1,203**
Count Total	0	82	1,045	103	3	53	405	171	0	64	10	58	0	124	7	50	2,175	
Pk Hr All	**0**	**46**	**698**	**60**	**3**	**23**	**146**	**81**	**0**	**27**	**5**	**36**	**0**	**51**	**3**	**24**	**1,203**	
Pk Hr HV	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**33%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	1	1	*2*
4:15 PM	2	2	0	0	*4*	0	1	1	0	*2*	0	0	2	0	*2*
4:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	1	1	1	*3*
4:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	4	0	0	*4*
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**5**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**1**	**4**
5:30 PM	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**5**
5:45 PM	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**3**
Count Total	5	6	0	0	*11*	1	2	2	1	*6*	2	14	4	8	*28*
Peak Hour	**2**	**2**	**0**	**0**	***4***	**1**	**1**	**1**	**0**	***3***	**2**	**9**	**0**	**6**	**17**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	5	0	1	0	5	0	0	0	0	0	0	0	0	0	11	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

Count Summaries - Bikes

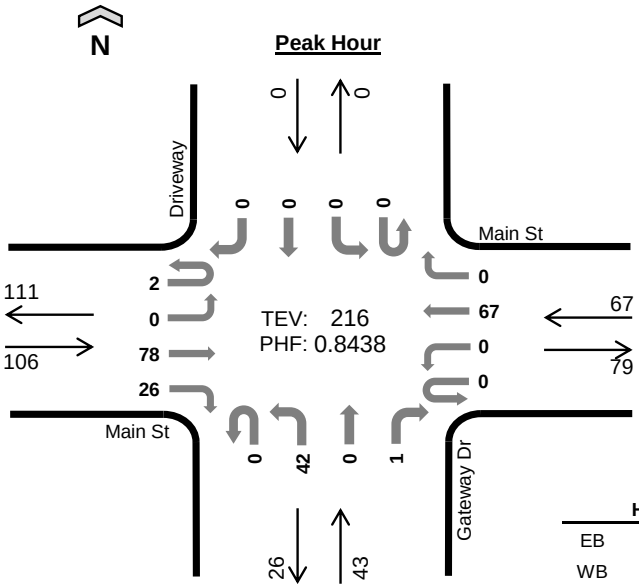
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	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	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	1	0	0	0	2	0	0	0	2	0	0	0	1	0	6	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	

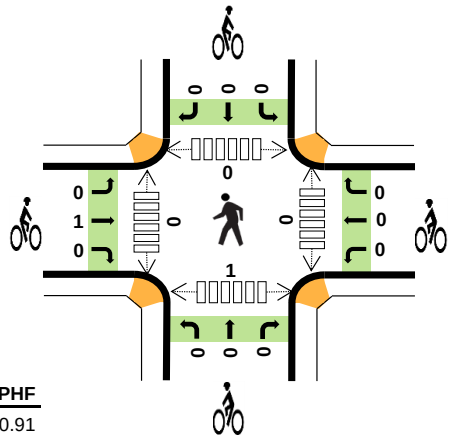
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Gateway Dr
Main St

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	4%	0.91
WB	1%	0.80
NB	2%	0.67
SB	--	--
TOTAL	3%	0.84

Peak Hour Count Summaries

Peak Hour Interval Start		Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	22	7	0	0	8	0	0	7	0	0	0	0	0	0	44	0
8:15 AM		1	0	22	4	0	0	21	0	0	15	0	1	0	0	0	0	64	0
8:30 AM		1	0	17	9	0	0	20	0	0	14	0	0	0	0	0	0	61	0
8:45 AM		0	0	17	6	0	0	18	0	0	6	0	0	0	0	0	0	47	216
Pk Hr	All	2	0	78	26	0	0	67	0	0	42	0	1	0	0	0	0	216	
	HV	1	0	2	1	0	0	1	0	0	1	0	0	0	0	0	0	6	
	HV%	50%	-	3%	4%	-	-	1%	-	-	2%	-	0%	-	-	-	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	0	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	1	0	0	*2*	1	0	0	0	*1*	0	0	0	1	*1*
Peak Hour	4	1	1	0	*6*	1	0	0	0	*1*	0	0	0	1	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	16	7	0	0	15	0	0	7	0	0	0	0	0	0	45	0
7:15 AM	0	0	21	5	0	0	15	0	0	9	0	1	0	0	0	0	51	0
7:30 AM	0	0	9	6	0	0	7	0	0	11	0	0	0	0	0	0	33	0
7:45 AM	0	0	14	4	0	0	14	0	0	8	0	0	0	0	0	0	40	169
8:00 AM	**0**	**0**	**22**	**7**	**0**	**0**	**8**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**168**
8:15 AM	**1**	**0**	**22**	**4**	**0**	**0**	**21**	**0**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**64**	**181**
8:30 AM	**1**	**0**	**17**	**9**	**0**	**0**	**20**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**209**
8:45 AM	**0**	**0**	**17**	**6**	**0**	**0**	**18**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**216**
Count Total	2	0	138	48	0	0	118	0	0	77	0	2	0	0	0	0	385	
Pk Hr All	**2**	**0**	**78**	**26**	**0**	**0**	**67**	**0**	**0**	**42**	**0**	**1**	**0**	**0**	**0**	**0**	**216**	
Pk Hr HV	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**50%**	**-**	**3%**	**4%**	**-**	**-**	**1%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	1	*1*
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	**3**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
Count Total	6	2	1	0	*9*	2	0	0	0	*2*	0	0	0	2	*2*
Peak Hour	**4**	**1**	**1**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	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	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	1	0	3	2	0	0	2	0	0	1	0	0	0	0	0	0	9	
Pk Hr Heavy	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

Count Summaries - Bikes

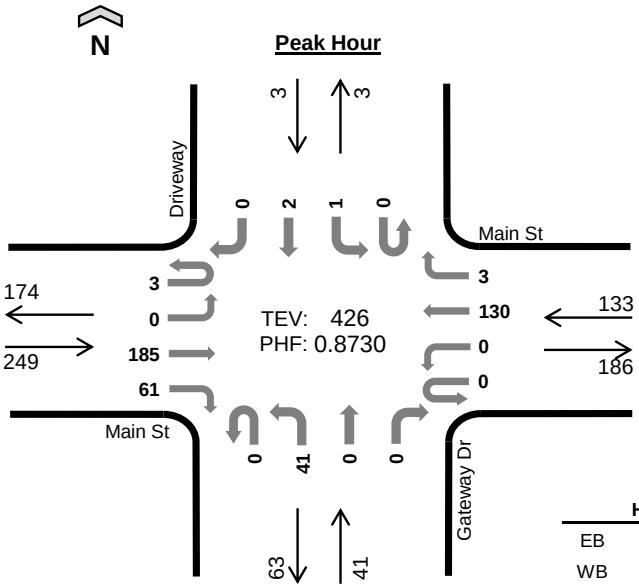
Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

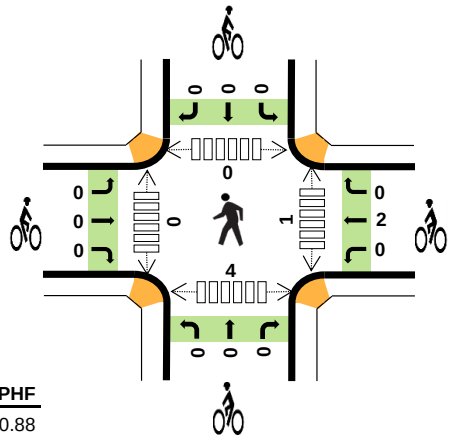
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Gateway Dr
Main St

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.88
WB	0%	0.81
NB	0%	0.68
SB	0%	0.25
TOTAL	1%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		**1**	**0**	**43**	**14**	**0**	**0**	**33**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**0**
4:45 PM		**0**	**0**	**62**	**9**	**0**	**0**	**30**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**0**
5:00 PM		**1**	**0**	**36**	**20**	**0**	**0**	**27**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**0**
5:15 PM		**1**	**0**	**44**	**18**	**0**	**0**	**40**	**1**	**0**	**15**	**0**	**0**	**0**	**1**	**2**	**0**	**122**	**426**
Pk Hr	All	**3**	**0**	**185**	**61**	**0**	**0**	**130**	**3**	**0**	**41**	**0**	**0**	**0**	**1**	**2**	**0**	**426**	
	HV	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
	HV%	**67%**	**-**	**0%**	**2%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**3**	***3***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**3**	**0**	**0**	**0**	***3***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**4**	***5***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	33	18	0	0	20	0	0	7	0	1	0	0	0	0	79	0
4:15 PM	1	0	48	10	0	0	25	0	0	8	0	0	0	0	0	0	92	0
4:30 PM	**1**	**0**	**43**	**14**	**0**	**0**	**33**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**0**
4:45 PM	**0**	**0**	**62**	**9**	**0**	**0**	**30**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**380**
5:00 PM	**1**	**0**	**36**	**20**	**0**	**0**	**27**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**396**
5:15 PM	**1**	**0**	**44**	**18**	**0**	**0**	**40**	**1**	**0**	**15**	**0**	**0**	**0**	**1**	**2**	**0**	**122**	**426**
5:30 PM	0	0	15	13	0	0	24	0	0	7	0	0	0	0	0	0	59	386
5:45 PM	1	0	36	12	0	0	33	0	0	17	0	0	0	0	0	0	99	375
Count Total	5	0	317	114	0	0	232	3	0	80	0	1	0	1	2	0	755	
Pk Hr All	**3**	**0**	**185**	**61**	**0**	**0**	**130**	**3**	**0**	**41**	**0**	**0**	**0**	**1**	**2**	**0**	**426**	
Pk Hr HV	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**67%**	**-**	**0%**	**2%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	0	*1*	2	0	0	0	*2*	0	0	0	1	*1*
4:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	2	*2*
4:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**3**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:00 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
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*	1	0	0	0	*1*	0	0	0	2	*2*
5:45 PM	1	0	0	0	*1*	0	1	0	0	*1*	1	0	1	0	*2*
Count Total	5	0	2	0	*7*	3	3	0	0	*6*	2	0	1	9	*12*
Peak Hour	**3**	**0**	**0**	**0**	***3***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	1	0
4:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:15 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	4	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	7	
Pk Hr Heavy	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Count Summaries - Bikes

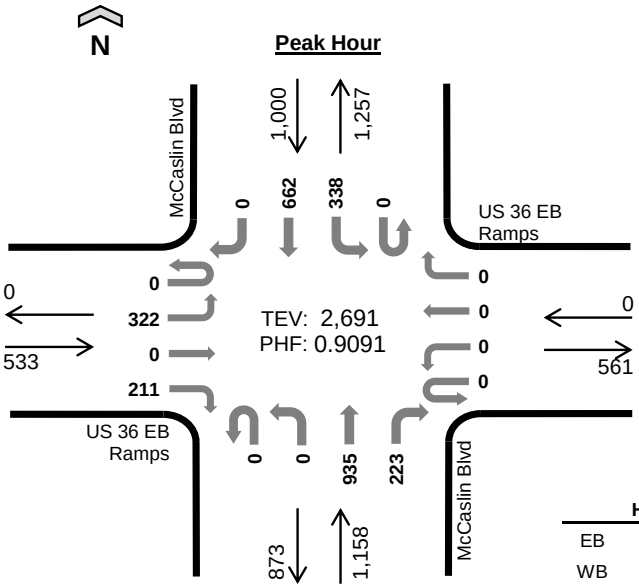
Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

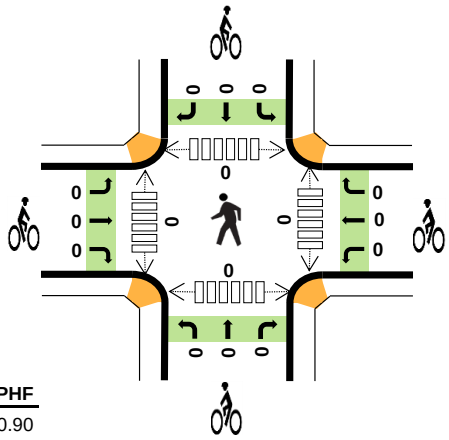
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 EB Ramps

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	1%	0.90
WB	--	--
NB	3%	0.94
SB	4%	0.88
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	68	0	44	0	0	0	0	0	0	195	46	0	82	150	0	585	0
8:15 AM	0	75	0	61	0	0	0	0	0	0	245	60	0	92	173	0	706	0
8:30 AM	0	89	0	48	0	0	0	0	0	0	242	62	0	75	144	0	660	0
8:45 AM	0	90	0	58	0	0	0	0	0	0	253	55	0	89	195	0	740	2,691
Pk Hr All	0	322	0	211	0	0	0	0	0	0	935	223	0	338	662	0	2,691	
Pk Hr HV	0	2	0	3	0	0	0	0	0	0	28	8	0	11	32	0	84	
Pk Hr HV%	-	1%	-	1%	-	-	-	-	-	-	3%	4%	-	3%	5%	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	1	0	8	8	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	7	16	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	0	9	11	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	12	8	*21*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	5	0	36	43	*84*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	35	0	36	0	0	0	0	0	0	135	31	0	51	110	0	398	0
7:15 AM	0	44	0	39	0	0	0	0	0	0	174	55	0	68	121	0	501	0
7:30 AM	0	45	0	26	0	0	0	0	0	0	216	42	0	76	102	0	507	0
7:45 AM	0	59	0	43	0	0	0	0	0	0	198	33	0	81	152	0	566	1,972
8:00 AM	**0**	**68**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**195**	**46**	**0**	**82**	**150**	**0**	**585**	**2,159**
8:15 AM	**0**	**75**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**60**	**0**	**92**	**173**	**0**	**706**	**2,364**
8:30 AM	**0**	**89**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**62**	**0**	**75**	**144**	**0**	**660**	**2,517**
8:45 AM	**0**	**90**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**253**	**55**	**0**	**89**	**195**	**0**	**740**	**2,691**
Count Total	0	505	0	355	0	0	0	0	0	0	1,658	384	0	614	1,147	0	4,663	
Pk Hr All	**0**	**322**	**0**	**211**	**0**	**0**	**0**	**0**	**0**	**0**	**935**	**223**	**0**	**338**	**662**	**0**	**2,691**	
Pk Hr HV	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**8**	**0**	**11**	**32**	**0**	**84**	
Pk Hr HV%	**-**	**1%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**4%**	**-**	**3%**	**5%**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	1	0	1	9	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	0	4	10	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	7	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	5	13	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**8**	**8**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**7**	**16**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**3**	**0**	**9**	**11**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**12**	**8**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	10	0	53	80	*143*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**5**	**0**	**36**	**43**	***84***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	2	7	0	11	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	2	2	0	1	9	0	16	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	7	0	0	1	4	0	13	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	3	2	0	3	10	0	19	59
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**2**	**6**	**0**	**17**	**65**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**5**	**11**	**0**	**23**	**72**
8:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**3**	**8**	**0**	**23**	**82**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**0**	**1**	**7**	**0**	**21**	**84**
Count Total	0	3	0	7	0	0	0	0	0	0	41	12	0	18	62	0	143	
Pk Hr Heavy	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**8**	**0**	**11**	**32**	**0**	**84**	

Count Summaries - Bikes

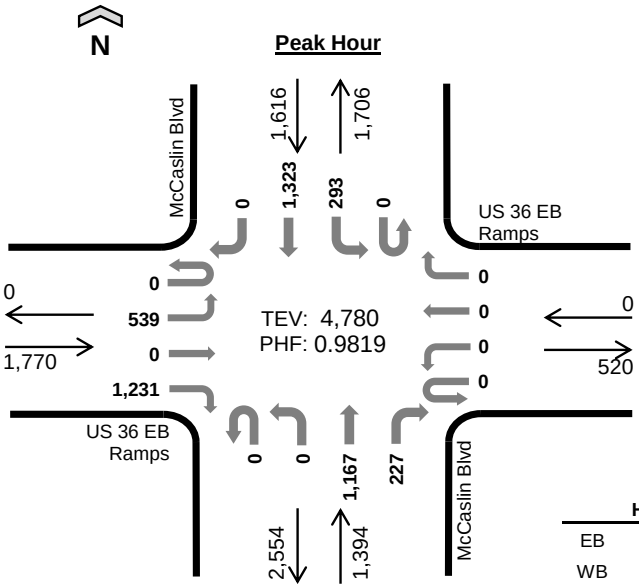
Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

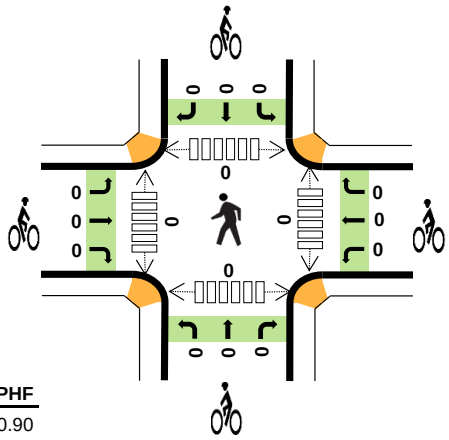
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 EB Ramps

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.90
WB	--	--
NB	1%	0.85
SB	1%	0.87
TOTAL	1%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start		US 36 EB Ramps Eastbound				US 36 EB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		**0**	**148**	**0**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**43**	**0**	**81**	**366**	**0**	**1,217**	**0**
5:15 PM		**0**	**112**	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**275**	**66**	**0**	**60**	**405**	**0**	**1,217**	**0**
5:30 PM		**0**	**118**	**0**	**305**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**63**	**0**	**80**	**262**	**0**	**1,175**	**0**
5:45 PM		**0**	**161**	**0**	**331**	**0**	**0**	**0**	**0**	**0**	**0**	**262**	**55**	**0**	**72**	**290**	**0**	**1,171**	**4,780**
Pk Hr	All	**0**	**539**	**0**	**1,231**	**0**	**0**	**0**	**0**	**0**	**0**	**1,167**	**227**	**0**	**293**	**1,323**	**0**	**4,780**	
	HV	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	
	HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	**2**	**0**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**3**	**0**	**5**	**5**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**4**	**0**	**2**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**1**	**0**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**10**	**0**	**11**	**14**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	96	0	192	0	0	0	0	0	0	247	76	0	115	319	0	1,045	0
4:15 PM	0	94	0	226	0	0	0	0	0	0	278	65	0	105	336	0	1,104	0
4:30 PM	0	115	0	296	0	0	0	0	0	0	273	61	0	72	294	0	1,111	0
4:45 PM	0	148	0	226	0	0	0	0	0	0	281	42	0	65	323	0	1,085	4,345
5:00 PM	**0**	**148**	**0**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**43**	**0**	**81**	**366**	**0**	**1,217**	**4,517**
5:15 PM	**0**	**112**	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**275**	**66**	**0**	**60**	**405**	**0**	**1,217**	**4,630**
5:30 PM	**0**	**118**	**0**	**305**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**63**	**0**	**80**	**262**	**0**	**1,175**	**4,694**
5:45 PM	**0**	**161**	**0**	**331**	**0**	**0**	**0**	**0**	**0**	**0**	**262**	**55**	**0**	**72**	**290**	**0**	**1,171**	**4,780**
Count Total	0	992	0	2,171	0	0	0	0	0	0	2,246	471	0	650	2,595	0	9,125	
Pk Hr All	**0**	**539**	**0**	**1,231**	**0**	**0**	**0**	**0**	**0**	**0**	**1,167**	**227**	**0**	**293**	**1,323**	**0**	**4,780**	
Pk Hr HV	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	
Pk Hr HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	3	6	*11*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	2	0	5	10	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	0	4	5	*13*	1	0	0	1	*2*	0	0	0	0	*0*
4:45 PM	4	0	6	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**2**	**0**	**4**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**3**	**0**	**5**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**4**	**0**	**2**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**1**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	22	0	29	42	*93*	1	0	0	2	*3*	0	0	0	0	*0*
Peak Hour	**10**	**0**	**11**	**14**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	2	0	0	0	0	0	0	3	0	0	2	4	0	11	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	3	2	0	3	7	0	17	0
4:30 PM	0	2	0	2	0	0	0	0	0	0	4	0	0	3	2	0	13	0
4:45 PM	0	3	0	1	0	0	0	0	0	0	6	0	0	3	4	0	17	58
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**9**	**56**
5:15 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**3**	**0**	**13**	**52**
5:30 PM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**9**	**48**
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**4**	**35**
Count Total	0	10	0	12	0	0	0	0	0	0	26	3	0	17	25	0	93	
Pk Hr Heavy	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	

Count Summaries - Bikes

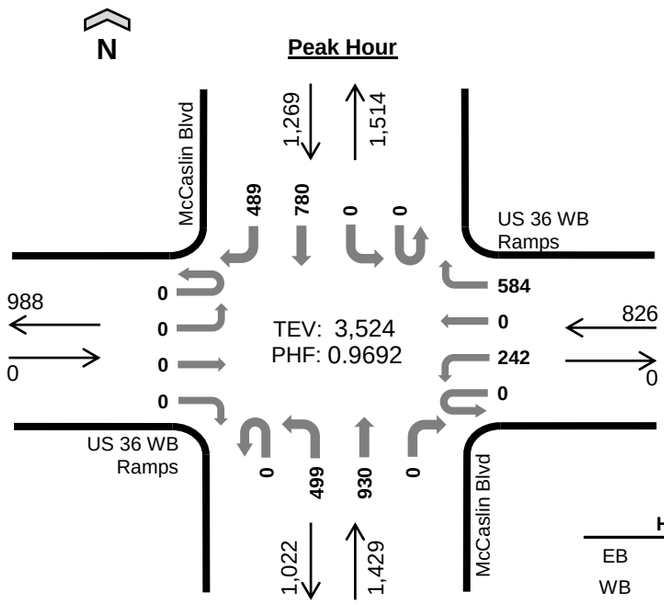
Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**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**	**0**
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

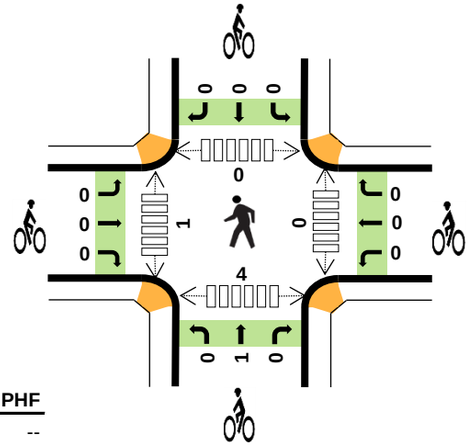
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 WB Ramps

Date: 10/22/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	--	--
WB	4%	0.88
NB	2%	0.90
SB	4%	0.95
TOTAL	3%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		US 36 WB Ramps Eastbound				US 36 WB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	0	0	68	0	167	0	124	234	0	0	0	194	118	905	0
8:15 AM		0	0	0	0	0	53	0	153	0	143	253	0	0	0	193	114	909	0
8:30 AM		0	0	0	0	0	52	0	128	0	130	218	0	0	0	198	136	862	0
8:45 AM		0	0	0	0	0	69	0	136	0	102	225	0	0	0	195	121	848	3,524
Pk Hr	All	0	0	0	0	0	242	0	584	0	499	930	0	0	0	780	489	3,524	
	HV	0	0	0	0	0	15	0	18	0	5	25	0	0	0	33	14	110	
	HV%	-	-	-	-	-	6%	-	3%	-	1%	3%	-	-	-	4%	3%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
8:00 AM	0	12	7	15	*34*	0	0	1	0	*1*	0	0	0	1	*1*
8:15 AM	0	9	7	8	*24*	0	0	0	0	*0*	0	0	0	2	*2*
8:30 AM	0	4	8	13	*25*	0	0	0	0	*0*	0	1	0	1	*2*
8:45 AM	0	8	8	11	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	33	30	47	*110*	0	0	1	0	*1*	0	1	0	4	*5*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	50	0	128	0	73	82	0	0	0	113	38	484	0
7:15 AM	0	0	0	0	0	38	0	121	0	99	129	0	0	0	125	69	581	0
7:30 AM	0	0	0	0	0	41	0	109	0	148	142	0	1	0	165	102	708	0
7:45 AM	0	0	0	0	0	56	0	157	0	108	222	0	0	0	179	121	843	2,616
8:00 AM	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**167**	**0**	**124**	**234**	**0**	**0**	**0**	**194**	**118**	**905**	**3,037**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**153**	**0**	**143**	**253**	**0**	**0**	**0**	**193**	**114**	**909**	**3,365**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**128**	**0**	**130**	**218**	**0**	**0**	**0**	**198**	**136**	**862**	**3,519**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**136**	**0**	**102**	**225**	**0**	**0**	**0**	**195**	**121**	**848**	**3,524**
Count Total	0	0	0	0	0	427	0	1,099	0	927	1,505	0	1	0	1,362	819	6,140	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**242**	**0**	**584**	**0**	**499**	**930**	**0**	**0**	**0**	**780**	**489**	**3,524**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**18**	**0**	**5**	**25**	**0**	**0**	**0**	**33**	**14**	**110**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**6%**	**-**	**3%**	**-**	**1%**	**3%**	**-**	**-**	**-**	**4%**	**3%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	8	6	3	*17*	0	0	0	0	*0*	0	1	0	1	*2*
7:15 AM	0	14	4	5	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	8	8	9	*25*	0	0	0	0	*0*	0	2	0	0	*2*
7:45 AM	0	8	6	9	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**12**	**7**	**15**	**34**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**9**	**7**	**8**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
8:30 AM	**0**	**4**	**8**	**13**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:45 AM	**0**	**8**	**8**	**11**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	71	54	73	*198*	0	0	1	0	*1*	0	4	0	5	*9*
Peak Hour	**0**	**33**	**30**	**47**	***110***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	3	0	5	0	3	3	0	0	0	2	1	17	0
7:15 AM	0	0	0	0	0	2	0	12	0	1	3	0	0	0	3	2	23	0
7:30 AM	0	0	0	0	0	3	0	5	0	2	6	0	0	0	8	1	25	0
7:45 AM	0	0	0	0	0	3	0	5	0	1	5	0	0	0	8	1	23	88
8:00 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**5**	**0**	**1**	**6**	**0**	**0**	**0**	**12**	**3**	**34**	**105**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**5**	**24**	**106**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**6**	**25**	**106**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**3**	**0**	**1**	**7**	**0**	**0**	**0**	**11**	**0**	**27**	**110**
Count Total	0	0	0	0	0	26	0	45	0	12	42	0	0	0	54	19	198	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**18**	**0**	**5**	**25**	**0**	**0**	**0**	**33**	**14**	**110**	

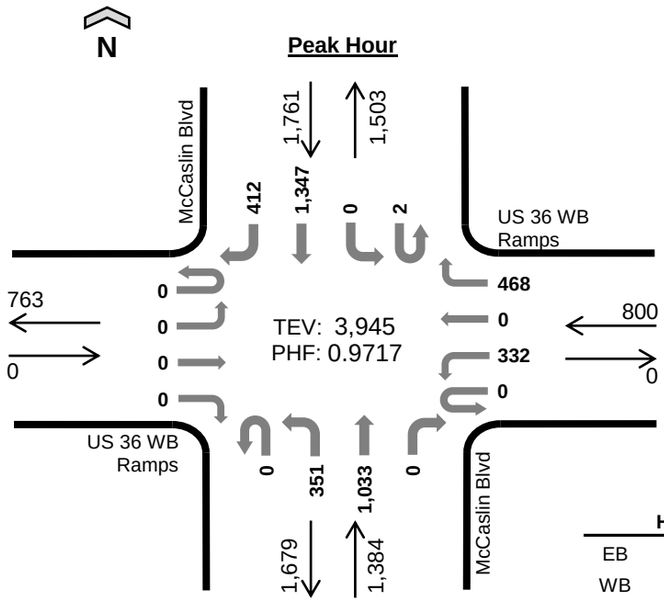
Count Summaries - Bikes

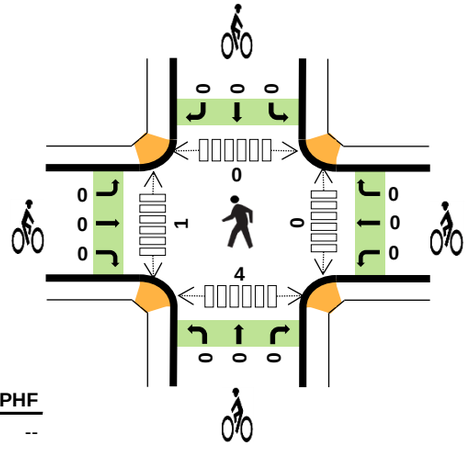
Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**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	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

McCaslin Blvd
US 36 WB Ramps

Date: 10/22/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	--	--
WB	1%	0.89
NB	1%	0.90
SB	1%	0.95
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start	US 36 WB Ramps Eastbound				US 36 WB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM	0	0	0	0	0	73	0	89	0	87	298	0	0	0	316	99	962	0
4:30 PM	0	0	0	0	0	86	0	138	0	95	223	0	0	0	330	103	975	0
4:45 PM	0	0	0	0	0	95	0	103	0	99	247	0	1	0	344	104	993	0
5:00 PM	0	0	0	0	0	78	0	138	0	70	265	0	1	0	357	106	1,015	3,945
Pk Hr All	0	0	0	0	0	332	0	468	0	351	1,033	0	2	0	1,347	412	3,945	
Pk Hr HV	0	0	0	0	0	5	0	5	0	3	15	0	0	0	21	2	51	
Pk Hr HV%	-	-	-	-	-	2%	-	1%	-	1%	1%	-	0%	-	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:15 PM	0	1	4	7	*12*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	0	2	7	4	*13*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	0	5	5	3	*13*	0	0	0	0	*0*	0	0	0	1	*1*
5:00 PM	0	2	2	9	*13*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	0	10	18	23	*51*	0	0	0	0	*0*	0	1	0	4	*5*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	73	0	114	0	80	219	0	0	0	351	91	928	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**89**	**0**	**87**	**298**	**0**	**0**	**0**	**316**	**99**	**962**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**86**	**0**	**138**	**0**	**95**	**223**	**0**	**0**	**0**	**330**	**103**	**975**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**103**	**0**	**99**	**247**	**0**	**1**	**0**	**344**	**104**	**993**	**3,858**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**78**	**0**	**138**	**0**	**70**	**265**	**0**	**1**	**0**	**357**	**106**	**1,015**	**3,945**
5:15 PM	0	0	0	0	0	89	0	118	0	60	269	0	0	0	304	96	936	3,919
5:30 PM	0	0	0	0	0	62	0	105	0	85	243	0	0	0	287	123	905	3,849
5:45 PM	0	0	0	0	0	85	0	95	0	99	243	0	0	0	323	81	926	3,782
Count Total	0	0	0	0	0	641	0	900	0	675	2,007	0	2	0	2,612	803	7,640	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**332**	**0**	**468**	**0**	**351**	**1,033**	**0**	**2**	**0**	**1,347**	**412**	**3,945**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**3**	**15**	**0**	**0**	**0**	**21**	**2**	**51**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**1%**	**-**	**1%**	**1%**	**-**	**0%**	**-**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	3	5	11	*19*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	**0**	**1**	**4**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:30 PM	**0**	**2**	**7**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
4:45 PM	**0**	**5**	**5**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**2**	**2**	**9**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
5:15 PM	0	2	0	4	*6*	0	0	1	0	*1*	0	2	0	2	*4*
5:30 PM	0	1	2	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	1	0	1	*2*
Count Total	0	16	26	45	*87*	0	0	1	0	*1*	0	4	0	8	*12*
Peak Hour	**0**	**10**	**18**	**23**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	0	0	2	3	0	0	0	10	1	19	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**7**	**0**	**12**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**1**	**13**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**13**	**57**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**1**	**13**	**51**
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	6	45
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0	7	39
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	30
Count Total	0	0	0	0	0	8	0	8	0	5	21	0	0	0	42	3	87	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**3**	**15**	**0**	**0**	**0**	**21**	**2**	**51**	

Count Summaries - Bikes

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	0
4:15 PM	**0**	**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**	**0**
4:45 PM	**0**	**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**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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	0	1
5:45 PM	0	0	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	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Statistics by Route and Stop

228: Louisville / Broomfield

Rt 228; Sep24 (Weekday); NEW FILTER (avg) ***N-Bound***

Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Load Avg	Load Max	Load Total	Timepoint Observations On	Timepoint Observations Early	Timepoint Observations Late	Ontime	Serviced	Dwell (sec)	Ramp Event	Bicycle Event	Gross Trips
10	US 36/Flatiron Station Gate F	SW	35242	15	27	0	2	3	27	13.2	.	1.7	88.8%	84%	.	.	.	893
20	Flatiron Crossing Mall Ring Rd/	W	25076	15	4	2	2	3	30	11.4	.	1.1	91.0%	24%	6	.	.	893
30	Coalton Rd/W Flatirons Crossin	W	25820	15	4	4	2	4	30	.	.	.	0.0%	36%	9	.	.	893
40	Coalton Rd/S Tyler Dr {1101}	W	25040	15	4	3	2	3	32	.	.	.	0.0%	30%	5	.	.	893
50	Rock Creek Pkwy/Coalton Rd {	N	25041	15	7	3	2	4	36	.	.	.	0.0%	45%	7	.	.	893
60	Rock Creek Pkwy/Honey Creek	N	25042	15	2	1	2	4	37	.	.	.	0.0%	16%	2	.	.	893
70	Rock Creek Pkwy/S 88th St {11	W	25043	15	1	1	2	4	37	13.5	0.5	1.0	90.0%	7%	1	.	.	893
80	Rock Creek Pkwy/Indiana St {1	W	25044	15	2	1	3	4	38	.	.	.	0.0%	14%	2	.	.	893
90	Rock Creek Pkwy/Pitkin St {11(	W	25045	15	0	1	3	4	38	.	.	.	0.0%	4%	1	.	.	893
100	Rock Creek Pkwy/McCaslin Blv	N	25079	15	0	0	3	4	38	.	.	.	0.0%	3%	1	.	.	893
110	Main St/Gateway Dr	W	35406	15	1	0	3	4	38	.	.	.	0.0%	5%	2	.	.	893
120	McCaslin Blvd/Coal Creek Dr {1	N	33115	15	2	1	3	4	39	.	.	.	0.0%	13%	3	.	.	893
140	US 36/McCaslin Stn Gate G {2(	NE	25046	15	3	8	2	4	34	13.4	0.6	0.6	91.7%	44%	18	.	.	893
150	McCaslin Blvd/Dillon Rd {1102}	N	22781	15	3	2	2	4	36	.	.	.	0.0%	24%	5	.	.	893
160	McCaslin Blvd/W Cherry St {11	N	34128	15	2	1	2	4	36	.	.	.	0.0%	13%	2	.	.	893
170	McCaslin Blvd/Century Cir {110	N	25047	15	1	0	2	4	37	.	.	.	0.0%	8%	1	.	.	893
180	McCaslin Blvd/Cherrywood Ln {	N	34125	15	0	0	2	4	37	.	.	.	0.0%	1%	.	.	.	893
190	Via Appia/McCaslin Blvd {1102	NE	25081	15	0	0	2	4	37	.	.	.	0.0%	1%	.	.	.	893
200	Via Appia/Eldorado Ln {1102}	NE	22112	15	0	0	2	4	37	.	.	.	0.0%	1%	.	.	.	893
210	Via Appia/Nighthawk Cir {1102}	NE	22113	15	0	1	2	4	36	.	.	.	0.0%	7%	1	.	.	893
220	Via Appia/W Pine St {1102}	E	22123	15	0	2	2	4	35	13.1	0.7	1.2	87.4%	10%	2	.	.	893
230	Via Appia/Church Ln {1102}	NE	33056	15	0	1	2	4	34	.	.	.	0.0%	4%	.	.	.	893
240	Via Appia/Tyler Ave {1102}	NE	21656	15	0	0	2	4	34	.	.	.	0.0%	1%	.	.	.	893
250	Via Appia/Sagebrush Way {110	NE	21657	15	0	1	2	4	34	.	.	.	0.0%	3%	.	.	.	893
260	Via Appia/Lafayette St {1102}	NE	21658	15	0	0	2	4	33	.	.	.	0.0%	2%	.	.	.	893
270	Via Appia/W Harper St {1102}	NE	21659	15	0	1	2	4	33	.	.	.	0.0%	3%	.	.	.	893
280	Via Appia/South Boulder Rd {1	N	17887	15	1	3	2	4	31	13.0	1.1	0.9	86.5%	17%	8	.	.	893
290	South Boulder Rd/Cottonwood	E	33853	15	0	1	2	4	30	.	.	.	0.0%	7%	1	.	.	893

Statistics by Route and Stop

228: Louisville / Broomfield

Rt 228; Sep24 (Weekday); NEW FILTER (avg) *N-Bound*

Sort Stop	Dir	Stop ID	Trips	Board	Alight	Load Avg	Load Max	Load Total	Timepoint Observations On	Timepoint Observations Early	Timepoint Observations Late	Ontime	Serviced	Dwell (sec)	Ramp Event	Bicycle Event	Gross Trips
300 S Boulder Rd/Garfield Ave	E	35438	15	1	1	2	4	30	13.1	0.7	1.1	87.7%	11%	2	.	.	893
310 South Boulder Rd/Main St {110	E	21697	15	1	6	2	3	25	.	.	.	0.0%	30%	4	.	.	893
320 Courtesy Rd/Hecla Dr	N	35360	15	1	4	1	3	21	.	.	.	0.0%	25%	4	.	.	893
330 CO 42/Baseline Rd	N	35409	5	0	1	1	1	3	4.5	.	0.5	89.5%	18%	2	.	.	286
340 Baseline Rd/N 95th St	E	22839	10	0	1	2	3	16	9.2	.	0.8	92.2%	6%	1	.	.	607
350 Baseline Rd/Indian Peaks Dr	E	22843	10	0	0	2	3	16	.	.	.	0.0%	2%	.	.	.	607
360 Baseline Rd/Gold Hill Dr	E	23998	10	0	0	2	3	16	.	.	.	0.0%	2%	.	.	.	607
370 Baseline Rd/Anna Thomas Pkw	E	33155	10	0	1	2	3	15	.	.	.	0.0%	8%	1	.	.	607
380 Aspen Ridge Dr/Black Diamonc	N	34416	10	0	15	0	0	0	9.1	.	0.9	91.1%	74%	.	.	.	607
390 Arapahoe Rd/N 95th St	E	33342	5	0	1	0	1	2	.	.	.	0.0%	17%	2	.	.	286
400 Forest Park/Arapahoe Rd	S	35410	5	0	2	0	0	0	4.0	.	0.8	83.5%	31%	.	.	.	286
All Stops		Total	530	69	69				117.5	3.7	10.6	89.2%			1	.	
		Average				2											
		Maximum					4										

Statistics by Route and Stop

228: Louisville / Broomfield

Rt 228; Sep24 (Weekday); NEW FILTER (avg) *S-Bound*

Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Load Avg	Load Max	Load Total	Timepoint Observations On	Timepoint Observations Early	Timepoint Observations Late	Ontime	Serviced	Dwell (sec)	Ramp Event	Bicycle Event	Gross Trips
10	Forest Park/Arapahoe Rd	S	35410	5	3	0	1	1	3	4.2	.	0.7	84.7%	35%	.	.	.	287
20	Northpark Dr/95th St	W	35411	5	1	0	1	1	3	.	.	.	0.0%	9%	1	.	.	287
30	Aspen Ridge Dr/Black Diamonc	N	34416	9	13	0	1	3	13	7.9	.	1.1	87.3%	79%	.	.	.	520
40	Diamond Cir/Aspen Ridge Dr	E	34390	9	0	0	1	3	13	7.5	.	0.8	89.7%	3%	1	.	.	520
50	US 287/Diamond Cir	S	19959	9	1	0	2	3	15	7.9	.	0.8	90.4%	12%	3	.	.	520
60	Baseline Rd/Anna Thomas Pkw	W	33154	9	1	0	2	3	15	.	.	.	0.0%	6%	.	.	.	520
70	Baseline Rd/Gold Hill Dr	W	23999	9	0	0	2	3	15	.	.	.	0.0%	5%	1	.	.	520
80	Baseline Rd/Indian Peaks Dr	W	22858	9	0	0	2	3	16	8.1	0.3	0.6	90.1%	4%	1	.	.	520
90	CO 42/Baseline Rd	S	35408	5	1	0	1	1	4	4.5	.	0.4	91.4%	13%	3	.	.	287
100	CO 42/Hecla Dr	S	35407	14	3	1	2	3	22	.	.	.	0.0%	17%	5	.	.	807
110	South Boulder Rd/Cannon Cir {	W	21649	14	8	1	2	4	29	.	.	.	0.0%	35%	7	.	.	807
120	South Boulder Rd/Garfield Ave	W	25845	14	3	1	2	4	30	.	.	.	0.0%	17%	3	.	.	807
130	Via Appia/South Boulder Rd {1	SW	21637	14	4	1	2	4	33	12.7	0.5	0.8	90.7%	21%	6	.	.	807
140	Via Appia/W Harper St {1102}	SW	21638	14	0	0	2	4	33	.	.	.	0.0%	1%	.	.	.	807
150	Via Appia/Lafayette St {1102}	SW	21639	14	0	0	2	4	34	.	.	.	0.0%	2%	.	.	.	807
160	Via Appia/Sagebrush Way {110	SW	21640	14	1	0	2	4	35	.	.	.	0.0%	5%	1	.	.	807
170	Via Appia/Tyler Ave {1102}	SW	21641	14	0	0	2	4	35	.	.	.	0.0%	3%	.	.	.	807
180	Via Appia/W Pine St {1102}	SW	22122	14	2	0	3	4	37	12.6	0.4	0.9	90.2%	10%	2	.	.	807
190	Via Appia/Nighthawk Cir {1102}	W	25536	14	2	0	3	4	39	.	.	.	0.0%	13%	2	.	.	807
200	Via Appia/Eldorado Ln {1102}	SW	22124	14	0	0	3	4	39	.	.	.	0.0%	1%	1	.	.	807
210	McCaslin Blvd/Via Appia {1102	S	25082	14	0	0	3	4	39	.	.	.	0.0%	2%	.	.	.	807
220	McCaslin Blvd/Century Cir {110	S	25050	14	1	2	3	4	38	.	.	.	0.0%	14%	2	.	.	807
230	McCaslin Blvd/Dillon Rd {1102}	S	25051	14	1	3	3	4	36	.	.	.	0.0%	26%	8	.	.	807
240	US 36/McCaslin Stn Gate F {20	SW	25052	14	3	6	2	4	34	11.9	0.5	1.7	84.8%	43%	22	.	.	807
260	McCaslin Blvd/Coal Creek Dr {1	S	25073	14	2	1	2	4	34	.	.	.	0.0%	16%	3	.	.	807
270	Main St/Gateway Dr	W	35406	14	0	1	2	4	34	.	.	.	0.0%	3%	1	.	.	807
280	Rock Creek Pkwy/McCaslin Blv	E	25537	14	0	0	2	4	34	.	.	.	0.0%	3%	1	.	.	807
290	Rock Creek Pkwy/Pitkin Ave {1	E	25067	14	0	0	2	4	34	.	.	.	0.0%	3%	1	.	.	807

Statistics by Route and Stop

228: Louisville / Broomfield

Rt 228; Sep24 (Weekday); NEW FILTER (avg) ***S-Bound***

Sort Stop	Dir	Stop ID	Trips	Board	Alight	Load Avg	Load Max	Load Total	Timepoint Observations On	Timepoint Observations Early	Timepoint Observations Late	Ontime	Serviced	Dwell (sec)	Ramp Event	Bicycle Event	Gross Trips
300 Rock Creek Pkwy/Indiana St {1	E	25068	14	0	2	2	3	32	.	.	.	0.0%	12%	1	.	.	807
310 Rock Creek Pkwy/S 88th St {11	E	25069	14	0	1	2	3	31	10.8	0.6	2.0	80.7%	4%	.	.	.	807
320 Rock Creek Pkwy/Coalridge Dr	S	25070	14	2	1	2	3	32	.	.	.	0.0%	14%	2	.	.	807
330 Rock Creek Pkwy/Coalton Rd {	S	25071	14	3	3	2	3	32	.	.	.	0.0%	29%	5	.	.	807
340 Coalton Rd/Rock Creek Pkwy {	E	34133	14	1	4	2	3	30	.	.	.	0.0%	26%	4	.	.	807
350 Coalton Rd/S Summit Blvd Wes	E	25819	14	1	2	2	3	29	.	.	.	0.0%	15%	2	.	.	807
360 Coalton Rd/Summit Blvd {2012}	E	25072	14	3	4	2	3	29	.	.	.	0.0%	29%	12	.	.	807
380 Flatiron Crossing Mall Ring Rd/	E	25077	14	1	4	2	3	26	9.9	.	2.0	83.3%	21%	4	.	.	807
390 US 36/Flatiron Station Gate F	SW	35242	14	0	26	0	0	0	11.2	.	2.8	80.4%	83%	.	.	.	807
All Stops		Total	461	63	63				109.3	2.4	14.7	86.5%			1	.	
		Average				2											
		Maximum					4										

Barrier Crossing Locations and Enhancements

Main Street	Cross Street	Type	Additional Enhancements	Category
Marshall Rd	Center Dr	Signal	LPI	E
Marshall Rd	Sycamore St	Signal	LPI	E
McCaslin Blvd	Marshall Rd	Signal	N, S legs protected LT phase	E/B
McCaslin Blvd	US 36 ramps	Signal	2-phase protected	E
McCaslin Blvd	South of US 36 ramps	Underpass		G
US 36	W of McCaslin Blvd	Overpass		G
US 36	W of Marshall Rd	Underpass		G
Marshall Rd	E of McCaslin Blvd	Marked only		B
Marshall Rd	W of creek crossing	Marked only		B
McCaslin Blvd	N of Main St	Underpass		G
McCaslin Blvd	Main St	Roundabout	S side RRFB, all others marked only	E/B
McCaslin Blvd	Rock Creek Pkwy	Signal		B
Rock Creek Pkwy	E of McCaslin Blvd	Underpass		G
Rock Creek Pkwy	Pitkin Ave	RRFB	RRFB both legs	E
Rock Creek Pkwy	Indiana St	Signal		B
Rock Creek Pkwy	Coal Creek Dr	RRFB	RRFB W leg	E
Rock Creek Pkwy	88th St	Roundabout	RRFB All legs, ped refuges	E
Rock Creek Pkwy	Coal Ridge Dr	RRFB	RRFB S leg	E
Rock Creek Pkwy	South of Coal Ridge Dr	Underpass	both sides of creek	G
Rock Creek Pkwy	Commercial Driveway	RRFB	RRFB, refuge	E
Coalton Rd	Rock Creek Pkwy	Signal		B
Coalton Rd	Tyler Dr	Signal	N, S legs protected LT phases	E/B
Coalton Rd	W of Rock Creek Pkwy	RRFB	RRFB, refuge	E
Coalton Rd	Rock Creek Dr	Signal	No conflicting Left	B
Coalton Rd	Indiana St	Signal		B
McCaslin Blvd	Coalton Rd	Roundabout	RRFB N leg, refuges all legs, only one lane	E
McCaslin Blvd	High Plains Dr	Signal		B
88th St	N of Shamrock Dr	RRFB	RRFB, refuge	E
88th St	Promenade Dr	Half Signal		E
88th St	N of Promenade Dr	Underpass		G
US 36	88th St	Overpass (with road)		G
US 36	W of 88th St	Overpass		G
US 36	E of McCaslin Blvd	Underpass		G

Categories:
G: grade-separated
*E: enhanced
B: basic
*includes LPIs, ped refuge islands, RRFBs, PHB/HAWKs

Appendix B: Automobile Operations Analysis

FOX TUTTLE

MEMORANDUM

To: Brannon Richards, Town of Superior

From: Steve Tuttle, PE, PTOE

Date: March 7, 2025

Project: Superior Transportation Plan

Subject: Exiting Conditions – Traffic Operations

The Fox Tuttle Transportation Group has completed an analysis of existing conditions for traffic operations within the Town of Superior as part of the development of the Town's Transportation Plan. This analysis includes evaluation of vehicular traffic operations at key intersections and roadway locations within the Town for daily, morning peak hour and evening peak hour conditions using current data. This operational analysis is part of the larger Transportation Plan effort that includes evaluation of other transportation aspects of travel within the Town, including multimodal operations and safety, which are summarized separately. This memorandum includes a discussion of existing traffic counts and data, list of key intersections and roadways that were evaluated, methodology used for evaluating operational conditions, and a summary of findings including the identifications of any operational deficiencies within the Town.

Key Intersections and Roadways

The study area and key intersections and roadways to analyze were developed in consultation with Town Staff. The intersections included in this existing conditions analysis include the following, identified as either a traffic signal, roundabout, or two-way stop sign control:

1. McCaslin Blvd. & Coalton Rd. (Roundabout)
2. Indiana St. & Coalton Rd. (Signal)
3. Rock Creek Cir. & Coalton Rd. (Signal)
4. Rock Creek Pkwy & Coalton Rd. (Signal)

5. Rock Creek Pkwy & 88th St. (Roundabout)
6. Indiana St. & Rock Creek Pkwy (Signal)
7. McCaslin Blvd. & Rock Creek Pkwy (Signal)
8. McCaslin Blvd. & Main Street (Roundabout)
9. McCaslin Blvd. & Mashall Rd. (Signal)
10. Marshall Rd. & Sycamore St. (Signal)
11. Marshall Rd. & Center Dr. (Signal)
12. 88th St. & Promenade Dr. (Two-Way Stop Control)
13. Coal Creek Dr. & Rock Creek Pkwy (Two-Way Stop Control)
14. Gateway Dr. & Main St. (Roundabout)
15. McCaslin Blvd. & US 36 EB Ramps (Signal/Diverging Diamond)
16. McCaslin Blvd. & US 36 WB Ramps (Signal/Diverging Diamond)

Existing Traffic Counts

Existing peak hour intersection and daily counts were collected in fall 2024 for this project during typical weekday conditions with schools in session. The peak period intersection counts were performed from 7-9am and 4-6pm to capture the morning and evening peak hours for the 16 intersections listed above, and included pedestrian, bicycle and heavy vehicle counts. Daily roadway volumes were collected at 74 locations. This data was utilized to assess existing operational conditions within the Town at these locations. The traffic count data is provided in the technical Appendix A. Note that future-year (Year 2045) conditions with regional traffic growth factors applied are being analyzed and will be summarized separately.

Evaluation of Existing Levels of Service

In determining the operational characteristics of an intersection, "Levels of Service" (LOS) A through F are applied, with LOS A indicating very good operations and LOS F indicating congested operations. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of LOS methodology is contained in the Appendix for reference. Criteria contained in the Highway Capacity Manual[1] (HCM) was applied for these analyses in order to determine levels of service and 95th-percentile queues during peak hour periods.

For signalized and stop-controlled intersection, Synchro (v12) software was utilized. For roundabouts, SIDRA software was utilized.

[1] Highway Capacity Manual, Sixth Edition, Transportation Research Board, National Research Council, 2016.

The peak hour intersection Level of Service summary is provided on **Table 1**. Key findings are discussed in the following bullets:

- All intersections evaluated are currently operating at acceptable LOS in both peak periods (LOS C or better).
- The intersection with the highest average peak hour delays is McCaslin Blvd. & Marshall Road (35 seconds) in the PM peak hour. These delays are due to both heavy peak hour volume and the eastbound-westbound "split phasing" that creates an inefficiency in signal timing. This spilt-phasing condition, where eastbound and westbound through movements cannot operate concurrently, is necessary due to the intersection geometry and eastbound triple left-turn movement conflicting with the westbound left-turn movement path. This is a known future area to address with a potential fix being a capital improvement project to widen intersection to offset these left-turn paths and allow them to operate concurrently or reducing the eastbound left-turn lane from a triple to a dual left-turn movement.

Evaluation of Roadway Segments

An assessment of the 74 average daily traffic (ADT) counts determined that all roadways are operating within the theoretical volume thresholds for collector and arterial roadways and existing laneage. The roadways closest to theoretical capacities are McCaslin Blvd. south of US 36 (6-lane roadway with 34,085), McCaslin Blvd. south of Rock Creek Parkway (2-lane roadway with approximately 10,085 ADT) and S. 88th Street north of Rock Creek Parkway (2-lane roadway with approximately 9,027 ADT).

At US 36, McCaslin Blvd. operates as a diverging diamond which effectively reduces delay and crash potential by deconflicting left-turn movements, and no widening of McCaslin Blvd. is planned or practical here. As shown in the intersection LOS analysis, this interchange is operating well as a diverging diamond interchange.

For McCaslin Blvd. south of Rock Creek Parkway and S. 88th Street, the theoretical capacity of a 2-lane roadway is 12,000 to 15,000 ADT, depending on factors such as access/intersection frequency. Thus, neither roadway is currently at this threshold or expected to reach this threshold with 20-year growth projects. No roadway deficiencies, from an operational and theoretical capacity standpoint given volume and laneage, were identified through this analysis.

As noted previously, additional evaluation will be performed for future-year (Year 2050) analysis. I hope the contents of this memorandum are helpful. If you have any questions or would like to discuss the data, analysis or findings in more detail, please feel free to give me a call.

/SGT

Attachments:

Table 1 – Intersection Level of Service Summary
Figure 1 – Intersection Level of Service Map

Appendix – Traffic Count Data
Appendix – Level of Service Definitions
Appendix – Level of Service Reports

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
SIGNAL CONTROL				
2. Coalton Road at Indiana Street	**11**	**B**	**14**	**B**
Eastbound Left	17	B	20	B
Eastbound Through	16	B	19	B
Eastbound Right	15	B	17	B
Westbound Left	17	B	22	C
Westbound Through	16	B	18	B
Westbound Right	16	B	17	B
Northbound Left	5	A	6	A
Northbound Through	4	A	5	A
Northbound Right	4	A	6	A
Southbound Left	5	A	6	A
Southbound Through	4	A	5	A
Southbound Right	4	A	5	A
3. Coalton Road at Rock Creek Circle	**16**	**B**	**13**	**B**
Eastbound Through	19	B	13	B
Eastbound Right	17	B	12	B
Westbound Left	21	C	18	B
Westbound Through	19	B	12	B
Northbound Left	5	A	9	A
Northbound Right	5	A	9	A
4. Coalton Road at Rock Creek Parkway	**30**	**C**	**27**	**C**
Eastbound Left	9	A	9	A
Eastbound Through	11	B	12	B
Eastbound Right	10	B	10	A
Westbound Left	9	A	9	A
Westbound Through	11	B	11	B
Westbound Right	0	A	0	A
Northbound Left	60	E	56	E
Northbound Through	42	D	43	D
Northbound Right	45	D	46	D
Southbound Left	48	D	47	D
Southbound Through	34	C	38	D
Southbound Right	0	A	0	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
6. Rock Creek Parkway at Indiana Street	**18**	**B**	**15**	**B**
Eastbound Left	14	B	17	B
Eastbound Through	10	A	16	B
Eastbound Right	10	B	14	B
Westbound Left	12	B	22	C
Westbound Through	12	B	15	B
Westbound Through + Right	13	B	16	B
Northbound Left + Through	72	E	14	B
Northbound Right	9	A	8	A
Southbound Left + Through	11	B	9	A
Southbound Right	7	A	7	A
7. McCaslin Boulevard at Rock Creek Parkway	**5**	**A**	**8**	**A**
Eastbound Left	27	C	27	C
Eastbound Left+Through	28	C	29	C
Eastbound Right	0	A	0	A
Westbound Left	27	C	29	C
Westbound Through	30	C	0	A
Westbound Right	0	A	0	A
Northbound Left	4	A	8	A
Northbound Through	6	A	9	A
Northbound Right	0	A	0	A
Southbound Left	4	A	7	A
Southbound Through	4	A	5	A
Southbound Right	0	A	0	A
9. McCaslin Boulevard at Marshall Road (Improvements by 2050)	**31**	**C**	**35**	**C**
Eastbound Left	54	D	45	D
Eastbound Left+Through	56	E	47	D
Eastbound Right	46	D	39	D
Westbound Left	53	D	55	D
Westbound Through	54	D	54	D
Westbound Right	53	D	52	D
Northbound Left	54	D	58	E
Northbound Through	14	B	21	C
Northbound Right	12	B	19	B
Southbound Left	38	D	61	E
Southbound Through + Right	32	C	34	C
Southbound Right	0	A	1	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
10. Marshall Road at Sycamore Street	**20**	**B**	**29**	**C**
Eastbound Left + Through	49	D	42	D
Eastbound Right	57	E	59	E
Westbound Left	43	D	34	C
Westbound Through + Right	36	D	25	C
Northbound Left	8	A	21	C
Northbound Through	9	A	20	C
Northbound Right	9	A	21	C
Southbound Left	10	A	19	B
Southbound Through	11	B	30	C
Southbound Through + Right	11	B	30	C
11. Marshall Road at Center Drive	**7**	**A**	**18**	**B**
Eastbound Left + Through	57	E	42	D
Eastbound Right	65	E	57	E
Westbound Left + Through	57	E	43	D
Westbound Through + Right	60	E	43	D
Northbound Left	2	A	7	A
Northbound Through	2	A	8	A
Northbound Right	2	A	7	A
Southbound Left	2	A	8	A
Southbound Through + Right	3	A	11	B
12. 88th Street at Promenade Drive/Zaharias Access	**Analyzed with Stop Control**			
Eastbound Left				
Eastbound Through + Right				
Westbound Left				
Westbound Through + Right				
Northbound Left				
Northbound Through				
Northbound Right				
Southbound Left				
Southbound Through + Right				

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
15. McCaslin Boulevard at US 36 Eastbound Ramp	**22**	**C**	**24**	**C**
Eastbound Left	18	C	35	C
Eastbound Right	21	C	31	C
Northbound Through	17	B	25	C
Northbound Right	0	A	0	A
Southbound Left	0	A	0	A
Southbound Through	23	C	23	C
16. McCaslin Boulevard at US 36 Westbound Ramp	**24**	**C**	**28**	**C**
Westbound Left	11	B	13	B
Westbound Right	78	**E**	41	D
Northbound Left	0	A	0	A
Northbound Through	21	C	23	C
Southbound Through	28	C	32	C
Southbound Right	0	A	0	A

Superior Transportation Plan

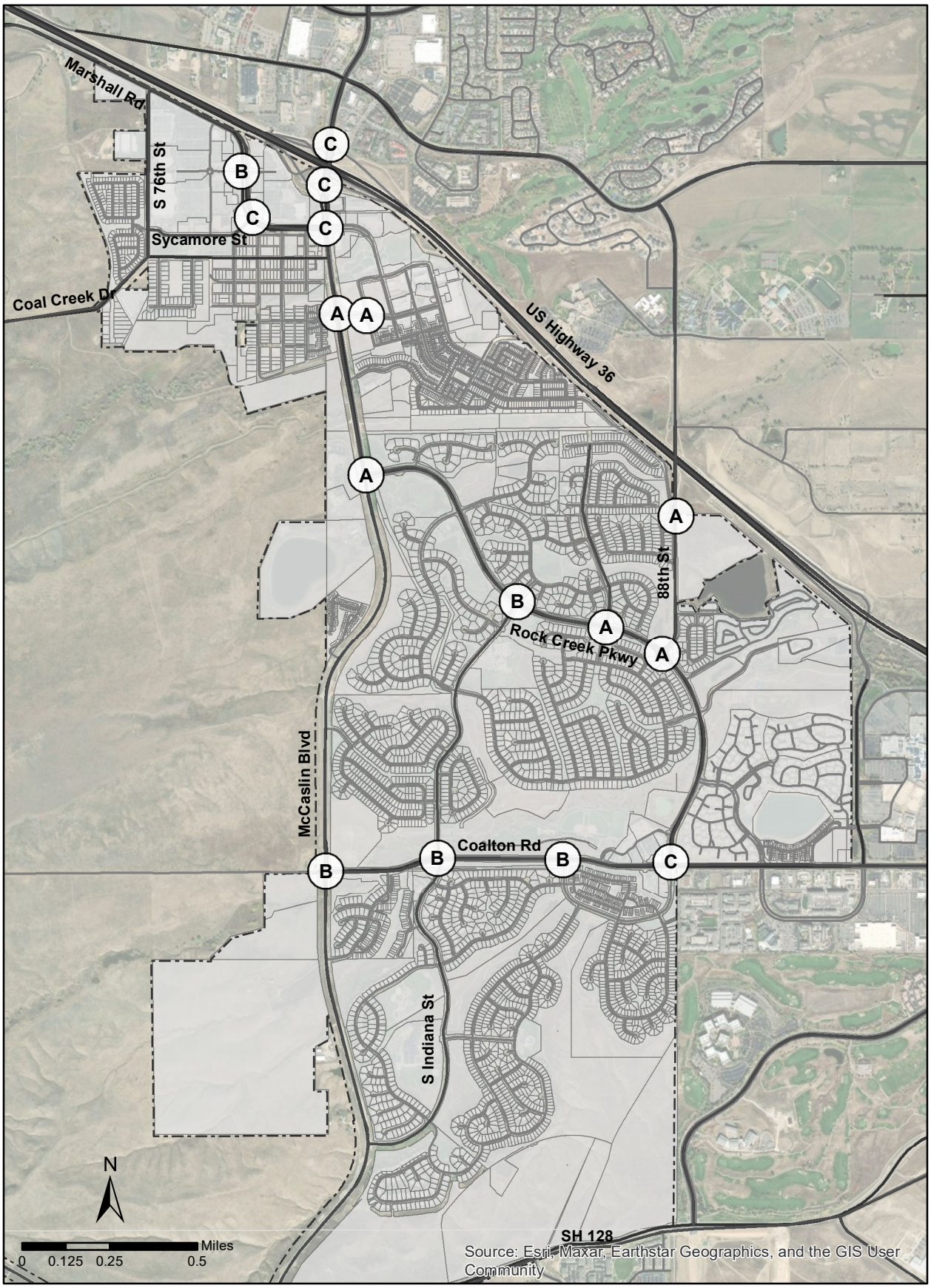
Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
STOP SIGN CONTROL				
12. 88th Street at Promenade Drive	**1**	**A**	**1**	**A**
Eastbound Left	23	C	31	D
Eastbound Right	11	B	16	C
Northbound Left	8	A	10	A
Northbound Through	0	A	0	A
Southbound Through + Right	0	A	0	A
13. Rock Creek Parkway at Coal Creek Drive	**4**	**A**	**4**	**A**
Eastbound Left	8	A	8	A
Eastbound Through + Right	0	A	0	A
Westbound Left	8	A	9	A
Westbound Through + Right	0	A	0	A
Northbound Left + Through + Right	15	B	19	C
Southbound Left + Through	16	C	21	C
Southbound Right	9	A	9	A
ROUNDABOUT CONTROL				
1. McCaslin Boulevard at Coalton Road	**-**	**A**	**-**	**B**
Eastbound Left + Through + Right	4	A	7	A
Westbound Left + Through + Right	7	A	8	A
Northbound Left + Through + Right	7	A	9	A
Southbound Left + Through + Right	4	A	13	B
5. Rock Creek Parkway at 88th Street	**-**	**A**	**-**	**A**
Eastbound Left + Through	5	A	5	A
Westbound Through	4	A	4	A
Westbound Right	7	A	5	A
Southbound Left	5	A	4	A
Southbound Right	5	A	6	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
8. McCaslin Boulevard at Main Street	-	**A**	-	**A**
Eastbound Left + Through + Right	5	A	13	B
Westbound Left + Through	7	A	6	A
Westbound Right	0	A	0	A
Northbound Left + Through	7	A	6	A
Northbound Right	7	A	6	A
Southbound Left + Through	4	A	12	B
Southbound Right	4	A	12	B
14. Main Street at Gateway Drive	-	**A**	-	**A**
Eastbound Left + Through + Right	3	A	5	A
Westbound Left + Through + Right	3	A	4	A
Northbound Left + Through + Right	3	A	4	A
Southbound Left + Through + Right	3	A	4	A


Marshall Rd
S 76th St
Sycamore St
Coal Creek Dr
US Highway 36
88th St
Rock Creek Pkwy
McCaslin Blvd
Coalton Rd
S Indiana St
SH 128
N
0 0.125 0.25 0.5
Miles
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

TECHNICAL APPENDIX

Appendix – Traffic Count Data

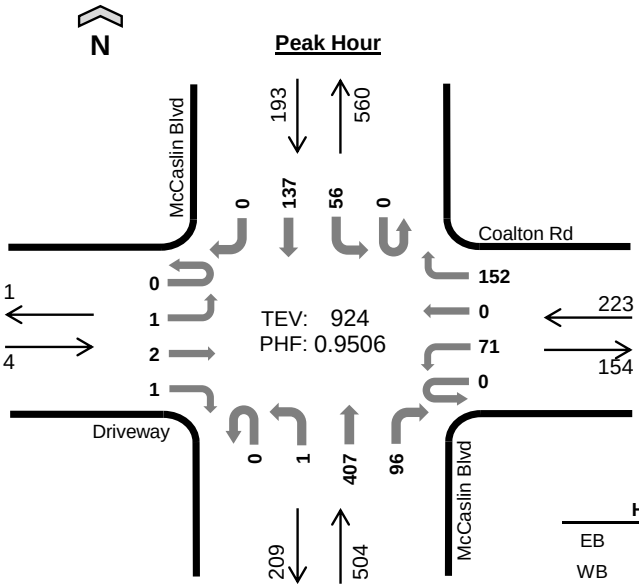
Appendix – Level of Service Definitions

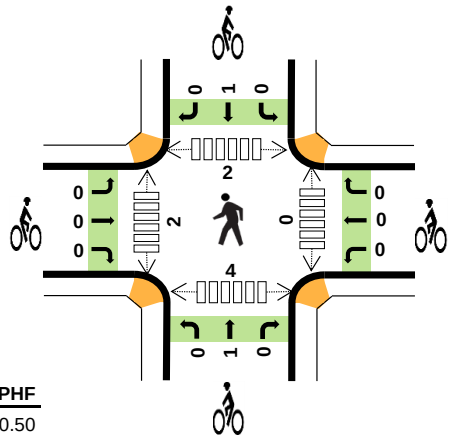
Appendix – Level of Service Reports

Appendix – Traffic Count Data

McCaslin Blvd
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.50
WB	4%	0.96
NB	2%	0.93
SB	3%	0.89
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	0	0	0	19	0	32	0	1	110	24	0	15	31	0	233	0
8:15 AM		0	0	1	0	0	18	0	40	0	0	100	26	0	17	37	0	239	0
8:30 AM		0	0	1	1	0	15	0	42	0	0	109	22	0	11	42	0	243	0
8:45 AM		0	0	0	0	0	19	0	38	0	0	88	24	0	13	27	0	209	924
Pk Hr	All	0	1	2	1	0	71	0	152	0	1	407	96	0	56	137	0	924	
	HV	0	0	0	0	0	1	0	8	0	0	10	0	0	3	2	0	24	
	HV%	-	0%	0%	0%	-	1%	-	5%	-	0%	2%	0%	-	5%	1%	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	4	1	2	*7*	0	0	0	1	*1*	0	0	1	1	*2*
8:15 AM	0	2	0	1	*3*	0	0	0	0	*0*	0	1	0	1	*2*
8:30 AM	0	2	4	2	*8*	0	0	1	0	*1*	0	0	0	0	*0*
8:45 AM	0	1	5	0	*6*	0	0	0	0	*0*	0	1	1	2	*4*
Peak Hour	0	9	10	5	*24*	0	0	1	1	*2*	0	2	2	4	*8*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	17	0	23	0	0	48	16	0	3	22	2	132	0
7:15 AM	0	1	0	0	0	23	1	19	1	1	84	22	0	7	34	0	193	0
7:30 AM	0	0	1	0	0	23	0	34	0	0	82	18	0	5	30	0	193	0
7:45 AM	0	0	0	0	0	19	1	34	0	0	90	20	0	11	27	0	202	720
8:00 AM	**0**	**1**	**0**	**0**	**0**	**19**	**0**	**32**	**0**	**1**	**110**	**24**	**0**	**15**	**31**	**0**	**233**	**821**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**18**	**0**	**40**	**0**	**0**	**100**	**26**	**0**	**17**	**37**	**0**	**239**	**867**
8:30 AM	**0**	**0**	**1**	**1**	**0**	**15**	**0**	**42**	**0**	**0**	**109**	**22**	**0**	**11**	**42**	**0**	**243**	**917**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**38**	**0**	**0**	**88**	**24**	**0**	**13**	**27**	**0**	**209**	**924**
Count Total	0	3	3	1	0	153	2	262	1	2	711	172	0	82	250	2	1,644	
Pk Hr All	**0**	**1**	**2**	**1**	**0**	**71**	**0**	**152**	**0**	**1**	**407**	**96**	**0**	**56**	**137**	**0**	**924**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**10**	**0**	**0**	**3**	**2**	**0**	**24**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**-**	**5%**	**-**	**0%**	**2%**	**0%**	**-**	**5%**	**1%**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	0	1	*2*	0	0	0	2	*2*	0	0	0	2	*2*
7:15 AM	0	0	2	1	*3*	1	0	0	0	*1*	1	0	0	2	*3*
7:30 AM	0	0	1	0	*1*	0	0	1	0	*1*	1	0	3	0	*4*
7:45 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	1	1	*2*
8:00 AM	**0**	**4**	**1**	**2**	**7**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**2**
8:15 AM	**0**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:30 AM	**0**	**2**	**4**	**2**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**1**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**4**
Count Total	0	10	17	7	*34*	1	0	2	3	*6*	2	2	6	9	*19*
Peak Hour	**0**	**9**	**10**	**5**	***24***	**0**	**0**	**1**	**1**	***2***	**0**	**2**	**2**	**4**	**8**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	10
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**7**	**15**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**15**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**8**	**22**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**24**
Count Total	0	0	0	0	0	1	0	9	0	0	17	0	0	3	4	0	34	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**10**	**0**	**0**	**3**	**2**	**0**	**24**	

Count Summaries - Bikes

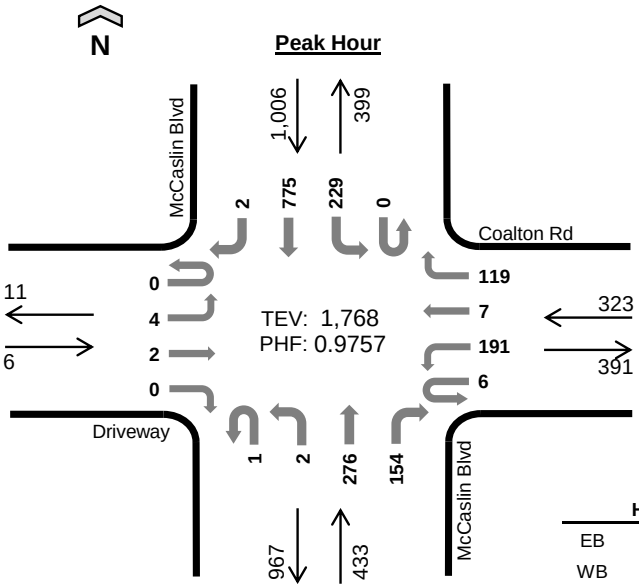
Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	3	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	

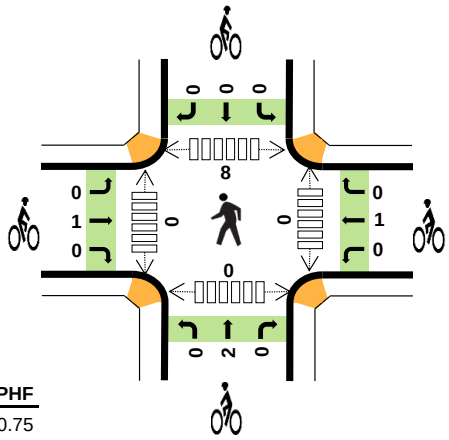
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	0%	0.75
WB	1%	0.91
NB	2%	0.95
SB	1%	0.97
TOTAL	1%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		**0**	**1**	**1**	**0**	**3**	**40**	**5**	**41**	**0**	**1**	**73**	**32**	**0**	**71**	**185**	**0**	**453**	**0**
5:00 PM		**0**	**2**	**0**	**0**	**1**	**43**	**1**	**31**	**0**	**0**	**65**	**36**	**0**	**58**	**201**	**0**	**438**	**0**
5:15 PM		**0**	**0**	**1**	**0**	**2**	**55**	**0**	**23**	**1**	**1**	**76**	**36**	**0**	**56**	**185**	**1**	**437**	**0**
5:30 PM		**0**	**1**	**0**	**0**	**0**	**53**	**1**	**24**	**0**	**0**	**62**	**50**	**0**	**44**	**204**	**1**	**440**	**1,768**
Pk Hr	All	**0**	**4**	**2**	**0**	**6**	**191**	**7**	**119**	**1**	**2**	**276**	**154**	**0**	**229**	**775**	**2**	**1,768**	
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	
	HV%	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**2%**	**0%**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**0%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	**0**	**1**	**0**	**3**	***4***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**3**	**0**	***3***
5:00 PM	**0**	**3**	**3**	**2**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	***1***
5:15 PM	**0**	**0**	**1**	**4**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**3**	**0**	***3***
5:30 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Peak Hour	**0**	**4**	**7**	**11**	***22***	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**8**	**0**	***8***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	28	1	18	0	0	65	28	0	33	134	1	308	0
4:15 PM	0	1	0	1	0	29	0	24	0	0	82	35	0	47	175	1	395	0
4:30 PM	0	2	2	1	0	52	1	30	0	0	71	33	0	45	193	2	432	0
4:45 PM	**0**	**1**	**1**	**0**	**3**	**40**	**5**	**41**	**0**	**1**	**73**	**32**	**0**	**71**	**185**	**0**	**453**	**1,588**
5:00 PM	**0**	**2**	**0**	**0**	**1**	**43**	**1**	**31**	**0**	**0**	**65**	**36**	**0**	**58**	**201**	**0**	**438**	**1,718**
5:15 PM	**0**	**0**	**1**	**0**	**2**	**55**	**0**	**23**	**1**	**1**	**76**	**36**	**0**	**56**	**185**	**1**	**437**	**1,760**
5:30 PM	**0**	**1**	**0**	**0**	**0**	**53**	**1**	**24**	**0**	**0**	**62**	**50**	**0**	**44**	**204**	**1**	**440**	**1,768**
5:45 PM	0	0	2	0	1	35	1	23	0	0	67	43	0	68	182	0	422	1,737
Count Total	0	7	6	2	7	335	10	214	1	2	561	293	0	422	1,459	6	3,325	
Pk Hr All	**0**	**4**	**2**	**0**	**6**	**191**	**7**	**119**	**1**	**2**	**276**	**154**	**0**	**229**	**775**	**2**	**1,768**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**2%**	**0%**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	2	1	2	*5*	0	0	0	1	*1*	1	0	2	0	*3*
4:15 PM	0	1	2	2	*5*	1	0	0	0	*1*	1	0	1	0	*2*
4:30 PM	0	1	0	4	*5*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	**0**	**1**	**0**	**3**	**4**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**3**
5:00 PM	**0**	**3**	**3**	**2**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
5:15 PM	**0**	**0**	**1**	**4**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**3**
5:30 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:45 PM	0	1	0	1	*2*	1	0	1	0	*2*	0	0	1	0	*1*
Count Total	0	9	10	20	*39*	3	1	3	1	*8*	2	0	13	0	*15*
Peak Hour	**0**	**4**	**7**	**11**	***22***	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**8**	**0**	**8**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	0	1	0	0	1	0	0	0	2	0	5	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	5	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**4**	**19**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**8**	**22**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**22**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**5**	**22**
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	20
Count Total	0	0	0	0	0	5	0	4	0	0	7	3	0	4	16	0	39	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**6**	**1**	**0**	**4**	**7**	**0**	**22**	

Count Summaries - Bikes

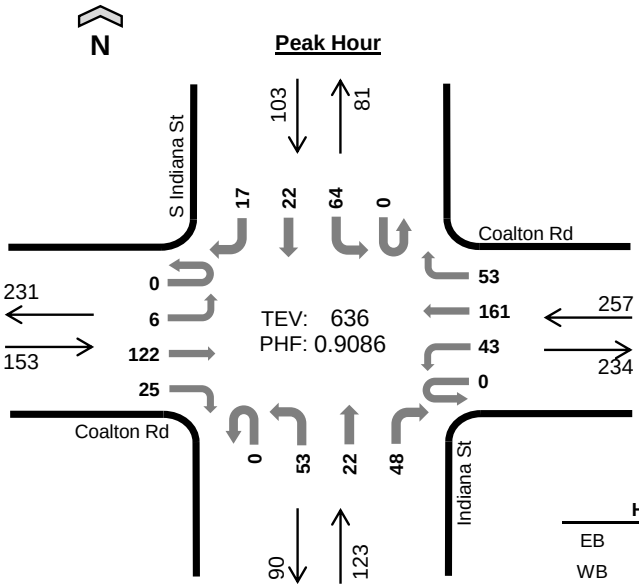
Interval Start	Driveway				Coalton Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	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**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
Count Total	0	1	1	1	0	0	1	0	0	0	3	0	0	0	1	0	8	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	

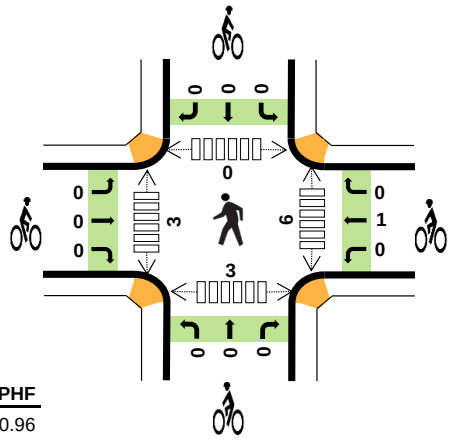
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.96
WB	3%	0.87
NB	2%	0.59
SB	0%	0.83
TOTAL	2%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**3**	**27**	**7**	**0**	**9**	**42**	**7**	**0**	**7**	**1**	**5**	**0**	**22**	**4**	**5**	**139**	**0**
8:15 AM		**0**	**0**	**30**	**9**	**0**	**14**	**42**	**14**	**0**	**12**	**4**	**8**	**0**	**12**	**5**	**3**	**153**	**0**
8:30 AM		**0**	**2**	**32**	**6**	**0**	**14**	**41**	**19**	**0**	**16**	**4**	**14**	**0**	**10**	**8**	**3**	**169**	**0**
8:45 AM		**0**	**1**	**33**	**3**	**0**	**6**	**36**	**13**	**0**	**18**	**13**	**21**	**0**	**20**	**5**	**6**	**175**	**636**
Pk Hr	All	**0**	**6**	**122**	**25**	**0**	**43**	**161**	**53**	**0**	**53**	**22**	**48**	**0**	**64**	**22**	**17**	**636**	
	HV	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	
	HV%	**-**	**0%**	**1%**	**8%**	**-**	**0%**	**4%**	**2%**	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**2**	**3**	**2**	**0**	***7***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***
8:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
8:30 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	***3***
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**1**	***4***
Peak Hour	**3**	**8**	**3**	**0**	***14***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**0**	**3**	***12***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	17	3	0	3	26	3	0	10	0	7	0	6	1	5	82	0
7:15 AM	0	1	23	3	0	1	28	8	0	11	2	9	0	9	0	4	99	0
7:30 AM	1	1	23	0	0	5	45	8	0	7	2	9	0	5	0	5	111	0
7:45 AM	1	0	30	5	1	9	33	19	0	14	2	7	0	9	0	6	136	428
8:00 AM	**0**	**3**	**27**	**7**	**0**	**9**	**42**	**7**	**0**	**7**	**1**	**5**	**0**	**22**	**4**	**5**	**139**	**485**
8:15 AM	**0**	**0**	**30**	**9**	**0**	**14**	**42**	**14**	**0**	**12**	**4**	**8**	**0**	**12**	**5**	**3**	**153**	**539**
8:30 AM	**0**	**2**	**32**	**6**	**0**	**14**	**41**	**19**	**0**	**16**	**4**	**14**	**0**	**10**	**8**	**3**	**169**	**597**
8:45 AM	**0**	**1**	**33**	**3**	**0**	**6**	**36**	**13**	**0**	**18**	**13**	**21**	**0**	**20**	**5**	**6**	**175**	**636**
Count Total	2	9	215	36	1	61	293	91	0	95	28	80	0	93	23	37	1,064	
Pk Hr All	**0**	**6**	**122**	**25**	**0**	**43**	**161**	**53**	**0**	**53**	**22**	**48**	**0**	**64**	**22**	**17**	**636**	
Pk Hr HV	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	
Pk Hr HV%	**-**	**0%**	**1%**	**8%**	**-**	**0%**	**4%**	**2%**	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	0	1	0	0	*1*	1	0	0	0	*1*	0	1	0	0	*1*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	4	1	1	0	*6*
7:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	1	1	*5*
8:00 AM	**2**	**3**	**2**	**0**	**7**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**
8:30 AM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
8:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**4**
Count Total	3	12	4	0	*19*	1	1	0	0	*2*	14	5	2	4	*25*
Peak Hour	**3**	**8**	**3**	**0**	***14***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**0**	**3**	**12**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**10**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**14**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**
Count Total	0	0	1	2	0	0	9	3	0	3	0	1	0	0	0	0	19	
Pk Hr Heavy	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	

Count Summaries - Bikes

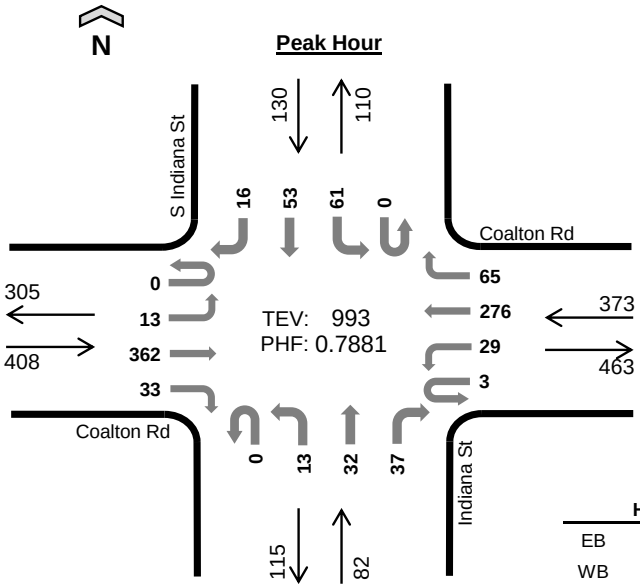
Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	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	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**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	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

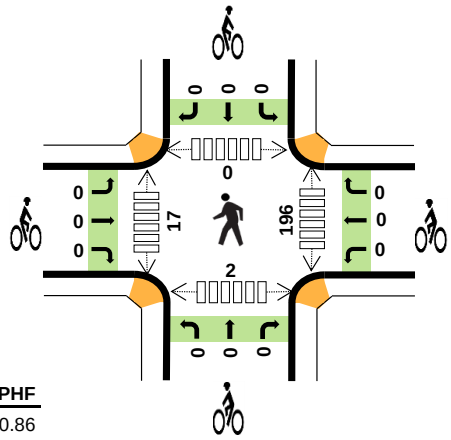
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.86
WB	1%	0.86
NB	5%	0.34
SB	2%	0.59
TOTAL	2%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	101	0	3	0	82	0	0	0	3	0	0	0	0	0	189	0
5:15 PM		0	1	100	1	0	0	74	25	0	0	0	1	0	2	18	2	224	0
5:30 PM		0	7	75	5	0	12	68	28	0	5	3	9	0	28	13	12	265	0
5:45 PM		0	5	86	27	0	17	52	12	0	8	26	27	0	31	22	2	315	993
Pk Hr	All	0	13	362	33	3	29	276	65	0	13	32	37	0	61	53	16	993	
	HV	0	0	3	1	0	2	3	0	0	0	4	0	0	0	3	0	16	
	HV%	-	0%	1%	3%	0%	7%	1%	0%	-	0%	13%	0%	-	0%	6%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	2	2	2	0	*6*	0	0	0	0	*0*	3	3	0	0	*6*
5:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	179	0	0	0	*179*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	8	4	0	0	*12*
5:45 PM	1	1	2	0	*4*	0	0	0	0	*0*	6	10	0	2	*18*
Peak Hour	4	5	4	3	*16*	0	0	0	0	*0*	196	17	0	2	*215*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	47	7	0	26	36	22	0	7	10	25	0	15	6	9	212	0
4:15 PM	0	8	59	20	0	18	44	18	0	9	24	19	0	14	10	2	245	0
4:30 PM	0	4	64	9	0	16	75	11	0	7	14	11	0	7	17	3	238	0
4:45 PM	0	9	99	7	7	6	80	4	0	3	2	5	0	4	5	8	239	934
5:00 PM	**0**	**0**	**101**	**0**	**3**	**0**	**82**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**189**	**911**
5:15 PM	**0**	**1**	**100**	**1**	**0**	**0**	**74**	**25**	**0**	**0**	**0**	**1**	**0**	**2**	**18**	**2**	**224**	**890**
5:30 PM	**0**	**7**	**75**	**5**	**0**	**12**	**68**	**28**	**0**	**5**	**3**	**9**	**0**	**28**	**13**	**12**	**265**	**917**
5:45 PM	**0**	**5**	**86**	**27**	**0**	**17**	**52**	**12**	**0**	**8**	**26**	**27**	**0**	**31**	**22**	**2**	**315**	**993**
Count Total	0	36	631	76	10	95	511	120	0	39	82	97	0	101	91	38	1,927	
Pk Hr All	**0**	**13**	**362**	**33**	**3**	**29**	**276**	**65**	**0**	**13**	**32**	**37**	**0**	**61**	**53**	**16**	**993**	
Pk Hr HV	**0**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**1%**	**3%**	**0%**	**7%**	**1%**	**0%**	**-**	**0%**	**13%**	**0%**	**-**	**0%**	**6%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	3	0	1	*5*	1	0	1	0	*2*	5	9	0	0	*14*
4:15 PM	2	2	1	1	*6*	0	0	3	0	*3*	5	0	0	0	*5*
4:30 PM	0	1	1	2	*4*	0	0	2	0	*2*	3	0	0	0	*3*
4:45 PM	2	2	0	0	*4*	0	0	0	1	*1*	1	1	1	3	*6*
5:00 PM	**2**	**2**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**179**	**0**	**0**	**0**	**179**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**8**	**4**	**0**	**0**	**12**
5:45 PM	**1**	**1**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**10**	**0**	**2**	**18**
Count Total	9	13	6	7	*35*	1	0	6	1	*8*	210	27	1	5	*243*
Peak Hour	**4**	**5**	**4**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**196**	**17**	**0**	**2**	**215**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5	0
4:15 PM	0	1	0	1	0	1	1	0	0	0	0	1	0	1	0	0	6	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	0
4:45 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	19
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**20**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**17**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**16**
Count Total	0	1	6	2	0	4	8	1	0	0	5	1	0	2	5	0	35	
Pk Hr Heavy	**0**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**16**	

Count Summaries - Bikes

Interval Start	Coalton Rd				Coalton Rd				Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**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**	**0**	**0**
Count Total	0	0	0	1	0	0	0	0	0	1	5	0	0	0	0	1	8	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008

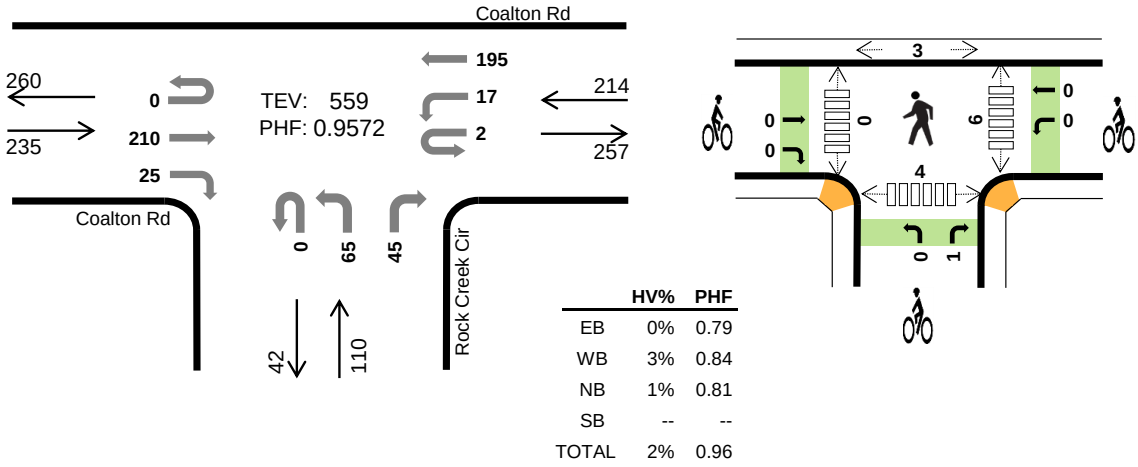
tj.wethington@idaxdata.com

Rock Creek Cir
Coalton Rd

N

Peak Hour

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	0%	0.79
WB	3%	0.84
NB	1%	0.81
SB	--	--
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**0**	**46**	**9**	**1**	**0**	**42**	**0**	**0**	**19**	**0**	**13**	**0**	**0**	**0**	**0**	**130**	**0**
8:15 AM		**0**	**0**	**51**	**2**	**0**	**8**	**56**	**0**	**0**	**14**	**0**	**11**	**0**	**0**	**0**	**0**	**142**	**0**
8:30 AM		**0**	**0**	**48**	**5**	**1**	**3**	**55**	**0**	**0**	**23**	**0**	**11**	**0**	**0**	**0**	**0**	**146**	**0**
8:45 AM		**0**	**0**	**65**	**9**	**0**	**6**	**42**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**141**	**559**
Pk Hr	All	**0**	**0**	**210**	**25**	**2**	**17**	**195**	**0**	**0**	**65**	**0**	**45**	**0**	**0**	**0**	**0**	**559**	
	HV	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	
	HV%	-	-	**0%**	**4%**	**0%**	**6%**	**3%**	-	-	**2%**	-	**0%**	-	-	-	-	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
8:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**2**	***6***
8:30 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	***4***
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
Peak Hour	**1**	**7**	**1**	**0**	***9***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**3**	**4**	***13***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	31	1	0	5	25	0	0	7	0	7	0	0	0	0	76	0
7:15 AM	0	0	38	3	0	1	35	0	0	3	0	9	0	0	0	0	89	0
7:30 AM	0	0	35	1	0	7	41	0	0	17	0	9	0	0	0	0	110	0
7:45 AM	0	0	44	3	0	4	41	0	0	21	0	13	0	0	0	0	126	401
8:00 AM	**0**	**0**	**46**	**9**	**1**	**0**	**42**	**0**	**0**	**19**	**0**	**13**	**0**	**0**	**0**	**0**	**130**	**455**
8:15 AM	**0**	**0**	**51**	**2**	**0**	**8**	**56**	**0**	**0**	**14**	**0**	**11**	**0**	**0**	**0**	**0**	**142**	**508**
8:30 AM	**0**	**0**	**48**	**5**	**1**	**3**	**55**	**0**	**0**	**23**	**0**	**11**	**0**	**0**	**0**	**0**	**146**	**544**
8:45 AM	**0**	**0**	**65**	**9**	**0**	**6**	**42**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**141**	**559**
Count Total	0	0	358	33	2	34	337	0	0	113	0	83	0	0	0	0	960	
Pk Hr All	**0**	**0**	**210**	**25**	**2**	**17**	**195**	**0**	**0**	**65**	**0**	**45**	**0**	**0**	**0**	**0**	**559**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	
Pk Hr HV%	**-**	**-**	**0%**	**4%**	**0%**	**6%**	**3%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	5	0	1	1	*7*
7:15 AM	0	1	0	0	*1*	1	0	1	0	*2*	1	0	0	0	*1*
7:30 AM	0	1	0	0	*1*	0	0	1	0	*1*	1	0	0	0	*1*
7:45 AM	0	1	1	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
8:00 AM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**6**
8:30 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**
8:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
Count Total	2	11	2	0	*15*	1	0	3	0	*4*	14	0	4	6	*24*
Peak Hour	**1**	**7**	**1**	**0**	***9***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**3**	**4**	**13**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
Count Total	0	0	1	1	0	1	10	0	0	1	0	1	0	0	0	0	15	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	

Count Summaries - Bikes

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

TJ Wethington
(720) 646-1008

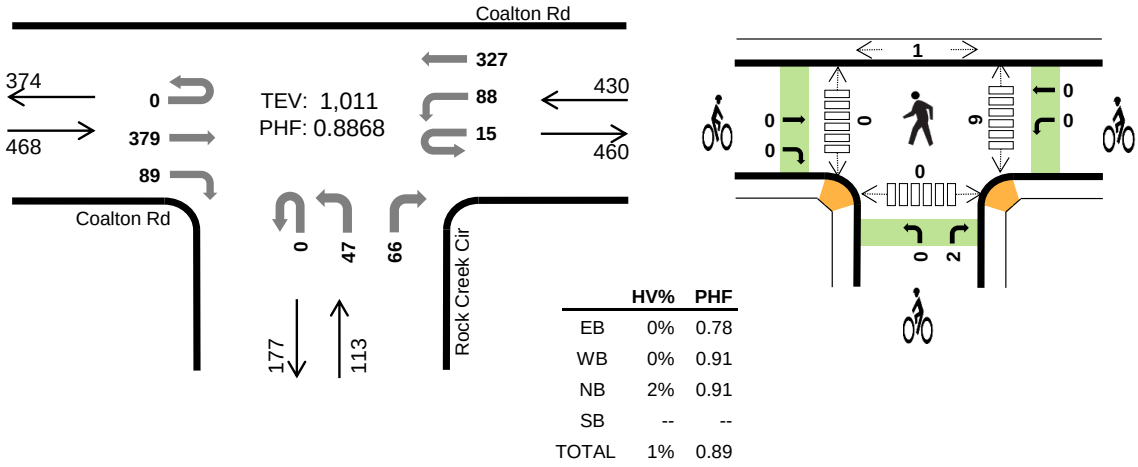
tj.wethington@idaxdata.com

Rock Creek Cir
Coalton Rd

N

Peak Hour

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.78
WB	0%	0.91
NB	2%	0.91
SB	--	--
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	78	26	4	21	74	0	0	10	0	13	0	0	0	0	226	0
5:15 PM		0	0	83	19	4	16	86	0	0	12	0	19	0	0	0	0	239	0
5:30 PM		0	0	82	30	4	27	87	0	0	15	0	16	0	0	0	0	261	0
5:45 PM		0	0	136	14	3	24	80	0	0	10	0	18	0	0	0	0	285	1,011
Pk Hr	All	0	0	379	89	15	88	327	0	0	47	0	66	0	0	0	0	1,011	
	HV	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	6	
	HV%	-	-	0%	1%	0%	0%	1%	-	-	4%	-	0%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	0	1	0	*3*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
5:30 PM	1	0	2	0	*3*	0	0	1	0	*1*	2	0	0	0	*2*
5:45 PM	0	1	0	0	*1*	0	0	1	0	*1*	3	0	0	0	*3*
Peak Hour	2	2	2	0	*6*	0	0	2	0	*2*	9	0	1	0	*10*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	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	77	10	1	24	73	0	0	5	0	8	0	0	0	0	198	0
4:15 PM	0	0	77	14	3	21	68	0	0	11	0	9	0	0	0	0	203	0
4:30 PM	0	0	66	16	3	18	87	0	0	11	0	15	0	0	0	0	216	0
4:45 PM	0	0	84	30	3	22	82	0	0	22	0	16	0	0	0	0	259	876
5:00 PM	**0**	**0**	**78**	**26**	**4**	**21**	**74**	**0**	**0**	**10**	**0**	**13**	**0**	**0**	**0**	**0**	**226**	**904**
5:15 PM	**0**	**0**	**83**	**19**	**4**	**16**	**86**	**0**	**0**	**12**	**0**	**19**	**0**	**0**	**0**	**0**	**239**	**940**
5:30 PM	**0**	**0**	**82**	**30**	**4**	**27**	**87**	**0**	**0**	**15**	**0**	**16**	**0**	**0**	**0**	**0**	**261**	**985**
5:45 PM	**0**	**0**	**136**	**14**	**3**	**24**	**80**	**0**	**0**	**10**	**0**	**18**	**0**	**0**	**0**	**0**	**285**	**1,011**
Count Total	0	0	683	159	25	173	637	0	0	96	0	114	0	0	0	0	1,887	
Pk Hr All	**0**	**0**	**379**	**89**	**15**	**88**	**327**	**0**	**0**	**47**	**0**	**66**	**0**	**0**	**0**	**0**	**1,011**	
Pk Hr HV	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**-**	**-**	**0%**	**1%**	**0%**	**0%**	**1%**	**-**	**-**	**4%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
4:00 PM	2	2	1	0	*5*	0	0	0	0	*0*	2	0	0	4	*6*
4:15 PM	0	1	0	0	*1*	0	1	0	0	*1*	2	0	0	0	*2*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	0	0	*3*
4:45 PM	1	2	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
5:30 PM	**1**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**3**
Count Total	5	8	4	0	*17*	0	1	2	0	*3*	16	0	1	4	*21*
Peak Hour	**2**	**2**	**2**	**0**	***6***	**0**	**0**	**2**	**0**	***2***	**9**	**0**	**1**	**0**	**10**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	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	2	0	0	2	0	0	1	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	4	11
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	0	1	4	0	0	8	0	0	4	0	0	0	0	0	0	17	
Pk Hr Heavy	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

Count Summaries - Bikes

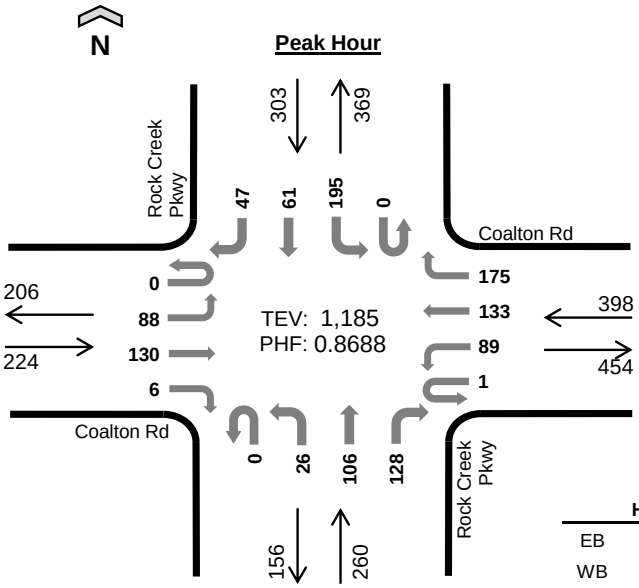
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	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	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**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**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	

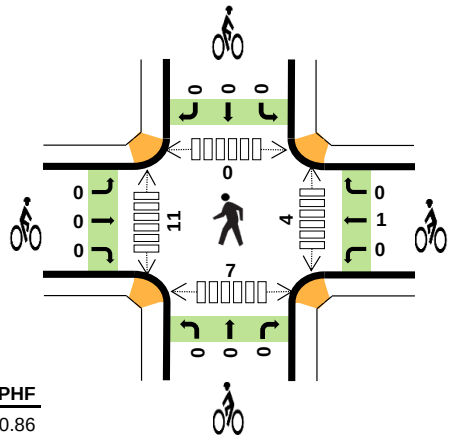
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Rock Creek Pkwy
Coalton Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.86
WB	4%	0.93
NB	1%	0.76
SB	2%	0.89
TOTAL	2%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Pkwy Northbound				Rock Creek Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	20	29	2	0	25	30	37	0	4	25	32	0	55	12	9	280	0
8:15 AM		0	22	25	0	0	19	32	42	0	9	20	28	0	36	13	15	261	0
8:30 AM		0	20	38	3	1	18	40	48	0	3	25	29	0	48	18	12	303	0
8:45 AM		0	26	38	1	0	27	31	48	0	10	36	39	0	56	18	11	341	1,185
Pk Hr	All	0	88	130	6	1	89	133	175	0	26	106	128	0	195	61	47	1,185	
	HV	0	0	1	0	0	3	4	9	0	1	1	0	0	1	2	2	24	
	HV%	-	0%	1%	0%	0%	3%	3%	5%	-	4%	1%	0%	-	1%	3%	4%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	1	0	0	*1*	1	1	0	0	*2*
8:15 AM	0	3	0	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	9	1	1	*12*	0	0	0	0	*0*	2	9	0	4	*15*
8:45 AM	0	3	1	1	*5*	0	0	0	0	*0*	1	1	0	3	*5*
Peak Hour	1	16	2	5	*24*	0	1	0	0	*1*	4	11	0	7	*22*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	18	0	0	9	21	17	0	3	8	22	0	19	5	7	136	0
7:15 AM	0	21	24	0	0	13	23	24	0	5	19	20	0	25	6	6	186	0
7:30 AM	0	15	21	0	0	13	26	43	0	5	25	32	0	35	15	7	237	0
7:45 AM	0	13	25	0	1	9	32	52	0	3	12	29	0	48	18	12	254	813
8:00 AM	**0**	**20**	**29**	**2**	**0**	**25**	**30**	**37**	**0**	**4**	**25**	**32**	**0**	**55**	**12**	**9**	**280**	**957**
8:15 AM	**0**	**22**	**25**	**0**	**0**	**19**	**32**	**42**	**0**	**9**	**20**	**28**	**0**	**36**	**13**	**15**	**261**	**1,032**
8:30 AM	**0**	**20**	**38**	**3**	**1**	**18**	**40**	**48**	**0**	**3**	**25**	**29**	**0**	**48**	**18**	**12**	**303**	**1,098**
8:45 AM	**0**	**26**	**38**	**1**	**0**	**27**	**31**	**48**	**0**	**10**	**36**	**39**	**0**	**56**	**18**	**11**	**341**	**1,185**
Count Total	0	144	218	6	2	133	235	311	0	42	170	231	0	322	105	79	1,998	
Pk Hr All	**0**	**88**	**130**	**6**	**1**	**89**	**133**	**175**	**0**	**26**	**106**	**128**	**0**	**195**	**61**	**47**	**1,185**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**3**	**4**	**9**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**2**	**24**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**0%**	**3%**	**3%**	**5%**	**-**	**4%**	**1%**	**0%**	**-**	**1%**	**3%**	**4%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	1	0	2	*3*	2	0	0	0	*2*	0	0	0	0	*0*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**
8:15 AM	**0**	**3**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**9**	**1**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**4**	**15**
8:45 AM	**0**	**3**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**5**
Count Total	2	20	3	7	*32*	2	1	0	0	*3*	5	11	0	7	*23*
Peak Hour	**1**	**16**	**2**	**5**	***24***	**0**	**1**	**0**	**0**	***1***	**4**	**11**	**0**	**7**	**22**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**6**	**10**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**21**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**24**
Count Total	0	0	2	0	0	3	5	12	0	1	2	0	0	2	2	3	32	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**3**	**4**	**9**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**2**	**24**	

Count Summaries - Bikes

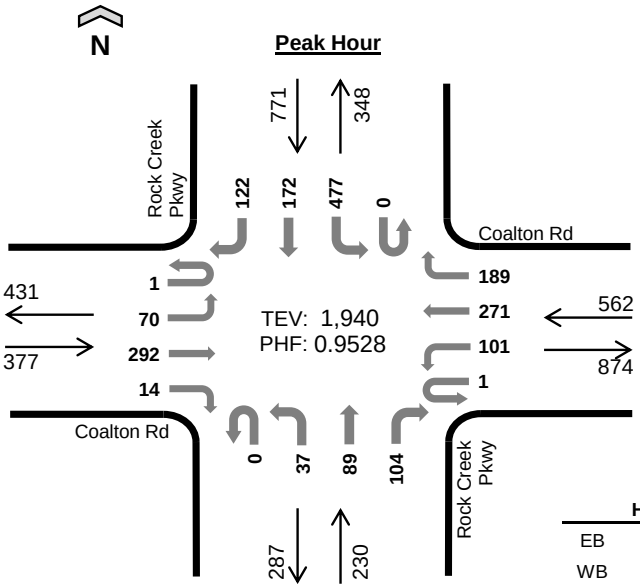
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	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	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

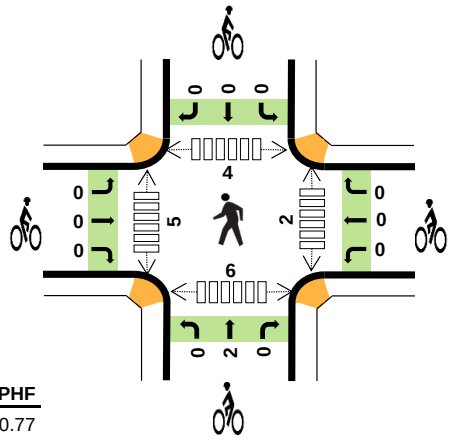
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Rock Creek Pkwy
Coalton Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	2%	0.77
WB	1%	0.96
NB	1%	0.80
SB	0%	0.97
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Coalton Rd Eastbound				Coalton Rd Westbound				Rock Creek Pkwy Northbound				Rock Creek Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	19	45	4	0	17	63	56	0	11	21	26	0	115	37	38	452	0
5:15 PM		0	20	74	5	1	26	62	50	0	10	25	37	0	120	48	31	509	0
5:30 PM		0	13	71	3	0	25	75	41	0	11	24	25	0	118	50	30	486	0
5:45 PM		1	18	102	2	0	33	71	42	0	5	19	16	0	124	37	23	493	1,940
Pk Hr	All	1	70	292	14	1	101	271	189	0	37	89	104	0	477	172	122	1,940	
	HV	0	2	3	1	0	0	1	2	0	0	1	1	0	3	0	0	14	
	HV%	0%	3%	1%	7%	0%	0%	0%	1%	-	0%	1%	1%	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	2	1	1	0	*4*	0	0	1	0	*1*	1	1	1	1	*4*
5:15 PM	1	1	0	2	*4*	0	0	0	0	*0*	1	3	3	2	*9*
5:30 PM	2	0	1	0	*3*	0	0	1	0	*1*	0	1	0	3	*4*
5:45 PM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	6	3	2	3	*14*	0	0	2	0	*2*	2	5	4	6	*17*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	26	60	1	0	17	49	45	0	10	21	23	0	78	38	45	413	0
4:15 PM	0	12	56	3	0	35	50	46	0	8	29	27	0	70	44	35	415	0
4:30 PM	0	16	52	1	0	23	60	38	0	7	28	30	0	85	38	34	412	0
4:45 PM	0	24	69	3	0	29	63	40	0	6	29	31	0	96	24	34	448	1,688
5:00 PM	**0**	**19**	**45**	**4**	**0**	**17**	**63**	**56**	**0**	**11**	**21**	**26**	**0**	**115**	**37**	**38**	**452**	**1,727**
5:15 PM	**0**	**20**	**74**	**5**	**1**	**26**	**62**	**50**	**0**	**10**	**25**	**37**	**0**	**120**	**48**	**31**	**509**	**1,821**
5:30 PM	**0**	**13**	**71**	**3**	**0**	**25**	**75**	**41**	**0**	**11**	**24**	**25**	**0**	**118**	**50**	**30**	**486**	**1,895**
5:45 PM	**1**	**18**	**102**	**2**	**0**	**33**	**71**	**42**	**0**	**5**	**19**	**16**	**0**	**124**	**37**	**23**	**493**	**1,940**
Count Total	1	148	529	22	1	205	493	358	0	68	196	215	0	806	316	270	3,628	
Pk Hr All	**1**	**70**	**292**	**14**	**1**	**101**	**271**	**189**	**0**	**37**	**89**	**104**	**0**	**477**	**172**	**122**	**1,940**	
Pk Hr HV	**0**	**2**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**0**	**14**	
Pk Hr HV%	**0%**	**3%**	**1%**	**7%**	**0%**	**0%**	**0%**	**1%**	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	2	*2*	1	0	0	0	*1*	0	1	0	1	*2*
4:15 PM	0	2	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	1	0	*2*	0	0	0	0	*0*	1	2	0	6	*9*
4:45 PM	1	2	0	2	*5*	0	0	0	0	*0*	0	1	0	1	*2*
5:00 PM	**2**	**1**	**1**	**0**	**4**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**1**	**1**	**4**
5:15 PM	**1**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**2**	**9**
5:30 PM	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**3**	**4**
5:45 PM	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	7	8	4	8	*27*	1	0	2	0	*3*	3	9	4	14	*30*
Peak Hour	**6**	**3**	**2**	**3**	***14***	**0**	**0**	**2**	**0**	***2***	**2**	**5**	**4**	**6**	**17**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	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	1	0	1	2	0
4:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	4	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	1	5	13
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**15**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**15**
5:30 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**14**
Count Total	0	3	3	1	0	0	5	3	0	0	2	2	0	5	1	2	27	
Pk Hr Heavy	**0**	**2**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**0**	**14**	

Count Summaries - Bikes

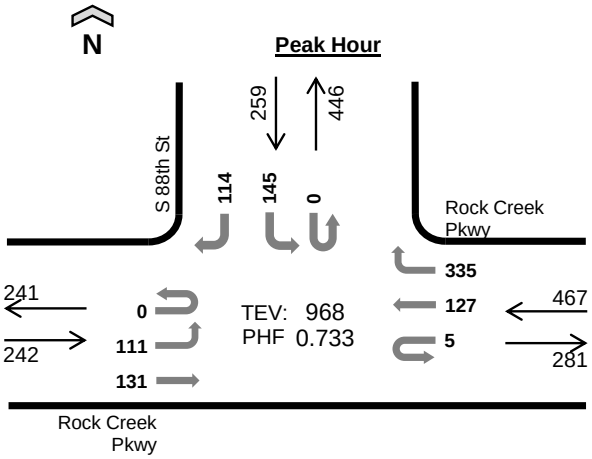
Interval Start	Coalton Rd				Coalton Rd				Rock Creek Pkwy				Rock Creek Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

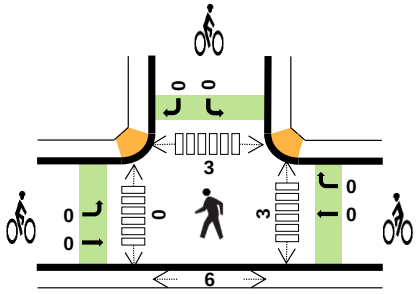
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.63
WB	2%	0.81
NB	--	--
SB	2%	0.72
TOTAL	2%	0.73

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				n/a Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	24	26	0	1	0	32	75	0	0	0	0	0	38	0	29	225	0
8:15 AM		0	27	19	0	2	0	28	66	0	0	0	0	0	25	0	15	182	0
8:30 AM		0	17	33	0	2	0	36	81	0	0	0	0	0	32	0	30	231	0
8:45 AM		0	43	53	0	0	0	31	113	0	0	0	0	0	50	0	40	330	968
Pk Hr	All	0	111	131	0	5	0	127	335	0	0	0	0	0	145	0	114	968	
	HV	0	2	2	0	0	0	4	6	0	0	0	0	0	4	0	2	20	
	HV%	-	2%	2%	-	0%	-	3%	2%	-	-	-	-	-	3%	-	2%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	1	0	*1*
8:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	1	2	*3*
8:30 AM	0	3	0	2	*5*	0	0	0	0	*0*	2	0	0	4	*6*
8:45 AM	2	4	0	2	*8*	0	0	0	0	*0*	1	0	1	0	*2*
Peak Hour	4	10	0	6	*20*	0	0	0	0	*0*	3	0	3	6	*12*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	13	10	0	1	0	25	30	0	0	0	0	0	16	0	8	103	0
7:15 AM	0	29	16	0	0	0	20	68	0	0	0	0	0	14	0	7	154	0
7:30 AM	0	27	17	0	0	0	29	77	0	0	0	0	0	27	0	18	195	0
7:45 AM	0	22	26	0	1	0	22	91	0	0	0	0	0	43	0	22	227	679
8:00 AM	**0**	**24**	**26**	**0**	**1**	**0**	**32**	**75**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**29**	**225**	**801**
8:15 AM	**0**	**27**	**19**	**0**	**2**	**0**	**28**	**66**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**15**	**182**	**829**
8:30 AM	**0**	**17**	**33**	**0**	**2**	**0**	**36**	**81**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**30**	**231**	**865**
8:45 AM	**0**	**43**	**53**	**0**	**0**	**0**	**31**	**113**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**40**	**330**	**968**
Count Total	0	202	200	0	7	0	223	601	0	0	0	0	0	245	0	169	1,647	
Pk Hr All	**0**	**111**	**131**	**0**	**5**	**0**	**127**	**335**	**0**	**0**	**0**	**0**	**0**	**145**	**0**	**114**	**968**	
Pk Hr HV	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**20**	
Pk Hr HV%	**-**	**2%**	**2%**	**-**	**0%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**2%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	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	0	2	0	2	*4*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:15 AM	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
8:30 AM	**0**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**6**
8:45 AM	**2**	**4**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**
Count Total	7	15	0	9	*31*	0	1	0	0	*1*	3	0	3	6	*12*
Peak Hour	**4**	**10**	**0**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**3**	**6**	**12**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	4	0
7:45 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	**15**
8:15 AM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**17**
8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**8**	**20**
Count Total	0	2	5	0	0	0	6	9	0	0	0	0	0	6	0	3	31	
Pk Hr Heavy	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**20**	

Count Summaries - Bikes

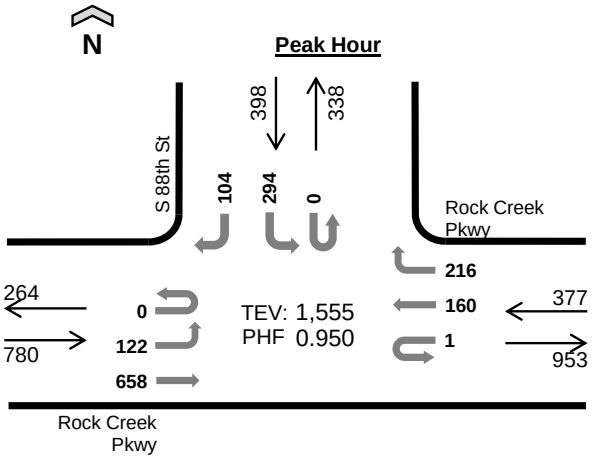
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

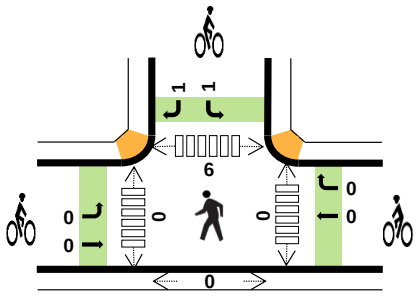
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	1%	0.88
WB	1%	0.92
NB	--	--
SB	0%	0.90
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				n/a Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	22	140	0	0	0	46	57	0	0	0	0	0	65	0	25	355	0
5:00 PM		0	28	165	0	0	0	40	46	0	0	0	0	0	81	0	29	389	0
5:15 PM		0	31	172	0	0	0	40	58	0	0	0	0	0	73	0	28	402	0
5:30 PM		0	41	181	0	1	0	34	55	0	0	0	0	0	75	0	22	409	1,555
Pk Hr	All	0	122	658	0	1	0	160	216	0	0	0	0	0	294	0	104	1,555	
	HV	0	1	3	0	0	0	2	1	0	0	0	0	0	1	0	0	8	
	HV%	-	1%	0%	-	0%	-	1%	0%	-	-	-	-	-	0%	-	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	2	0	*2*
5:30 PM	3	1	0	0	*4*	0	0	0	1	*1*	0	0	4	0	*4*
Peak Hour	4	3	0	1	*8*	0	0	0	2	*2*	0	0	6	0	*6*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	26	49	0	0	0	37	54	0	0	0	0	2	145	0	68	381	0
4:15 PM	0	22	66	0	0	0	53	50	0	0	0	0	1	123	0	74	389	0
4:30 PM	0	46	87	0	0	0	45	55	0	0	0	0	0	92	0	31	356	0
4:45 PM	**0**	**22**	**140**	**0**	**0**	**0**	**46**	**57**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**25**	**355**	**1,481**
5:00 PM	**0**	**28**	**165**	**0**	**0**	**0**	**40**	**46**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**29**	**389**	**1,489**
5:15 PM	**0**	**31**	**172**	**0**	**0**	**0**	**40**	**58**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**28**	**402**	**1,502**
5:30 PM	**0**	**41**	**181**	**0**	**1**	**0**	**34**	**55**	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**22**	**409**	**1,555**
5:45 PM	0	26	126	0	0	0	40	63	0	0	0	0	0	74	0	24	353	1,553
Count Total	0	242	986	0	1	0	335	438	0	0	0	0	3	728	0	301	3,034	
Pk Hr All	**0**	**122**	**658**	**0**	**1**	**0**	**160**	**216**	**0**	**0**	**0**	**0**	**0**	**294**	**0**	**104**	**1,555**	
Pk Hr HV	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	
Pk Hr HV%	**-**	**1%**	**0%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
4:00 PM	0	0	0	3	*3*	0	0	0	1	*1*	2	0	1	0	*3*
4:15 PM	2	5	0	1	*8*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	1	1	*2*
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
5:30 PM	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**4**
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	8	8	0	5	*21*	0	0	0	4	*4*	3	0	9	1	*13*
Peak Hour	**4**	**3**	**0**	**1**	***8***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**6**	**0**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	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	2	0	1	3	0
4:15 PM	0	1	1	0	0	0	2	3	0	0	0	0	0	1	0	0	8	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**5**
5:30 PM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	3	5	0	0	0	4	4	0	0	0	0	0	4	0	1	21	
Pk Hr Heavy	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	

Count Summaries - Bikes

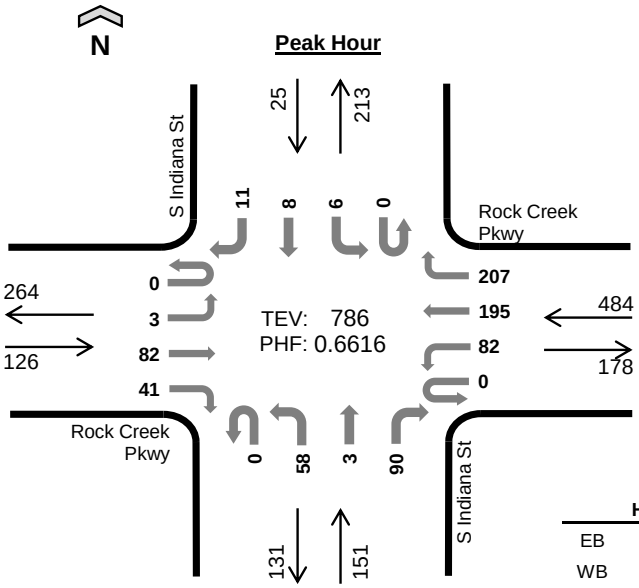
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				n/a				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
5:45 PM	0	0	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	0	0	3	0	1	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	

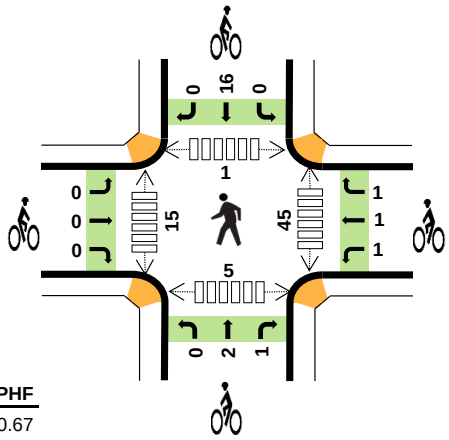
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.67
WB	2%	0.79
NB	2%	0.42
SB	0%	0.69
TOTAL	2%	0.66

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				S Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	13	3	0	13	38	39	0	11	0	8	0	4	0	3	133	0
8:15 AM		0	0	21	2	0	10	52	52	0	10	0	12	0	0	1	0	160	0
8:30 AM		0	0	20	19	0	32	42	53	0	6	1	14	0	0	5	4	196	0
8:45 AM		0	2	28	17	0	27	63	63	0	31	2	56	0	2	2	4	297	786
Pk Hr	All	0	3	82	41	0	82	195	207	0	58	3	90	0	6	8	11	786	
	HV	0	0	2	1	0	1	4	5	0	2	0	1	0	0	0	0	16	
	HV%	-	0%	2%	2%	-	1%	2%	2%	-	3%	0%	1%	-	0%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	2	1	0	*3*	0	0	0	0	*0*
8:15 AM	1	2	0	0	*3*	0	0	0	0	*0*	2	0	1	1	*4*
8:30 AM	1	2	1	0	*4*	0	1	0	14	*15*	31	14	0	1	*46*
8:45 AM	1	5	2	0	*8*	0	0	2	2	*4*	12	1	0	3	*16*
Peak Hour	3	10	3	0	*16*	0	3	3	16	*22*	45	15	1	5	*66*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	12	4	0	4	35	35	0	1	0	9	0	0	1	4	105	0
7:15 AM	0	0	14	4	0	2	35	35	0	9	0	10	0	0	0	4	113	0
7:30 AM	0	0	13	5	0	10	42	42	0	2	0	19	1	1	0	2	137	0
7:45 AM	0	0	15	4	0	16	39	40	0	12	1	12	0	2	1	6	148	503
8:00 AM	**0**	**1**	**13**	**3**	**0**	**13**	**38**	**39**	**0**	**11**	**0**	**8**	**0**	**4**	**0**	**3**	**133**	**531**
8:15 AM	**0**	**0**	**21**	**2**	**0**	**10**	**52**	**52**	**0**	**10**	**0**	**12**	**0**	**0**	**1**	**0**	**160**	**578**
8:30 AM	**0**	**0**	**20**	**19**	**0**	**32**	**42**	**53**	**0**	**6**	**1**	**14**	**0**	**0**	**5**	**4**	**196**	**637**
8:45 AM	**0**	**2**	**28**	**17**	**0**	**27**	**63**	**63**	**0**	**31**	**2**	**56**	**0**	**2**	**2**	**4**	**297**	**786**
Count Total	0	3	136	58	0	114	346	359	0	82	4	140	1	9	10	27	1,289	
Pk Hr All	**0**	**3**	**82**	**41**	**0**	**82**	**195**	**207**	**0**	**58**	**3**	**90**	**0**	**6**	**8**	**11**	**786**	
Pk Hr HV	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**2%**	**2%**	**-**	**1%**	**2%**	**2%**	**-**	**3%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	3	1	0	0	*4*
7:15 AM	1	2	1	0	*4*	0	0	0	0	*0*	1	0	1	2	*4*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	3	0	2	0	*5*
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	4	0	0	0	*4*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**4**
8:30 AM	**1**	**2**	**1**	**0**	**4**	**0**	**1**	**0**	**14**	**15**	**31**	**14**	**0**	**1**	**46**
8:45 AM	**1**	**5**	**2**	**0**	**8**	**0**	**0**	**2**	**2**	**4**	**12**	**1**	**0**	**3**	**16**
Count Total	5	13	4	0	*22*	0	3	3	16	*22*	56	16	4	7	*83*
Peak Hour	**3**	**10**	**3**	**0**	***16***	**0**	**3**	**3**	**16**	***22***	**45**	**15**	**1**	**5**	**66**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**16**
Count Total	0	0	4	1	0	1	5	7	0	3	0	1	0	0	0	0	22	
Pk Hr Heavy	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	

Count Summaries - Bikes

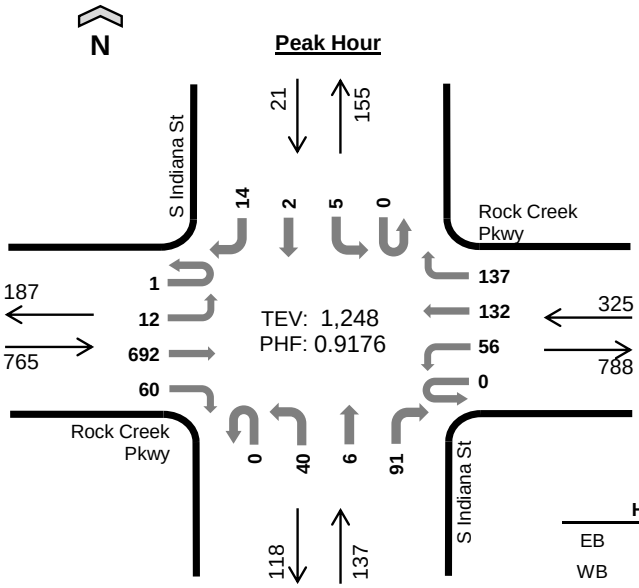
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**15**	**18**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**22**
Count Total	0	0	0	0	0	1	1	1	0	0	2	1	0	0	16	0	22	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**16**	**0**	**22**	

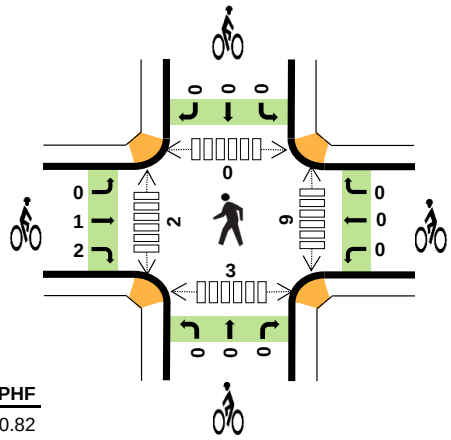
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S Indiana St
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.82
WB	1%	0.76
NB	0%	0.71
SB	5%	0.75
TOTAL	1%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				S Indiana St Northbound				S Indiana St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	1	156	12	0	13	34	34	0	8	0	29	0	1	1	4	293	0
5:15 PM		0	2	194	10	0	15	46	46	0	9	3	13	0	0	0	2	340	0
5:30 PM		1	4	207	21	0	11	20	25	0	8	0	19	0	3	1	3	323	0
5:45 PM		0	5	135	17	0	17	32	32	0	15	3	30	0	1	0	5	292	1,248
Pk Hr	All	1	12	692	60	0	56	132	137	0	40	6	91	0	5	2	14	1,248	
	HV	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	1	7	
	HV%	0%	0%	0%	3%	-	0%	1%	1%	-	0%	0%	0%	-	0%	0%	7%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	5	1	0	1	*7*
5:15 PM	0	2	0	0	*2*	1	0	0	0	*1*	3	1	0	0	*4*
5:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	0	0	1	*4*	1	0	0	0	*1*	1	0	0	2	*3*
Peak Hour	4	2	0	1	*7*	3	0	0	0	*3*	9	2	0	3	*14*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	57	13	0	46	50	50	0	8	2	19	0	1	2	4	255	0
4:15 PM	0	4	58	24	0	53	40	42	0	7	3	10	0	3	3	2	249	0
4:30 PM	0	3	111	26	0	15	44	44	0	4	0	27	0	5	2	1	282	0
4:45 PM	0	3	131	14	1	12	50	50	0	6	2	11	0	5	1	1	287	1,073
5:00 PM	**0**	**1**	**156**	**12**	**0**	**13**	**34**	**34**	**0**	**8**	**0**	**29**	**0**	**1**	**1**	**4**	**293**	**1,111**
5:15 PM	**0**	**2**	**194**	**10**	**0**	**15**	**46**	**46**	**0**	**9**	**3**	**13**	**0**	**0**	**0**	**2**	**340**	**1,202**
5:30 PM	**1**	**4**	**207**	**21**	**0**	**11**	**20**	**25**	**0**	**8**	**0**	**19**	**0**	**3**	**1**	**3**	**323**	**1,243**
5:45 PM	**0**	**5**	**135**	**17**	**0**	**17**	**32**	**32**	**0**	**15**	**3**	**30**	**0**	**1**	**0**	**5**	**292**	**1,248**
Count Total	1	25	1,049	137	1	182	316	323	0	65	13	158	0	19	10	22	2,321	
Pk Hr All	**1**	**12**	**692**	**60**	**0**	**56**	**132**	**137**	**0**	**40**	**6**	**91**	**0**	**5**	**2**	**14**	**1,248**	
Pk Hr HV	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	
Pk Hr HV%	**0%**	**0%**	**0%**	**3%**	**-**	**0%**	**1%**	**1%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**7%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	1	0	*2*	0	1	0	0	*1*	0	0	0	0	*0*
4:15 PM	3	4	0	0	*7*	0	1	0	3	*4*	2	1	1	2	*6*
4:30 PM	1	0	0	0	*1*	1	0	0	0	*1*	4	2	1	2	*9*
4:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**5**	**1**	**0**	**1**	**7**
5:15 PM	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**4**
5:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**3**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**3**
Count Total	10	7	1	1	*19*	4	2	0	3	*9*	16	5	2	8	*31*
Peak Hour	**4**	**2**	**0**	**1**	***7***	**3**	**0**	**0**	**0**	***3***	**9**	**2**	**0**	**3**	**14**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	1	0	0	0	0	2	0
4:15 PM	0	0	2	1	0	0	2	2	0	0	0	0	0	0	0	0	7	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:45 PM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**7**
Count Total	0	0	6	4	0	1	3	3	0	0	0	1	0	0	0	1	19	
Pk Hr Heavy	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	

Count Summaries - Bikes

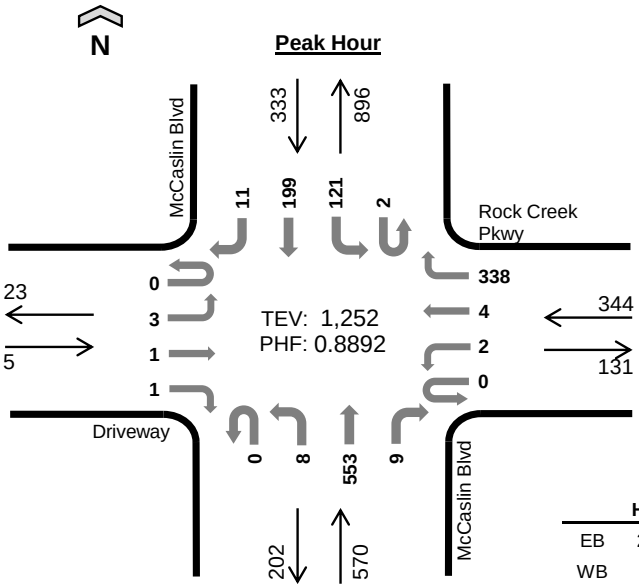
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				S Indiana St				S Indiana St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	1	3	0	2	0	0	0	0	0	0	0	0	2	1	9	
Pk Hr Bike	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

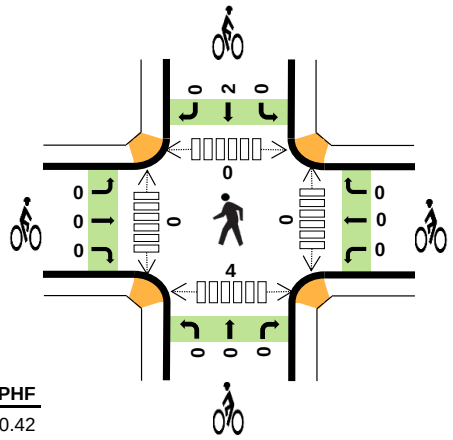
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	20%	0.42
WB	2%	0.72
NB	2%	0.96
SB	3%	0.87
TOTAL	2%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**1**	**0**	**0**	**0**	**0**	**1**	**66**	**0**	**1**	**147**	**1**	**0**	**15**	**47**	**4**	**283**	**0**
8:15 AM		**0**	**0**	**0**	**1**	**0**	**1**	**0**	**75**	**0**	**3**	**135**	**1**	**0**	**28**	**58**	**4**	**306**	**0**
8:30 AM		**0**	**2**	**1**	**0**	**0**	**0**	**2**	**80**	**0**	**2**	**140**	**3**	**1**	**34**	**44**	**2**	**311**	**0**
8:45 AM		**0**	**0**	**0**	**0**	**0**	**1**	**1**	**117**	**0**	**2**	**131**	**4**	**1**	**44**	**50**	**1**	**352**	**1,252**
Pk Hr	All	**0**	**3**	**1**	**1**	**0**	**2**	**4**	**338**	**0**	**8**	**553**	**9**	**2**	**121**	**199**	**11**	**1,252**	
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	
	HV%	**-**	**0%**	**0%**	**100%**	**-**	**0%**	**0%**	**2%**	**-**	**13%**	**2%**	**11%**	**0%**	**2%**	**4%**	**0%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***
8:15 AM	**1**	**1**	**2**	**6**	***10***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***
8:30 AM	**0**	**2**	**4**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
8:45 AM	**0**	**3**	**5**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**1**	**6**	**13**	**10**	***30***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**4**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	50	0	1	76	3	0	16	23	1	171	0
7:15 AM	0	0	1	1	0	0	1	67	0	3	97	2	0	19	51	6	248	0
7:30 AM	0	0	0	0	0	0	1	67	0	2	108	1	0	15	31	4	229	0
7:45 AM	0	0	1	0	0	1	1	72	0	2	140	2	0	17	38	5	279	927
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**66**	**0**	**1**	**147**	**1**	**0**	**15**	**47**	**4**	**283**	**1,039**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**75**	**0**	**3**	**135**	**1**	**0**	**28**	**58**	**4**	**306**	**1,097**
8:30 AM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**80**	**0**	**2**	**140**	**3**	**1**	**34**	**44**	**2**	**311**	**1,179**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**117**	**0**	**2**	**131**	**4**	**1**	**44**	**50**	**1**	**352**	**1,252**
Count Total	0	3	3	3	0	3	7	594	0	16	974	17	2	188	342	27	2,179	
Pk Hr All	**0**	**3**	**1**	**1**	**0**	**2**	**4**	**338**	**0**	**8**	**553**	**9**	**2**	**121**	**199**	**11**	**1,252**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	
Pk Hr HV%	**-**	**0%**	**0%**	**100%**	**-**	**0%**	**0%**	**2%**	**-**	**13%**	**2%**	**11%**	**0%**	**2%**	**4%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	0	0	0	1	*1*	1	0	0	2	*3*	1	0	0	1	*2*
7:45 AM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**1**	**1**	**2**	**6**	**10**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**2**	**4**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
8:45 AM	**0**	**3**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	1	9	16	15	*41*	1	0	0	4	*5*	1	0	0	7	*8*
Peak Hour	**1**	**6**	**13**	**10**	***30***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**4**	**4**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	4	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**13**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**5**	**0**	**10**	**19**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**8**	**26**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**8**	**30**
Count Total	0	0	0	1	0	0	0	9	0	1	14	1	0	5	10	0	41	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**11**	**1**	**0**	**3**	**7**	**0**	**30**	

Count Summaries - Bikes

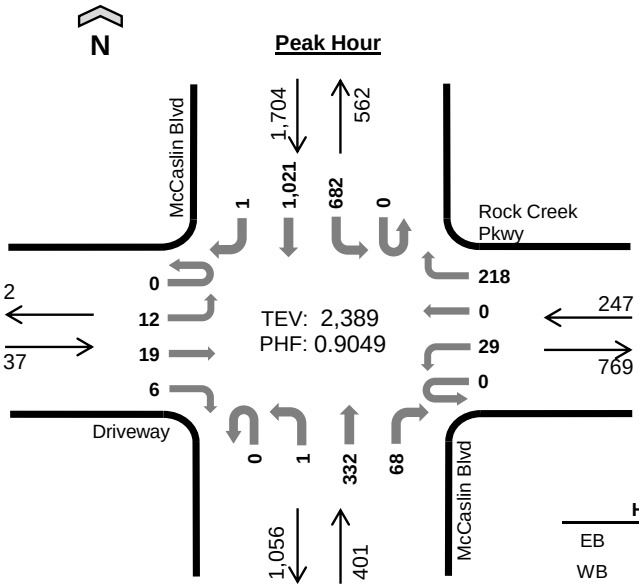
Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	

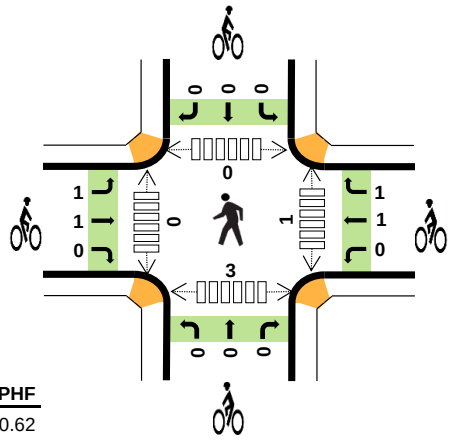
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	3%	0.62
WB	0%	0.88
NB	1%	0.84
SB	1%	0.89
TOTAL	1%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		**0**	**1**	**1**	**0**	**0**	**7**	**0**	**63**	**0**	**0**	**104**	**16**	**0**	**134**	**223**	**1**	**550**	**0**
5:00 PM		**0**	**6**	**4**	**1**	**0**	**13**	**0**	**56**	**0**	**0**	**66**	**14**	**0**	**171**	**258**	**0**	**589**	**0**
5:15 PM		**0**	**4**	**3**	**2**	**0**	**7**	**0**	**61**	**0**	**1**	**88**	**17**	**0**	**179**	**298**	**0**	**660**	**0**
5:30 PM		**0**	**1**	**11**	**3**	**0**	**2**	**0**	**38**	**0**	**0**	**74**	**21**	**0**	**198**	**242**	**0**	**590**	**2,389**
Pk Hr	All	**0**	**12**	**19**	**6**	**0**	**29**	**0**	**218**	**0**	**1**	**332**	**68**	**0**	**682**	**1,021**	**1**	**2,389**	
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	
	HV%	-	**0%**	**0%**	**17%**	-	**0%**	-	**0%**	-	**0%**	**1%**	**0%**	-	**0%**	**1%**	**0%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:45 PM	**0**	**0**	**0**	**3**	***3***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**0**	**0**	**3**	**3**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**1**	**1**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	***1***
Peak Hour	**1**	**1**	**4**	**11**	***17***	**2**	**2**	**0**	**0**	***4***	**1**	**0**	**0**	**3**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	12	2	1	0	1	0	76	0	0	96	2	0	79	181	0	450	0
4:15 PM	0	3	2	1	1	5	0	54	0	0	84	7	0	106	242	0	505	0
4:30 PM	0	5	2	1	0	5	0	46	0	0	91	10	1	141	256	0	558	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**7**	**0**	**63**	**0**	**0**	**104**	**16**	**0**	**134**	**223**	**1**	**550**	**2,063**
5:00 PM	**0**	**6**	**4**	**1**	**0**	**13**	**0**	**56**	**0**	**0**	**66**	**14**	**0**	**171**	**258**	**0**	**589**	**2,202**
5:15 PM	**0**	**4**	**3**	**2**	**0**	**7**	**0**	**61**	**0**	**1**	**88**	**17**	**0**	**179**	**298**	**0**	**660**	**2,357**
5:30 PM	**0**	**1**	**11**	**3**	**0**	**2**	**0**	**38**	**0**	**0**	**74**	**21**	**0**	**198**	**242**	**0**	**590**	**2,389**
5:45 PM	0	0	2	2	0	1	0	65	0	0	63	9	0	163	220	0	525	2,364
Count Total	0	32	27	11	1	41	0	459	0	1	666	96	1	1,171	1,920	1	4,427	
Pk Hr All	**0**	**12**	**19**	**6**	**0**	**29**	**0**	**218**	**0**	**1**	**332**	**68**	**0**	**682**	**1,021**	**1**	**2,389**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	
Pk Hr HV%	**-**	**0%**	**0%**	**17%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	3	*4*	0	0	1	0	*1*	1	0	0	0	*1*
4:15 PM	0	3	1	5	*9*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	0	0	0	5	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**3**	**3**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**1**	**1**	**1**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:30 PM	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**
5:45 PM	0	1	0	5	*6*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	1	5	6	29	*41*	2	2	2	1	*7*	2	0	0	3	*5*
Peak Hour	**1**	**1**	**4**	**11**	***17***	**2**	**2**	**0**	**0**	***4***	**1**	**0**	**0**	**3**	**4**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	2	0	4	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	3	0	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**21**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**23**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**20**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**17**
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2	0	6	20
Count Total	0	0	0	1	0	0	0	5	0	0	6	0	0	9	20	0	41	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**0**	**17**	

Count Summaries - Bikes

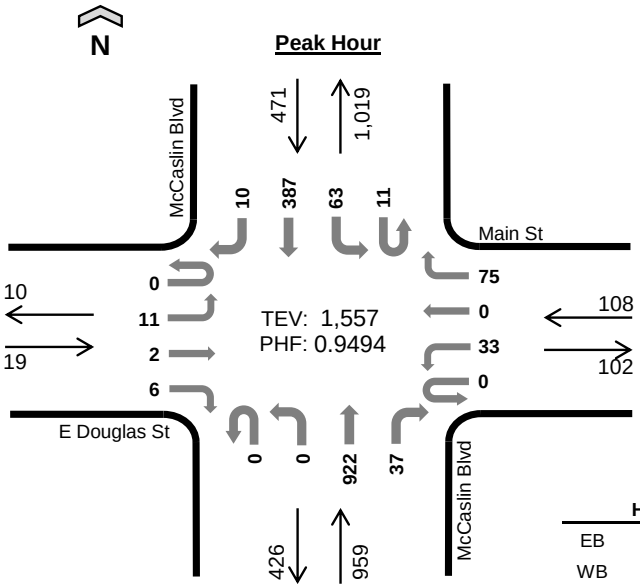
Interval Start	Driveway				Rock Creek Pkwy				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	1	1	0	0	0	1	1	0	0	1	1	0	0	1	0	7	
Pk Hr Bike	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

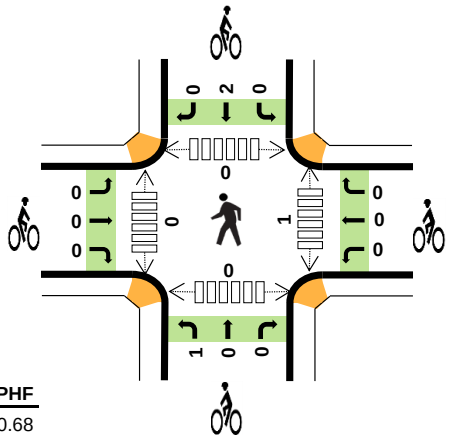
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Main St

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.68
WB	2%	0.75
NB	2%	0.96
SB	4%	0.93
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	1	1	1	0	3	0	12	0	0	229	11	5	16	77	6	362	0
8:15 AM		0	4	0	0	0	11	0	25	0	0	212	9	5	18	103	0	387	0
8:30 AM		0	3	1	1	0	10	0	24	0	0	239	11	0	15	103	3	410	0
8:45 AM		0	3	0	4	0	9	0	14	0	0	242	6	1	14	104	1	398	1,557
Pk Hr	All	0	11	2	6	0	33	0	75	0	0	922	37	11	63	387	10	1,557	
	HV	0	0	0	0	0	0	0	2	0	0	18	2	1	3	15	1	42	
	HV%	-	0%	0%	0%	-	0%	-	3%	-	-	2%	5%	9%	5%	4%	10%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	0	2	4	*6*	0	0	0	1	*1*	1	0	0	0	*1*
8:15 AM	0	2	4	10	*16*	0	0	0	1	*1*	0	0	0	0	*0*
8:30 AM	0	0	7	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	7	2	*9*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	0	2	20	20	*42*	0	0	1	2	*3*	1	0	0	0	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	5	0	16	0	0	126	5	0	21	54	1	229	0
7:15 AM	0	1	0	0	0	10	0	14	0	0	170	6	0	17	71	1	290	0
7:30 AM	0	4	0	1	0	4	0	14	0	1	185	4	0	11	52	2	278	0
7:45 AM	0	1	0	2	0	7	0	15	0	0	201	7	0	14	60	2	309	1,106
8:00 AM	**0**	**1**	**1**	**1**	**0**	**3**	**0**	**12**	**0**	**0**	**229**	**11**	**5**	**16**	**77**	**6**	**362**	**1,239**
8:15 AM	**0**	**4**	**0**	**0**	**0**	**11**	**0**	**25**	**0**	**0**	**212**	**9**	**5**	**18**	**103**	**0**	**387**	**1,336**
8:30 AM	**0**	**3**	**1**	**1**	**0**	**10**	**0**	**24**	**0**	**0**	**239**	**11**	**0**	**15**	**103**	**3**	**410**	**1,468**
8:45 AM	**0**	**3**	**0**	**4**	**0**	**9**	**0**	**14**	**0**	**0**	**242**	**6**	**1**	**14**	**104**	**1**	**398**	**1,557**
Count Total	0	18	2	9	0	59	0	134	0	1	1,604	59	11	126	624	16	2,663	
Pk Hr All	**0**	**11**	**2**	**6**	**0**	**33**	**0**	**75**	**0**	**0**	**922**	**37**	**11**	**63**	**387**	**10**	**1,557**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**18**	**2**	**1**	**3**	**15**	**1**	**42**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**3%**	**-**	**-**	**2%**	**5%**	**9%**	**5%**	**4%**	**10%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	1	4	*5*	0	0	0	1	*1*	0	0	0	0	*0*
7:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**2**	**4**	**10**	**16**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**7**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**7**	**2**	**9**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Count Total	0	3	27	34	*64*	0	0	1	3	*4*	1	0	0	0	*1*
Peak Hour	**0**	**2**	**20**	**20**	***42***	**0**	**0**	**1**	**2**	***3***	**1**	**0**	**0**	**0**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	8	22
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**6**	**24**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**2**	**8**	**0**	**16**	**35**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**3**	**1**	**11**	**41**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**9**	**42**
Count Total	0	0	0	0	0	1	0	2	0	0	25	2	1	4	28	1	64	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**18**	**2**	**1**	**3**	**15**	**1**	**42**	

Count Summaries - Bikes

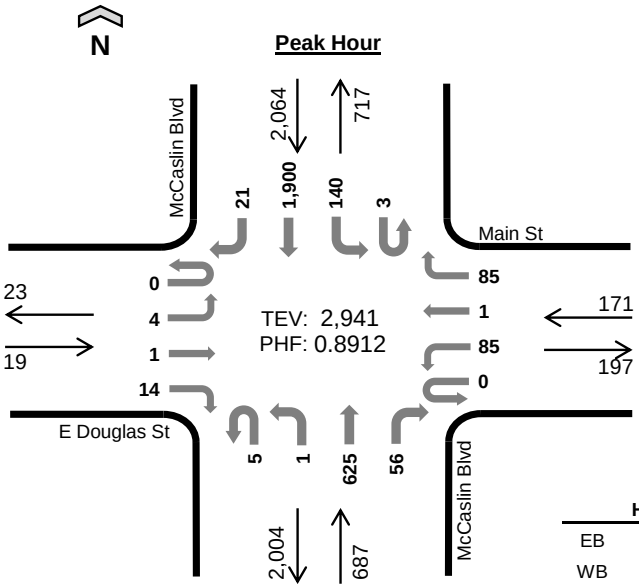
Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	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	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	

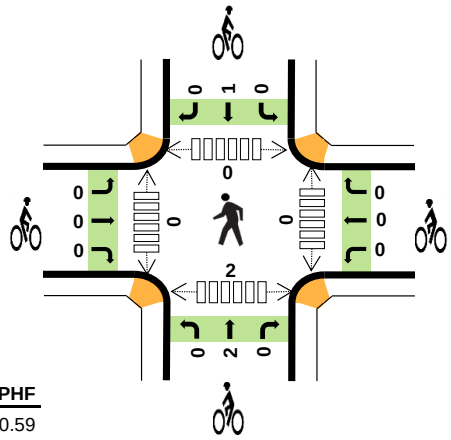
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Main St

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.59
WB	1%	0.81
NB	1%	0.93
SB	1%	0.88
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		E Douglas St Eastbound				Main St Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	1	3	0	19	0	19	1	0	142	13	1	38	449	1	687	0
5:15 PM		0	0	0	4	0	31	0	22	1	0	157	22	0	43	538	7	825	0
5:30 PM		0	4	0	4	0	14	1	16	1	1	158	7	0	22	452	10	690	0
5:45 PM		0	0	0	3	0	21	0	28	2	0	168	14	2	37	461	3	739	2,941
Pk Hr	All	0	4	1	14	0	85	1	85	5	1	625	56	3	140	1,900	21	2,941	
	HV	0	0	0	0	0	1	0	1	0	0	9	1	0	1	15	0	28	
	HV%	-	0%	0%	0%	-	1%	0%	1%	0%	0%	1%	2%	0%	1%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	3	3	*6*	0	0	1	0	*1*	0	0	0	0	*0*
5:15 PM	0	1	5	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	2	*3*	0	0	1	1	*2*	0	0	0	2	*2*
5:45 PM	0	1	1	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	2	10	16	*28*	0	0	2	1	*3*	0	0	0	2	*2*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	1	6	0	10	0	18	0	0	156	16	0	36	275	4	524	0
4:15 PM	0	1	1	2	0	13	0	20	0	0	144	27	2	32	369	6	617	0
4:30 PM	0	3	0	1	0	19	0	23	0	0	149	14	1	37	411	4	662	0
4:45 PM	0	2	0	1	0	16	0	19	0	0	188	20	1	50	407	7	711	2,514
5:00 PM	**0**	**0**	**1**	**3**	**0**	**19**	**0**	**19**	**1**	**0**	**142**	**13**	**1**	**38**	**449**	**1**	**687**	**2,677**
5:15 PM	**0**	**0**	**0**	**4**	**0**	**31**	**0**	**22**	**1**	**0**	**157**	**22**	**0**	**43**	**538**	**7**	**825**	**2,885**
5:30 PM	**0**	**4**	**0**	**4**	**0**	**14**	**1**	**16**	**1**	**1**	**158**	**7**	**0**	**22**	**452**	**10**	**690**	**2,913**
5:45 PM	**0**	**0**	**0**	**3**	**0**	**21**	**0**	**28**	**2**	**0**	**168**	**14**	**2**	**37**	**461**	**3**	**739**	**2,941**
Count Total	0	12	3	24	0	143	1	165	5	1	1,262	133	7	295	3,362	42	5,455	
Pk Hr All	**0**	**4**	**1**	**14**	**0**	**85**	**1**	**85**	**5**	**1**	**625**	**56**	**3**	**140**	**1,900**	**21**	**2,941**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**15**	**0**	**28**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**1%**	**2%**	**0%**	**1%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	2	5	6	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	0	5	*6*	0	1	0	0	*1*	0	0	2	0	*2*
4:45 PM	0	0	0	4	*4*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**3**	**3**	**6**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**1**	**5**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**2**	**2**
5:45 PM	**0**	**1**	**1**	**7**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	1	6	18	34	*59*	0	1	3	1	*5*	0	0	2	2	*4*
Peak Hour	**0**	**2**	**10**	**16**	***28***	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**2**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	3	0	0	0	3	0	7	0
4:15 PM	0	0	0	1	0	1	0	1	0	0	4	1	0	0	6	0	14	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	31
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**6**	**30**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**10**	**26**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**23**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**6**	**0**	**9**	**28**
Count Total	0	0	0	1	0	4	0	2	0	0	16	2	1	2	31	0	59	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**15**	**0**	**28**	

Count Summaries - Bikes

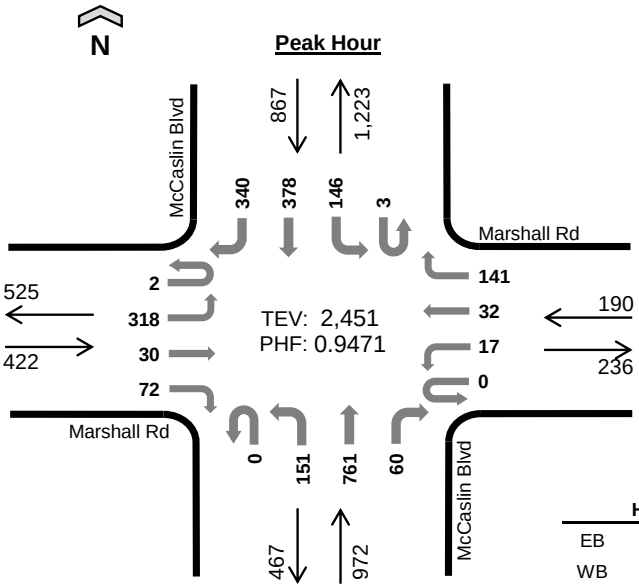
Interval Start	E Douglas St				Main St				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**4**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	0	0	0	0	0	1	0	0	0	2	1	0	0	1	0	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	

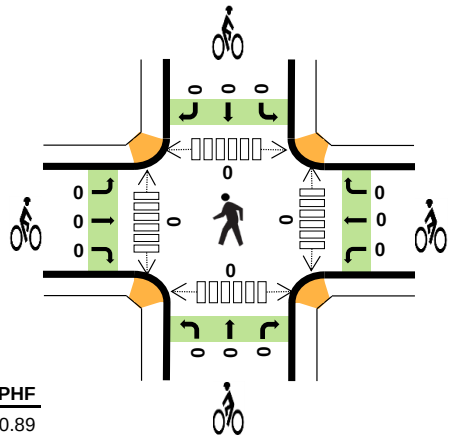
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Marshall Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	6%	0.89
WB	1%	0.82
NB	2%	0.93
SB	4%	0.90
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		1	70	4	16	0	3	9	31	0	30	167	21	0	38	82	82	554	0
8:15 AM		0	81	11	15	0	4	5	36	0	36	213	11	1	37	103	89	642	0
8:30 AM		1	85	9	23	0	5	17	36	0	38	183	17	1	32	87	74	608	0
8:45 AM		0	82	6	18	0	5	1	38	0	47	198	11	1	39	106	95	647	2,451
Pk Hr	All	2	318	30	72	0	17	32	141	0	151	761	60	3	146	378	340	2,451	
	HV	0	18	1	6	0	0	0	1	0	2	17	2	0	2	16	18	83	
	HV%	0%	6%	3%	8%	-	0%	0%	1%	-	1%	2%	3%	0%	1%	4%	5%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	8	1	3	7	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	6	0	5	12	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	6	0	4	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	0	9	10	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	25	1	21	36	*83*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	32	6	4	0	4	0	21	0	17	106	7	2	31	59	57	346	0
7:15 AM	0	53	3	11	0	0	3	32	0	17	147	14	0	27	87	52	446	0
7:30 AM	0	62	5	6	1	2	5	29	0	23	151	14	3	27	48	50	426	0
7:45 AM	0	51	3	8	0	6	4	28	0	32	180	13	2	30	78	78	513	1,731
8:00 AM	**1**	**70**	**4**	**16**	**0**	**3**	**9**	**31**	**0**	**30**	**167**	**21**	**0**	**38**	**82**	**82**	**554**	**1,939**
8:15 AM	**0**	**81**	**11**	**15**	**0**	**4**	**5**	**36**	**0**	**36**	**213**	**11**	**1**	**37**	**103**	**89**	**642**	**2,135**
8:30 AM	**1**	**85**	**9**	**23**	**0**	**5**	**17**	**36**	**0**	**38**	**183**	**17**	**1**	**32**	**87**	**74**	**608**	**2,317**
8:45 AM	**0**	**82**	**6**	**18**	**0**	**5**	**1**	**38**	**0**	**47**	**198**	**11**	**1**	**39**	**106**	**95**	**647**	**2,451**
Count Total	2	516	47	101	1	29	44	251	0	240	1,345	108	10	261	650	577	4,182	
Pk Hr All	**2**	**318**	**30**	**72**	**0**	**17**	**32**	**141**	**0**	**151**	**761**	**60**	**3**	**146**	**378**	**340**	**2,451**	
Pk Hr HV	**0**	**18**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**2**	**17**	**2**	**0**	**2**	**16**	**18**	**83**	
Pk Hr HV%	**0%**	**6%**	**3%**	**8%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**2%**	**3%**	**0%**	**1%**	**4%**	**5%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	0	1	11	*16*	0	0	0	0	*0*	1	3	2	1	*7*
7:30 AM	3	1	3	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	1	1	11	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**8**	**1**	**3**	**7**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**6**	**0**	**5**	**12**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**6**	**0**	**4**	**7**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**5**	**0**	**9**	**10**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	34	3	27	69	*133*	0	0	0	0	*0*	1	3	2	1	*7*
Peak Hour	**25**	**1**	**21**	**36**	***83***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	7	0
7:15 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	6	5	16	0
7:30 AM	0	3	0	0	0	0	0	1	0	0	3	0	0	1	2	2	12	0
7:45 AM	0	2	0	0	0	0	0	1	0	0	1	0	0	0	3	8	15	50
8:00 AM	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**6**	**19**	**62**
8:15 AM	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**7**	**5**	**23**	**69**
8:30 AM	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**4**	**17**	**74**
8:45 AM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**1**	**6**	**3**	**24**	**83**
Count Total	0	27	1	6	0	0	0	3	0	2	23	2	0	4	29	36	133	
Pk Hr Heavy	**0**	**18**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**2**	**17**	**2**	**0**	**2**	**16**	**18**	**83**	

Count Summaries - Bikes

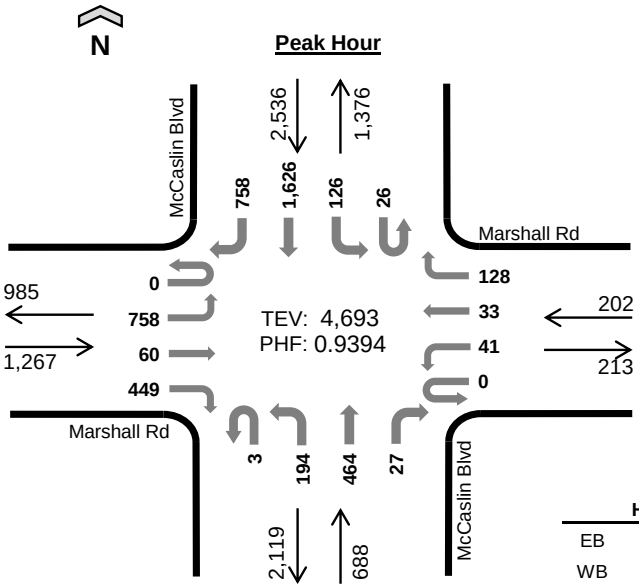
Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

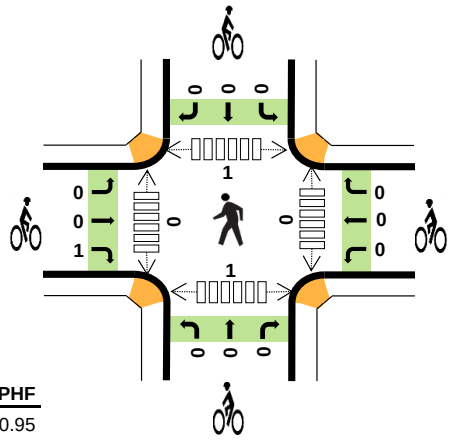
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
Marshall Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.95
WB	1%	0.81
NB	2%	0.88
SB	1%	0.90
TOTAL	1%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	183	14	93	0	8	8	27	0	39	101	7	6	30	399	213	1,128	0
5:15 PM		0	187	16	110	0	14	6	42	0	42	114	10	7	33	477	191	1,249	0
5:30 PM		0	200	13	121	0	9	13	35	1	51	123	5	7	31	376	166	1,151	0
5:45 PM		0	188	17	125	0	10	6	24	2	62	126	5	6	32	374	188	1,165	4,693
Pk Hr	All	0	758	60	449	0	41	33	128	3	194	464	27	26	126	1,626	758	4,693	
	HV	0	4	0	7	0	0	1	1	0	5	6	0	0	0	10	3	37	
	HV%	-	1%	0%	2%	-	0%	3%	1%	0%	3%	1%	0%	0%	0%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	3	1	5	3	*12*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	3	0	4	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	0	1	3	*5*	1	0	0	0	*1*	0	0	0	0	*0*
5:45 PM	4	1	1	3	*9*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	11	2	11	13	*37*	1	0	0	0	*1*	0	0	1	1	*2*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	186	11	75	0	15	13	27	0	45	98	5	5	33	231	210	954	0
4:15 PM	0	190	15	87	0	11	12	37	0	47	109	11	2	27	321	187	1,056	0
4:30 PM	2	209	6	86	0	17	10	22	0	52	104	8	11	23	367	224	1,141	0
4:45 PM	0	186	14	90	0	17	5	30	0	55	143	9	5	39	364	180	1,137	4,288
5:00 PM	**0**	**183**	**14**	**93**	**0**	**8**	**8**	**27**	**0**	**39**	**101**	**7**	**6**	**30**	**399**	**213**	**1,128**	**4,462**
5:15 PM	**0**	**187**	**16**	**110**	**0**	**14**	**6**	**42**	**0**	**42**	**114**	**10**	**7**	**33**	**477**	**191**	**1,249**	**4,655**
5:30 PM	**0**	**200**	**13**	**121**	**0**	**9**	**13**	**35**	**1**	**51**	**123**	**5**	**7**	**31**	**376**	**166**	**1,151**	**4,665**
5:45 PM	**0**	**188**	**17**	**125**	**0**	**10**	**6**	**24**	**2**	**62**	**126**	**5**	**6**	**32**	**374**	**188**	**1,165**	**4,693**
Count Total	2	1,529	106	787	0	101	73	244	3	393	918	60	49	248	2,909	1,559	8,981	
Pk Hr All	**0**	**758**	**60**	**449**	**0**	**41**	**33**	**128**	**3**	**194**	**464**	**27**	**26**	**126**	**1,626**	**758**	**4,693**	
Pk Hr HV	**0**	**4**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**5**	**6**	**0**	**0**	**0**	**10**	**3**	**37**	
Pk Hr HV%	**-**	**1%**	**0%**	**2%**	**-**	**0%**	**3%**	**1%**	**0%**	**3%**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	2	4	*8*	0	0	0	0	*0*	1	1	1	1	*4*
4:15 PM	1	0	5	10	*16*	0	0	0	0	*0*	1	0	1	0	*2*
4:30 PM	1	0	2	6	*9*	0	0	1	1	*2*	0	0	0	1	*1*
4:45 PM	6	2	0	4	*12*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	**3**	**1**	**5**	**3**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**3**	**0**	**4**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**1**	**0**	**1**	**3**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**4**	**1**	**1**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Count Total	21	4	20	37	*82*	1	0	2	1	*4*	2	1	3	3	*9*
Peak Hour	**11**	**2**	**11**	**13**	***37***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	2	8	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	2	7	1	16	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	3	9	0
4:45 PM	0	5	0	1	0	1	0	1	0	0	0	0	0	1	3	0	12	45
5:00 PM	**0**	**1**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**2**	**12**	**49**
5:15 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**	**11**	**44**
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**40**
5:45 PM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**9**	**37**
Count Total	0	12	0	9	0	1	1	2	0	5	15	0	0	3	25	9	82	
Pk Hr Heavy	**0**	**4**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**5**	**6**	**0**	**0**	**0**	**10**	**3**	**37**	

Count Summaries - Bikes

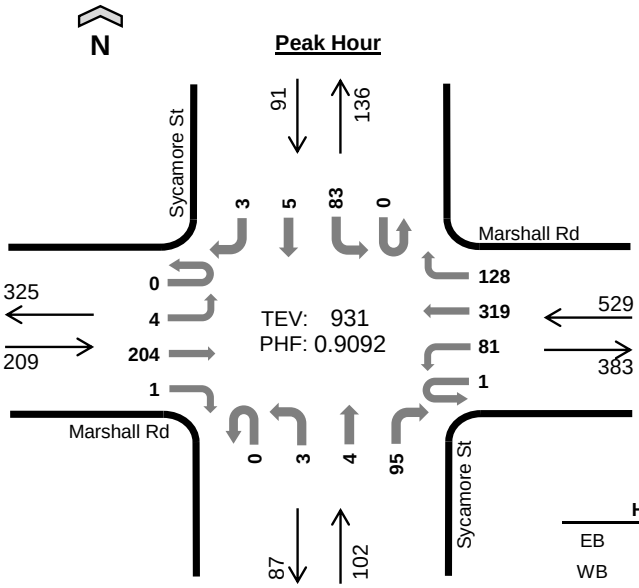
Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	4	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

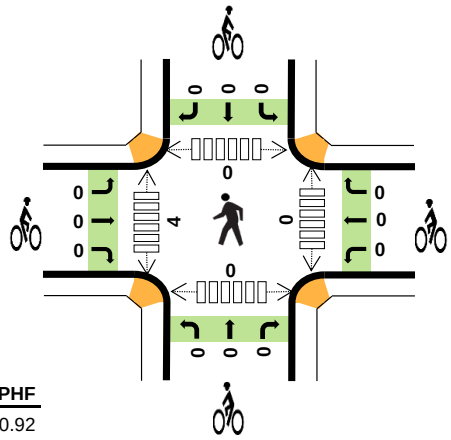
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sycamore St
Marshall Rd

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	6%	0.92
WB	4%	0.91
NB	5%	0.71
SB	4%	0.69
TOTAL	5%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**3**	**47**	**0**	**0**	**17**	**70**	**32**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**1**	**201**	**0**
8:15 AM		**0**	**0**	**56**	**0**	**0**	**21**	**79**	**37**	**0**	**0**	**1**	**22**	**0**	**30**	**2**	**1**	**249**	**0**
8:30 AM		**0**	**0**	**46**	**0**	**1**	**17**	**78**	**32**	**0**	**2**	**1**	**33**	**0**	**15**	**0**	**0**	**225**	**0**
8:45 AM		**0**	**1**	**55**	**1**	**0**	**26**	**92**	**27**	**0**	**1**	**2**	**23**	**0**	**24**	**3**	**1**	**256**	**931**
Pk Hr	All	**0**	**4**	**204**	**1**	**1**	**81**	**319**	**128**	**0**	**3**	**4**	**95**	**0**	**83**	**5**	**3**	**931**	
	HV	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	
	HV%	**-**	**0%**	**6%**	**0%**	**0%**	**14%**	**3%**	**2%**	**-**	**0%**	**0%**	**5%**	**-**	**5%**	**0%**	**0%**	**5%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**4**	**8**	**0**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
8:15 AM	**4**	**6**	**4**	**1**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
8:30 AM	**1**	**5**	**1**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	**4**	**4**	**0**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Peak Hour	**13**	**23**	**5**	**4**	***45***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	***4***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	25	0	0	20	43	13	0	0	1	7	0	1	0	0	110	0
7:15 AM	0	0	39	0	0	9	50	10	0	0	1	14	0	14	0	0	137	0
7:30 AM	0	0	42	0	0	18	51	11	0	0	1	16	0	4	0	0	143	0
7:45 AM	0	0	36	0	0	21	66	21	0	0	0	19	0	8	1	0	172	562
8:00 AM	**0**	**3**	**47**	**0**	**0**	**17**	**70**	**32**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**1**	**201**	**653**
8:15 AM	**0**	**0**	**56**	**0**	**0**	**21**	**79**	**37**	**0**	**0**	**1**	**22**	**0**	**30**	**2**	**1**	**249**	**765**
8:30 AM	**0**	**0**	**46**	**0**	**1**	**17**	**78**	**32**	**0**	**2**	**1**	**33**	**0**	**15**	**0**	**0**	**225**	**847**
8:45 AM	**0**	**1**	**55**	**1**	**0**	**26**	**92**	**27**	**0**	**1**	**2**	**23**	**0**	**24**	**3**	**1**	**256**	**931**
Count Total	0	4	346	1	1	149	529	183	0	3	7	151	0	110	6	3	1,493	
Pk Hr All	**0**	**4**	**204**	**1**	**1**	**81**	**319**	**128**	**0**	**3**	**4**	**95**	**0**	**83**	**5**	**3**	**931**	
Pk Hr HV	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	
Pk Hr HV%	**-**	**0%**	**6%**	**0%**	**0%**	**14%**	**3%**	**2%**	**-**	**0%**	**0%**	**5%**	**-**	**5%**	**0%**	**0%**	**5%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	5	4	0	0	*9*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	5	1	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**4**	**8**	**0**	**2**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
8:15 AM	**4**	**6**	**4**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
8:30 AM	**1**	**5**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**4**	**4**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
Count Total	20	38	6	6	*70*	0	0	0	0	*0*	0	5	0	1	*6*
Peak Hour	**13**	**23**	**5**	**4**	***45***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	**4**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	5	0	0	1	2	1	0	0	0	0	0	0	0	0	9	0
7:30 AM	0	0	2	0	0	1	1	1	0	0	0	0	0	1	0	0	6	0
7:45 AM	0	0	0	0	0	0	4	1	0	0	0	1	0	0	1	0	7	25
8:00 AM	**0**	**0**	**4**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**36**
8:15 AM	**0**	**0**	**4**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**15**	**42**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**43**
8:45 AM	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**45**
Count Total	0	0	20	0	0	14	17	7	0	0	0	6	0	5	1	0	70	
Pk Hr Heavy	**0**	**0**	**13**	**0**	**0**	**11**	**9**	**3**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**45**	

Count Summaries - Bikes

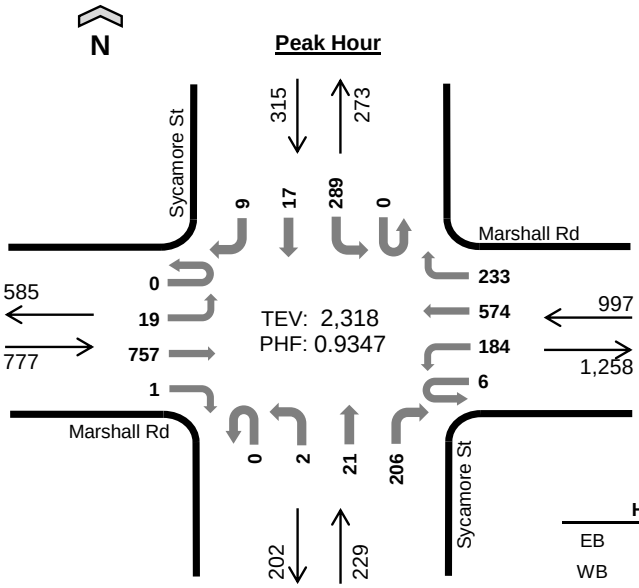
Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

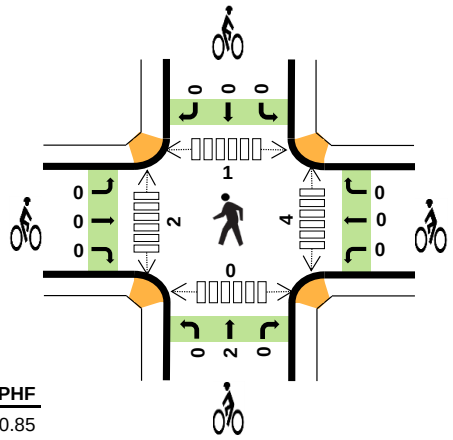
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sycamore St
Marshall Rd

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.85
WB	1%	0.97
NB	1%	0.87
SB	1%	0.96
TOTAL	1%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	6	150	0	2	33	158	63	0	0	8	46	0	70	8	1	545	0
5:15 PM		0	5	222	1	2	52	139	62	0	1	4	50	0	72	6	4	620	0
5:30 PM		0	3	195	0	0	53	132	53	0	0	7	47	0	72	3	3	568	0
5:45 PM		0	5	190	0	2	46	145	55	0	1	2	63	0	75	0	1	585	2,318
Pk Hr	All	0	19	757	1	6	184	574	233	0	2	21	206	0	289	17	9	2,318	
	HV	0	0	8	0	0	3	1	3	0	0	0	2	0	3	0	0	20	
	HV%	-	0%	1%	0%	0%	2%	0%	1%	-	0%	0%	1%	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	4	3	0	1	*8*	0	0	2	0	*2*	3	0	0	0	*3*
5:15 PM	1	1	1	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	3	1	1	*8*	0	0	0	0	*0*	1	2	0	0	*3*
Peak Hour	8	7	2	3	*20*	0	0	2	0	*2*	4	2	1	0	*7*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Marshall Rd Eastbound				Marshall Rd Westbound				Sycamore St Northbound				Sycamore St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	155	2	0	51	152	60	1	4	4	50	0	58	4	2	544	0
4:15 PM	0	3	214	0	0	44	146	52	0	2	2	54	0	43	3	4	567	0
4:30 PM	1	2	149	0	2	47	150	72	0	2	2	57	0	62	6	5	557	0
4:45 PM	0	4	186	1	0	41	141	70	0	0	2	52	0	65	4	1	567	2,235
5:00 PM	**0**	**6**	**150**	**0**	**2**	**33**	**158**	**63**	**0**	**0**	**8**	**46**	**0**	**70**	**8**	**1**	**545**	**2,236**
5:15 PM	**0**	**5**	**222**	**1**	**2**	**52**	**139**	**62**	**0**	**1**	**4**	**50**	**0**	**72**	**6**	**4**	**620**	**2,289**
5:30 PM	**0**	**3**	**195**	**0**	**0**	**53**	**132**	**53**	**0**	**0**	**7**	**47**	**0**	**72**	**3**	**3**	**568**	**2,300**
5:45 PM	**0**	**5**	**190**	**0**	**2**	**46**	**145**	**55**	**0**	**1**	**2**	**63**	**0**	**75**	**0**	**1**	**585**	**2,318**
Count Total	1	29	1,461	4	8	367	1,163	487	1	10	31	419	0	517	34	21	4,553	
Pk Hr All	**0**	**19**	**757**	**1**	**6**	**184**	**574**	**233**	**0**	**2**	**21**	**206**	**0**	**289**	**17**	**9**	**2,318**	
Pk Hr HV	**0**	**0**	**8**	**0**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**0%**	**2%**	**0%**	**1%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	4	3	0	0	*7*	0	0	0	0	*0*	1	1	0	0	*2*
4:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	3	0	1	2	*6*	0	1	0	0	*1*	0	0	1	0	*1*
5:00 PM	**4**	**3**	**0**	**1**	**8**	**0**	**0**	**2**	**0**	**2**	**3**	**0**	**0**	**0**	**3**
5:15 PM	**1**	**1**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**3**	**3**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**3**
Count Total	18	15	3	5	*41*	0	1	2	0	*3*	5	4	2	0	*11*
Peak Hour	**8**	**7**	**2**	**3**	***20***	**0**	**0**	**2**	**0**	***2***	**4**	**2**	**1**	**0**	**7**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	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	1	0	0	3	0	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	2	0	0	6	21
5:00 PM	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**22**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**21**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
5:45 PM	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**20**
Count Total	0	0	17	1	0	4	7	4	0	0	0	3	0	5	0	0	41	
Pk Hr Heavy	**0**	**0**	**8**	**0**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	

Count Summaries - Bikes

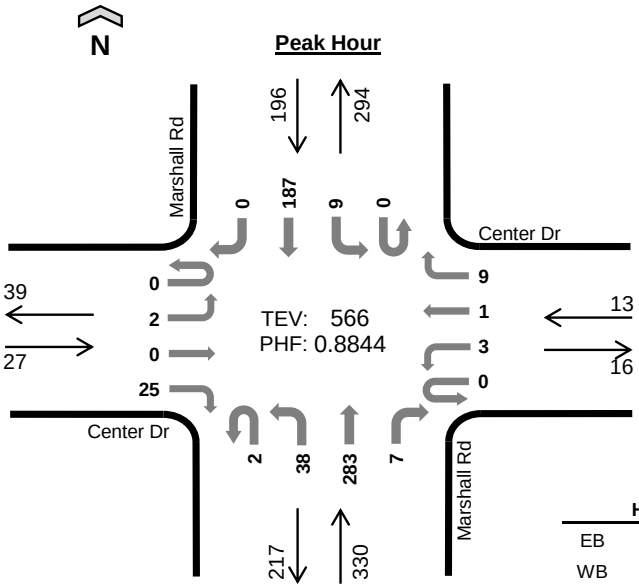
Interval Start	Marshall Rd				Marshall Rd				Sycamore St				Sycamore St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
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**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

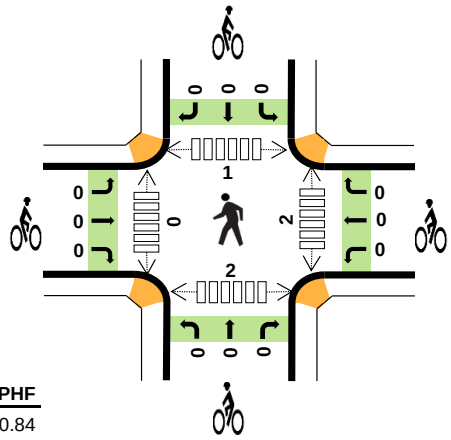
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Marshall Rd
Center Dr

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	0%	0.84
WB	8%	0.65
NB	2%	0.84
SB	6%	0.89
TOTAL	4%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		**0**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**1**	**8**	**61**	**1**	**0**	**3**	**50**	**0**	**136**	**0**
8:15 AM		**0**	**0**	**0**	**7**	**0**	**1**	**1**	**3**	**0**	**6**	**77**	**1**	**0**	**1**	**49**	**0**	**146**	**0**
8:30 AM		**0**	**0**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**7**	**68**	**2**	**0**	**3**	**35**	**0**	**124**	**0**
8:45 AM		**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**17**	**77**	**3**	**0**	**2**	**53**	**0**	**160**	**566**
Pk Hr	All	**0**	**2**	**0**	**25**	**0**	**3**	**1**	**9**	**2**	**38**	**283**	**7**	**0**	**9**	**187**	**0**	**566**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	
	HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**11%**	**0%**	**3%**	**2%**	**0%**	**-**	**0%**	**6%**	**-**	**4%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	***4***
8:30 AM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:45 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**1**	**8**	**12**	***21***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	***5***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	8	0	1	0	1	0	6	32	0	0	0	17	0	66	0
7:15 AM	0	0	0	8	0	2	0	0	0	2	47	4	0	3	31	0	97	0
7:30 AM	0	0	0	2	0	2	0	0	0	9	41	0	0	1	32	0	87	0
7:45 AM	0	0	0	3	0	1	0	1	0	11	53	1	0	2	30	0	102	352
8:00 AM	**0**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**1**	**8**	**61**	**1**	**0**	**3**	**50**	**0**	**136**	**422**
8:15 AM	**0**	**0**	**0**	**7**	**0**	**1**	**1**	**3**	**0**	**6**	**77**	**1**	**0**	**1**	**49**	**0**	**146**	**471**
8:30 AM	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**7**	**68**	**2**	**0**	**3**	**35**	**0**	**124**	**508**
8:45 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**17**	**77**	**3**	**0**	**2**	**53**	**0**	**160**	**566**
Count Total	0	3	0	46	0	9	1	11	2	66	456	12	0	15	297	0	918	
Pk Hr All	**0**	**2**	**0**	**25**	**0**	**3**	**1**	**9**	**2**	**38**	**283**	**7**	**0**	**9**	**187**	**0**	**566**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**11%**	**0%**	**3%**	**2%**	**0%**	**-**	**0%**	**6%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	0	2	2	*6*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:45 AM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**1**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**
8:30 AM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:45 AM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	2	1	17	18	*38*	0	0	0	0	*0*	2	1	1	3	*7*
Peak Hour	**0**	**1**	**8**	**12**	***21***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	**5**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	17
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**21**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**21**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**23**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**21**
Count Total	0	0	0	2	0	0	0	1	0	2	15	0	0	0	18	0	38	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**12**	**0**	**21**	

Count Summaries - Bikes

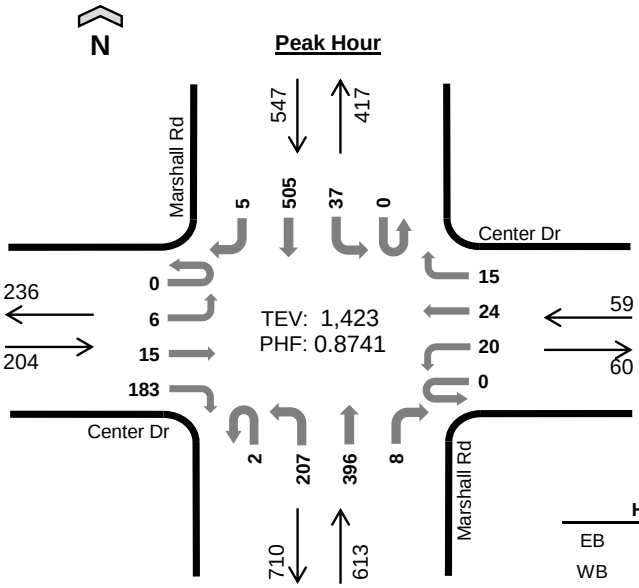
Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

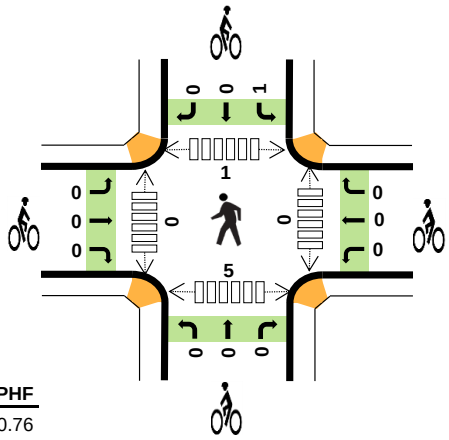
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Marshall Rd
Center Dr

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	0%	0.76
WB	0%	0.67
NB	1%	0.92
SB	2%	0.85
TOTAL	1%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	3	35	0	5	2	4	1	52	105	1	0	11	122	2	344	0
4:15 PM		0	1	5	61	0	3	7	3	1	67	98	1	0	13	146	1	407	0
4:30 PM		0	1	4	39	0	5	4	4	0	53	102	3	0	8	109	2	334	0
4:45 PM		0	3	3	48	0	7	11	4	0	35	91	3	0	5	128	0	338	1,423
Pk Hr	All	0	6	15	183	0	20	24	15	2	207	396	8	0	37	505	5	1,423	
	HV	0	0	0	1	0	0	0	0	0	2	4	0	0	0	9	0	16	
	HV%	-	0%	0%	1%	-	0%	0%	0%	0%	1%	1%	0%	-	0%	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:00 PM	1	0	3	2	*6*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	2	*2*
4:30 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	3	*3*
Peak Hour	1	0	6	9	*16*	0	0	0	1	*1*	0	0	1	5	*6*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Center Dr Eastbound				Center Dr Westbound				Marshall Rd Northbound				Marshall Rd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**3**	**35**	**0**	**5**	**2**	**4**	**1**	**52**	**105**	**1**	**0**	**11**	**122**	**2**	**344**	0
4:15 PM	**0**	**1**	**5**	**61**	**0**	**3**	**7**	**3**	**1**	**67**	**98**	**1**	**0**	**13**	**146**	**1**	**407**	**0**
4:30 PM	**0**	**1**	**4**	**39**	**0**	**5**	**4**	**4**	**0**	**53**	**102**	**3**	**0**	**8**	**109**	**2**	**334**	**0**
4:45 PM	**0**	**3**	**3**	**48**	**0**	**7**	**11**	**4**	**0**	**35**	**91**	**3**	**0**	**5**	**128**	**0**	**338**	**1,423**
5:00 PM	0	1	3	54	0	7	6	8	1	67	78	2	0	7	100	0	334	1,413
5:15 PM	0	0	6	47	0	6	1	2	2	72	83	0	0	2	158	0	379	1,385
5:30 PM	0	0	6	42	0	6	6	3	1	44	86	3	0	7	139	0	343	1,394
5:45 PM	0	1	3	40	0	10	2	5	0	60	79	3	0	6	138	1	348	1,404
Count Total	0	8	33	366	0	49	39	33	6	450	722	16	0	59	1,040	6	2,827	
Pk Hr All	**0**	**6**	**15**	**183**	**0**	**20**	**24**	**15**	**2**	**207**	**396**	**8**	**0**	**37**	**505**	**5**	**1,423**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**9**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**1%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**1**	**0**	**3**	**2**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
4:30 PM	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
4:45 PM	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
5:00 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	4	0	*4*
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	2	7	16	*27*	0	0	0	1	*1*	0	0	5	6	*11*
Peak Hour	**1**	**0**	**6**	**9**	***16***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**5**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	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**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**6**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**16**
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	14
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	4	11
Count Total	0	0	1	1	0	2	0	0	0	3	4	0	0	0	15	1	27	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**9**	**0**	**16**	

Count Summaries - Bikes

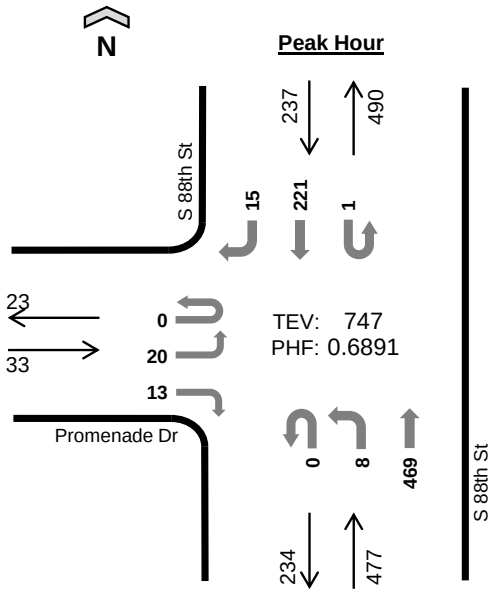
Interval Start	Center Dr				Center Dr				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
4:15 PM	**0**	**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**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	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	0
5:30 PM	0	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	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	

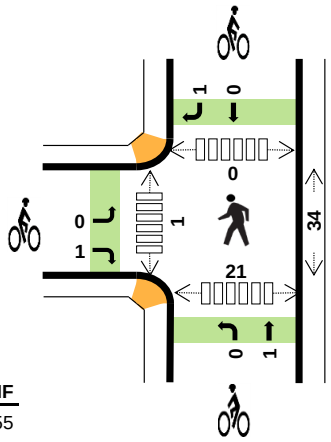
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Promenade Dr

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	9%	0.55
WB	--	--
NB	1%	0.70
SB	3%	0.61
TOTAL	2%	0.69

Peak Hour Count Summaries

Peak Hour Interval Start		Promenade Dr Eastbound				n/a Westbound				S 88th St Northbound				S 88th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	5	0	2	0	0	0	0	0	0	100	0	0	0	55	2	164	0
8:15 AM		0	2	0	5	0	0	0	0	0	4	95	0	0	0	27	6	139	0
8:30 AM		0	11	0	4	0	0	0	0	0	1	107	0	0	0	48	2	173	0
8:45 AM		0	2	0	2	0	0	0	0	0	3	167	0	1	0	91	5	271	747
Pk Hr	All	0	20	0	13	0	0	0	0	0	8	469	0	1	0	221	15	747	
	HV	0	2	0	1	0	0	0	0	0	0	7	0	0	0	5	1	16	
	HV%	-	10%	-	8%	-	-	-	-	-	0%	1%	-	0%	-	2%	7%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	1	0	2	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	0	0	*0*	0	0	1	0	*1*	1	0	0	0	*1*
8:30 AM	1	0	1	2	*4*	0	0	0	0	*0*	26	0	0	19	*45*
8:45 AM	1	0	4	1	*6*	1	0	0	1	*2*	7	1	0	2	*10*
Peak Hour	3	0	7	6	*16*	1	0	1	1	*3*	34	1	0	21	*56*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	51	0	0	0	19	4	75	0
7:15 AM	0	3	0	4	0	0	0	0	0	1	99	0	0	0	23	3	133	0
7:30 AM	0	4	0	0	0	0	0	0	0	2	108	0	0	0	33	5	152	0
7:45 AM	0	5	0	3	0	0	0	0	0	2	114	0	0	0	53	3	180	540
8:00 AM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**0**	**0**	**55**	**2**	**164**	**629**
8:15 AM	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**95**	**0**	**0**	**0**	**27**	**6**	**139**	**635**
8:30 AM	**0**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**107**	**0**	**0**	**0**	**48**	**2**	**173**	**656**
8:45 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**167**	**0**	**1**	**0**	**91**	**5**	**271**	**747**
Count Total	0	33	0	20	0	0	0	0	0	13	841	0	1	0	349	30	1,287	
Pk Hr All	**0**	**20**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**8**	**469**	**0**	**1**	**0**	**221**	**15**	**747**	
Pk Hr HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**1**	**16**	
Pk Hr HV%	**-**	**10%**	**-**	**8%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**0%**	**-**	**2%**	**7%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	2	4	*6*	0	0	2	1	*3*	2	2	0	0	*4*
7:45 AM	0	0	1	1	*2*	0	0	1	0	*1*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**2**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
8:30 AM	**1**	**0**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**19**	**45**
8:45 AM	**1**	**0**	**4**	**1**	**6**	**1**	**0**	**0**	**1**	**2**	**7**	**1**	**0**	**2**	**10**
Count Total	3	0	10	11	*24*	1	0	5	2	*8*	37	3	0	21	*61*
Peak Hour	**3**	**0**	**7**	**6**	***16***	**1**	**0**	**1**	**1**	***3***	**34**	**1**	**0**	**21**	**56**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	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	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**6**	**14**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**12**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**6**	**16**
Count Total	0	2	0	1	0	0	0	0	0	1	9	0	0	0	8	3	24	
Pk Hr Heavy	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**1**	**16**	

Count Summaries - Bikes

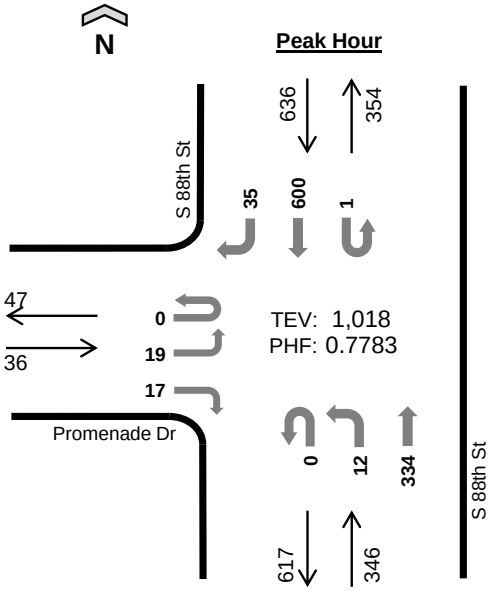
Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
Count Total	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	2	8	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	

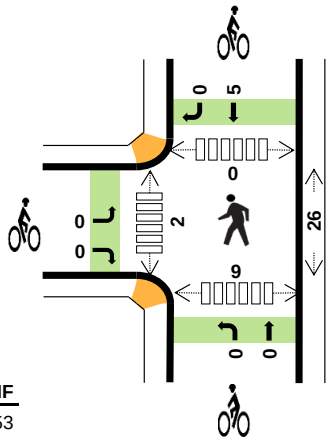
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

S 88th St
Promenade Dr

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	8%	0.53
WB	--	--
NB	2%	0.85
SB	1%	0.72
TOTAL	1%	0.78

Peak Hour Count Summaries

Peak Hour Interval Start		Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**1**	**0**	**207**	**14**	**327**	**0**
4:15 PM		**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**75**	**0**	**0**	**0**	**182**	**9**	**277**	**0**
4:30 PM		**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**0**	**0**	**0**	**115**	**6**	**231**	**0**
4:45 PM		**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**73**	**0**	**0**	**0**	**96**	**6**	**183**	**1,018**
Pk Hr	All	**0**	**19**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**334**	**0**	**1**	**0**	**600**	**35**	**1,018**	
	HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	
	HV%	**-**	**11%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**3%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:00 PM	**2**	**0**	**1**	**4**	***7***	**0**	**0**	**0**	**1**	***1***	**16**	**0**	**0**	**5**	***21***
4:15 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**2**	***2***	**6**	**1**	**0**	**4**	***11***
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**0**	**0**	***2***
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**3**	**0**	**0**	**0**	***3***
Peak Hour	**3**	**0**	**6**	**6**	***15***	**0**	**0**	**0**	**5**	***5***	**26**	**2**	**0**	**9**	***37***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**1**	**0**	**207**	**14**	**327**	0
4:15 PM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**75**	**0**	**0**	**0**	**182**	**9**	**277**	**0**
4:30 PM	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**0**	**0**	**0**	**115**	**6**	**231**	**0**
4:45 PM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**73**	**0**	**0**	**0**	**96**	**6**	**183**	**1,018**
5:00 PM	0	6	0	6	0	0	0	0	0	6	79	0	0	0	109	7	213	904
5:15 PM	0	3	0	9	0	0	0	0	0	3	92	0	0	0	88	5	200	827
5:30 PM	0	4	0	9	0	0	0	0	0	4	106	0	0	0	89	13	225	821
5:45 PM	0	3	0	5	0	0	0	0	0	5	83	0	0	0	95	11	202	840
Count Total	0	35	0	46	0	0	0	0	0	30	694	0	1	0	981	71	1,858	
Pk Hr All	**0**	**19**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**334**	**0**	**1**	**0**	**600**	**35**	**1,018**	
Pk Hr HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	
Pk Hr HV%	**-**	**11%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**3%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**2**	**0**	**1**	**4**	**7**	**0**	**0**	**0**	**1**	**1**	**16**	**0**	**0**	**5**	**21**
4:15 PM	**0**	**0**	**5**	**2**	**7**	**0**	**0**	**0**	**2**	**2**	**6**	**1**	**0**	**4**	**11**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**2**
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**3**
5:00 PM	0	0	0	1	*1*	0	0	1	0	*1*	2	0	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	1	*1*	10	0	0	0	*10*
5:30 PM	0	0	1	0	*1*	0	0	0	1	*1*	1	0	0	0	*1*
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	1	0	0	1	*2*
Count Total	3	0	7	7	*17*	0	0	2	7	*9*	40	2	0	10	*52*
Peak Hour	**3**	**0**	**6**	**6**	***15***	**0**	**0**	**0**	**5**	***5***	**26**	**2**	**0**	**9**	**37**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**7**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**1**	**7**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	1	0	0	0	0	0	0	7	0	0	0	6	1	17	
Pk Hr Heavy	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**1**	**15**	

Count Summaries - Bikes

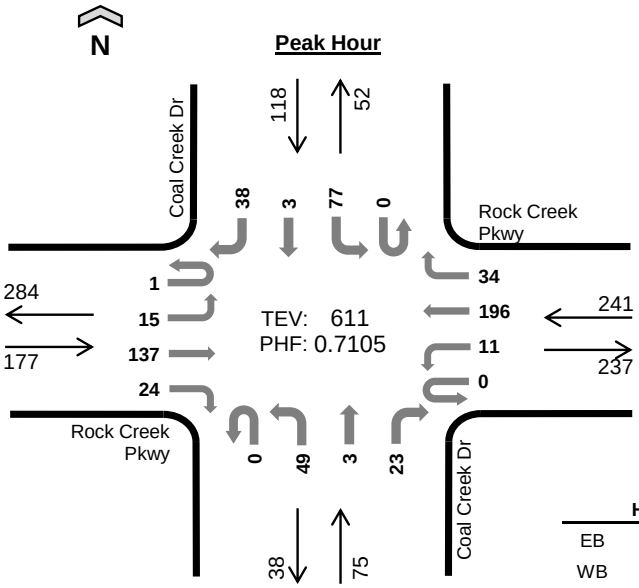
Interval Start	Promenade Dr				n/a				S 88th St				S 88th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**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**	**1**	**0**	**1**	**5**
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	9	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	

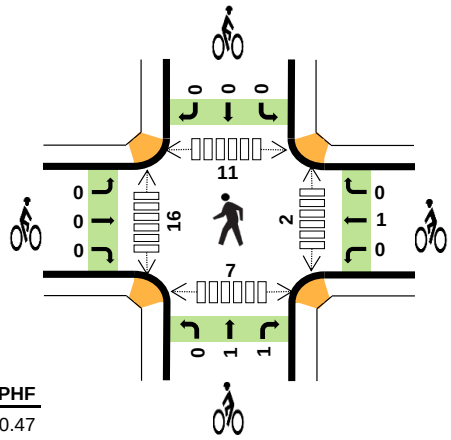
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Coal Creek Dr
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.47
WB	2%	0.86
NB	0%	0.78
SB	0%	0.84
TOTAL	1%	0.71

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				Coal Creek Dr Northbound				Coal Creek Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	19	4	0	4	41	12	0	8	1	5	0	24	1	3	122	0
8:15 AM		0	1	26	5	0	0	41	7	0	12	0	5	0	14	0	11	122	0
8:30 AM		0	2	21	4	0	3	57	6	0	15	2	7	0	20	2	13	152	0
8:45 AM		1	12	71	11	0	4	57	9	0	14	0	6	0	19	0	11	215	611
Pk Hr	All	1	15	137	24	0	11	196	34	0	49	3	23	0	77	3	38	611	
	HV	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	
	HV%	0%	0%	2%	0%	-	0%	3%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	1	0	0	*1*	0	1	0	0	*1*	0	1	0	2	*3*
8:15 AM	1	1	0	0	*2*	0	0	1	0	*1*	2	2	1	2	*7*
8:30 AM	0	1	0	0	*1*	0	0	1	0	*1*	0	11	8	3	*22*
8:45 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	2	2	0	*4*
Peak Hour	3	5	0	0	*8*	0	1	2	0	*3*	2	16	11	7	*36*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	14	3	0	2	26	2	0	7	0	2	0	8	0	6	73	0
7:15 AM	0	2	19	1	0	1	25	2	0	10	0	5	0	20	0	5	90	0
7:30 AM	0	2	32	2	0	1	42	3	0	5	0	3	0	9	0	8	107	0
7:45 AM	0	1	24	3	0	2	38	5	0	13	0	4	0	21	1	11	123	393
8:00 AM	**0**	**0**	**19**	**4**	**0**	**4**	**41**	**12**	**0**	**8**	**1**	**5**	**0**	**24**	**1**	**3**	**122**	**442**
8:15 AM	**0**	**1**	**26**	**5**	**0**	**0**	**41**	**7**	**0**	**12**	**0**	**5**	**0**	**14**	**0**	**11**	**122**	**474**
8:30 AM	**0**	**2**	**21**	**4**	**0**	**3**	**57**	**6**	**0**	**15**	**2**	**7**	**0**	**20**	**2**	**13**	**152**	**519**
8:45 AM	**1**	**12**	**71**	**11**	**0**	**4**	**57**	**9**	**0**	**14**	**0**	**6**	**0**	**19**	**0**	**11**	**215**	**611**
Count Total	1	23	226	33	0	17	327	46	0	84	3	37	0	135	4	68	1,004	
Pk Hr All	**1**	**15**	**137**	**24**	**0**	**11**	**196**	**34**	**0**	**49**	**3**	**23**	**0**	**77**	**3**	**38**	**611**	
Pk Hr HV	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	
Pk Hr HV%	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	1	0	*2*
7:15 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	1	1	*2*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	1	3	1	0	*5*
7:45 AM	1	1	1	0	*3*	0	0	1	2	*3*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**3**
8:15 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**1**	**2**	**7**
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**11**	**8**	**3**	**22**
8:45 AM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**
Count Total	5	8	1	0	*14*	0	1	3	2	*6*	3	20	14	8	*45*
Peak Hour	**3**	**5**	**0**	**0**	***8***	**0**	**1**	**2**	**0**	***3***	**2**	**16**	**11**	**7**	**36**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
Count Total	0	0	5	0	0	1	7	0	0	0	0	1	0	0	0	0	14	
Pk Hr Heavy	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	

Count Summaries - Bikes

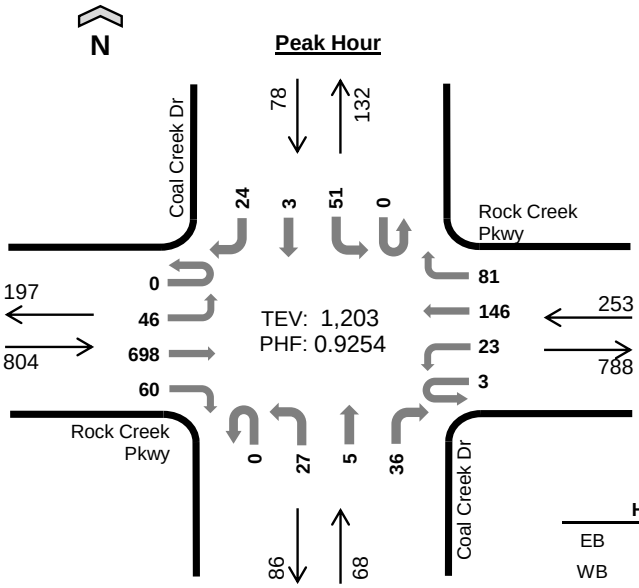
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	1	0	0	1	1	0	3	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	0	0	0	0	0	1	0	0	0	2	1	0	1	1	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	

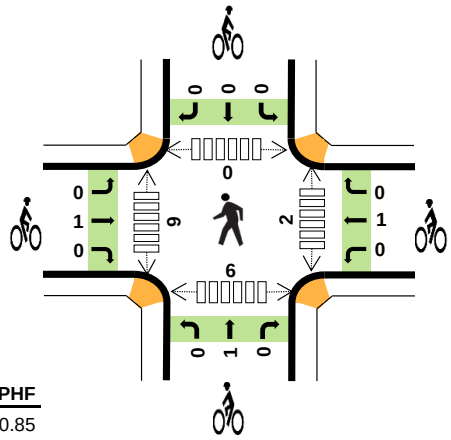
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Coal Creek Dr
Rock Creek Pkwy

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.85
WB	1%	0.94
NB	0%	0.77
SB	0%	0.75
TOTAL	0%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Rock Creek Pkwy Eastbound				Rock Creek Pkwy Westbound				Coal Creek Dr Northbound				Coal Creek Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	6	171	10	0	4	40	23	0	5	2	4	0	13	1	5	284	0
5:15 PM		0	8	184	15	0	2	46	19	0	7	2	9	0	18	1	7	318	0
5:30 PM		0	17	206	14	1	8	24	19	0	8	1	13	0	9	0	5	325	0
5:45 PM		0	15	137	21	2	9	36	20	0	7	0	10	0	11	1	7	276	1,203
Pk Hr	All	0	46	698	60	3	23	146	81	0	27	5	36	0	51	3	24	1,203	
	HV	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	0%	0%	0%	33%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	1	*5*
5:15 PM	0	1	0	0	*1*	0	0	1	0	*1*	2	1	0	1	*4*
5:30 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	2	0	3	*5*
5:45 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	2	0	1	*3*
Peak Hour	2	2	0	0	*4*	1	1	1	0	*3*	2	9	0	6	*17*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	15	52	9	0	6	77	22	0	11	2	4	0	19	0	12	229	0
4:15 PM	0	8	59	5	0	12	87	29	0	3	1	6	0	20	0	6	236	0
4:30 PM	0	7	110	11	0	9	44	21	0	12	1	7	0	13	4	4	243	0
4:45 PM	0	6	126	18	0	3	51	18	0	11	1	5	0	21	0	4	264	972
5:00 PM	**0**	**6**	**171**	**10**	**0**	**4**	**40**	**23**	**0**	**5**	**2**	**4**	**0**	**13**	**1**	**5**	**284**	**1,027**
5:15 PM	**0**	**8**	**184**	**15**	**0**	**2**	**46**	**19**	**0**	**7**	**2**	**9**	**0**	**18**	**1**	**7**	**318**	**1,109**
5:30 PM	**0**	**17**	**206**	**14**	**1**	**8**	**24**	**19**	**0**	**8**	**1**	**13**	**0**	**9**	**0**	**5**	**325**	**1,191**
5:45 PM	**0**	**15**	**137**	**21**	**2**	**9**	**36**	**20**	**0**	**7**	**0**	**10**	**0**	**11**	**1**	**7**	**276**	**1,203**
Count Total	0	82	1,045	103	3	53	405	171	0	64	10	58	0	124	7	50	2,175	
Pk Hr All	**0**	**46**	**698**	**60**	**3**	**23**	**146**	**81**	**0**	**27**	**5**	**36**	**0**	**51**	**3**	**24**	**1,203**	
Pk Hr HV	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**33%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	1	1	*2*
4:15 PM	2	2	0	0	*4*	0	1	1	0	*2*	0	0	2	0	*2*
4:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	1	1	1	*3*
4:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	4	0	0	*4*
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**5**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**1**	**4**
5:30 PM	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**5**
5:45 PM	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**3**
Count Total	5	6	0	0	*11*	1	2	2	1	*6*	2	14	4	8	*28*
Peak Hour	**2**	**2**	**0**	**0**	***4***	**1**	**1**	**1**	**0**	***3***	**2**	**9**	**0**	**6**	**17**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	5	0	1	0	5	0	0	0	0	0	0	0	0	0	11	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

Count Summaries - Bikes

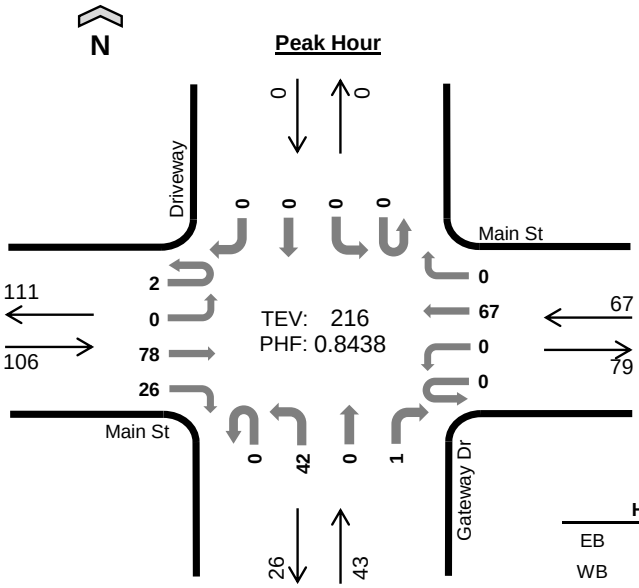
Interval Start	Rock Creek Pkwy				Rock Creek Pkwy				Coal Creek Dr				Coal Creek Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	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	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	1	0	0	0	2	0	0	0	2	0	0	0	1	0	6	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	

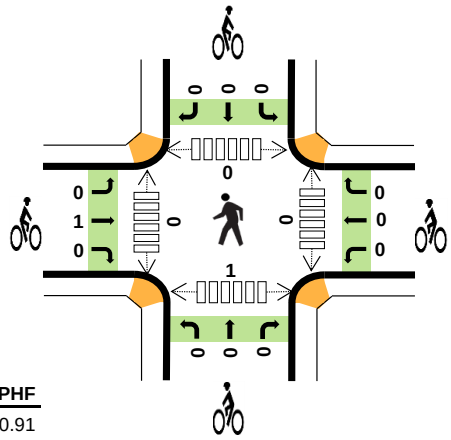
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Gateway Dr
Main St

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	4%	0.91
WB	1%	0.80
NB	2%	0.67
SB	--	--
TOTAL	3%	0.84

Peak Hour Count Summaries

Peak Hour Interval Start		Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	22	7	0	0	8	0	0	7	0	0	0	0	0	0	44	0
8:15 AM		1	0	22	4	0	0	21	0	0	15	0	1	0	0	0	0	64	0
8:30 AM		1	0	17	9	0	0	20	0	0	14	0	0	0	0	0	0	61	0
8:45 AM		0	0	17	6	0	0	18	0	0	6	0	0	0	0	0	0	47	216
Pk Hr	All	2	0	78	26	0	0	67	0	0	42	0	1	0	0	0	0	216	
	HV	1	0	2	1	0	0	1	0	0	1	0	0	0	0	0	0	6	
	HV%	50%	-	3%	4%	-	-	1%	-	-	2%	-	0%	-	-	-	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	0	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	1	0	0	*2*	1	0	0	0	*1*	0	0	0	1	*1*
Peak Hour	4	1	1	0	*6*	1	0	0	0	*1*	0	0	0	1	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	16	7	0	0	15	0	0	7	0	0	0	0	0	0	45	0
7:15 AM	0	0	21	5	0	0	15	0	0	9	0	1	0	0	0	0	51	0
7:30 AM	0	0	9	6	0	0	7	0	0	11	0	0	0	0	0	0	33	0
7:45 AM	0	0	14	4	0	0	14	0	0	8	0	0	0	0	0	0	40	169
8:00 AM	**0**	**0**	**22**	**7**	**0**	**0**	**8**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**168**
8:15 AM	**1**	**0**	**22**	**4**	**0**	**0**	**21**	**0**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**64**	**181**
8:30 AM	**1**	**0**	**17**	**9**	**0**	**0**	**20**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**209**
8:45 AM	**0**	**0**	**17**	**6**	**0**	**0**	**18**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**216**
Count Total	2	0	138	48	0	0	118	0	0	77	0	2	0	0	0	0	385	
Pk Hr All	**2**	**0**	**78**	**26**	**0**	**0**	**67**	**0**	**0**	**42**	**0**	**1**	**0**	**0**	**0**	**0**	**216**	
Pk Hr HV	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**50%**	**-**	**3%**	**4%**	**-**	**-**	**1%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	1	*1*
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	**3**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
Count Total	6	2	1	0	*9*	2	0	0	0	*2*	0	0	0	2	*2*
Peak Hour	**4**	**1**	**1**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	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	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	1	0	3	2	0	0	2	0	0	1	0	0	0	0	0	0	9	
Pk Hr Heavy	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

Count Summaries - Bikes

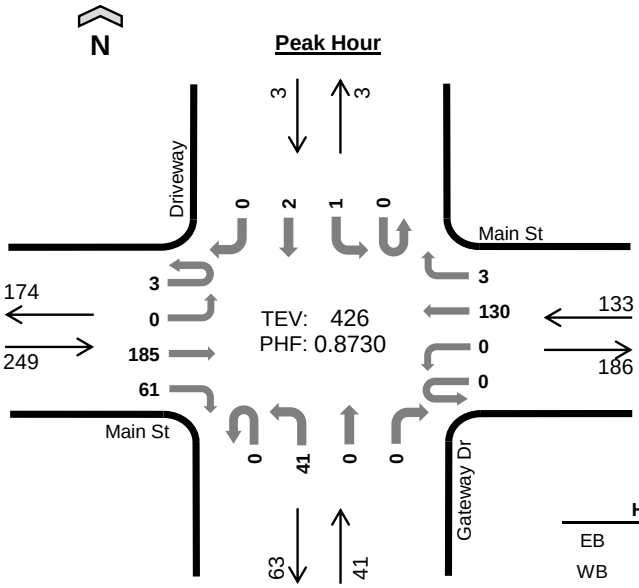
Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

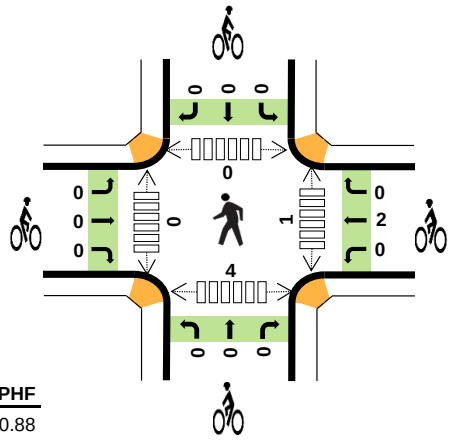
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Gateway Dr
Main St

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.88
WB	0%	0.81
NB	0%	0.68
SB	0%	0.25
TOTAL	1%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		**1**	**0**	**43**	**14**	**0**	**0**	**33**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**0**
4:45 PM		**0**	**0**	**62**	**9**	**0**	**0**	**30**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**0**
5:00 PM		**1**	**0**	**36**	**20**	**0**	**0**	**27**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**0**
5:15 PM		**1**	**0**	**44**	**18**	**0**	**0**	**40**	**1**	**0**	**15**	**0**	**0**	**0**	**1**	**2**	**0**	**122**	**426**
Pk Hr	All	**3**	**0**	**185**	**61**	**0**	**0**	**130**	**3**	**0**	**41**	**0**	**0**	**0**	**1**	**2**	**0**	**426**	
	HV	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
	HV%	**67%**	**-**	**0%**	**2%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
4:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**3**	***3***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**3**	**0**	**0**	**0**	***3***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**4**	***5***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Main St Eastbound				Main St Westbound				Gateway Dr Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	33	18	0	0	20	0	0	7	0	1	0	0	0	0	79	0
4:15 PM	1	0	48	10	0	0	25	0	0	8	0	0	0	0	0	0	92	0
4:30 PM	**1**	**0**	**43**	**14**	**0**	**0**	**33**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**0**
4:45 PM	**0**	**0**	**62**	**9**	**0**	**0**	**30**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**380**
5:00 PM	**1**	**0**	**36**	**20**	**0**	**0**	**27**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**396**
5:15 PM	**1**	**0**	**44**	**18**	**0**	**0**	**40**	**1**	**0**	**15**	**0**	**0**	**0**	**1**	**2**	**0**	**122**	**426**
5:30 PM	0	0	15	13	0	0	24	0	0	7	0	0	0	0	0	0	59	386
5:45 PM	1	0	36	12	0	0	33	0	0	17	0	0	0	0	0	0	99	375
Count Total	5	0	317	114	0	0	232	3	0	80	0	1	0	1	2	0	755	
Pk Hr All	**3**	**0**	**185**	**61**	**0**	**0**	**130**	**3**	**0**	**41**	**0**	**0**	**0**	**1**	**2**	**0**	**426**	
Pk Hr HV	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**67%**	**-**	**0%**	**2%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	0	*1*	2	0	0	0	*2*	0	0	0	1	*1*
4:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	2	*2*
4:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**3**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:00 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
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*	1	0	0	0	*1*	0	0	0	2	*2*
5:45 PM	1	0	0	0	*1*	0	1	0	0	*1*	1	0	1	0	*2*
Count Total	5	0	2	0	*7*	3	3	0	0	*6*	2	0	1	9	*12*
Peak Hour	**3**	**0**	**0**	**0**	***3***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	1	0
4:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:15 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	4	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	7	
Pk Hr Heavy	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Count Summaries - Bikes

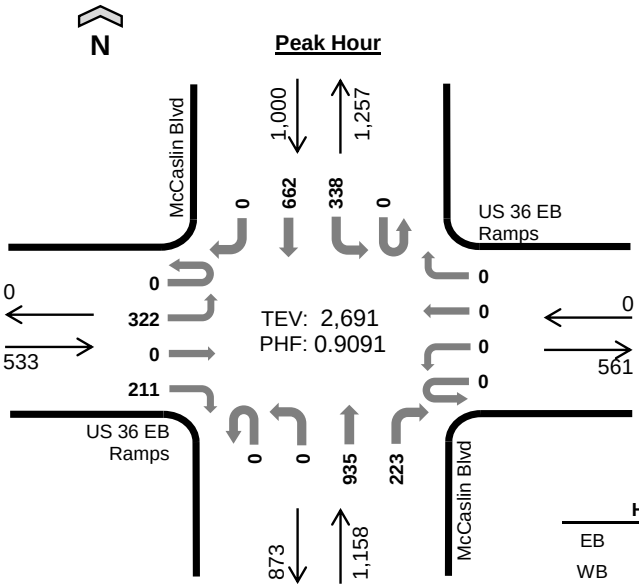
Interval Start	Main St				Main St				Gateway Dr				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

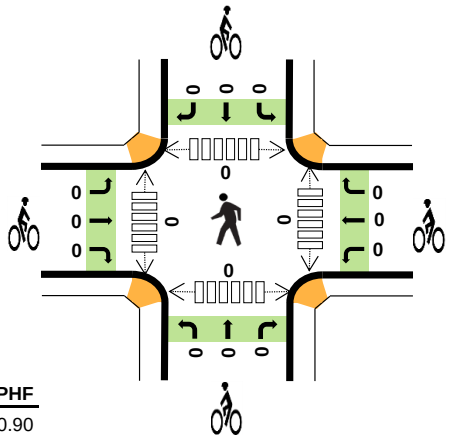
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 EB Ramps

Date: 10/16/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	1%	0.90
WB	--	--
NB	3%	0.94
SB	4%	0.88
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	68	0	44	0	0	0	0	0	0	195	46	0	82	150	0	585	0
8:15 AM	0	75	0	61	0	0	0	0	0	0	245	60	0	92	173	0	706	0
8:30 AM	0	89	0	48	0	0	0	0	0	0	242	62	0	75	144	0	660	0
8:45 AM	0	90	0	58	0	0	0	0	0	0	253	55	0	89	195	0	740	2,691
Pk Hr All	0	322	0	211	0	0	0	0	0	0	935	223	0	338	662	0	2,691	
Pk Hr HV	0	2	0	3	0	0	0	0	0	0	28	8	0	11	32	0	84	
Pk Hr HV%	-	1%	-	1%	-	-	-	-	-	-	3%	4%	-	3%	5%	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
8:00 AM	1	0	8	8	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	7	16	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	0	9	11	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	12	8	*21*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	5	0	36	43	*84*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	35	0	36	0	0	0	0	0	0	135	31	0	51	110	0	398	0
7:15 AM	0	44	0	39	0	0	0	0	0	0	174	55	0	68	121	0	501	0
7:30 AM	0	45	0	26	0	0	0	0	0	0	216	42	0	76	102	0	507	0
7:45 AM	0	59	0	43	0	0	0	0	0	0	198	33	0	81	152	0	566	1,972
8:00 AM	**0**	**68**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**195**	**46**	**0**	**82**	**150**	**0**	**585**	**2,159**
8:15 AM	**0**	**75**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**60**	**0**	**92**	**173**	**0**	**706**	**2,364**
8:30 AM	**0**	**89**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**62**	**0**	**75**	**144**	**0**	**660**	**2,517**
8:45 AM	**0**	**90**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**253**	**55**	**0**	**89**	**195**	**0**	**740**	**2,691**
Count Total	0	505	0	355	0	0	0	0	0	0	1,658	384	0	614	1,147	0	4,663	
Pk Hr All	**0**	**322**	**0**	**211**	**0**	**0**	**0**	**0**	**0**	**0**	**935**	**223**	**0**	**338**	**662**	**0**	**2,691**	
Pk Hr HV	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**8**	**0**	**11**	**32**	**0**	**84**	
Pk Hr HV%	**-**	**1%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**4%**	**-**	**3%**	**5%**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
7:00 AM	1	0	1	9	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	0	4	10	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	7	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	5	13	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**8**	**8**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**7**	**16**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**3**	**0**	**9**	**11**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**12**	**8**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	10	0	53	80	*143*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**5**	**0**	**36**	**43**	***84***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	2	7	0	11	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	2	2	0	1	9	0	16	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	7	0	0	1	4	0	13	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	3	2	0	3	10	0	19	59
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**2**	**6**	**0**	**17**	**65**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**5**	**11**	**0**	**23**	**72**
8:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**3**	**8**	**0**	**23**	**82**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**0**	**1**	**7**	**0**	**21**	**84**
Count Total	0	3	0	7	0	0	0	0	0	0	41	12	0	18	62	0	143	
Pk Hr Heavy	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**8**	**0**	**11**	**32**	**0**	**84**	

Count Summaries - Bikes

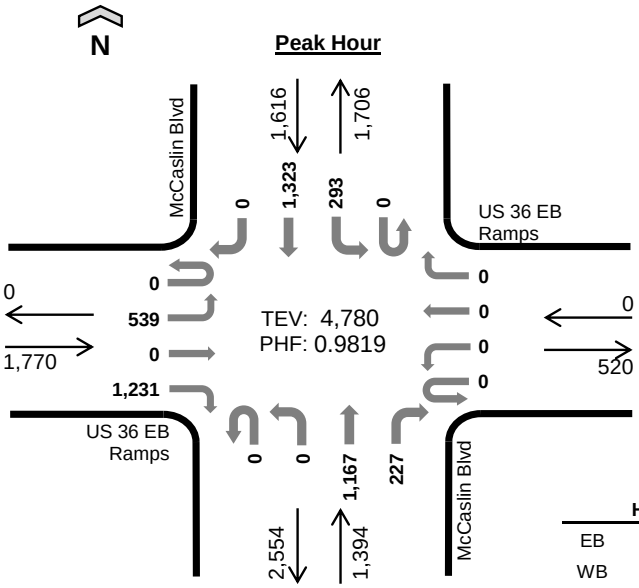
Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**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**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**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	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

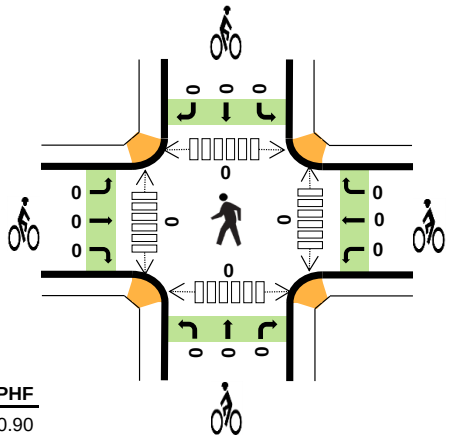
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 EB Ramps

Date: 10/16/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	1%	0.90
WB	--	--
NB	1%	0.85
SB	1%	0.87
TOTAL	1%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start		US 36 EB Ramps Eastbound				US 36 EB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		**0**	**148**	**0**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**43**	**0**	**81**	**366**	**0**	**1,217**	**0**
5:15 PM		**0**	**112**	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**275**	**66**	**0**	**60**	**405**	**0**	**1,217**	**0**
5:30 PM		**0**	**118**	**0**	**305**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**63**	**0**	**80**	**262**	**0**	**1,175**	**0**
5:45 PM		**0**	**161**	**0**	**331**	**0**	**0**	**0**	**0**	**0**	**0**	**262**	**55**	**0**	**72**	**290**	**0**	**1,171**	**4,780**
Pk Hr	All	**0**	**539**	**0**	**1,231**	**0**	**0**	**0**	**0**	**0**	**0**	**1,167**	**227**	**0**	**293**	**1,323**	**0**	**4,780**	
	HV	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	
	HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries 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	E	W	N	S	Total
5:00 PM	**2**	**0**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**3**	**0**	**5**	**5**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**4**	**0**	**2**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**1**	**0**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**10**	**0**	**11**	**14**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	96	0	192	0	0	0	0	0	0	247	76	0	115	319	0	1,045	0
4:15 PM	0	94	0	226	0	0	0	0	0	0	278	65	0	105	336	0	1,104	0
4:30 PM	0	115	0	296	0	0	0	0	0	0	273	61	0	72	294	0	1,111	0
4:45 PM	0	148	0	226	0	0	0	0	0	0	281	42	0	65	323	0	1,085	4,345
5:00 PM	**0**	**148**	**0**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**43**	**0**	**81**	**366**	**0**	**1,217**	**4,517**
5:15 PM	**0**	**112**	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**275**	**66**	**0**	**60**	**405**	**0**	**1,217**	**4,630**
5:30 PM	**0**	**118**	**0**	**305**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**63**	**0**	**80**	**262**	**0**	**1,175**	**4,694**
5:45 PM	**0**	**161**	**0**	**331**	**0**	**0**	**0**	**0**	**0**	**0**	**262**	**55**	**0**	**72**	**290**	**0**	**1,171**	**4,780**
Count Total	0	992	0	2,171	0	0	0	0	0	0	2,246	471	0	650	2,595	0	9,125	
Pk Hr All	**0**	**539**	**0**	**1,231**	**0**	**0**	**0**	**0**	**0**	**0**	**1,167**	**227**	**0**	**293**	**1,323**	**0**	**4,780**	
Pk Hr HV	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	
Pk Hr HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	3	6	*11*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	2	0	5	10	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	0	4	5	*13*	1	0	0	1	*2*	0	0	0	0	*0*
4:45 PM	4	0	6	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**2**	**0**	**4**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**3**	**0**	**5**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**4**	**0**	**2**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**1**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	22	0	29	42	*93*	1	0	0	2	*3*	0	0	0	0	*0*
Peak Hour	**10**	**0**	**11**	**14**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	2	0	0	0	0	0	0	3	0	0	2	4	0	11	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	3	2	0	3	7	0	17	0
4:30 PM	0	2	0	2	0	0	0	0	0	0	4	0	0	3	2	0	13	0
4:45 PM	0	3	0	1	0	0	0	0	0	0	6	0	0	3	4	0	17	58
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**9**	**56**
5:15 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**3**	**0**	**13**	**52**
5:30 PM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**9**	**48**
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**4**	**35**
Count Total	0	10	0	12	0	0	0	0	0	0	26	3	0	17	25	0	93	
Pk Hr Heavy	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**6**	**8**	**0**	**35**	

Count Summaries - Bikes

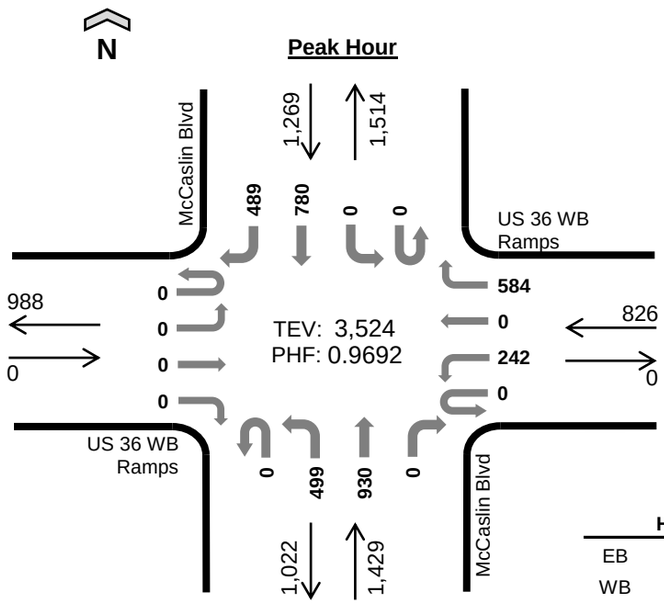
Interval Start	US 36 EB Ramps				US 36 EB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**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**	**0**
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

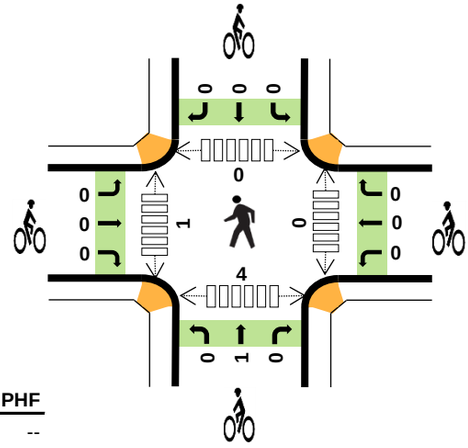
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

McCaslin Blvd
US 36 WB Ramps

Date: 10/22/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	--	--
WB	4%	0.88
NB	2%	0.90
SB	4%	0.95
TOTAL	3%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		US 36 WB Ramps Eastbound				US 36 WB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	0	0	68	0	167	0	124	234	0	0	0	194	118	905	0
8:15 AM		0	0	0	0	0	53	0	153	0	143	253	0	0	0	193	114	909	0
8:30 AM		0	0	0	0	0	52	0	128	0	130	218	0	0	0	198	136	862	0
8:45 AM		0	0	0	0	0	69	0	136	0	102	225	0	0	0	195	121	848	3,524
Pk Hr	All	0	0	0	0	0	242	0	584	0	499	930	0	0	0	780	489	3,524	
	HV	0	0	0	0	0	15	0	18	0	5	25	0	0	0	33	14	110	
	HV%	-	-	-	-	-	6%	-	3%	-	1%	3%	-	-	-	4%	3%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
8:00 AM	0	12	7	15	*34*	0	0	1	0	*1*	0	0	0	1	*1*
8:15 AM	0	9	7	8	*24*	0	0	0	0	*0*	0	0	0	2	*2*
8:30 AM	0	4	8	13	*25*	0	0	0	0	*0*	0	1	0	1	*2*
8:45 AM	0	8	8	11	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	33	30	47	*110*	0	0	1	0	*1*	0	1	0	4	*5*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	50	0	128	0	73	82	0	0	0	113	38	484	0
7:15 AM	0	0	0	0	0	38	0	121	0	99	129	0	0	0	125	69	581	0
7:30 AM	0	0	0	0	0	41	0	109	0	148	142	0	1	0	165	102	708	0
7:45 AM	0	0	0	0	0	56	0	157	0	108	222	0	0	0	179	121	843	2,616
8:00 AM	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**167**	**0**	**124**	**234**	**0**	**0**	**0**	**194**	**118**	**905**	**3,037**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**153**	**0**	**143**	**253**	**0**	**0**	**0**	**193**	**114**	**909**	**3,365**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**128**	**0**	**130**	**218**	**0**	**0**	**0**	**198**	**136**	**862**	**3,519**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**136**	**0**	**102**	**225**	**0**	**0**	**0**	**195**	**121**	**848**	**3,524**
Count Total	0	0	0	0	0	427	0	1,099	0	927	1,505	0	1	0	1,362	819	6,140	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**242**	**0**	**584**	**0**	**499**	**930**	**0**	**0**	**0**	**780**	**489**	**3,524**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**18**	**0**	**5**	**25**	**0**	**0**	**0**	**33**	**14**	**110**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**6%**	**-**	**3%**	**-**	**1%**	**3%**	**-**	**-**	**-**	**4%**	**3%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	8	6	3	*17*	0	0	0	0	*0*	0	1	0	1	*2*
7:15 AM	0	14	4	5	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	8	8	9	*25*	0	0	0	0	*0*	0	2	0	0	*2*
7:45 AM	0	8	6	9	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**12**	**7**	**15**	**34**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**9**	**7**	**8**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
8:30 AM	**0**	**4**	**8**	**13**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:45 AM	**0**	**8**	**8**	**11**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	71	54	73	*198*	0	0	1	0	*1*	0	4	0	5	*9*
Peak Hour	**0**	**33**	**30**	**47**	***110***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	3	0	5	0	3	3	0	0	0	2	1	17	0
7:15 AM	0	0	0	0	0	2	0	12	0	1	3	0	0	0	3	2	23	0
7:30 AM	0	0	0	0	0	3	0	5	0	2	6	0	0	0	8	1	25	0
7:45 AM	0	0	0	0	0	3	0	5	0	1	5	0	0	0	8	1	23	88
8:00 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**5**	**0**	**1**	**6**	**0**	**0**	**0**	**12**	**3**	**34**	**105**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**5**	**24**	**106**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**6**	**25**	**106**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**3**	**0**	**1**	**7**	**0**	**0**	**0**	**11**	**0**	**27**	**110**
Count Total	0	0	0	0	0	26	0	45	0	12	42	0	0	0	54	19	198	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**18**	**0**	**5**	**25**	**0**	**0**	**0**	**33**	**14**	**110**	

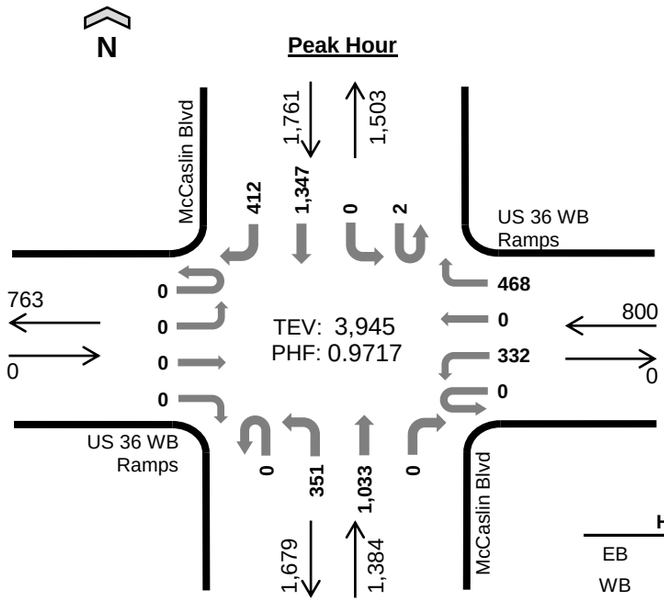
Count Summaries - Bikes

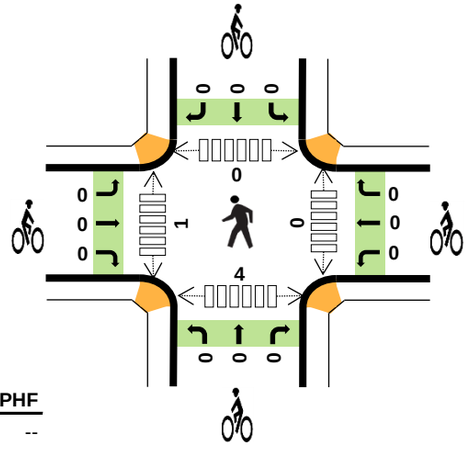
Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**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	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

McCaslin Blvd
US 36 WB Ramps

Date: 10/22/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	--	--
WB	1%	0.89
NB	1%	0.90
SB	1%	0.95
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start	US 36 WB Ramps Eastbound				US 36 WB Ramps Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM	0	0	0	0	0	73	0	89	0	87	298	0	0	0	316	99	962	0
4:30 PM	0	0	0	0	0	86	0	138	0	95	223	0	0	0	330	103	975	0
4:45 PM	0	0	0	0	0	95	0	103	0	99	247	0	1	0	344	104	993	0
5:00 PM	0	0	0	0	0	78	0	138	0	70	265	0	1	0	357	106	1,015	3,945
Pk Hr All	0	0	0	0	0	332	0	468	0	351	1,033	0	2	0	1,347	412	3,945	
Pk Hr HV	0	0	0	0	0	5	0	5	0	3	15	0	0	0	21	2	51	
Pk Hr HV%	-	-	-	-	-	2%	-	1%	-	1%	1%	-	0%	-	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:15 PM	0	1	4	7	*12*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	0	2	7	4	*13*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	0	5	5	3	*13*	0	0	0	0	*0*	0	0	0	1	*1*
5:00 PM	0	2	2	9	*13*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	0	10	18	23	*51*	0	0	0	0	*0*	0	1	0	4	*5*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	73	0	114	0	80	219	0	0	0	351	91	928	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**89**	**0**	**87**	**298**	**0**	**0**	**0**	**316**	**99**	**962**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**86**	**0**	**138**	**0**	**95**	**223**	**0**	**0**	**0**	**330**	**103**	**975**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**103**	**0**	**99**	**247**	**0**	**1**	**0**	**344**	**104**	**993**	**3,858**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**78**	**0**	**138**	**0**	**70**	**265**	**0**	**1**	**0**	**357**	**106**	**1,015**	**3,945**
5:15 PM	0	0	0	0	0	89	0	118	0	60	269	0	0	0	304	96	936	3,919
5:30 PM	0	0	0	0	0	62	0	105	0	85	243	0	0	0	287	123	905	3,849
5:45 PM	0	0	0	0	0	85	0	95	0	99	243	0	0	0	323	81	926	3,782
Count Total	0	0	0	0	0	641	0	900	0	675	2,007	0	2	0	2,612	803	7,640	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**332**	**0**	**468**	**0**	**351**	**1,033**	**0**	**2**	**0**	**1,347**	**412**	**3,945**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**3**	**15**	**0**	**0**	**0**	**21**	**2**	**51**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**1%**	**-**	**1%**	**1%**	**-**	**0%**	**-**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	3	5	11	*19*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	**0**	**1**	**4**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:30 PM	**0**	**2**	**7**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
4:45 PM	**0**	**5**	**5**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**2**	**2**	**9**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
5:15 PM	0	2	0	4	*6*	0	0	1	0	*1*	0	2	0	2	*4*
5:30 PM	0	1	2	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	1	0	1	*2*
Count Total	0	16	26	45	*87*	0	0	1	0	*1*	0	4	0	8	*12*
Peak Hour	**0**	**10**	**18**	**23**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**4**	**5**

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	0	0	2	3	0	0	0	10	1	19	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**7**	**0**	**12**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**1**	**13**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**13**	**57**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**1**	**13**	**51**
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	6	45
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0	7	39
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	30
Count Total	0	0	0	0	0	8	0	8	0	5	21	0	0	0	42	3	87	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**3**	**15**	**0**	**0**	**0**	**21**	**2**	**51**	

Count Summaries - Bikes

Interval Start	US 36 WB Ramps				US 36 WB Ramps				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	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	0
4:15 PM	**0**	**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**	**0**
4:45 PM	**0**	**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**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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	0	1
5:45 PM	0	0	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	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Appendix – Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle *(a)*		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

(a) Delay ranges based on Highway Capacity Manual (6th Edition, 2016) criteria.

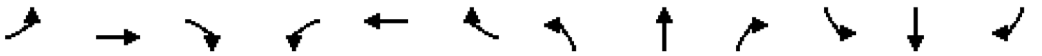
Appendix – Level of Service Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	122	25	43	161	53	53	22	48	64	22	17
Future Volume (vph)	6	122	25	43	161	53	53	22	48	64	22	17
Lane Group Flow (vph)	6	127	26	49	185	61	90	37	81	77	27	20
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	8	4	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
v/c Ratio	0.03	0.24	0.09	0.26	0.35	0.21	0.10	0.03	0.07	0.08	0.02	0.02
Control Delay (s/veh)	16.7	18.2	3.4	20.8	19.4	7.9	4.9	4.5	1.7	4.8	4.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	18.2	3.4	20.8	19.4	7.9	4.9	4.5	1.7	4.8	4.5	0.5
Queue Length 50th (ft)	1	15	0	12	23	0	9	3	0	7	2	0
Queue Length 95th (ft)	9	33	8	33	44	22	15	8	5	20	9	2
Internal Link Dist (ft)		398			261			233			286	
Turn Bay Length (ft)	125		105	115		85	60		65	90		90
Base Capacity (vph)	677	1898	874	670	1880	869	918	1242	1082	919	1254	1084
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.03	0.07	0.10	0.07	0.10	0.03	0.07	0.08	0.02	0.02

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 46.6
Natural Cycle: 75
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Indiana St & Coalton Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	122	25	43	161	53	53	22	48	64	22	17
Future Volume (veh/h)	6	122	25	43	161	53	53	22	48	64	22	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	6	127	26	49	185	61	90	37	81	77	27	20
Peak Hour Factor	0.96	0.96	0.96	0.87	0.87	0.87	0.59	0.59	0.59	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	287	518	231	315	513	229	930	1050	890	885	1058	897
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1134	3554	1585	1224	3526	1572	1359	1870	1585	1284	1885	1598
Grp Volume(v), veh/h	6	127	26	49	185	61	90	37	81	77	27	20
Grp Sat Flow(s),veh/h/ln	1134	1777	1585	1224	1763	1572	1359	1870	1585	1284	1885	1598
Q Serve(g_s), s	0.2	1.3	0.6	1.5	1.9	1.4	1.3	0.4	1.0	1.2	0.3	0.2
Cycle Q Clear(g_c), s	2.1	1.3	0.6	2.8	1.9	1.4	1.6	0.4	1.0	1.5	0.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	518	231	315	513	229	930	1050	890	885	1058	897
V/C Ratio(X)	0.02	0.25	0.11	0.16	0.36	0.27	0.10	0.04	0.09	0.09	0.03	0.02
Avail Cap(c_a), veh/h	814	2169	967	884	2152	960	930	1050	890	885	1058	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	15.5	15.2	16.8	15.8	15.6	4.3	4.0	4.2	4.4	4.0	4.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.2	0.4	0.7	0.4	0.3	0.1	0.2	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	15.6	15.3	16.8	15.9	15.8	4.5	4.1	4.4	4.6	4.0	4.0
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		159			295			208			124	
Approach Delay, s/veh		15.6			16.1			4.4			4.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		12.0		29.0		12.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		23.0		25.0		23.0		25.0				
Max Q Clear Time (g_c+I1), s		3.5		4.8		3.6		4.1				
Green Ext Time (p_c), s		0.4		0.9		0.6		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	25	19	195	65	45
Future Volume (vph)	210	25	19	195	65	45
Lane Group Flow (vph)	266	32	23	232	80	56
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	8			4	6	
Permitted Phases		8	4			6
Detector Phase	8	8	4	4	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0	5.0	4.0	4.0
Minimum Split (s)	29.0	29.0	29.0	29.0	21.0	21.0
Total Split (s)	29.0	29.0	29.0	29.0	21.0	21.0
Total Split (%)	58.0%	58.0%	58.0%	58.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min
v/c Ratio	0.43	0.11	0.10	0.31	0.08	0.06
Control Delay (s/veh)	20.2	7.9	15.8	17.2	5.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.2	7.9	15.8	17.2	5.4	2.2
Queue Length 50th (ft)	37	0	6	30	8	0
Queue Length 95th (ft)	52	13	17	46	22	10
Internal Link Dist (ft)	410			541	289	
Turn Bay Length (ft)		95	125		125	125
Base Capacity (vph)	1644	752	542	1752	1047	960
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.04	0.04	0.13	0.08	0.06

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2: and 6:NBL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 3: Rock Creek Cir & Coalton Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	210	25	19	195	65	45
Future Volume (veh/h)	210	25	19	195	65	45
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	266	32	23	232	80	56
Peak Hour Factor	0.79	0.79	0.84	0.84	0.81	0.81
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	626	279	260	616	1051	935
Arrive On Green	0.17	0.17	0.17	0.17	0.59	0.59
Sat Flow, veh/h	3676	1598	1073	3618	1795	1598
Grp Volume(v), veh/h	266	32	23	232	80	56
Grp Sat Flow(s),veh/h/ln	1791	1598	1073	1763	1795	1598
Q Serve(g_s), s	3.3	0.8	1.0	2.9	1.0	0.8
Cycle Q Clear(g_c), s	3.3	0.8	4.3	2.9	1.0	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	626	279	260	616	1051	935
V/C Ratio(X)	0.42	0.11	0.09	0.38	0.08	0.06
Avail Cap(c_a), veh/h	1648	735	609	1763	1051	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	17.4	20.3	18.2	4.5	4.5
Incr Delay (d2), s/veh	0.2	0.1	0.3	0.8	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.2	1.1	0.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.6	17.4	20.6	19.0	4.6	4.6
LnGrp LOS	B	B	C	B	A	A
Approach Vol, veh/h	298			255	136	
Approach Delay, s/veh	18.4			19.2	4.6	
Approach LOS	B			B	A	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		14.7		35.3	14.7
Change Period (Y+Rc), s		* 6		6.0	6.0
Max Green Setting (Gmax), s		* 25		15.0	23.0
Max Q Clear Time (g_c+I1), s		6.3		3.0	5.3
Green Ext Time (p_c), s		2.5		0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

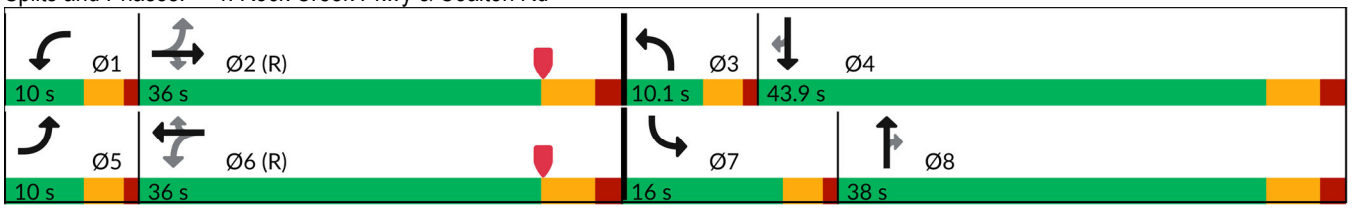
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

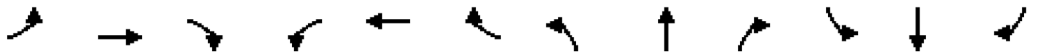
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	130	6	90	133	175	26	106	128	195	61	47
Future Volume (vph)	88	130	6	90	133	175	26	106	128	195	61	47
Lane Group Flow (vph)	102	151	7	97	143	188	34	139	168	219	69	53
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.5	33.0	33.0	9.5	33.0	33.0	9.5	38.0	38.0	9.5	38.0	38.0
Total Split (s)	10.0	36.0	36.0	10.0	36.0	36.0	10.1	38.0	38.0	16.0	43.9	43.9
Total Split (%)	10.0%	36.0%	36.0%	10.0%	36.0%	36.0%	10.1%	38.0%	38.0%	16.0%	43.9%	43.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
v/c Ratio	0.13	0.08	0.01	0.13	0.08	0.20	0.36	0.63	0.50	0.64	0.19	0.13
Control Delay (s/veh)	8.5	13.7	0.0	8.5	13.8	3.1	55.8	53.9	11.5	52.1	34.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	13.7	0.0	8.5	13.8	3.1	55.8	53.9	11.5	52.1	34.6	0.7
Queue Length 50th (ft)	23	24	0	21	23	0	21	86	0	70	39	0
Queue Length 95th (ft)	49	46	0	50	47	39	45	116	32	105	72	0
Internal Link Dist (ft)		654			806			703			571	
Turn Bay Length (ft)	130		60	250		230	105		105	150		150
Base Capacity (vph)	797	1916	933	769	1860	919	109	601	625	411	706	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.01	0.13	0.08	0.20	0.31	0.23	0.27	0.53	0.10	0.08

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Rock Creek Pkwy & Coalton Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	130	6	90	133	175	26	106	128	195	61	47
Future Volume (veh/h)	88	130	6	90	133	175	26	106	128	195	61	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1841	1841	1841	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	102	151	7	97	143	0	34	139	168	219	69	0
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.76	0.76	0.76	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	4	4	4	1	1	1	2	2	2
Cap, veh/h	808	1955	872	780	1906		43	245	208	286	354	
Arrive On Green	0.04	0.55	0.55	0.04	0.54	0.00	0.02	0.13	0.13	0.08	0.19	0.00
Sat Flow, veh/h	1795	3582	1598	1753	3497	1560	1795	1885	1598	3456	1870	1585
Grp Volume(v), veh/h	102	151	7	97	143	0	34	139	168	219	69	0
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1753	1749	1560	1795	1885	1598	1728	1870	1585
Q Serve(g_s), s	2.5	2.0	0.2	2.4	1.9	0.0	1.9	6.9	10.2	6.2	3.1	0.0
Cycle Q Clear(g_c), s	2.5	2.0	0.2	2.4	1.9	0.0	1.9	6.9	10.2	6.2	3.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	808	1955	872	780	1906		43	245	208	286	354	
V/C Ratio(X)	0.13	0.08	0.01	0.12	0.08		0.80	0.57	0.81	0.76	0.20	
Avail Cap(c_a), veh/h	839	1955	872	813	1906		110	603	511	415	709	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.1	10.8	10.4	9.1	10.8	0.0	48.6	40.9	42.3	44.9	34.1	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.0	11.8	0.8	2.9	2.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.1	0.9	0.7	0.0	1.0	3.3	4.2	2.7	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	10.8	10.4	9.1	10.9	0.0	60.3	41.6	45.2	47.5	34.2	0.0
LnGrp LOS	A	B	B	A	B		E	D	D	D	C	
Approach Vol, veh/h		260			240			341			288	
Approach Delay, s/veh		10.1			10.2			45.2			44.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	60.6	6.4	24.9	8.2	60.5	12.3	19.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	30.0	6.1	37.9	6.0	30.0	12.0	32.0
Max Q Clear Time (g_c+I1), s	4.4	4.0	3.9	5.1	4.5	3.9	8.2	12.2
Green Ext Time (p_c), s	0.0	0.9	0.0	0.2	0.0	0.8	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

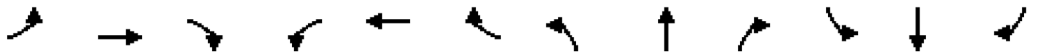
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	82	41	82	195	58	3	90	6	8	11
Future Volume (vph)	3	82	41	82	195	58	3	90	6	8	11
Lane Group Flow (vph)	4	122	61	104	509	0	145	214	0	21	16
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		8			4		6			2	
Permitted Phases	8		8	4		6		6	2		2
Detector Phase	8	8	8	4	4	6	6	6	2	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	48.5	48.5	48.5	48.5	48.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (s)	55.0	55.0	55.0	55.0	55.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	68.8%	68.8%	68.8%	68.8%	68.8%	31.3%	31.3%	31.3%	31.3%	31.3%	31.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
v/c Ratio	0.01	0.09	0.09	0.21	0.36		0.32	0.32		0.04	0.03
Control Delay (s/veh)	7.3	7.2	3.1	8.8	4.5		11.8	3.5		9.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	7.3	7.2	3.1	8.8	4.5		11.8	3.5		9.1	4.7
Queue Length 50th (ft)	1	6	0	11	14		18	0		2	0
Queue Length 95th (ft)	3	15	8	34	34		25	0		10	5
Internal Link Dist (ft)		335			481		212			135	
Turn Bay Length (ft)	145		90	125				100			65
Base Capacity (vph)	866	3539	1583	1257	3267		833	1063		1035	999
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.00	0.03	0.04	0.08	0.16		0.17	0.20		0.02	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 34.8
Natural Cycle: 85
Control Type: Semi Act-Uncoord

Splits and Phases: 6: Indiana St & Rock Creek Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	82	41	82	195	207	58	3	90	6	8	11
Future Volume (veh/h)	3	82	41	82	195	207	58	3	90	6	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	4	122	61	104	247	262	138	7	214	9	12	16
Peak Hour Factor	0.67	0.67	0.67	0.79	0.79	0.79	0.42	0.42	0.42	0.69	0.69	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	360	1261	563	556	631	563	154	4	710	112	110	716
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	891	3554	1585	1201	1777	1585	0	9	1585	0	244	1598
Grp Volume(v), veh/h	4	122	61	104	247	262	145	0	214	21	0	16
Grp Sat Flow(s),veh/h/ln	891	1777	1585	1201	1777	1585	9	0	1585	244	0	1598
Q Serve(g_s), s	0.2	1.0	1.2	2.9	4.8	5.8	0.0	0.0	3.9	0.0	0.0	0.3
Cycle Q Clear(g_c), s	6.0	1.0	1.2	3.9	4.8	5.8	20.5	0.0	3.9	20.5	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	0.95		1.00	0.43		1.00
Lane Grp Cap(c), veh/h	360	1261	563	556	631	563	158	0	710	222	0	716
V/C Ratio(X)	0.01	0.10	0.11	0.19	0.39	0.47	0.92	0.00	0.30	0.09	0.00	0.02
Avail Cap(c_a), veh/h	1027	3924	1750	1456	1962	1750	158	0	710	222	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	9.9	9.9	11.2	11.1	11.4	22.3	0.0	8.0	10.5	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.3	0.8	1.3	49.9	0.0	0.5	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.4	0.7	1.7	1.9	3.6	0.0	1.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	9.9	10.1	11.5	11.9	12.7	72.2	0.0	8.6	10.9	0.0	7.1
LnGrp LOS	B	A	B	B	B	B	E		A	B		A
Approach Vol, veh/h		187			613			359			37	
Approach Delay, s/veh		10.1			12.2			34.2			9.2	
Approach LOS		B			B			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		20.7		25.0		20.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		50.5		20.5		50.5				
Max Q Clear Time (g_c+I1), s		22.5		7.8		22.5		8.0				
Green Ext Time (p_c), s		0.0		8.4		0.0		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.4									
HCM 7th LOS			B									

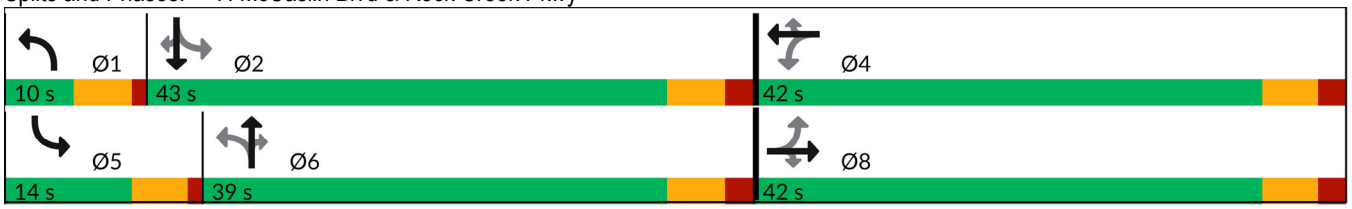
Notes

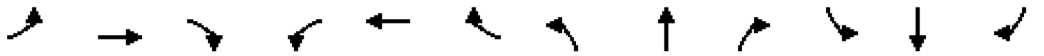
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	1	2	4	338	8	553	9	123	199	11
Future Volume (vph)	3	1	1	2	4	338	8	553	9	123	199	11
Lane Group Flow (vph)	7	2	2	3	6	469	8	576	9	141	229	13
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	19.0	19.0	19.0	10.0	33.0	33.0	10.0	33.0	33.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	10.0	39.0	39.0	14.0	43.0	43.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	44.2%	10.5%	41.1%	41.1%	14.7%	45.3%	45.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.02	0.00	0.00	0.01	0.01	0.78	0.01	0.39	0.01	0.28	0.12	0.01
Control Delay (s/veh)	19.7	19.0	0.0	19.5	19.5	21.5	10.5	19.5	0.0	10.9	11.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.7	19.0	0.0	19.5	19.5	21.5	10.5	19.5	0.0	10.9	11.4	0.0
Queue Length 50th (ft)	3	1	0	1	2	100	2	104	0	28	24	0
Queue Length 95th (ft)	5	3	0	6	8	117	10	190	0	74	69	0
Internal Link Dist (ft)		93			750			839			614	
Turn Bay Length (ft)	50		50			400	190		120	350		220
Base Capacity (vph)	537	711	656	634	837	849	592	1459	706	506	1977	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.00	0.00	0.00	0.01	0.55	0.01	0.39	0.01	0.28	0.12	0.01

Intersection Summary
Cycle Length: 95
Actuated Cycle Length: 81.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 7: McCaslin Blvd & Rock Creek Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	1	2	4	338	8	553	9	123	199	11
Future Volume (veh/h)	3	1	1	2	4	338	8	553	9	123	199	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1604	1604	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	7	2	0	3	6	0	8	576	0	141	229	0
Peak Hour Factor	0.42	0.42	0.42	0.72	0.72	0.72	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	20	20	20	2	2	2	2	2	2	3	3	3
Cap, veh/h	152	35		158	41		832	2111		698	2338	
Arrive On Green	0.02	0.02	0.00	0.02	0.02	0.00	0.01	0.59	0.00	0.08	0.66	0.00
Sat Flow, veh/h	1209	1604	1359	1415	1870	1585	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	7	2	0	3	6	0	8	576	0	141	229	0
Grp Sat Flow(s),veh/h/ln	1209	1604	1359	1415	1870	1585	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.3	0.1	0.0	0.1	0.2	0.0	0.1	4.4	0.0	1.5	1.3	0.0
Cycle Q Clear(g_c), s	0.5	0.1	0.0	0.2	0.2	0.0	0.1	4.4	0.0	1.5	1.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	35		158	41		832	2111		698	2338	
V/C Ratio(X)	0.05	0.06		0.02	0.15		0.01	0.27		0.20	0.10	
Avail Cap(c_a), veh/h	905	1035		1040	1207		973	2111		842	2338	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.0	26.7	0.0	26.8	26.8	0.0	4.4	5.5	0.0	3.2	3.4	0.0
Incr Delay (d2), s/veh	0.3	1.4	0.0	0.1	3.5	0.0	0.0	0.3	0.0	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.1	0.0	0.0	1.3	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	28.2	0.0	26.9	30.3	0.0	4.4	5.8	0.0	3.5	3.5	0.0
LnGrp LOS	C	C		C	C		A	A		A	A	
Approach Vol, veh/h		9			9			584			370	
Approach Delay, s/veh		27.5			29.2			5.8			3.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	43.0		7.2	9.4	39.1		7.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	37.0		36.0	9.0	33.0		36.0				
Max Q Clear Time (g_c+I1), s	2.1	3.3		2.2	3.5	6.4		2.5				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.3	7.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	5.3	
HCM 7th LOS	A	

Notes

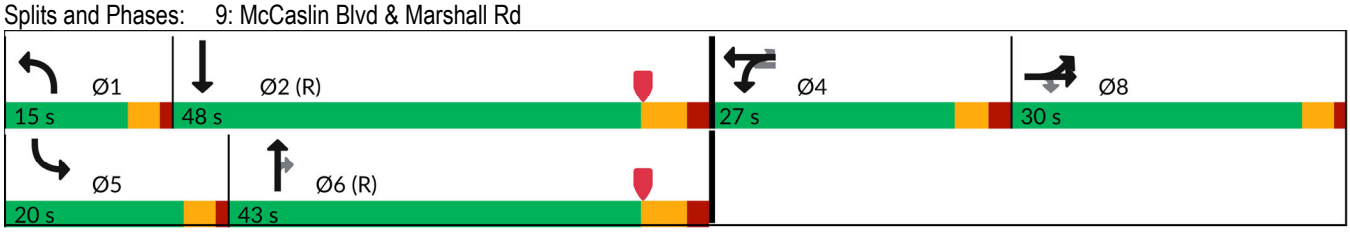
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	30	72	17	32	141	151	761	60	149	378	340
Future Volume (vph)	320	30	72	17	32	141	151	761	60	149	378	340
Lane Group Flow (vph)	263	131	81	21	39	172	162	818	65	166	609	189
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	27.0	27.0	27.0	9.5	28.0	28.0	9.5	28.0	
Total Split (s)	30.0	30.0	30.0	27.0	27.0	27.0	15.0	43.0	43.0	20.0	48.0	
Total Split (%)	25.0%	25.0%	25.0%	22.5%	22.5%	22.5%	12.5%	35.8%	35.8%	16.7%	40.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.67	0.66	0.25	0.17	0.30	0.63	0.56	0.29	0.07	0.58	0.24	0.14
Control Delay (s/veh)	58.3	65.3	1.9	53.9	57.5	18.5	60.3	15.5	0.2	44.4	29.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.3	65.3	1.9	53.9	57.5	18.5	60.3	15.5	0.2	44.4	29.6	0.2
Queue Length 50th (ft)	108	108	0	16	29	0	63	113	0	64	154	0
Queue Length 95th (ft)	146	169	0	37	57	48	96	184	0	100	202	0
Internal Link Dist (ft)		361			399			366			377	
Turn Bay Length (ft)	390		260	120		120	175		120	235		200
Base Capacity (vph)	671	340	443	327	344	433	328	2843	941	448	2566	1335
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.18	0.06	0.11	0.40	0.49	0.29	0.07	0.37	0.24	0.14

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	30	72	17	32	141	151	761	60	149	378	340
Future Volume (vph)	320	30	72	17	32	141	151	761	60	149	378	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3099	1573	1524	1787	1881	1599	3433	5085	1583	3367	4494	1335
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3099	1573	1524	1787	1881	1599	3433	5085	1583	3367	4494	1335
Peak-hour factor, PHF	0.89	0.89	0.89	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	360	34	81	21	39	172	162	818	65	166	420	378
RTOR Reduction (vph)	0	0	71	0	0	160	0	0	29	0	46	0
Lane Group Flow (vph)	263	131	10	21	39	12	162	818	36	166	563	189
Heavy Vehicles (%)	6%	6%	6%	1%	1%	1%	2%	2%	2%	4%	4%	4%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Actuated Green, G (s)	15.2	15.2	15.2	8.4	8.4	8.4	10.0	67.1	67.1	10.3	67.4	120.0
Effective Green, g (s)	15.2	15.2	15.2	8.4	8.4	8.4	10.0	67.1	67.1	10.3	67.4	120.0
Actuated g/C Ratio	0.13	0.13	0.13	0.07	0.07	0.07	0.08	0.56	0.56	0.09	0.56	1.00
Clearance Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
Lane Grp Cap (vph)	392	199	193	125	131	111	286	2843	885	289	2524	1335
v/s Ratio Prot	c0.08	0.08		0.01	c0.02		0.05	c0.16		c0.05	0.13	
v/s Ratio Perm			0.01			0.01			0.02			c0.14
v/c Ratio	0.67	0.66	0.05	0.17	0.30	0.11	0.57	0.29	0.04	0.57	0.22	0.14
Uniform Delay, d1	50.0	49.9	46.1	52.5	53.0	52.3	52.9	13.9	11.9	52.7	13.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	2.43	1.00
Incremental Delay, d2	3.5	5.9	0.0	0.6	1.3	0.4	1.5	0.3	0.1	1.7	0.2	0.2
Delay (s)	53.5	55.8	46.1	53.2	54.3	52.7	54.4	14.2	12.0	38.4	32.2	0.2
Level of Service	D	E	D	D	D	D	D	B	B	D	C	A
Approach Delay (s/veh)		52.9			53.0			20.3			27.0	
Approach LOS		D			D			C			C	

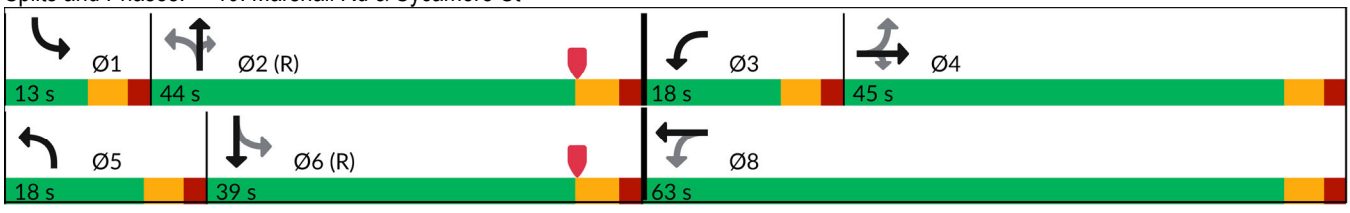
Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

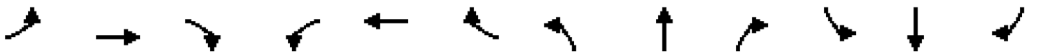
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	3	4	95	83	5	82	319	128	4	204
Future Volume (vph)	3	4	95	83	5	82	319	128	4	204
Lane Group Flow (vph)	0	10	134	120	11	90	351	141	4	223
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	37.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	45.0	45.0	45.0	18.0	63.0	18.0	44.0	44.0	13.0	39.0
Total Split (%)	37.5%	37.5%	37.5%	15.0%	52.5%	15.0%	36.7%	36.7%	10.8%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.11	0.63	0.50	0.03	0.12	0.15	0.13	0.01	0.11
Control Delay (s/veh)		54.7	22.4	48.1	29.5	6.3	7.7	1.9	6.5	11.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		54.7	22.4	48.1	29.5	6.3	7.7	1.9	6.5	11.3
Queue Length 50th (ft)		8	0	81	4	19	41	0	1	36
Queue Length 95th (ft)		20	26	97	14	42	91	28	5	64
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		515	596	250	829	812	2391	1113	692	2040
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.22	0.48	0.01	0.11	0.15	0.13	0.01	0.11

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Marshall Rd & Sycamore St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	95	83	5	3	82	319	128	4	204	1
Future Volume (veh/h)	3	4	95	83	5	3	82	319	128	4	204	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	4	6	134	120	7	4	90	351	141	4	222	1
Peak Hour Factor	0.71	0.71	0.71	0.69	0.69	0.69	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	6	6	6
Cap, veh/h	93	120	160	312	246	141	776	2200	981	584	2089	9
Arrive On Green	0.10	0.10	0.10	0.08	0.22	0.22	0.04	0.63	0.63	0.01	0.59	0.59
Sat Flow, veh/h	495	1166	1547	1753	1099	628	1753	3497	1560	1725	3513	16
Grp Volume(v), veh/h	10	0	134	120	0	11	90	351	141	4	109	114
Grp Sat Flow(s),veh/h/ln	1661	0	1547	1753	0	1728	1753	1749	1560	1725	1721	1808
Q Serve(g_s), s	0.0	0.0	10.2	7.1	0.0	0.6	2.3	5.0	4.4	0.1	3.3	3.3
Cycle Q Clear(g_c), s	0.6	0.0	10.2	7.1	0.0	0.6	2.3	5.0	4.4	0.1	3.3	3.3
Prop In Lane	0.40		1.00	1.00		0.36	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	213	0	160	312	0	387	776	2200	981	584	1023	1075
V/C Ratio(X)	0.05	0.00	0.84	0.38	0.00	0.03	0.12	0.16	0.14	0.01	0.11	0.11
Avail Cap(c_a), veh/h	578	0	509	363	0	828	889	2200	981	683	1023	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	52.8	41.8	0.0	36.4	8.3	9.2	9.1	9.6	10.5	10.5
Incr Delay (d2), s/veh	0.0	0.0	4.5	0.8	0.0	0.0	0.1	0.2	0.3	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.2	3.1	0.0	0.3	0.9	1.9	1.5	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.6	0.0	57.3	42.6	0.0	36.4	8.4	9.3	9.4	9.6	10.7	10.7
LnGrp LOS	D		E	D		D	A	A	A	A	B	B
Approach Vol, veh/h		144			131			582			227	
Approach Delay, s/veh		56.7			42.0			9.2			10.7	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	81.5	14.5	17.9	10.3	77.4		32.4				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	7.5	38.0	12.5	39.5	12.5	33.0		57.5				
Max Q Clear Time (g_c+I1), s	2.1	7.0	9.1	12.2	4.3	5.3		2.6				
Green Ext Time (p_c), s	0.0	1.7	0.1	0.2	0.1	0.7		0.0				

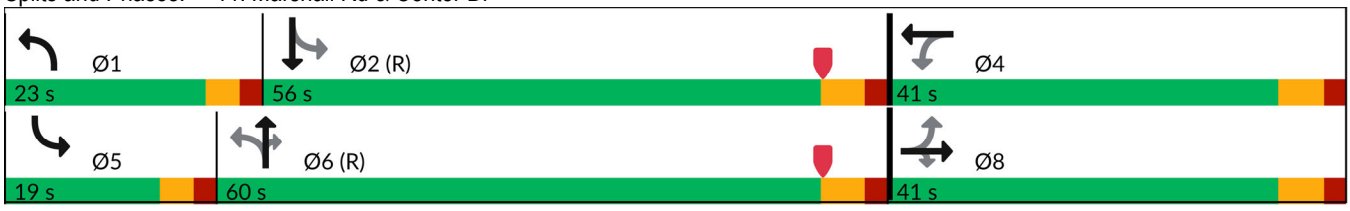
Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	0	25	3	1	40	283	7	9	187
Future Volume (vph)	2	0	25	3	1	40	283	7	9	187
Lane Group Flow (vph)	0	2	30	0	21	48	337	8	10	210
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		8			4	1	6		5	2
Permitted Phases	8		8	4		6		6	2	
Detector Phase	8	8	8	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	9.5	31.0	31.0	9.5	31.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	23.0	60.0	60.0	19.0	56.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	34.2%	19.2%	50.0%	50.0%	15.8%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.02	0.20		0.14	0.05	0.11	0.01	0.01	0.07
Control Delay (s/veh)		54.0	3.0		32.8	1.3	1.9	0.0	1.4	3.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		54.0	3.0		32.8	1.3	1.9	0.0	1.4	3.2
Queue Length 50th (ft)		2	0		2	4	15	0	1	18
Queue Length 95th (ft)		10	0		10	8	42	0	3	30
Internal Link Dist (ft)		143			176		179			103
Turn Bay Length (ft)			200			440		175	175	
Base Capacity (vph)		548	518		794	1095	3150	1417	965	2809
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.00	0.06		0.03	0.04	0.11	0.01	0.01	0.07

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 108 (90%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Marshall Rd & Center Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	25	3	1	9	40	283	7	9	187	0
Future Volume (veh/h)	2	0	25	3	1	9	40	283	7	9	187	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1781	1781	1781	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	2	0	30	5	2	14	48	337	8	10	210	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	8	8	8	2	2	2	6	6	6
Cap, veh/h	95	0	55	75	20	47	1022	2902	1295	872	2766	0
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.02	0.82	0.82	0.01	0.80	0.00
Sat Flow, veh/h	1003	0	1598	682	591	1374	1781	3554	1585	1725	3532	0
Grp Volume(v), veh/h	2	0	30	7	0	14	48	337	8	10	210	0
Grp Sat Flow(s),veh/h/ln	1003	0	1598	1273	0	1374	1781	1777	1585	1725	1721	0
Q Serve(g_s), s	0.2	0.0	2.2	0.0	0.0	1.2	0.6	2.3	0.1	0.1	1.5	0.0
Cycle Q Clear(g_c), s	1.4	0.0	2.2	1.4	0.0	1.2	0.6	2.3	0.1	0.1	1.5	0.0
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	95	0	55	95	0	47	1022	2902	1295	872	2766	0
V/C Ratio(X)	0.02	0.00	0.54	0.07	0.00	0.29	0.05	0.12	0.01	0.01	0.08	0.00
Avail Cap(c_a), veh/h	457	0	466	461	0	401	1254	2902	1295	1061	2766	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	0.0	57.0	56.1	0.0	56.5	1.9	2.2	2.0	2.2	2.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	8.1	0.3	0.0	3.4	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.2	0.0	0.5	0.1	0.6	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	0.0	65.1	56.5	0.0	59.9	1.9	2.3	2.0	2.2	2.5	0.0
LnGrp LOS	E		E	E		E	A	A	A	A	A	
Approach Vol, veh/h		32			21			393			220	
Approach Delay, s/veh		64.6			58.8			2.3			2.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	102.5		10.1	5.9	104.0		10.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	50.0		35.0	14.0	54.0		35.0				
Max Q Clear Time (g_c+I1), s	2.6	3.5		3.4	2.1	4.3		4.2				
Green Ext Time (p_c), s	0.1	1.4		0.1	0.0	2.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	8	469	222	15
Future Vol, veh/h	20	13	8	469	222	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	70	70	61	61
Heavy Vehicles, %	9	9	1	1	3	3
Mvmt Flow	36	24	11	670	364	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1069	376	389	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.11	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.209	-	-	-
Pot Cap-1 Maneuver	238	655	1175	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	235	655	1175	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.2	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1175	-	235	655	-	-
HCM Lane V/C Ratio	0.01	-	0.155	0.036	-	-
HCM Control Delay (s/veh)	8.1	-	23.1	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	137	24	11	196	34	49	3	23	77	3	38
Future Vol, veh/h	16	137	24	11	196	34	49	3	23	77	3	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	95	-	-	-	-	-	-	-	145
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	86	86	86	78	78	78	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	34	291	51	13	228	40	63	4	29	92	4	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	343	0	0	526	678	171	489	684	134
Stage 1	-	-	-	-	-	-	385	385	-	273	273	-
Stage 2	-	-	-	-	-	-	141	293	-	216	411	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1293	-	-	1213	-	-	437	375	846	464	372	894
Stage 1	-	-	-	-	-	-	612	612	-	712	685	-
Stage 2	-	-	-	-	-	-	850	671	-	769	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1293	-	-	1213	-	-	396	361	846	427	358	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	361	-	427	358	-
Stage 1	-	-	-	-	-	-	596	596	-	705	678	-
Stage 2	-	-	-	-	-	-	794	664	-	718	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.71	0.37	14.61	13.77
HCM LOS			B	B

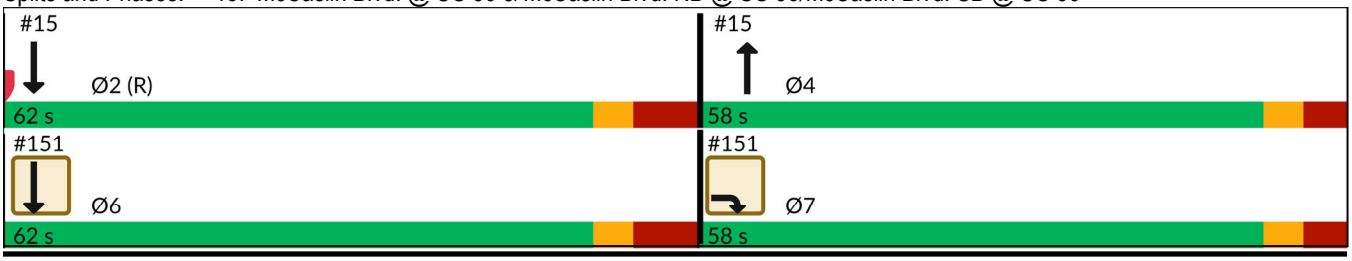
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	471	1293	-	-	1213	-	-	424	894
HCM Lane V/C Ratio	0.204	0.026	-	-	0.011	-	-	0.225	0.051
HCM Control Delay (s/veh)	14.6	7.9	-	-	8	-	-	15.9	9.2
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.9	0.2

Lane Group	NBT	SBT	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)	935	662		
Future Volume (vph)	935	662		
Lane Group Flow (vph)	995	752		
Turn Type	NA	NA		
Protected Phases	4	2	6	7
Permitted Phases				
Detector Phase	4	2		
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	5.0
Minimum Split (s)	41.0	49.0	27.3	12.5
Total Split (s)	58.0	62.0	62.0	58.0
Total Split (%)	48.3%	51.7%	52%	48%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	5.8	5.8	4.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.5	9.3		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	Max	Max
v/c Ratio	0.47	0.34		
Control Delay (s/veh)	30.0	14.7		
Queue Delay	0.0	0.0		
Total Delay (s/veh)	30.0	14.7		
Queue Length 50th (ft)	234	171		
Queue Length 95th (ft)	284	207		
Internal Link Dist (ft)	90	95		
Turn Bay Length (ft)				
Base Capacity (vph)	2119	2190		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.47	0.34		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: McCaslin Blvd. @ US 36 & McCaslin Blvd. NB @ US 36/McCaslin Blvd. SB @ US 36



Movement	NBL	NBT	SBT	SBR	SEL	SER	NEL	NER
Lane Configurations		↑↑↑	↑↑↑					
Traffic Volume (vph)	0	935	662	0	0	0	0	0
Future Volume (vph)	0	935	662	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	9.3					
Lane Util. Factor		0.91	0.91					
Frt		1.00	1.00					
Flt Protected		1.00	1.00					
Satd. Flow (prot)		5036	4988					
Flt Permitted		1.00	1.00					
Satd. Flow (perm)		5036	4988					
Peak-hour factor, PHF	0.92	0.94	0.88	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	995	752	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	995	752	0	0	0	0	0
Heavy Vehicles (%)	2%	3%	4%	2%	2%	2%	2%	2%
Turn Type		NA	NA					
Protected Phases		4	2					
Permitted Phases								
Actuated Green, G (s)		50.5	52.7					
Effective Green, g (s)		50.5	52.7					
Actuated g/C Ratio		0.42	0.44					
Clearance Time (s)		7.5	9.3					
Vehicle Extension (s)		3.0	3.0					
Lane Grp Cap (vph)		2119	2190					
v/s Ratio Prot		c0.20	c0.15					
v/s Ratio Perm								
v/c Ratio		0.47	0.34					
Uniform Delay, d1		25.1	22.2					
Progression Factor		1.16	0.64					
Incremental Delay, d2		0.2	0.4					
Delay (s)		29.2	14.6					
Level of Service		C	B					
Approach Delay (s/veh)		29.2	14.6		0.0		0.0	
Approach LOS		C	B		A		A	

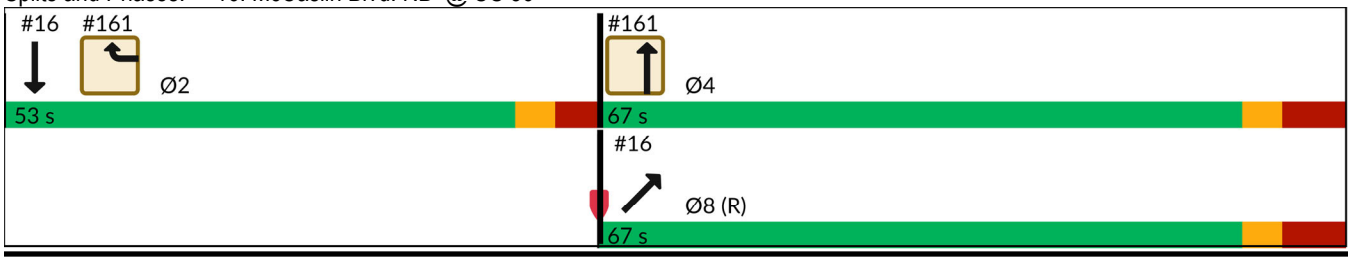
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SBT	NET	Ø4
Lane Configurations	↑↑↑	↑↑↑	
Traffic Volume (vph)	780	930	
Future Volume (vph)	780	930	
Lane Group Flow (vph)	821	1033	
Turn Type	NA	NA	
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	36.0	45.0	27.3
Total Split (s)	53.0	67.0	67.0
Total Split (%)	44.2%	55.8%	56%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	3.7	5.8	5.8
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.2	9.3	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	C-Max	None
v/c Ratio	0.43	0.42	
Control Delay (s/veh)	28.4	20.9	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	28.4	20.9	
Queue Length 50th (ft)	170	184	
Queue Length 95th (ft)	209	222	
Internal Link Dist (ft)	91	127	
Turn Bay Length (ft)			
Base Capacity (vph)	1903	2469	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.43	0.42	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 8:NET, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: McCaslin Blvd. NB @ US 36



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	780	0	0	930	0	0	0	0
Future Volume (vph)	0	0	0	0	780	0	0	930	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					7.2			9.3				
Lane Util. Factor					0.91			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					4988			5136				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					4988			5136				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.90	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	821	0	0	1033	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	821	0	0	1033	0	0	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	1%	2%	2%	2%	2%
Turn Type					NA			NA				
Protected Phases					2			8				
Permitted Phases												
Actuated Green, G (s)					45.8			57.7				
Effective Green, g (s)					45.8			57.7				
Actuated g/C Ratio					0.38			0.48				
Clearance Time (s)					7.2			9.3				
Vehicle Extension (s)					3.0			3.0				
Lane Grp Cap (vph)					1903			2469				
v/s Ratio Prot					c0.16			c0.20				
v/s Ratio Perm												
v/c Ratio					0.43			0.42				
Uniform Delay, d1					27.5			20.2				
Progression Factor					1.00			1.00				
Incremental Delay, d2					0.7			0.5				
Delay (s)					28.2			20.8				
Level of Service					C			C				
Approach Delay (s/veh)		0.0			28.2			20.8			0.0	
Approach LOS		A			C			C			A	

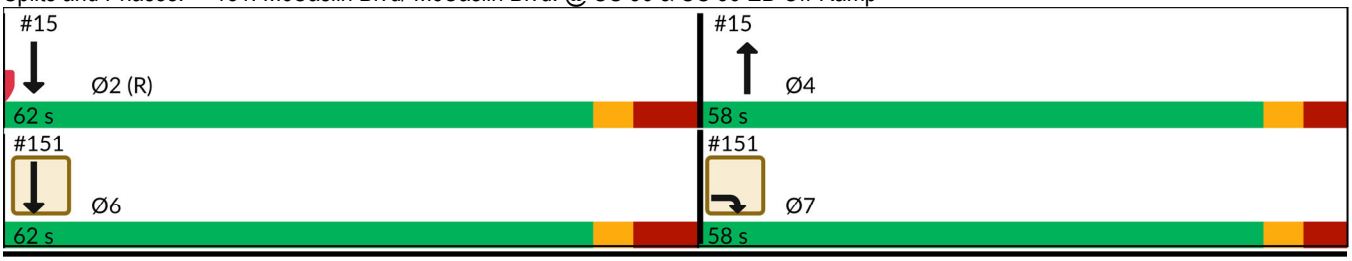
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

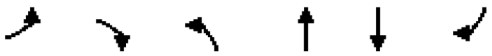
Lane Group	EBR	SBT	Ø2	Ø4
Lane Configurations				
Traffic Volume (vph)	211	662		
Future Volume (vph)	211	662		
Lane Group Flow (vph)	234	752		
Turn Type	Prot	NA		
Protected Phases	7	6	2	4
Permitted Phases				
Detector Phase	7	6		
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	12.5	27.3	49.0	41.0
Total Split (s)	58.0	62.0	62.0	58.0
Total Split (%)	48.3%	51.7%	52%	48%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	5.8	5.8	4.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.5	9.3		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	C-Max	None
v/c Ratio	0.14	0.34		
Control Delay (s/veh)	2.0	22.7		
Queue Delay	0.0	0.0		
Total Delay (s/veh)	2.0	22.7		
Queue Length 50th (ft)	0	137		
Queue Length 95th (ft)	15	165		
Internal Link Dist (ft)		22		
Turn Bay Length (ft)				
Base Capacity (vph)	1668	2233		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.14	0.34		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 151: McCaslin Blvd/ McCaslin Blvd. @ US 36 & US 36 EB Off-Ramp





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	0	662	0
Future Volume (vph)	0	211	0	0	662	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5			9.3	
Lane Util. Factor		0.76			0.91	
Frt		0.85			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		3610			5085	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		3610			5085	
Peak-hour factor, PHF	0.90	0.90	0.92	0.92	0.88	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	234	0	0	752	0
RTOR Reduction (vph)	0	136	0	0	0	0
Lane Group Flow (vph)	0	98	0	0	752	0
Turn Type		Prot			NA	
Protected Phases		7			6	
Permitted Phases						
Actuated Green, G (s)		50.5			52.7	
Effective Green, g (s)		50.5			52.7	
Actuated g/C Ratio		0.42			0.44	
Clearance Time (s)		7.5			9.3	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		1519			2233	
v/s Ratio Prot		c0.03			c0.15	
v/s Ratio Perm						
v/c Ratio		0.06			0.34	
Uniform Delay, d1		20.7			22.1	
Progression Factor		1.00			1.00	
Incremental Delay, d2		0.1			0.4	
Delay (s)		20.8			22.6	
Level of Service		C			C	
Approach Delay (s/veh)	20.8			0.0	22.6	
Approach LOS	C			A	C	

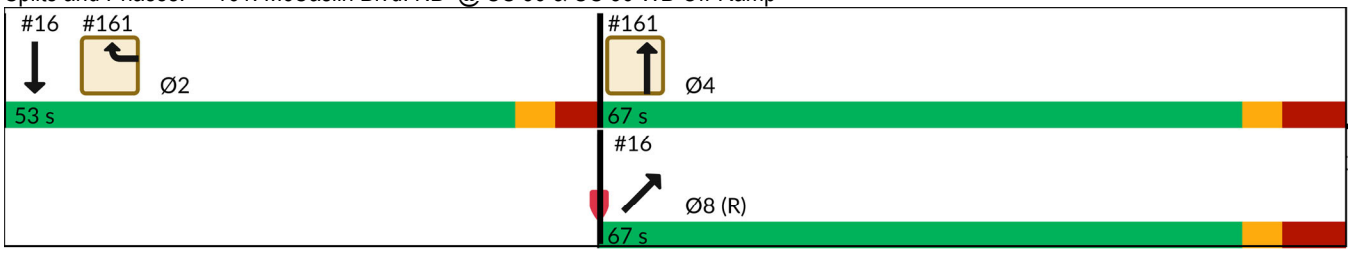
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBR	NBT	Ø8
Lane Configurations			
Traffic Volume (vph)	584	930	
Future Volume (vph)	584	930	
Lane Group Flow (vph)	664	1033	
Turn Type	Prot	NA	
Protected Phases	2	4	8
Permitted Phases			
Detector Phase	2	4	
Switch Phase			
Minimum Initial (s)	10.0	5.0	10.0
Minimum Split (s)	36.0	27.3	45.0
Total Split (s)	53.0	67.0	67.0
Total Split (%)	44.2%	55.8%	56%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	3.7	5.8	5.8
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.2	9.3	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	None	C-Max
v/c Ratio	1.02	0.42	
Control Delay (s/veh)	73.5	1.4	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	73.5	1.4	
Queue Length 50th (ft)	~496	4	
Queue Length 95th (ft)	#715	4	
Internal Link Dist (ft)		1	
Turn Bay Length (ft)			
Base Capacity (vph)	653	2445	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	1.02	0.42	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 8:NET, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 161: McCaslin Blvd. NB @ US 36 & US 36 WB Off-Ramp





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	584	930	0	0	0
Future Volume (vph)	0	584	930	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	9.3			
Lane Util. Factor		1.00	0.91			
Frt		0.87	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		1611	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		1611	5085			
Peak-hour factor, PHF	0.92	0.88	0.90	0.92	0.92	0.92
Adj. Flow (vph)	0	664	1033	0	0	0
RTOR Reduction (vph)	0	38	0	0	0	0
Lane Group Flow (vph)	0	626	1033	0	0	0
Turn Type		Prot	NA			
Protected Phases		2	4			
Permitted Phases						
Actuated Green, G (s)		45.8	57.7			
Effective Green, g (s)		45.8	57.7			
Actuated g/C Ratio		0.38	0.48			
Clearance Time (s)		7.2	9.3			
Vehicle Extension (s)		3.0	3.0			
Lane Grp Cap (vph)		614	2445			
v/s Ratio Prot		c0.39	c0.20			
v/s Ratio Perm						
v/c Ratio		1.02	0.42			
Uniform Delay, d1		37.1	20.3			
Progression Factor		1.00	0.04			
Incremental Delay, d2		41.2	0.1			
Delay (s)		78.3	1.0			
Level of Service		E	A			
Approach Delay (s/veh)	78.3		1.0		0.0	
Approach LOS	E		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

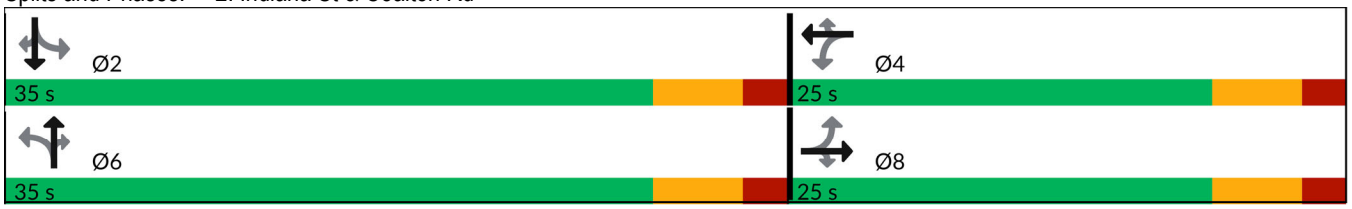
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	362	33	32	276	65	13	32	37	61	53	16
Future Volume (vph)	13	362	33	32	276	65	13	32	37	61	53	16
Lane Group Flow (vph)	15	421	38	37	321	76	38	94	109	103	90	27
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	8	4	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
v/c Ratio	0.07	0.58	0.10	0.19	0.44	0.20	0.05	0.09	0.12	0.14	0.09	0.03
Control Delay (s/veh)	16.8	21.8	4.7	19.2	19.8	6.4	6.2	6.3	2.1	6.7	6.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	21.8	4.7	19.2	19.8	6.4	6.2	6.3	2.1	6.7	6.2	1.1
Queue Length 50th (ft)	4	61	0	9	45	0	4	11	0	13	11	0
Queue Length 95th (ft)	15	91	12	27	71	23	6	11	0	23	20	0
Internal Link Dist (ft)		398			261			233			286	
Turn Bay Length (ft)	125		105	115		85	60		65	90		90
Base Capacity (vph)	387	1319	624	351	1319	638	712	1019	914	730	1049	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.32	0.06	0.11	0.24	0.12	0.05	0.09	0.12	0.14	0.09	0.03

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 51.6
Natural Cycle: 75
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Indiana St & Coalton Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	362	33	32	276	65	13	32	37	61	53	16
Future Volume (veh/h)	13	362	33	32	276	65	13	32	37	61	53	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	15	421	38	37	321	76	38	94	109	103	90	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.34	0.34	0.34	0.59	0.59	0.59
Percent Heavy Veh, %	1	1	1	1	1	1	5	5	5	2	2	2
Cap, veh/h	265	730	326	232	730	326	813	1028	871	776	1053	893
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	995	3582	1598	940	3582	1598	1245	1826	1547	1179	1870	1585
Grp Volume(v), veh/h	15	421	38	37	321	76	38	94	109	103	90	27
Grp Sat Flow(s),veh/h/ln	995	1791	1598	940	1791	1598	1245	1826	1547	1179	1870	1585
Q Serve(g_s), s	0.7	5.5	1.0	1.9	4.0	2.0	0.7	1.2	1.7	2.3	1.1	0.4
Cycle Q Clear(g_c), s	4.7	5.5	1.0	7.4	4.0	2.0	1.9	1.2	1.7	3.5	1.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	730	326	232	730	326	813	1028	871	776	1053	893
V/C Ratio(X)	0.06	0.58	0.12	0.16	0.44	0.23	0.05	0.09	0.13	0.13	0.09	0.03
Avail Cap(c_a), veh/h	429	1322	589	387	1322	589	813	1028	871	776	1053	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	18.5	16.7	21.8	17.9	17.1	5.6	5.2	5.3	6.0	5.2	5.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.2	0.1	0.1	0.2	0.3	0.4	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.0	0.3	0.4	1.5	0.7	0.2	0.4	0.5	0.5	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	18.8	16.8	21.9	18.1	17.3	5.7	5.4	5.6	6.3	5.3	5.1
LnGrp LOS	C	B	B	C	B	B	A	A	A	A	A	A
Approach Vol, veh/h		474			434			241			220	
Approach Delay, s/veh		18.6			18.3			5.5			5.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		16.5		35.0		16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		19.0		29.0		19.0				
Max Q Clear Time (g_c+I1), s		5.5		9.4		3.9		7.5				
Green Ext Time (p_c), s		0.9		1.1		1.0		1.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	379	89	103	327	47	66
Future Volume (vph)	379	89	103	327	47	66
Lane Group Flow (vph)	486	114	113	359	52	73
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	8			4	6	
Permitted Phases		8	4			6
Detector Phase	8	8	4	4	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0	5.0	4.0	4.0
Minimum Split (s)	29.0	29.0	29.0	29.0	21.0	21.0
Total Split (s)	29.0	29.0	29.0	29.0	21.0	21.0
Total Split (%)	58.0%	58.0%	58.0%	58.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min
v/c Ratio	0.51	0.22	0.41	0.32	0.06	0.09
Control Delay (s/veh)	16.4	3.8	16.6	13.0	9.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.4	3.8	16.6	13.0	9.4	3.8
Queue Length 50th (ft)	65	0	27	43	7	0
Queue Length 95th (ft)	63	15	47	51	28	20
Internal Link Dist (ft)	410			541	289	
Turn Bay Length (ft)		95	125		125	125
Base Capacity (vph)	1644	797	446	1787	868	814
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.14	0.25	0.20	0.06	0.09

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2: and 6:NBL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 3: Rock Creek Cir & Coalton Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	379	89	103	327	47	66
Future Volume (veh/h)	379	89	103	327	47	66
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1870	1870
Adj Flow Rate, veh/h	486	114	113	359	52	73
Peak Hour Factor	0.78	0.78	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1219	544	339	1219	748	665
Arrive On Green	0.34	0.34	0.34	0.34	0.42	0.42
Sat Flow, veh/h	3676	1598	825	3676	1781	1585
Grp Volume(v), veh/h	486	114	113	359	52	73
Grp Sat Flow(s),veh/h/ln	1791	1598	825	1791	1781	1585
Q Serve(g_s), s	5.2	2.5	6.1	3.7	0.9	1.4
Cycle Q Clear(g_c), s	5.2	2.5	11.2	3.7	0.9	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1219	544	339	1219	748	665
V/C Ratio(X)	0.40	0.21	0.33	0.29	0.07	0.11
Avail Cap(c_a), veh/h	1648	735	471	1791	748	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	11.7	16.9	12.1	8.7	8.8
Incr Delay (d2), s/veh	0.1	0.1	1.2	0.3	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.8	1.1	1.3	0.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.7	11.8	18.1	12.4	8.9	9.2
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	600			472	125	
Approach Delay, s/veh	12.5			13.7	9.0	
Approach LOS	B			B	A	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		23.0		27.0	23.0
Change Period (Y+Rc), s		* 6		6.0	6.0
Max Green Setting (Gmax), s		* 25		15.0	23.0
Max Q Clear Time (g_c+I1), s		13.2		3.4	7.2
Green Ext Time (p_c), s		3.8		0.2	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

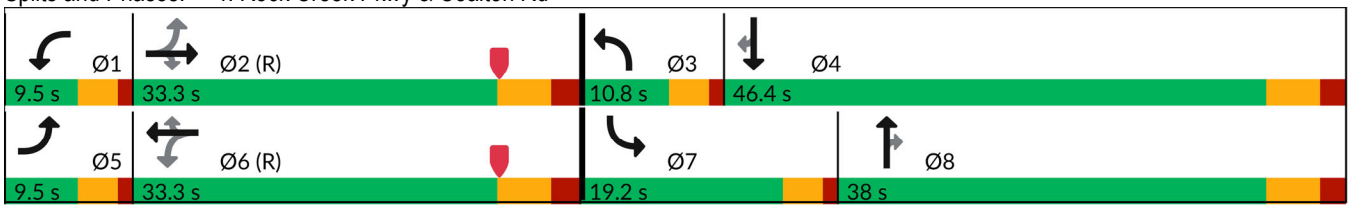
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

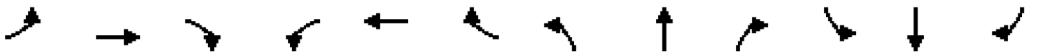
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	292	14	102	271	189	37	89	104	277	172	122
Future Volume (vph)	71	292	14	102	271	189	37	89	104	277	172	122
Lane Group Flow (vph)	92	379	18	106	282	197	46	111	130	286	177	126
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.5	33.0	33.0	9.5	33.0	33.0	9.5	38.0	38.0	9.5	38.0	38.0
Total Split (s)	9.5	33.3	33.3	9.5	33.3	33.3	10.8	38.0	38.0	19.2	46.4	46.4
Total Split (%)	9.5%	33.3%	33.3%	9.5%	33.3%	33.3%	10.8%	38.0%	38.0%	19.2%	46.4%	46.4%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
v/c Ratio	0.13	0.21	0.02	0.17	0.15	0.21	0.44	0.57	0.42	0.69	0.47	0.30
Control Delay (s/veh)	8.9	15.1	0.1	9.0	14.2	3.2	58.3	53.7	7.3	50.9	40.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	15.1	0.1	9.0	14.2	3.2	58.3	53.7	7.3	50.9	40.0	8.0
Queue Length 50th (ft)	20	66	0	24	47	0	29	69	0	91	106	0
Queue Length 95th (ft)	41	97	0	55	86	41	57	104	17	130	160	45
Internal Link Dist (ft)		654			806			703			571	
Turn Bay Length (ft)	130		60	250		230	105		105	150		150
Base Capacity (vph)	688	1812	890	640	1900	942	121	601	623	526	759	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.21	0.02	0.17	0.15	0.21	0.38	0.18	0.21	0.54	0.23	0.17

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Rock Creek Pkwy & Coalton Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	292	14	102	271	189	37	89	104	277	172	122
Future Volume (veh/h)	71	292	14	102	271	189	37	89	104	277	172	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	92	379	18	106	282	0	46	111	130	286	177	0
Peak Hour Factor	0.77	0.77	0.77	0.96	0.96	0.96	0.80	0.80	0.80	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	1	1	1
Cap, veh/h	707	1952	871	643	1982		59	198	168	356	329	
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.00	0.03	0.11	0.11	0.10	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1795	3582	1598	1795	1885	1598	3483	1885	1598
Grp Volume(v), veh/h	92	379	18	106	282	0	46	111	130	286	177	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1795	1791	1598	1795	1885	1598	1742	1885	1598
Q Serve(g_s), s	2.2	5.4	0.5	2.6	3.8	0.0	2.5	5.6	7.9	8.0	8.6	0.0
Cycle Q Clear(g_c), s	2.2	5.4	0.5	2.6	3.8	0.0	2.5	5.6	7.9	8.0	8.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	707	1952	871	643	1982		59	198	168	356	329	
V/C Ratio(X)	0.13	0.19	0.02	0.16	0.14		0.78	0.56	0.77	0.80	0.54	
Avail Cap(c_a), veh/h	735	1952	871	664	1982		122	603	511	529	762	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	11.4	10.3	9.0	10.8	0.0	48.0	42.5	43.6	43.9	37.6	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.2	0.0	8.1	0.9	2.8	3.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.2	0.9	1.5	0.0	1.3	2.7	3.3	3.6	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	11.6	10.3	9.0	11.0	0.0	56.1	43.4	46.4	47.0	38.1	0.0
LnGrp LOS	A	B	B	A	B		E	D	D	D	D	
Approach Vol, veh/h		489			388			287			463	
Approach Delay, s/veh		11.1			10.4			46.8			43.6	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	60.9	7.3	23.5	7.9	61.3	14.2	16.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	5.5	27.3	6.8	40.4	5.5	27.3	15.2	32.0
Max Q Clear Time (g_c+I1), s	4.6	7.4	4.5	10.6	4.2	5.8	10.0	9.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.6	0.0	1.7	0.2	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

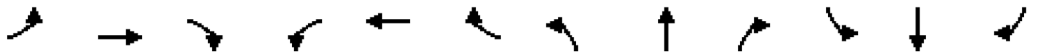
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	13	492	60	56	132	40	6	91	5	2	14
Future Volume (vph)	13	492	60	56	132	40	6	91	5	2	14
Lane Group Flow (vph)	16	600	73	74	354	0	64	128	0	10	19
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		8			4		6			2	
Permitted Phases	8		8	4		6		6	2		2
Detector Phase	8	8	8	4	4	6	6	6	2	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	56.3%	56.3%	56.3%	56.3%	56.3%	43.8%	43.8%	43.8%	43.8%	43.8%	43.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max	Max
v/c Ratio	0.05	0.49	0.12	0.34	0.29		0.08	0.15		0.01	0.02
Control Delay (s/veh)	12.6	16.9	4.1	18.9	7.2		9.8	2.9		9.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	12.6	16.9	4.1	18.9	7.2		9.8	2.9		9.8	5.0
Queue Length 50th (ft)	4	88	0	20	22		11	0		2	0
Queue Length 95th (ft)	13	112	17	39	34		28	14		8	8
Internal Link Dist (ft)		335			481		212			135	
Turn Bay Length (ft)	145		90	125				100			65
Base Capacity (vph)	684	2418	1105	436	2293		786	877		843	793
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.02	0.25	0.07	0.17	0.15		0.08	0.15		0.01	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 60.3
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 6: Indiana St & Rock Creek Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	492	60	56	132	137	40	6	91	5	2	14
Future Volume (veh/h)	13	492	60	56	132	137	40	6	91	5	2	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1826	1826	1826
Adj Flow Rate, veh/h	16	600	73	74	174	180	56	8	128	7	3	19
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.71	0.71	0.71	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	5	5	5
Cap, veh/h	383	1210	540	278	605	540	472	60	817	361	137	791
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1035	3582	1598	771	1791	1598	702	118	1598	504	267	1547
Grp Volume(v), veh/h	16	600	73	74	174	180	64	0	128	10	0	19
Grp Sat Flow(s),veh/h/ln	1035	1791	1598	771	1791	1598	820	0	1598	772	0	1547
Q Serve(g_s), s	0.7	7.9	1.9	5.0	4.3	5.0	1.6	0.0	2.5	0.1	0.0	0.4
Cycle Q Clear(g_c), s	5.7	7.9	1.9	13.0	4.3	5.0	15.2	0.0	2.5	14.4	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.87		1.00	0.70		1.00
Lane Grp Cap(c), veh/h	383	1210	540	278	605	540	533	0	817	497	0	791
V/C Ratio(X)	0.04	0.50	0.14	0.27	0.29	0.33	0.12	0.00	0.16	0.02	0.00	0.02
Avail Cap(c_a), veh/h	737	2432	1085	542	1216	1085	533	0	817	497	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	15.7	13.7	20.9	14.5	14.7	13.9	0.0	7.7	8.7	0.0	7.2
Incr Delay (d2), s/veh	0.1	0.7	0.2	1.1	0.6	0.8	0.5	0.0	0.4	0.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.0	0.7	0.9	1.6	1.8	0.7	0.0	0.8	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.0	16.4	13.9	22.0	15.0	15.5	14.3	0.0	8.1	8.8	0.0	7.3
LnGrp LOS	B	B	B	C	B	B	B		A	A		A
Approach Vol, veh/h		689			428			192			29	
Approach Delay, s/veh		16.1			16.4			10.2			7.8	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		24.6		35.0		24.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.5		40.5		30.5		40.5				
Max Q Clear Time (g_c+I1), s		16.4		15.0		17.2		9.9				
Green Ext Time (p_c), s		0.1		5.2		1.2		9.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

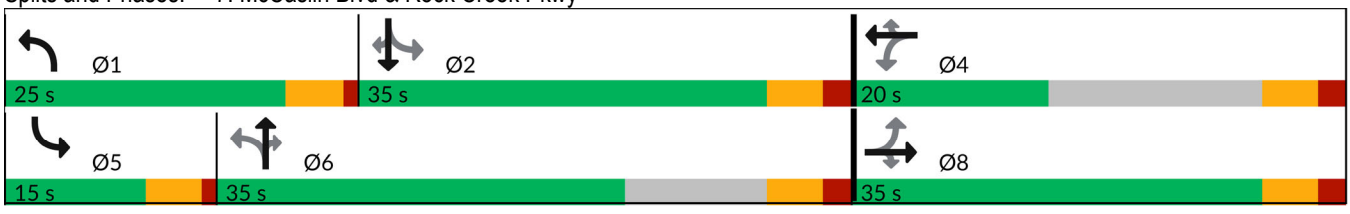
User approved pedestrian interval to be less than phase max green.

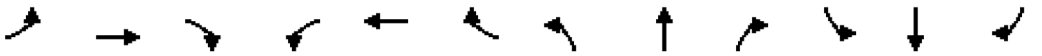
Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	12	19	6	29	218	1	332	68	482	671	1
Future Volume (vph)	12	19	6	29	218	1	332	68	482	671	1
Lane Group Flow (vph)	19	31	10	33	248	1	395	81	542	754	1
Turn Type	Perm	NA	Perm	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8				1	6		5	2	
Permitted Phases	8		8	4	4	6		6	2		2
Detector Phase	8	8	8	4	4	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	19.0	19.0	10.0	33.0	33.0	10.0	33.0	33.0
Total Split (s)	35.0	35.0	35.0	20.0	20.0	25.0	35.0	35.0	15.0	35.0	35.0
Total Split (%)	36.8%	36.8%	36.8%	21.1%	21.1%	26.3%	36.8%	36.8%	15.8%	36.8%	36.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.10	0.12	0.03	0.17	0.39	0.00	0.25	0.11	0.75	0.33	0.00
Control Delay (s/veh)	25.5	25.5	0.2	26.8	1.7	4.0	11.9	2.9	13.9	7.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.5	25.5	0.2	26.8	1.7	4.0	11.9	2.9	13.9	7.0	0.0
Queue Length 50th (ft)	7	11	0	12	0	0	48	0	75	52	0
Queue Length 95th (ft)	16	22	0	33	0	1	73	16	#169	142	0
Internal Link Dist (ft)		93					839			614	
Turn Bay Length (ft)	50		50		400	190		120	350		220
Base Capacity (vph)	623	823	782	618	984	815	2145	996	724	2285	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.01	0.05	0.25	0.00	0.18	0.08	0.75	0.33	0.00

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 65
Natural Cycle: 80
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: McCaslin Blvd & Rock Creek Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	19	6	29	0	218	1	332	68	482	671	1
Future Volume (veh/h)	12	19	6	29	0	218	1	332	68	482	671	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	19	31	0	33	0	0	1	395	0	542	754	0
Peak Hour Factor	0.62	0.62	0.62	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	1	1	1	1	1	1	1	1	1
Cap, veh/h	209	116		185	118		471	1739		842	2333	
Arrive On Green	0.06	0.06	0.00	0.06	0.00	0.00	0.00	0.49	0.00	0.17	0.65	0.00
Sat Flow, veh/h	1406	1856	1572	1389	1885	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	19	31	0	33	0	0	1	395	0	542	754	0
Grp Sat Flow(s),veh/h/ln	1406	1856	1572	1389	1885	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	0.8	1.0	0.0	1.4	0.0	0.0	0.0	3.8	0.0	8.1	5.6	0.0
Cycle Q Clear(g_c), s	0.8	1.0	0.0	2.3	0.0	0.0	0.0	3.8	0.0	8.1	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	116		185	118		471	1739		842	2333	
V/C Ratio(X)	0.09	0.27		0.18	0.00		0.00	0.23		0.64	0.32	
Avail Cap(c_a), veh/h	803	901		424	442		1069	1739		842	2333	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	26.7	0.0	27.8	0.0	0.0	7.9	8.9	0.0	4.8	4.6	0.0
Incr Delay (d2), s/veh	0.4	2.6	0.0	1.0	0.0	0.0	0.0	0.3	0.0	2.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	0.5	0.0	0.0	0.0	1.3	0.0	2.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	29.3	0.0	28.8	0.0	0.0	7.9	9.2	0.0	7.2	5.0	0.0
LnGrp LOS	C	C		C			A	A		A	A	
Approach Vol, veh/h		50			33			396			1296	
Approach Delay, s/veh		28.4			28.8			9.2			5.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	44.9		9.7	15.0	35.0		9.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	29.0		14.0	10.0	29.0		29.0				
Max Q Clear Time (g_c+I1), s	2.0	7.6		4.3	10.1	5.8		3.0				
Green Ext Time (p_c), s	0.0	9.2		0.1	0.0	4.7		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.7	
HCM 7th LOS	A	

Notes

User approved pedestrian interval to be less than phase max green.

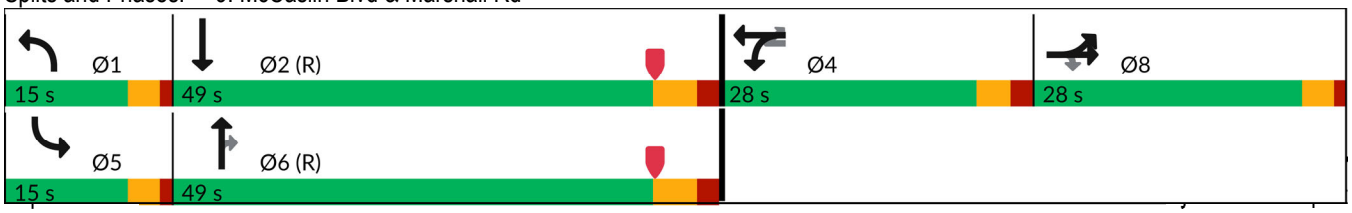
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	758	60	449	41	33	128	197	464	27	152	1076	758
Future Volume (vph)	758	60	449	41	33	128	197	464	27	152	1076	758
Lane Group Flow (vph)	575	286	473	51	41	158	224	527	31	169	1575	463
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	9.5	28.0	28.0	9.5	28.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	15.0	49.0	49.0	15.0	49.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	12.5%	40.8%	40.8%	12.5%	40.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.73	0.72	0.69	0.39	0.29	0.60	0.69	0.23	0.04	0.60	0.77	0.34
Control Delay (s/veh)	47.1	51.5	12.9	60.4	56.9	17.6	64.2	22.6	0.1	65.0	34.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0
Total Delay (s/veh)	47.1	51.5	12.9	60.4	56.9	17.6	64.2	22.6	0.1	65.0	39.1	0.4
Queue Length 50th (ft)	224	221	49	38	31	0	87	92	0	67	251	0
Queue Length 95th (ft)	276	314	158	69	59	45	#128	133	0	m80	#318	m0
Internal Link Dist (ft)		361			399			366			377	
Turn Bay Length (ft)	390		260	120		120	175		120	235		200
Base Capacity (vph)	801	405	691	342	360	434	338	2252	752	320	2052	1375
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	413	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.71	0.68	0.15	0.11	0.36	0.66	0.23	0.04	0.53	0.96	0.34

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 70 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: McCaslin Blvd & Marshall Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	758	60	449	41	33	128	197	464	27	152	1076	758
Future Volume (vph)	758	60	449	41	33	128	197	464	27	152	1076	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3253	1648	1599	1787	1881	1599	3433	5085	1583	3467	4678	1375
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3253	1648	1599	1787	1881	1599	3433	5085	1583	3467	4678	1375
Peak-hour factor, PHF	0.95	0.95	0.95	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	798	63	473	51	41	158	224	527	31	169	1196	842
RTOR Reduction (vph)	0	0	298	0	0	146	0	0	17	0	42	0
Lane Group Flow (vph)	575	286	175	51	41	12	224	527	14	169	1533	463
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Actuated Green, G (s)	29.2	29.2	29.2	8.9	8.9	8.9	11.3	53.2	53.2	9.7	51.6	120.0
Effective Green, g (s)	29.2	29.2	29.2	8.9	8.9	8.9	11.3	53.2	53.2	9.7	51.6	120.0
Actuated g/C Ratio	0.24	0.24	0.24	0.07	0.07	0.07	0.09	0.44	0.44	0.08	0.43	1.00
Clearance Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
Lane Grp Cap (vph)	791	401	389	132	139	118	323	2254	701	280	2011	1375
v/s Ratio Prot	c0.18	0.17		0.03	0.02		c0.07	0.10		0.05	c0.33	
v/s Ratio Perm			0.11			0.01			0.01			c0.34
v/c Ratio	0.73	0.71	0.45	0.39	0.29	0.10	0.69	0.23	0.02	0.60	0.76	0.34
Uniform Delay, d1	41.7	41.6	38.6	52.9	52.6	51.8	52.7	20.7	18.8	53.3	29.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.12	1.10	1.00
Incremental Delay, d2	2.8	4.9	0.3	1.9	1.2	0.4	5.1	0.2	0.1	1.5	1.7	0.4
Delay (s)	44.6	46.5	38.9	54.8	53.8	52.2	57.8	21.0	18.8	61.2	33.6	0.4
Level of Service	D	D	D	D	D	D	E	C	B	E	C	A
Approach Delay (s/veh)		43.0			53.0			31.4			28.7	
Approach LOS		D			D			C			C	

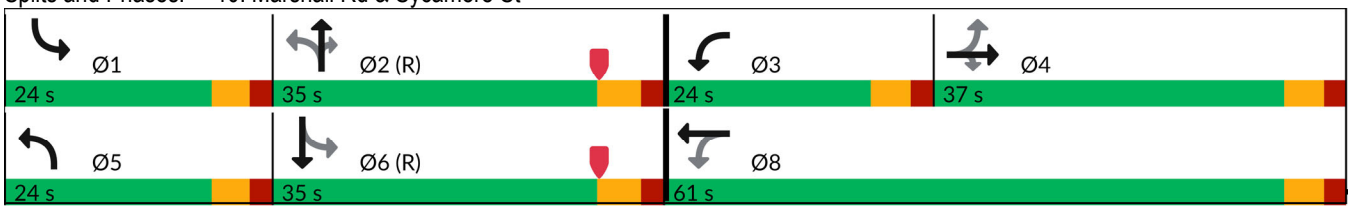
Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

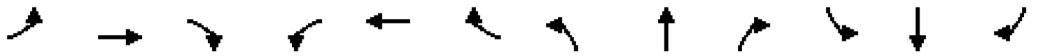
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	21	206	289	17	190	574	233	19	757
Future Volume (vph)	2	21	206	289	17	190	574	233	19	757
Lane Group Flow (vph)	0	26	237	301	27	196	592	240	22	892
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	37.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	37.0	37.0	37.0	24.0	61.0	24.0	35.0	35.0	24.0	35.0
Total Split (%)	30.8%	30.8%	30.8%	20.0%	50.8%	20.0%	29.2%	29.2%	20.0%	29.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.22	0.73	0.84	0.06	0.49	0.28	0.23	0.04	0.49
Control Delay (s/veh)		56.0	20.3	60.5	23.5	13.5	14.3	2.6	9.6	22.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		56.0	20.3	60.5	23.5	13.5	14.3	2.6	9.6	22.0
Queue Length 50th (ft)		20	0	211	11	54	122	0	5	224
Queue Length 95th (ft)		45	66	#286	32	103	187	42	17	325
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		480	594	361	831	480	2088	1034	668	1806
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.40	0.83	0.03	0.41	0.28	0.23	0.03	0.49

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Marshall Rd & Sycamore St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	21	206	289	17	9	190	574	233	19	757	1
Future Volume (veh/h)	2	21	206	289	17	9	190	574	233	19	757	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	2	24	237	301	18	9	196	592	240	22	891	1
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.97	0.97	0.97	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	40	301	264	505	430	215	347	1698	758	345	1530	2
Arrive On Green	0.17	0.17	0.17	0.15	0.36	0.36	0.08	0.47	0.47	0.02	0.42	0.42
Sat Flow, veh/h	48	1821	1598	1795	1186	593	1795	3582	1598	1795	3671	4
Grp Volume(v), veh/h	26	0	237	301	0	27	196	592	240	22	435	457
Grp Sat Flow(s),veh/h/ln	1868	0	1598	1795	0	1778	1795	1791	1598	1795	1791	1884
Q Serve(g_s), s	0.0	0.0	17.4	16.1	0.0	1.2	7.2	12.5	11.2	0.8	22.4	22.4
Cycle Q Clear(g_c), s	1.4	0.0	17.4	16.1	0.0	1.2	7.2	12.5	11.2	0.8	22.4	22.4
Prop In Lane	0.08		1.00	1.00		0.33	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	341	0	264	505	0	645	347	1698	758	345	746	785
V/C Ratio(X)	0.08	0.00	0.90	0.60	0.00	0.04	0.57	0.35	0.32	0.06	0.58	0.58
Avail Cap(c_a), veh/h	520	0	419	510	0	823	481	1698	758	583	746	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	49.1	32.1	0.0	24.8	19.6	19.9	19.5	19.3	27.0	27.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	1.9	0.0	0.0	1.5	0.6	1.1	0.1	3.3	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	7.7	7.2	0.0	0.5	3.0	5.2	4.4	0.4	10.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	0.0	58.9	34.0	0.0	24.8	21.1	20.4	20.6	19.4	30.3	30.1
LnGrp LOS	D		E	C		C	C	C	C	B	C	C
Approach Vol, veh/h		263			328			1028			914	
Approach Delay, s/veh		57.3			33.2			20.6			29.9	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	62.9	23.7	25.3	15.0	56.0		49.0				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	18.5	29.0	18.5	31.5	18.5	29.0		55.5				
Max Q Clear Time (g_c+I1), s	2.8	14.5	18.1	19.4	9.2	24.4		3.2				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.4	0.3	1.6		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Notes

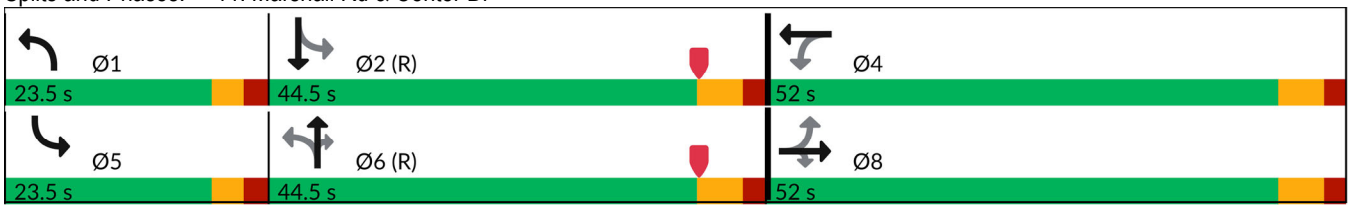
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	15	183	20	24	209	396	8	37	505
Future Volume (vph)	6	15	183	20	24	209	396	8	37	505
Lane Group Flow (vph)	0	28	241	0	88	227	430	9	44	600
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		8			4	1	6		5	2
Permitted Phases	8		8	4		6		6	2	
Detector Phase	8	8	8	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	9.5	31.0	31.0	9.5	31.0
Total Split (s)	52.0	52.0	52.0	52.0	52.0	23.5	44.5	44.5	23.5	44.5
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	19.6%	37.1%	37.1%	19.6%	37.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.23	0.70		0.37	0.33	0.16	0.01	0.06	0.24
Control Delay (s/veh)		54.9	18.0		42.6	3.5	5.1	0.0	2.8	7.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		54.9	18.0		42.6	3.5	5.1	0.0	2.8	7.4
Queue Length 50th (ft)		21	0		26	24	44	0	4	72
Queue Length 95th (ft)		41	35		35	56	79	0	13	130
Internal Link Dist (ft)		143			176		179			103
Turn Bay Length (ft)			200			440		175	175	
Base Capacity (vph)		630	761		1135	779	2681	1218	905	2482
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.32		0.08	0.29	0.16	0.01	0.05	0.24

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 108 (90%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Marshall Rd & Center Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	15	183	20	24	15	209	396	8	37	505	5
Future Volume (veh/h)	6	15	183	20	24	15	209	396	8	37	505	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	8	20	241	30	36	22	227	430	9	44	594	6
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.92	0.92	0.92	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	102	236	275	184	218	144	627	2386	1064	686	2245	23
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.67	0.67	0.02	0.62	0.62
Sat Flow, veh/h	371	1370	1598	783	1270	836	1795	3582	1598	1781	3604	36
Grp Volume(v), veh/h	28	0	241	47	0	41	227	430	9	44	293	307
Grp Sat Flow(s),veh/h/ln	1740	0	1598	1324	0	1565	1795	1791	1598	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	17.7	2.1	0.0	2.7	5.2	5.5	0.2	1.1	8.9	8.9
Cycle Q Clear(g_c), s	1.5	0.0	17.7	3.6	0.0	2.7	5.2	5.5	0.2	1.1	8.9	8.9
Prop In Lane	0.29		1.00	0.64		0.53	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	338	0	275	277	0	269	627	2386	1064	686	1107	1161
V/C Ratio(X)	0.08	0.00	0.88	0.17	0.00	0.15	0.36	0.18	0.01	0.06	0.26	0.26
Avail Cap(c_a), veh/h	696	0	612	555	0	600	789	2386	1064	924	1107	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	48.4	42.5	0.0	42.2	6.7	7.6	6.7	7.8	10.2	10.2
Incr Delay (d2), s/veh	0.1	0.0	8.7	0.3	0.0	0.3	0.4	0.2	0.0	0.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	7.7	1.2	0.0	1.1	1.8	2.0	0.1	0.4	3.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.9	0.0	57.2	42.8	0.0	42.5	7.1	7.8	6.7	7.9	10.8	10.8
LnGrp LOS	D		E	D		D	A	A	A	A	B	B
Approach Vol, veh/h		269			88			666			644	
Approach Delay, s/veh		55.6			42.7			7.5			10.6	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	80.7		26.6	7.4	85.9		26.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	18.5	38.5		46.0	18.5	38.5		46.0				
Max Q Clear Time (g_c+I1), s	7.2	10.9		5.6	3.1	7.5		19.7				
Green Ext Time (p_c), s	0.5	3.7		0.6	0.1	3.0		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.3	
HCM 7th LOS		B	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	17	12	334	601	35
Future Vol, veh/h	19	17	12	334	601	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	85	85	72	72
Heavy Vehicles, %	8	8	2	2	1	1
Mvmt Flow	36	32	14	393	835	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1280	859	883	0	-	0
Stage 1	859	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	178	347	766	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	347	766	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.06	0.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	766	-	174	347	-	-
HCM Lane V/C Ratio	0.018	-	0.206	0.092	-	-
HCM Control Delay (s/veh)	9.8	-	30.9	16.4	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	498	60	26	146	81	27	5	36	51	3	24
Future Vol, veh/h	46	498	60	26	146	81	27	5	36	51	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	95	-	-	-	-	-	-	-	145
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	94	94	94	77	77	77	75	75	75
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	54	586	71	28	155	86	35	6	47	68	4	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	656	0	0	864	1026	328	658	1018	121
Stage 1	-	-	-	-	-	-	729	729	-	254	254	-
Stage 2	-	-	-	-	-	-	135	297	-	404	765	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1329	-	-	934	-	-	249	235	670	351	237	911
Stage 1	-	-	-	-	-	-	382	429	-	731	698	-
Stage 2	-	-	-	-	-	-	857	669	-	597	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1329	-	-	934	-	-	220	219	670	296	221	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	219	-	296	221	-
Stage 1	-	-	-	-	-	-	367	411	-	710	678	-
Stage 2	-	-	-	-	-	-	798	649	-	524	396	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.92	19.18	17.64
HCM LOS			C	C

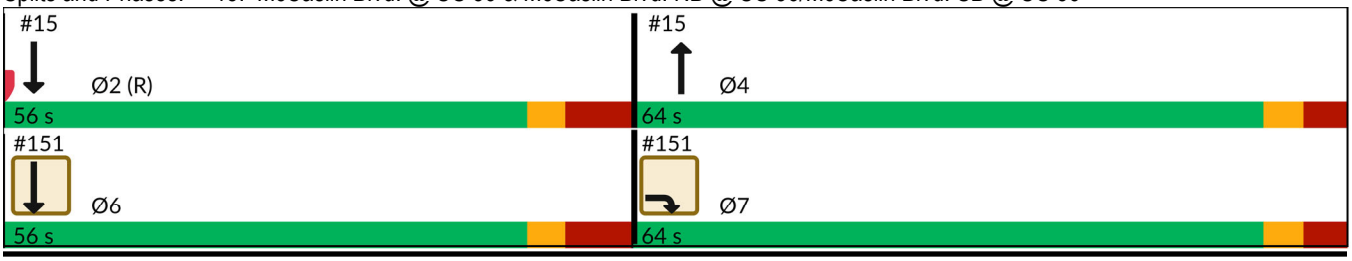
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	341	1329	-	-	934	-	-	290	911
HCM Lane V/C Ratio	0.259	0.041	-	-	0.03	-	-	0.248	0.035
HCM Control Delay (s/veh)	19.2	7.8	-	-	9	-	-	21.4	9.1
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	1	0.1

Lane Group	NBT	SBT	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)	1167	1323		
Future Volume (vph)	1167	1323		
Lane Group Flow (vph)	1373	1521		
Turn Type	NA	NA		
Protected Phases	4	2	6	7
Permitted Phases				
Detector Phase	4	2		
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	5.0
Minimum Split (s)	41.0	49.0	27.3	12.5
Total Split (s)	64.0	56.0	56.0	64.0
Total Split (%)	53.3%	46.7%	47%	53%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	5.8	5.8	4.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.5	9.3		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	Max	Max
v/c Ratio	0.57	0.77		
Control Delay (s/veh)	26.0	23.1		
Queue Delay	0.2	0.0		
Total Delay (s/veh)	26.2	23.1		
Queue Length 50th (ft)	223	432		
Queue Length 95th (ft)	295	478		
Internal Link Dist (ft)	90	95		
Turn Bay Length (ft)				
Base Capacity (vph)	2394	1978		
Starvation Cap Reductn	313	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.66	0.77		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: McCaslin Blvd. @ US 36 & McCaslin Blvd. NB @ US 36/McCaslin Blvd. SB @ US 36



Movement	NBL	NBT	SBT	SBR	SEL	SER	NEL	NER
Lane Configurations		↑↑↑	↑↑↑					
Traffic Volume (vph)	0	1167	1323	0	0	0	0	0
Future Volume (vph)	0	1167	1323	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	9.3					
Lane Util. Factor		0.91	0.91					
Frt		1.00	1.00					
Flt Protected		1.00	1.00					
Satd. Flow (prot)		5085	5085					
Flt Permitted		1.00	1.00					
Satd. Flow (perm)		5085	5085					
Peak-hour factor, PHF	0.92	0.85	0.87	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1373	1521	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1373	1521	0	0	0	0	0
Turn Type		NA	NA					
Protected Phases		4	2					
Permitted Phases								
Actuated Green, G (s)		56.5	46.7					
Effective Green, g (s)		56.5	46.7					
Actuated g/C Ratio		0.47	0.39					
Clearance Time (s)		7.5	9.3					
Vehicle Extension (s)		3.0	3.0					
Lane Grp Cap (vph)		2394	1978					
v/s Ratio Prot		c0.27	c0.30					
v/s Ratio Perm								
v/c Ratio		0.57	0.77					
Uniform Delay, d1		23.0	31.9					
Progression Factor		1.08	0.64					
Incremental Delay, d2		0.3	2.6					
Delay (s)		25.2	22.9					
Level of Service		C	C					
Approach Delay (s/veh)		25.2	22.9		0.0		0.0	
Approach LOS		C	C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

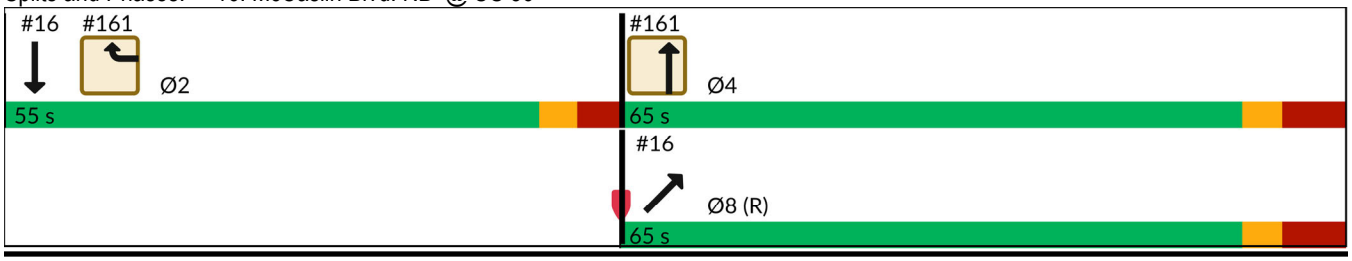
c Critical Lane Group

Lane Group	SBT	NET	Ø4
Lane Configurations			
Traffic Volume (vph)	1349	1033	
Future Volume (vph)	1349	1033	
Lane Group Flow (vph)	1420	1148	
Turn Type	NA	NA	
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	36.0	45.0	27.3
Total Split (s)	55.0	65.0	65.0
Total Split (%)	45.8%	54.2%	54%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	3.7	5.8	5.8
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.2	9.3	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	C-Max	None
v/c Ratio	0.70	0.49	
Control Delay (s/veh)	32.4	23.1	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	32.4	23.1	
Queue Length 50th (ft)	331	220	
Queue Length 95th (ft)	387	261	
Internal Link Dist (ft)	91	127	
Turn Bay Length (ft)			
Base Capacity (vph)	2025	2360	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.70	0.49	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 8:NET, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: McCaslin Blvd. NB @ US 36



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	1349	0	0	1033	0	0	0	0
Future Volume (vph)	0	0	0	0	1349	0	0	1033	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					7.2			9.3				
Lane Util. Factor					0.91			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					5085			5085				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					5085			5085				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.90	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1420	0	0	1148	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1420	0	0	1148	0	0	0	0
Turn Type					NA			NA				
Protected Phases					2			8				
Permitted Phases												
Actuated Green, G (s)					47.8			55.7				
Effective Green, g (s)					47.8			55.7				
Actuated g/C Ratio					0.40			0.46				
Clearance Time (s)					7.2			9.3				
Vehicle Extension (s)					3.0			3.0				
Lane Grp Cap (vph)					2025			2360				
v/s Ratio Prot					c0.28			c0.23				
v/s Ratio Perm												
v/c Ratio					0.70			0.49				
Uniform Delay, d1					30.1			22.3				
Progression Factor					1.00			1.00				
Incremental Delay, d2					2.1			0.7				
Delay (s)					32.2			23.0				
Level of Service					C			C				
Approach Delay (s/veh)		0.0			32.2			23.0			0.0	
Approach LOS		A			C			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

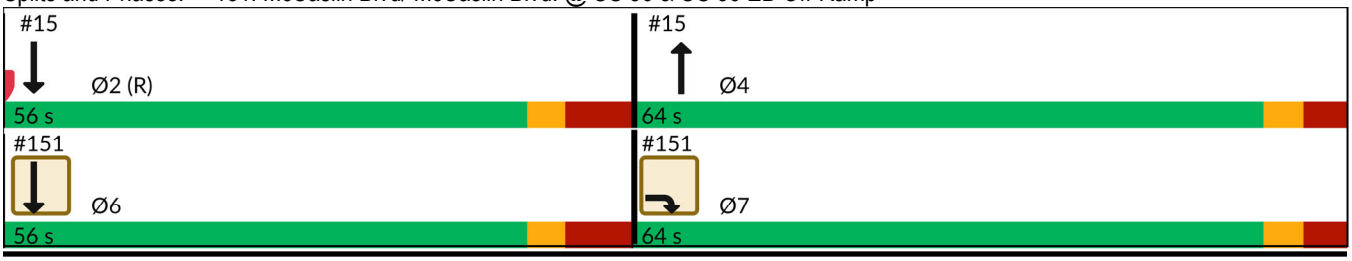
c Critical Lane Group

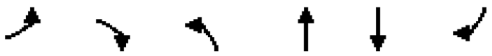
Lane Group	EBR	SBT	Ø2	Ø4
Lane Configurations				
Traffic Volume (vph)	1231	1323		
Future Volume (vph)	1231	1323		
Lane Group Flow (vph)	1368	1521		
Turn Type	Prot	NA		
Protected Phases	7	6	2	4
Permitted Phases				
Detector Phase	7	6		
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	12.5	27.3	49.0	41.0
Total Split (s)	64.0	56.0	56.0	64.0
Total Split (%)	53.3%	46.7%	47%	53%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	5.8	5.8	4.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.5	9.3		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	C-Max	None
v/c Ratio	0.80	0.77		
Control Delay (s/veh)	31.3	35.2		
Queue Delay	0.0	0.1		
Total Delay (s/veh)	31.3	35.2		
Queue Length 50th (ft)	382	371		
Queue Length 95th (ft)	462	410		
Internal Link Dist (ft)		22		
Turn Bay Length (ft)				
Base Capacity (vph)	1705	1978		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	22		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.80	0.78		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 151: McCaslin Blvd/ McCaslin Blvd. @ US 36 & US 36 EB Off-Ramp





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1231	0	0	1323	0
Future Volume (vph)	0	1231	0	0	1323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5			9.3	
Lane Util. Factor		0.76			0.91	
Frt		0.85			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		3610			5085	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		3610			5085	
Peak-hour factor, PHF	0.90	0.90	0.92	0.92	0.87	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1368	0	0	1521	0
RTOR Reduction (vph)	0	6	0	0	0	0
Lane Group Flow (vph)	0	1362	0	0	1521	0
Turn Type		Prot			NA	
Protected Phases		7			6	
Permitted Phases						
Actuated Green, G (s)		56.5			46.7	
Effective Green, g (s)		56.5			46.7	
Actuated g/C Ratio		0.47			0.39	
Clearance Time (s)		7.5			9.3	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		1699			1978	
v/s Ratio Prot		c0.38			c0.30	
v/s Ratio Perm						
v/c Ratio		0.80			0.77	
Uniform Delay, d1		27.0			31.9	
Progression Factor		1.00			1.00	
Incremental Delay, d2		4.1			2.9	
Delay (s)		31.1			34.9	
Level of Service		C			C	
Approach Delay (s/veh)	31.1			0.0	34.9	
Approach LOS	C			A	C	

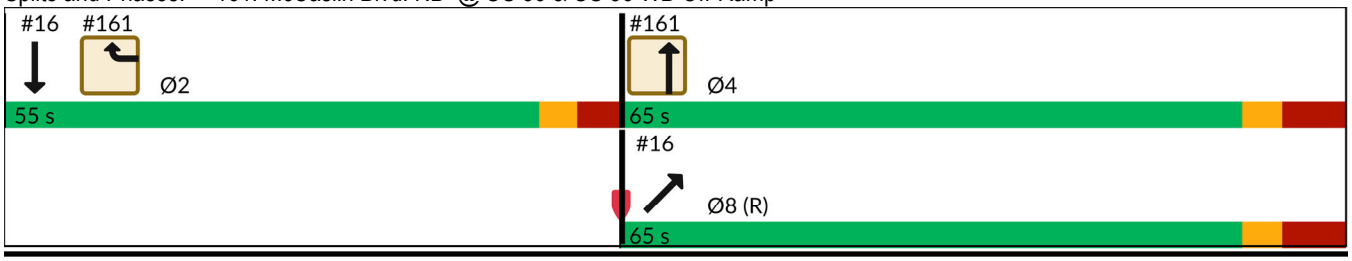
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBR	NBT	Ø8
Lane Configurations			
Traffic Volume (vph)	468	1033	
Future Volume (vph)	468	1033	
Lane Group Flow (vph)	526	1148	
Turn Type	Prot	NA	
Protected Phases	2	4	8
Permitted Phases			
Detector Phase	2	4	
Switch Phase			
Minimum Initial (s)	10.0	5.0	10.0
Minimum Split (s)	36.0	27.3	45.0
Total Split (s)	55.0	65.0	65.0
Total Split (%)	45.8%	54.2%	54%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	3.7	5.8	5.8
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.2	9.3	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	None	C-Max
v/c Ratio	0.79	0.49	
Control Delay (s/veh)	39.4	1.5	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	39.4	1.5	
Queue Length 50th (ft)	330	4	
Queue Length 95th (ft)	471	5	
Internal Link Dist (ft)		1	
Turn Bay Length (ft)			
Base Capacity (vph)	665	2360	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.79	0.49	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 8:NET, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 161: McCaslin Blvd. NB @ US 36 & US 36 WB Off-Ramp





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	468	1033	0	0	0
Future Volume (vph)	0	468	1033	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	9.3			
Lane Util. Factor		1.00	0.91			
Frt		0.87	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		1611	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		1611	5085			
Peak-hour factor, PHF	0.92	0.89	0.90	0.92	0.92	0.92
Adj. Flow (vph)	0	526	1148	0	0	0
RTOR Reduction (vph)	0	23	0	0	0	0
Lane Group Flow (vph)	0	503	1148	0	0	0
Turn Type		Prot	NA			
Protected Phases		2	4			
Permitted Phases						
Actuated Green, G (s)		47.8	55.7			
Effective Green, g (s)		47.8	55.7			
Actuated g/C Ratio		0.40	0.46			
Clearance Time (s)		7.2	9.3			
Vehicle Extension (s)		3.0	3.0			
Lane Grp Cap (vph)		641	2360			
v/s Ratio Prot		c0.31	c0.23			
v/s Ratio Perm						
v/c Ratio		0.78	0.49			
Uniform Delay, d1		31.6	22.3			
Progression Factor		1.00	0.04			
Incremental Delay, d2		9.3	0.1			
Delay (s)		40.9	1.0			
Level of Service		D	A			
Approach Delay (s/veh)	40.9		1.0		0.0	
Approach LOS	D		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

FOX TUTTLE

MEMORANDUM

To: Brannon Richard, Town of Superior

From: Steve Tuttle, PE, PTOE

Date: April 25, 2025

Project: Superior Transportation Plan

Subject: Future (Year 2050) Transportation Plan Analysis Methodology and Findings

The Fox Tuttle Transportation Group has completed an initial assessment of projected Year 2050 conditions as part of the Superior Transportation Plan project. This assessment includes analysis of major intersections to determine the need for long-range major improvements to support projected traffic growth. The following bullets summarize the methodology used and findings/recommendations:

- Reviewed DRCOG 2050 Focus Model for major roadways within the Town. DRCOG annual growth rates show 0.43% to 1.32% annual growth within the Town (average of 0.87% annual growth). See attached "DRCOG Focus Model Projections Table" below.

DRCOG FOCUS MODEL PROJECTIONS

Roadway Segment	FOCUS 2020	FOCUS 2050	30-Year Factor	Annual Growth
88th Street south of US 36	5,124	6,285	1.23	**0.68%**
88th Street north of Rock Creek	4,269	5,919	1.39	**1.10%**
Rock Creek East of McCaslin Blvd.	5,546	7,370	1.33	**0.95%**
Rock Creek north of Coalton Rd.	10,535	12,279	1.17	**0.51%**
McCaslin Blvd. south of US 36	27,757	38,336	1.38	**1.08%**
McCaslin Blvd. south of Coal Creek Dr.	19,834	29,354	1.48	**1.32%**
McCaslin Blvd. south of Main St.	15,226	18,943	1.24	**0.73%**
McCaslin Blvd. north of Coalton Rd.	9,823	12,896	1.31	**0.91%**
McCaslin Blvd. south of Calmante Ave.	9,071	11,941	1.32	**0.92%**
Coalton Rd. east of McCaslin Blvd.	2,796	3,953	1.41	**1.16%**
Coalton Rd. east of Indiana St.	2,719	3,319	1.22	**0.67%**
Coalton Rd. east of Rock Creek Pkwy	16,669	18,983	1.14	**0.43%**
			Average	**0.87%**
			Range From	**1.32%**
			To	**0.43%**

- Reviewed all traffic impact studies provided and calculated add trips for FLU land use scenarios, including as-zoned, higher-density, and lower-density scenarios. The tables for the trip generation assumptions and a summary of comparison of trips for each land use scenario were provided to Geoffry Weathers on 3/21. The summary table is as follows:

Table 4 - Land Use Scenario Trip Generation Comparison *DRAFT 3/20/25*

Opportunity Area	Scenario A (Current Zoning)			Scenario B (Lower Density)			Scenario C (Higher Density)		
	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Zaharias	2,173	199	276	1,213	72	92	2,194	130	175
Superior Marketplace	436	19	53	4,023	239	335	6,213	369	501
76th St	38	3	4	1,651	125	142	2,939	210	246
Original Town Commercial	744	38	92	372	21	45	593	34	72
Downtown Superior	23,863	1,550	2,219	23,863	1,550	2,219	23,863	1,550	2,219
Discovery	1,518	213	202	1,059	94	102	1,518	213	202
Resolute	707	41	87	653	39	80	3,191	192	271
Town 15	0	0	0	519	20	51	2,499	163	213
Totals	**29,479**	**2,063**	**2,932**	**33,354**	**2,160**	**3,067**	**43,010**	**2,861**	**3,898**

- Based on a comparison of existing (2024) daily volumes, available traffic study projections for the Downtown Superior area, and above projections for Zaharias, Superior Marketplace/76th Street, Discovery, etc., it was determined that the DRCOG projections underestimate projected traffic at buildout. Thus, adjustments were made to increase growth rates in the areas where the additional traffic will be expected. See table adjustment table below:

ADJUSTED GROWTH FACTORING IN FLU TRIP GENERATION, TRAFFIC STUDY SPECIFIC PROJECTIONS:

Roadway Segment	2024 Daily Traffic Volume	DRCOG FOCUS 2050 Model Annual Growth	Adjusted Annual Growth	Adjusted 2050 Growth Factor	Adjusted 2050 Traffic Volume	Adjusted Growth Notes
88th Street south of US 36	9,020	0.68%	**1.35%**	**1.42**	**12,800**	Increased for Zaharias, Redtail
88th Street north of Rock Creek	9,027	1.10%	**1.35%**	**1.42**	**12,800**	Increased for Zaharias, Redtail
Rock Creek East of McCaslin Blvd.	6,004	0.95%	**1.00%**	**1.30**	**7,800**	Consistent with RCP Study
Rock Creek north of Coalton Rd.	9,012	0.51%	**1.00%**	**1.30**	**11,700**	Consistent with RCP Study
McCaslin Blvd. south of US 36	34,085	1.08%	**1.10%**	**1.33**	**45,300**	Increased for Marketplace/76th St, DTS
McCaslin Blvd. south of Coal Creek Dr.	19,016	1.32%	**1.10%**	**1.33**	**25,300**	Adjusted for consistency w/adj. segments
McCaslin Blvd. south of Main St.	17,164	0.73%	**1.00%**	**1.30**	**22,200**	Increased for DTS, Discovery
McCaslin Blvd. north of Coalton Rd.	10,550	0.91%	**1.00%**	**1.30**	**13,700**	Adjusted for consistency w/area growth
McCaslin Blvd. south of Calmante Ave.	8,727	0.92%	**1.00%**	**1.30**	**11,300**	Adjusted for consistency w/area growth
Coalton Rd. east of McCaslin Blvd.	5,714	1.16%	**1.00%**	**1.30**	**7,400**	Adjusted for consistency w/area growth
Coalton Rd. east of Indiana St.	6,888	0.67%	**1.00%**	**1.30**	**8,900**	Adjusted for consistency w/area growth
Coalton Rd. east of Rock Creek Pkwy	12,214	0.43%	**1.00%**	**1.30**	**15,800**	Adjusted for consistency w/area growth
Marshall Rd. west of McCaslin Blvd.	22,367	n/a	**1.00%**	**1.30**	**29,000**	Accounts for Marketplace/76th St Scenario B
Marshall Rd. east of McCaslin Blvd.	5,255	n/a	**1.00%**	**1.30**	**6,800**	Accounts for DTS, in-fill growth
Main Street east of McCaslin Blvd.	3,455	n/a	**4.90%**	**3.47**	**12,000**	Increased for DTS, Discovery

- Using the growth rates and assumptions above, operations were reviewed using Synchro (for signals and stop controls) and SIDRA (for roundabouts). The LOS summary table and comparison to existing LOS is attached. The 2050 analysis based on these assumptions shows that all intersections will continue to operate acceptably overall with existing traffic controls, with notes as follows:
    - McCaslin & Marshall – it is assumed that the planned eastbound lane improvements to add a 5th eastbound approach lane and free right, with removal of the existing signal split-phase operation, is in place. This will provide adequate capacity to continue to serve this intersection at an acceptable Level of Service with proposed area development. Note that the higher-density (Scenario C) land use for Superior Marketplace/76th may cause this signal to operate at/near capacity at LOS E in the PM peak hour. However, no additional improvements were identified for the long-term planning horizon at this intersection.
    - US 36 Interchange – these intersections will continue to operate at acceptable overall LOS (D or better), with the unsignalized eastbound off-ramp left-turn to northbound US 36, operating at LOS E in the PM peak hour
    - The McCaslin Blvd/Main Street roundabout is anticipated to operate at acceptable overall LOS C or better in both peak hours; the westbound left+through lane is anticipated to operate at LOS F in the AM peak hour, but this is for a relatively low volume (115 vph) and the queue analysis shows no impact east into the Gateway roundabout – no improvements are identified as needed for long-term growth.
    - 88th Street/Promenade Drive/Zaharias Access – this intersection will need to be signalized with development of the Zaharias site, to serve both the additional traffic that will be added from this development and the buildout traffic from the Downtown Superior development.
    - No other intersections are anticipated to near capacity or require improvements for the long-term planning horizon.

- Other projects identified through this analysis include:
    - Completion of the 76th Street collector roadway cross-section (curb/gutter/bike lanes/sidewalks) just south of Marshall Road (consistent with the 2014 TMP)

/SGT

Attachment: LOS Summary

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNAL CONTROL								
2. Coalton Road at Indiana Street	**11**	**B**	**14**	**B**	**12**	**B**	**15**	**B**
Eastbound Left	17	B	20	B	17	B	20	B
Eastbound Through	16	B	19	B	16	B	19	B
Eastbound Right	15	B	17	B	15	B	16	B
Westbound Left	17	B	22	C	17	B	23	C
Westbound Through	16	B	18	B	16	B	18	B
Westbound Right	16	B	17	B	16	B	17	B
Northbound Left	5	A	6	A	5	A	7	A
Northbound Through	4	A	5	A	4	A	6	A
Northbound Right	4	A	6	A	5	A	7	A
Southbound Left	5	A	6	A	5	A	7	A
Southbound Through	4	A	5	A	4	A	6	A
Southbound Right	4	A	5	A	4	A	6	A
3. Coalton Road at Rock Creek Circle	**16**	**B**	**13**	**B**	**16**	**B**	**13**	**B**
Eastbound Through	19	B	13	B	18	B	13	B
Eastbound Right	17	B	12	B	16	B	12	B
Westbound Left	21	C	18	B	20	B	18	B
Westbound Through	19	B	12	B	18	B	12	B
Northbound Left	5	A	9	A	5	A	9	A
Northbound Right	5	A	9	A	5	A	9	A
4. Coalton Road at Rock Creek Parkway	**30**	**C**	**27**	**C**	**31**	**C**	**29**	**C**
Eastbound Left	9	A	9	A	12	B	12	B
Eastbound Through	11	B	12	B	14	B	16	B
Eastbound Right	10	B	10	A	14	B	13	B
Westbound Left	9	A	9	A	12	B	12	B
Westbound Through	11	B	11	B	14	B	15	B
Westbound Right	0	A	0	A	0	A	0	A
Northbound Left	60	E	56	E	57	E	53	D
Northbound Through	42	D	43	D	39	D	42	D
Northbound Right	45	D	46	D	43	D	45	D
Southbound Left	48	D	47	D	53	D	52	D
Southbound Through	34	C	38	D	31	C	36	D
Southbound Right	0	A	0	A	0	A	0	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6. Rock Creek Parkway at Indiana Street	**18**	**B**	**15**	**B**	**19**	**B**	**15**	**B**
Eastbound Left	14	B	17	B	14	B	16	B
Eastbound Through	10	A	16	B	10	A	16	B
Eastbound Right	10	B	14	B	10	A	13	B
Westbound Left	12	B	22	C	11	B	24	C
Westbound Through	12	B	15	B	12	B	14	B
Westbound Through + Right	13	B	16	B	12	B	14	B
Northbound Left + Through	72	E	14	B	83	F	19	B
Northbound Right	9	A	8	A	9	A	10	A
Southbound Left + Through	11	B	9	A	12	B	11	B
Southbound Right	7	A	7	A	8	A	9	A
7. McCaslin Boulevard at Rock Creek Parkway	**5**	**A**	**8**	**A**	**6**	**A**	**14**	**B**
Eastbound Left	27	C	27	C	27	C	27	C
Eastbound Left+Through	28	C	29	C	28	C	29	C
Eastbound Right	0	A	0	A	0	A	0	A
Westbound Left	27	C	29	C	27	C	29	C
Westbound Through	30	C	0	A	29	C	0	A
Westbound Right	0	A	0	A	0	A	0	A
Northbound Left	4	A	8	A	5	A	8	A
Northbound Through	6	A	9	A	7	A	10	A
Northbound Right	0	A	0	A	0	A	0	A
Southbound Left	4	A	7	A	4	A	25	C
Southbound Through	4	A	5	A	4	A	6	A
Southbound Right	0	A	0	A	0	A	0	A
9. McCaslin Boulevard at Marshall Road (Improvements by 2050)	**31**	**C**	**35**	**C**	**30**	**C**	**42**	**D**
Eastbound Left	54	D	45	D	54	D	46	D
Eastbound Left+Through	56	E	47	D	55	D	33	C
Eastbound Right	46	D	39	D	53	D	40	D
Westbound Left	53	D	55	D	46	D	57	E
Westbound Through	54	D	54	D	37	D	54	D
Westbound Right	53	D	52	D	38	D	52	D
Northbound Left	54	D	58	E	55	D	> 120	F
Northbound Through	14	B	21	C	15	B	24	C
Northbound Right	12	B	19	B	12	B	21	C
Southbound Left	38	D	61	E	41	D	58	E
Southbound Through + Right	32	C	34	C	31	C	27	C
Southbound Right	0	A	1	A	0	A	1	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
10. Marshall Road at Sycamore Street	**20**	**B**	**29**	**C**	**21**	**C**	**48**	**D**
Eastbound Left + Through	49	D	42	D	46	D	38	D
Eastbound Right	57	E	59	E	56	E	67	E
Westbound Left	43	D	34	C	39	D	35	C
Westbound Through + Right	36	D	25	C	33	C	21	C
Northbound Left	8	A	21	C	11	B	54	D
Northbound Through	9	A	20	C	12	B	27	C
Northbound Right	9	A	21	C	12	B	27	C
Southbound Left	10	A	19	B	12	B	26	C
Southbound Through	11	B	30	C	14	B	67	E
Southbound Through + Right	11	B	30	C	14	B	66	E
11. Marshall Road at Center Drive	**7**	**A**	**18**	**B**	**7**	**A**	**21**	**C**
Eastbound Left + Through	57	E	42	D	57	E	38	D
Eastbound Right	65	E	57	E	69	E	55	D
Westbound Left + Through	57	E	43	D	56	E	39	D
Westbound Through + Right	60	E	43	D	60	E	38	D
Northbound Left	2	A	7	A	2	A	11	B
Northbound Through	2	A	8	A	3	A	11	B
Northbound Right	2	A	7	A	2	A	9	A
Southbound Left	2	A	8	A	2	A	11	B
Southbound Through + Right	3	A	11	B	3	A	17	B
12. 88th Street at Promenade Drive/Zaharias Access	**Analyzed with Stop Control**				**16**	**B**	**43**	**D**
Eastbound Left					31	C	51	D
Eastbound Through + Right					28	C	43	D
Westbound Left					29	C	55	D
Westbound Through + Right					26	C	41	D
Northbound Left					7	A	34	C
Northbound Through					18	B	10	A
Northbound Right					6	A	7	A
Southbound Left					11	B	7	A
Southbound Through + Right					11	B	58	E

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
15. McCaslin Boulevard at US 36 Eastbound Ramp	**22**	**C**	**24**	**C**	**28**	**C**	**33**	**C**
Eastbound Left	18	C	35	C	18	C	78	**E**
Eastbound Right	21	C	31	C	22	C	31	C
Northbound Through	17	B	25	C	36	D	25	C
Northbound Right	0	A	0	A	0	A	0	A
Southbound Left	0	A	0	A	0	A	0	A
Southbound Through	23	C	23	C	24	C	50	D
16. McCaslin Boulevard at US 36 Westbound Ramp	**24**	**C**	**28**	**C**	**26**	**C**	**36**	**D**
Westbound Left	11	B	13	B	11	B	16	B
Westbound Right	78	**E**	41	D	> 120	**F**	41	D
Northbound Left	0	A	0	A	0	A	0	A
Northbound Through	21	C	23	C	23	C	26	C
Southbound Through	28	C	32	C	31	C	44	D
Southbound Right	0	A	0	A	0	A	0	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
STOP SIGN CONTROL								
12. 88th Street at Promenade Drive	**1**	**A**	**1**	**A**	**Analyzed with Signal Control**			
Eastbound Left	23	C	31	D				
Eastbound Right	11	B	16	C				
Northbound Left	8	A	10	A				
Northbound Through	0	A	0	A				
Southbound Through + Right	0	A	0	A				
13. Rock Creek Parkway at Coal Creek Drive	**4**	**A**	**4**	**A**	**4**	**A**	**4**	**A**
Eastbound Left	8	A	8	A	8	A	8	A
Eastbound Through + Right	0	A	0	A	0	A	0	A
Westbound Left	8	A	9	A	8	A	10	A
Westbound Through + Right	0	A	0	A	0	A	0	A
Northbound Left + Through + Right	15	B	19	C	17	C	26	D
Southbound Left + Through	16	C	21	C	19	C	28	D
Southbound Right	9	A	9	A	10	A	9	A
ROUNDABOUT CONTROL								
1. McCaslin Boulevard at Coalton Road	**-**	**A**	**-**	**B**	**-**	**A**	**-**	**C**
Eastbound Left + Through + Right	4	A	7	A	4	A	10	A
Westbound Left + Through + Right	7	A	8	A	11	B	11	B
Northbound Left + Through + Right	7	A	9	A	10	A	13	B
Southbound Left + Through + Right	4	A	13	B	5	A	31	D
5. Rock Creek Parkway at 88th Street	**-**	**A**	**-**	**A**	**-**	**A**	**-**	**A**
Eastbound Left + Through	5	A	5	A	10	A	6	A
Westbound Through	4	A	4	A	5	A	5	A
Westbound Right	7	A	5	A	6	A	10	A
Southbound Left	5	A	4	A	8	A	6	A
Southbound Right	5	A	6	A	5	A	5	A

Superior Transportation Plan

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2050 Projected			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
8. McCaslin Boulevard at Main Street	**-**	**A**	**-**	**A**	**-**	**B**	**-**	**C**
Eastbound Left + Through + Right	5	A	13	B	7	A	26	D
Westbound Left + Through	7	A	6	A	54	F	18	C
Westbound Right	0	A	0	A	0	A	0	A
Northbound Left + Through	7	A	6	A	14	B	14	B
Northbound Right	7	A	6	A	14	B	14	B
Southbound Left + Through	4	A	12	B	7	A	34	D
Southbound Right	4	A	12	B	7	A	34	D
14. Main Street at Gateway Drive	**-**	**A**	**-**	**A**	**-**	**A**	**-**	**B**
Eastbound Left + Through + Right	3	A	5	A	6	A	13	B
Westbound Left + Through + Right	3	A	4	A	8	A	7	A
Northbound Left + Through + Right	3	A	4	A	6	A	9	A
Southbound Left + Through + Right	3	A	4	A	5	A	22	C

Appendix C: Public Engagement Summary (Outreach)

DRAFT

FOX TUTTLE

MEMORANDUM

To: Brannon Richards, Town of Superior

From: Alicia Zimmerman, PE, PTOE

Date: July 18, 2025

Project: Superior Transportation Plan

Subject: Transportation Plan Outreach Summary

The Transportation Plan completed public outreach in conjunction with the ongoing Comprehensive Plan process. This appendix includes all public input received during the Comprehensive Plan process related directly to the Transportation Plan. For additional detail of how outreach was conducted, see the public outreach summary in the Comprehensive Plan document. Comments here are organized by outreach phase and topic area.

Public Outreach Round 1 – Chili Fest and Online Survey

Chili Fest:

- Talked to 100+ people
- Asked for what's working and what's not in the transportation system

Website:

- Partnered with Comp Plan
- Includes survey that just closed and a map to put pins on (similar to Chili Fest)
- 946 visitors, 207 engaged

COMMENT SUMMARY

Comment #	Comment	Issue Area
1	AB bus is great	Transit
2	Bike lane protection on McCaslin	Bike/Ped
3	Discovery @ McCaslin - signal left turn out please	Automobile
4	Oerman-Roche Underpass	Bike/Ped
5	Trail on w. side of McCaslin at least to Ridge	Bike/Ped
6	Crosswalk spacing between roundabout and RCP	Bike/Ped
7	connection to open space trails from the Ridge	Bike/Ped
8	Good bus stop	Transit
9	Good bus stop	Transit
10	Bike connection direct to destination (school)	Bike/Ped
11	Allow trail access (BoCo) w/ X-Walk	Bike/Ped
12	Please move the crosswalks further away from the roundabouts	Bike/Ped
13	Good: shuttle today	Other
14	Speed bumps - good!	Automobile
15	Parking at Community Park	Automobile
16	Sight distance at trail x-ing Eldorado	Bike/Ped
17	Sight distance at trail x-ing Eldorado	Bike/Ped
18	Roundabout at Coal Ridge RCP	Automobile
19	Good: RCP when bike lanes are in	Bike/Ped
20	4-way signal 88th at Promenade	Automobile
21	Bike/pedestrian connections north on 88th near Monarch	Bike/Ped
22	No bussing means all parents must drive kids	Transit
23	Lack of safe pedestrian or bike access to Oerman-Roche Trailhead from east of McCaslin Blvd	Bike/Ped
24	Very scary for pedestrian crossing	Bike/Ped
25	Love having DC Fast Charging for EVs somewhere in the community	Automobile
26	This underpass is very helpful!	Bike/Ped
27	For how much traffic this intersection sees, it's never backed up for me. Really love the roundabout, even if some people still don't fully understand how to use them.	Automobile
28	Blind corner with street parking on both sides of the road, which often forces speeding cars into the center of the road almost leading to head on collisions. Also feels scary for pedestrians getting in or out of their vehicle. Likely needs to have parking reconsidered or protection added to address the current issues with the blind corner.	Automobile

29	Great connectivity between open space multiuse trail and DTS neighborhood	Bike/Ped
30	Central Park Way was initially planned to be one way, but now is two ways, and create s some awkward interactions between vehicles and pedestrians at this intersection. Probably should just be one way.	Automobile
31	Excellent and useful underpass	Bike/Ped
32	AB Bus is awesome, but last mile connectivity between the station and neighborhoods in Superior are nonexistent. Either requires a ride share or leaving your vehicle for the duration of the trip in the park and ride lot, which is not ideal	Transit
33	Bike lanes along RCP feel unsafe to ride. No physical protection or barrier	Bike/Ped
34	Bike lanes painted on Promenade Drive, but always full of cars parked in the bike lane No signage that indicates No Parking however. Is it intended for parking or bikes? Can't really be both	Bike/Ped
35	Unsafe feeling intersection for pedestrians and bikes	Bike/Ped
36	Great connector trail	Bike/Ped
37	No easy way for wheelchairs or strollers to get from parking lot to play structure area. Able bodied people seem to just walk over the flowers/bushes that were just planted. Sad to see them trampled due to poor design	Bike/Ped
38	Wish there was an easier connection to Summit Blvd. The existing bike path is narrow occasionally has sketchy activity happening on it on the way to Walmart.	Bike/Ped
39	Protected bike lanes	Bike/Ped
40	Coal Creek Trail and US36 bikeway is my gateway to work and my family's safe route to parks, stores, etc.	Bike/Ped
41	Wish there was a safer bikeway from Original Town to the US36 bikeway along 76th St . The crossing of Marshall Rd. is not ideal either	Bike/Ped
42	Too much surface parking, never more than 1/4 full, results in a pretty start walking experience	Bike/Ped
43	Turn stop sign into yield sign for merge lane	Automobile
44	Make right turn only lane into school. Combine straight/left turn lanes.	Automobile
45	Airport noise x16	Other
46	Install a gate and build a connector trail from the Ridge community to the Meadowlark Trail here	Bike/Ped
47	Need a blinking crosswalk like they have on the other side of the round about	Automobile

48	Improve sidewalks or create ability to walk easily from intersection to Whole Foods	Bike/Ped
49	This always feels quite dangerous to walk across. Drivers often fly through it and people seem to sometimes have trouble driving roundabouts. I'm honestly surprised there haven't been more accidents (car, pedestrian, or biker). Because of this, we'll often opt to go under the bridge when walking/biking across this road instead	Bike/Ped
50	Safety - speeding vehicles and kids going to school	Automobile
51	Walkway too close to the road given speed of vehicles	Bike/Ped
52	no lighting here at night / needs a lit crosswalk. cars drive quickly into this street at night to beat crossing traffic and I've almost been hit multiple times crossing this road :(	Other
53	Traffic volume has picked up on Superior Dr. so has the number of vehicles significantly exceeding the posted speed limit and running the stop signs. As the next phase of the Toll Brothers project builds out and pedestrian traffic increases with completion of Cent ral Park, there is increased risk of vehicle / pedestrian conflict	Automobile
54	Second that it's awesome we have the AB and FF BRT here in Superior!	Transit
55	Buttercup Ln street sign location confuses delivery drivers due to being on the side of he alley with Old Rail Way houses and having the exact same address numbers. Pack ages are often delivered to Old Rail Way homes by mistake, which could be easily improved by repositioning the street sign across the alley to the side with Buttercup Ln houses (at the intersection of Buttercup Ln and Meridian Ln).	Other
56	Terrible for pedestrians! Would like to walk to Whole Foods but have to drive from CCC	Bike/Ped
57	Terrible intersection. 170 needs stop sign .	Automobile
58	This underpass makes safe cycling possible for my kids and the whole family	Bike/Ped
59	This intersection is so sketchy for pedestrians or bikes. Sometimes on my bike I'll go all the way around on the 36 path to the back side of Whole Foods so I can avoid this intersection	Bike/Ped
60	Would be great to connect the sidewalk in front of Roger's farm, through original town to the sidewalk on Marshall so we can safely walk to Whole Foods, etc	Bike/Ped
61	The sidewalk here is not bike friendly as it terminates as stairs in front of Panera and sidewalk doesn't continue on that side of the street	Bike/Ped

62	Not a new idea but an underpass here would be great. Right now we go through downtown when we are riding to friends' houses in rock creek and the flow would be much better to take the path up the hill from the original town and then under McCaslin	Bike/Ped
63	Riding from downtown onto this bike path is fine but you have to go up on the sidewalk, would be better for the bike path to go down to street level	Bike/Ped
64	Agree on cars parking in bike lanes	Bike/Ped
65	The path extension is great for riding from downtown to Audrey Park	Bike/Ped
66	Would be great to connect this to the mall for a more direct route. Right now we have tried to the other side of 36 or down and through Audrey Park, both a little out of the way	Bike/Ped
67	The sidewalk on the bridge across 36 on 88th is too narrow for bikes, but the shoulder is dangerous. I know this gets into Louisville, but Superior kids want to ride their bikes to Monarch and right now there isn't a safe way for them to get there.	Bike/Ped
68	Underpass here would be great for kids going to school at Monarch (downtown, original town)	Bike/Ped
69	Would be good to pave this section of path down to Avista. I am fine with the gravel, but I bet more people would ride if it was paved.	Bike/Ped
70	Off street bike path or separated bike path so you can ride from downtown to the marketplace on the road	Bike/Ped
71	Add a pedestrian crossing at 2nd. I walk to the bus stop from the original town and I just walk across the median than go the extra block to the intersection	Bike/Ped
72	Ab1 and FF are amazing. More!	Transit
73	We need a crosswalk that lights up on both sides!	Bike/Ped
74	want my turn lane back. I NEVER see bikers	Automobile
75	The roundabouts are essential for traffic flow, yet it still seems that too many drivers enter them at high speed.	Automobile
76	Far too much non-resident traffic.	Automobile
77	Too much commercial traffic	Automobile
78	Far too much nonresident traffic	Automobile
79	Decrease speed limit to 35mph due to trail intersection with McCaslin	Automobile
80	Traffic is already too heavy, please do not add any housing	Automobile
81	Too much non-resident traffic and high speeds make this intersection dangerous.	Automobile

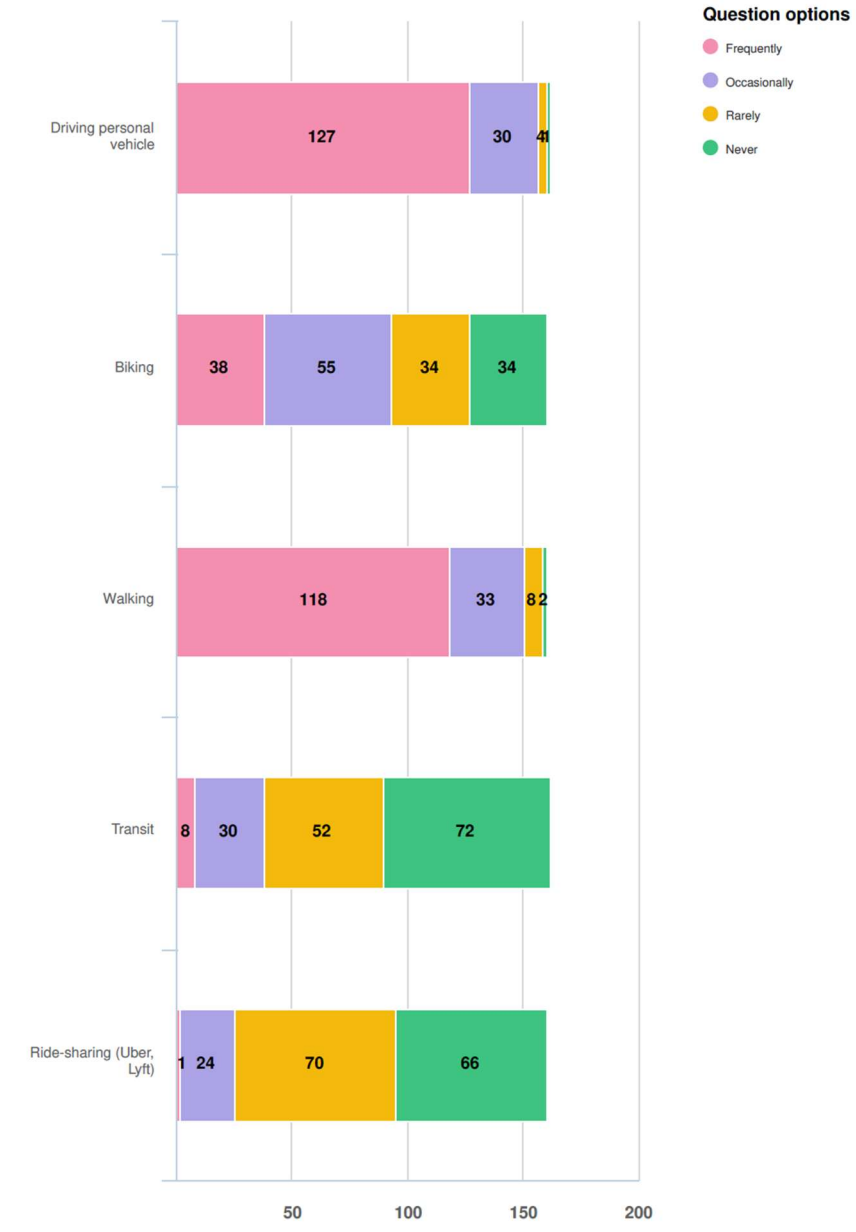
Key points:

- Comfort and safety for people walking and biking
- Airport noise (20 comments)
- Pedestrian crossing concerns
- Strong positive feedback on trails and grade-separated crossings
- Desire for better private development connectivity to and within commercial spaces
- AB and FF transit lines seen as big benefits

SURVEY SUMMARY

Shape Superior : Summary Report for **12 August 2019** to **13 October 2024**

How often do you use the following modes of transportation? Never = less than a few days per yearRarely = 1-3 days per monthOccasionally = 1-3 days per weekFrequently = 5+ days per week

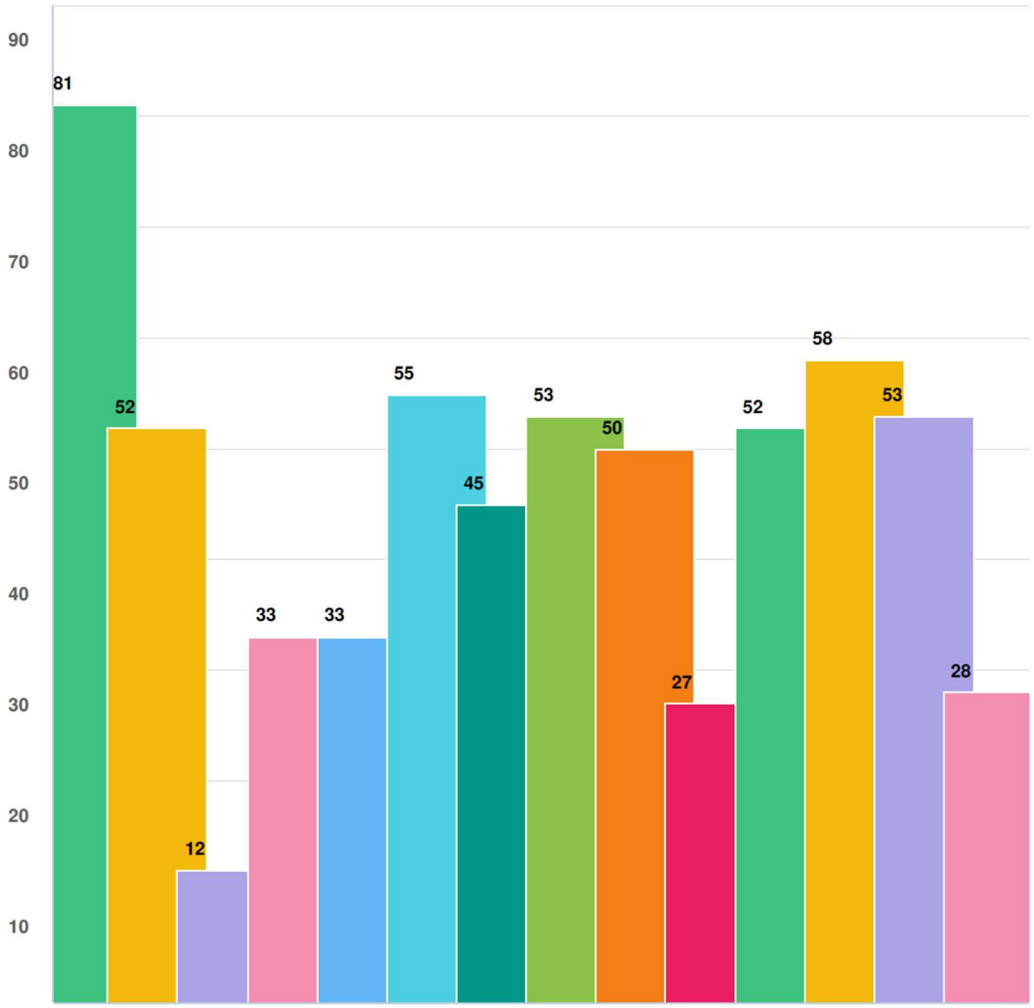


Optional question (162 response(s), 3 skipped)

Question type: Likert Question

Shape Superior : Summary Report for **12 August 2019** to **13 October 2024**

Please select your top five (5) priorities for transportation efforts in the Town:



Question options

Other (please specify) First/Last mile connections to transit Plan and implement improvements in response to growth
More frequent street resurfacing and repair Provide bike share, car share or similar programs
Stop vehicles from running red lights at intersections Slow traffic on neighborhood streets
Add more crosswalks or enhance existing crosswalks
Develop more transit service across the community (RTD, flex-ride options, etc.)
Reduce traffic congestion at major intersections Provide better on-street bicycle facilities on major roadways
Provide better signage Build missing sidewalks Build more trails and paths for walking and bicycling

Optional question (160 response(s), 5 skipped)
Question type: Checkbox Question

Key points:

- Top priority by wide margin: more trails and paths for biking and walking
- Two of top 5: transit and transit access-related improvements
- Low preference for vehicular options

Public Outreach Round 2 – Open House

- Transportation Maps presented (Ped, Bike, Automobile, Transit and Recommendations Map)
- 15 comments and pins were received

COMMENT SUMMARY

Comment #	Comment	Issue Area
1	Trail connecting Coalton Trail to Meadowlark Trail: No bikes and dogs on leash to protect ground species	Bike/Ped
2	Connect Coalton to High Plains/McCaslin for shorter loop for Rock Creek	Bike/Ped
3	Gravel trail is here (pointing Meadowlark Trail near Coalton Trail)	Bike/Ped
4	Bikers said that the delineators made them less safe	Bike/Ped
5	Why are you doing delineators for bikes when there are MUPs on both sides	Bike/Ped
6	Hard to tell when a vehicle is turning right if they're using the through lane instead of a dedicated right-turn lane	Bike/Ped
7	How can we change Marshall Rd so it doesn't split the Market Place? Could there be an underpass for the cars?	Bike/Ped
8	Ped/Bike path from Indiana/Rock Creek intersection to Downtown Superior	Bike/Ped
9	Road noise at Coalton/McCaslin has gotten bad	Other
10	Gravel paths should be updated to concrete/non-erosion	Bike/Ped
11	Enforcement of RRFBs for ped at Coalton/McCaslin	Bike/Ped
12	Keep the dirt on the trails please	Bike/Ped
13	One green pin on path connection recommendation	Bike/Ped
14	One green pin between Pitkin Ave and Lanterns LN	Bike/Ped
15	One green pin on Honey Creek Dr near the Rock Creek Pkwy	Bike/Ped

Key points:

- Strong interest in better trail connectivity.
- Mixed opinions on trail surfaces (gravel vs. concrete).
- Concerns that delineators reduce bike safety.
- Right-turn conflicts make biking feel unsafe.
- Desire for more pedestrian crossing enforcement.

/AMZ

Appendix D: Recommendations with Additional Categorization Detail

Superior Transportation Plan Location-SpecificTransportation Recommendations with Detail

Map ID	Location	Recommendation	User/ Mode	Public Support?	Order of Magnitude Cost	Maintenance and Operations Increase	Low Cost Pilot Project Potential?
1	Marshall Rd (crossing) at 76th St	Enhanced at-grade crossing	Ped	5	2	3	no
2	76th St from driveway to Marshall Rd	Complete collector roadway section (sidewalks, bike lanes	Auto	3	5	2	no
3	76th St from driveway to Marshall Rd	Upgrade from shared facility to bike lanes	Bike	5	1	1	no
4	Sycamore St from 76th St to 4th Ave, S side	Widen southern sidewalk to become Sycamore sidepath	Ped	5	4	3	no
5	North off Sycamore St at main entrance	Improve ADA and wheeled access to Marketplace circulation paths and main entrances	Ped	5	4	1	no
6	From Coal Creek Dr and Sycamore in middle of park	Direct trail connection (with wayfinding) through park	Ped	5	3	1	no
7	4th Ave and Sycamore St from Coal Creek Dr to Marshall Rd	Bike lanes (Sycamore portion) through lane reduction (needs further study) and shared lane markings (4th portion), with intersection enhancements	Bike	5	2	1	no
8	Marshall Rd from 76th St to McCaslin Blvd	Multimodal enhancements to improve safety and comfort - potential study grant application pending	Bike	5	5	4	TBD
9	Marshall Rd from McCaslin Blvd to Superior Plaza Way	Bike lanes (may require widening) or widen sidewalk to multi-use path	Bike	5	3	1	no
10	Coal Creek Dr from 76th to 4th Ave	Bike Boulevard	Bike	5	1	2	yes
11	2nd Ave from Coal Creek Dr to Douglas St	Bike Boulevard	Bike	5	1	2	yes
12	4th Ave from Coal Creek Dr to William St, William St from 4th Ave to McCaslin	Bike Boulevard	Bike	5	1	2	yes
13	McCaslin Blvd at Main St - N crossing	Enhanced crossing at roundabout	Ped	5	2	3	no
14	Douglas St from 3rd Ave to McCaslin Blvd	Bike boulevard/trail wayfinding enhancements with bike ramps at roundabout	Bike	5	2	2	yes
15	Old Rail Wy from Buttercup Ln to Promenade Dr	Bike Boulevard or bike lanes (pending counts)	Bike	5	1	2	yes
16	Village Green Wy from Promenade Dr to both directions of Promenade Dr	Bike Boulevard connector	Bike	5	1	2	yes
17	Central Pk Wy from Discovery Pkwy to Superior Dr	Bike Boulevard or bike lanes (pending counts)	Bike	5	1	2	yes
18	Promenade Dr from Central Park Wy to Discovery Pkwy	Town-planned conversion to bike boulevard	Bike	3	1	2	yes
19	Promenade Dr from Discovery Pkwy to intersection with US36 Trail	Bike Boulevard or bike lanes (pending counts and parking needs)	Bike	5	1	2	yes
20	Between E-W Trail at Central Pk Wy and Wiggins St/Karval Pl	Neighborhood connector trail	Ped	5	5	3	no
21	Across McCaslin at E-W Trail N of Rock Creek Pkwy	Grade separated crossing or pedestrian signal	Ped	5	5	4	no
22	Coal Creek Dr from Lanterns Ln to Rock Creek Pkwy	Bike Boulevard (north end) buffered bike lanes (south end where extra roadway space)	Bike	5	2	2	yes
23	88th St at Promenade Dr	Future traffic signal with development	Auto	3	4	3	no
24	Rock Creek Pkwy at Coal Creek Dr	Future intersection improvements - potential roundabout	Auto	3	5	4	no
25	Indiana St from Rock Creek Pkwy to Torreys Peak Dr	Buffer the existing bike lanes where feasible	Bike	5	2	2	yes
26	Coalton Rd from McCaslin Blvd to Rock Creek Pkwy	Study lane removal and buffered/protected bike lane installation	Auto	3	4	2	no
27	From trail near parking lot to trail west of ball fields	Direct trail connection from trail adjacent parking lot past ball park facilities	Ped	5	4	3	no
28	Rock Creek Cr from Coalton Rd to Rock Creek Pkwy	Bike lanes	Bike	5	2	2	yes
29	McCaslin Blvd E side from Calmante Ave to Indiana St	McCaslin trail extension to coyote ridge	Ped	5	5	4	no
30	McCaslin Blvd to Torreys Peak Dr	Neighborhood connector trail	Ped	5	3	3	no
31	Indiana St from Torreys Peak Dr to McCaslin Blvd	Bike lanes/buffered bike lanes	Bike	5	2*	2	yes
32	128 at McCaslin Blvd	Coordinate with CDOT to study intersection configuration improvements	Auto	3	5	4	no

**May require additional curb modifications or sidewalk ramps, in which case cost could be higher.*

Superior Transportation Plan General Tranportation Recommendations with Detail

ID	Recommendation	User/ Mode	Public Support	Order of Magnitude Cost	Maintenance and Operations Increase	Low Cost Pilot Project Potential?
A	Install sidewalk where missing	Ped	5	varies	3	no
B	Update all multiuse paths to 12' wide min.	Ped	3	varies	2	no
C	Develop Pedestrian Crossing Treatment Guidelines and implement updates at crossings as applicable	Ped	5	guidelines - $20k updates - varies	3	no
D	Update Green Marking Striping Policy and implement as applicable	Bike	3	policy - $5k updates - varies	3	no
E	Increase frequency of 228	Transit	5	N/A	1	no
F	Transit service to Park and Ride	Transit	5	N/A	1	no
G	Investigate Ecopass for Marketplace and Downtown Superior Staff	Transit	3	$20-80/employee	1	no
H	Mobility Hub in DTS, PnR	Transit	3	5	4	no
I	development	Ped	5	varies	2	no
J	Implement Vision Zero plan	All	3	5	3	no
K	Improve local bus stops where appropriate	Transit	3	$25k/stop	3	no
L	Signal upgrades including Flashing Yellow Arrow (FYA) signal heads to provide protected LT phasing options where feasible	All	3	varies	2	yes
M	Reduce pedestrian crossing distance and improve crossing comfort as feasible at major intersections	Ped	5	varies	2	yes

Superior Transportation Plan Detail Criteria

Public Support*	Order of Magnitude Cost	Maintenance and Operations Increase
1 = Negative	1 = under $50k	1 = w/in exist.
3 = None	2 = $50k - $200k	2 = very minor add.
5 = Positive	3 = $200k - $500k	3 = minor add.
	4 = $500k - $1m	4 = major add.
	5 = $1m +	5 = signif. add.

*Blue Public Support score denotes comments made by the public about noted TYPE of treatment (but not specific location)

Appendix E: Funding Opportunities

- This table is taken directly from the Superior Vision Zero Action Plan and provided here for easy reference.

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Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Superior Programs											
Sales & Use Tax	The Sales and Use Tax, passed by voters in 2024, is a 0.315% sales and use tax which will be used to for capital improvement projects.	Approximately $1.6 Million annually	N/A	N/A	X	X	X	X	X		X
Superior General Fund/CIP	The Town passes an annual budget with alloted dollars for transportation-related projects including upgrades, maintenance, and construction of new facilities.	Varies	N/A	N/A	x	x	x	x	x	x	x
Boulder County Programs											
Countywide Transportation Sales Tax	This fund, passed by voters in 2001 and extended by voters in 2007 and again in 2022, is a countywide 0.1 percent tax (one cent on a $10 purchase) on all sales in Boulder County. Revenues fund transportation projects including transit service and programs, roadway safety and resilience, regional corridors, regional trails and commuter bikeways, and community mobility programs.	Approximately $4.1 Million annually	N/A	Approved by voters to extend without end in 2022	X	X	X	X	X		X
Boulder County Road & Bridge Fund	The Boulder County Road and Bridge Fund (R&B) is a combination of property taxes, use taxes, state vehicle registration fees, specific ownership tax on vehicle registration, and gasoline taxes collected by the State and County. RR&B funds are restricted to use on the construction and maintenance of roadway-specific projects (including transit and bicycle facilities). R&B collections will be spent on planning, designing, and constructing capital projects, such as repaving roads, repairing and replacing bridges, replacing culverts, repairing sidewalks, etc. The remainder of the road and bridge fund is used by the county for road and infrastructure maintenance activities.	Varies (for the 2024 budget, was $5.9 Million for maintenance and rehabilitation and $8.8 Million for dedicated transportation salex tax projects)	N/A	N/A	X	X	X	X	X	X	

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Regionally-Administered Programs											
DRCOG Transportation Improvement Program (TIP)	The Denver Regional Council of Government (DRCOG) Transportation Improvement Program (TIP) outlines a four-year plan for federally and state-funded transportation projects to be implemented in the Denver region, aligning with the goals of Metro Vision and the Regional Transportation Plan. Developed through collaboration among local governments, the Colorado Department of Transportation, and the Regional Transportation District, the TIP ensures that selected projects meet air quality standards and regional priorities. The program includes set-aside funds for specific initiatives, such as transportation demand management and air quality improvements, to address targeted regional needs. TIP funding is sourced from 5 major programs: Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), and State Multimodal Transportation and Mitigation Options Fund (MMOF).	$100,000 minimum	20%	Next anticipated call for projects in late 2025/early 2026. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X	X	X		X
DRCOG Transportation Improvement Program (TIP) Set Asides Programs	DRCOG's Transportation Improvement Program also funds set-aside programs. Under the Policies for TIP Program Development, a portion of available DRCOG-controlled funds are removed from the pool of available funds prior to a call for projects for the Transportation Improvement Program. These funds are set-aside for specific projects that address priorities identified by the Board. Each program develops its own policies, solicitation application and evaluation criteria. y. For the Fiscal Year 2024-2027 TIP, the TIP Policy identifies five set-asides: • Transportation Demand Management Services • Regional Transportation Operations and Technology • Air Quality Improvements • Human Service Transportation • Community Mobility Planning and Innovation The Community Mobility Planning and Innovation set-aside is made of four constituent programs: • Transportation Corridor Planning • Community-Based Transportation Planning • Livable Centers Small-Area Planning • Innovative Mobility	Set asides for fiscal years 2024-2047 • Transportation Demand Management: $2 Million • Regional Operations & Technology: $16 Million for projects, $4 Million towards signal timing plan development • Human Service Transportation: $8 Million • Transportation Corridor Planning: $3 Million • Community-Based Transportation Planning: $2.5 Million • Livable Centers: $2.5 Million • Innovative Mobility: $4 Million	20%	Spring 2025: • Transportation Demand Management non-infrastructure projects Anticipated Summer 2025: • Transportation Corridor Planning Anticipated fall and winter 2025: • Community-based Plans Spring 2026: • Regional Transportation Operations and Technology 2024 calls: • Human Service Transportation (last call was winter 2024) • Innovative Mobility (last calls were summer and fall 2024) • Livable Centers (last calls were summer and fall 2024)	X	X	X	X	X		X

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
State-Administered Programs											
CDOT Transportation Alternatives Set-Aside Program (TA)	Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Varies	20%	Anticipated next NOFO release in Spring 2026. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X				X
CDOT Revitalizing Main Streets	CDOT seeks to award grants for projects that support downtown vitality and the built environment, community access to public streets and bringing innovative uses of public spaces to life with multimodal transportation projects. The funds may be used for active transportation infrastructure improvement and amenity projects that meet the aim of the program. In addition, projects must be 'shovel ready', therefore can be completed within a 12 month period from grant contract execution, if approved.	$10,000-$250,000	10%	For 2025, 6 deadlines (2/26, 4/30, 6/25, 8/27, 10/29 & 12/31)	X	X	X	X			
CDOT Safe Routes To School (SRTS)	The FHWA Safe Routes to School (SRTS) program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.	Infrastructure grants: $100,000 to $1,000,000	20%	Bi-annual cycle, with next anticipated opening in FY 2027	X	X		X	X		X
CDOT Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal initiative aimed at reducing traffic fatalities and serious injuries on public roads. It provides funding to states for safety improvement projects that are data-driven and focus on reducing crashes. The program emphasizes identifying high-risk locations and implementing cost-effective measures to enhance roadway safety for all users. Twenty-five percent of HSIP for Region 1 is set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Local agency HSIP funding applications not exceeding a requested amount of $500,000 are eligible to be considered for this set aside.	Minimum request $250,000, multiple project locations can be combined to meet the $250,000 threshold)	10%	FY28 HSIP applications were due February 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X	X	X		

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
State-Administered Programs (Cont.)											
DOLA Community Development Block Grant (CDBG)	The Department of Local Affairs Division of Local Government (DOLA-DLG) administers the federal Community Development Block Grant (CDBG) program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation or installation of public improvements or public facilities. Examples of projects include sewer and water systems, commercial streetscape improvements, community centers, food banks, shelters, health clinics etc. The funds must be used for activities that either benefit primarily low to moderate income persons (a project located in at least a 51% low income community OR the project beneficiaries must be at least 51% low income based on local data); assist in prevention or elimination of slums or blight.	Varies	N/A	Annual	X	X	X				
CDOT Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Grant Funding Program (CCTAP)	The Community Clean Transportation Assistance Grant Funding Program (CCTAP) will look to support communities and other governmental entities in the nonattainment area with eligible projects that will provide demonstrated improvements to air quality in the nonattainment area. Projects funded through this program should aim to meet the business purpose of NAAPME and look to address at least one of the funding focus areas identified in the NAAPME 10-Year Plan. Additional consideration will be given to projects that support disproportionately impacted communities, as defined in Colorado Revised Statutes.	$500,000 - varies (maximum award per project based on total amount available each funding round)	20%	Annual (due in Spring) - future funding rounds for CCTAP are at the discretion of the Board of Directors	X	X	X	X			X
Federal/National Programs											
USDOT Active Transportation Infrastructure Investment Program (ATIIP)	The ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Active transportation projects or group of projects with a total cost of over $15 million, or total cost of $100,000 for planning and design grants	20%	NOFO presumed to be released in Spring 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Federal/National Programs (cont.)											
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant (formerly RAISE) is a federal program aimed at supporting transportation infrastructure projects that promote sustainability, equity, and resilience. Administered by the U.S. Department of Transportation, RAISE provides funding for projects that improve safety, environmental outcomes, and accessibility, particularly in underserved and rural communities. It focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and environmental stewardship.	Capital grant in urban area: $5 million to $25 million	20%	There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		
USDOT Safe Streets and Roads for All (SS4A)	The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or ˜Toward Zero Deaths" initiatives.	Planning and Demonstration grants: $100,000 to $5,000,000 Implementation grants: $2,500,000 to $25,000,000	20%	NOFO released in March 2025 with applications due June 26, 2025. IIJA funding is currently committed through FY 26.	X	X	X	X	X		X
USDOT Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Up to $12,000,000	20%	Next NOFO anticipated to open in Fall 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.					X		
USDOT Multimodal Project Discretionary Grant Opportunity (MPDG)	Includes: Mega Grant, INFRA Grant & Rural Surface Transportation Grant - applicants may choose to apply to one, two, or all three of these grant programs. The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Varies	Varies	Next NOFO anticipated to open in Spring 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		

Item Number 7

Information for Meeting of the Superior Town Council

Agenda Item Name: **Resolution – Amending 2025 Town Budget**

Meeting Date: **August 11, 2025**

Presented by: **Matt Magley, Town Manager**
Jeff Stone, Finance Director

Presented for: **Discussion and Action**

BACKGROUND

The original 2025 total Town budget is $36,938,871, with individual appropriations for General, Conservation Trust, Landscape Fee, Open Space, Open Space Debt Service, Capital Improvement, Marshall Fire Recovery, and Trash and Recycling funds. The 2025 budget was approved before the November 2024 Sales Tax Ballot Measure was approved by Superior voters. With this approval, a 2025 budget amendment is needed in the Town's new 2025 Capital Improvement and 2025 Capital Improvement Debt funds.

A $5,650,000 budget amendment is needed in the 2025 Capital Improvement (CIP) fund as follows:

- $500,000 – Rock Creek Parkway Underpass.
- $350,000 – Rock Creek Parkway – Indiana to 88th Street
- $1,500,000 – Rock Creek Parkway – Honey Creek to Coalton
- $2,330,000 – North Pool Renovation (Design and start construction)
- $270,000 – South Pool Renovation (Design)
- $700,000 – Community Park Playground

The 2025 Capital Improvement (CIP) Debt service fund budget amendment ($1,222,401) is needed to cover the bond issuance costs ($330,000), bond principal ($490,000) and interest ($400,401) payments, and bank and paying agent fees.

The expenses will be covered by the bond proceeds issued for the 2025 Capital Improvement funds and sales and use tax revenues for the debt payments.

A summary of the proposed Town budget following this amendment is noted below:

Fund	Current Appropriation	Amended Appropriation	Increase
General	$24,694,132	$24,694,132	$-
Conservation Trust	330,000	330,000	-
Landscape Fee	2,134,891	2,134,891	-
Open Space	655,128	655,128	-
Open Space Debt Service	659,720	659,720	-
Capital Improvements	7,360,000	7,360,000	-
2025 Capital Improvements	-	5,150,000	5,150,000
2025 CIP Debt Service	-	1,222,401	1,222,401
Marshall Fire Recovery	860,000	860,000	-
Trash and Recycling	245,000	245,000	-
Total	$36,938,871	$43,311,272	$6,372,401

RECOMMENDED ACTION

Approval of a Town budget amendment, ensuring that operations are within budget, as required by State law.

BUDGET IMPLICATIONS

Budget increases as follows:

- 2025 Capital Improvements, $5,650,000
- 2025 Capital Improvement Debt Service, $1,222,401

Fund sources include (1) bond proceeds, and (2) new sales and use tax revenues.

MOTION

Motion to approve a Resolution amending the 2025 Town of Superior budget.

ATTACHMENTS

- Resolution

TOWN OF SUPERIOR
RESOLUTION NO. R-57
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR APPROVING A SUPPLEMENTAL BUDGET AND APPROPRIATIONS FOR 2025

WHEREAS, the Town has received revenues or has unappropriated fund balances which were not anticipated at the time the budget for 2025 was adopted by the Town;

WHEREAS, the Town must adopt a supplemental budget for appropriation of such funds;

WHEREAS, pursuant to Section 8.05 of the Town of Superior Home Rule Charter, the Town Council may adopt a budget by resolution; and

WHEREAS, a properly-noticed public hearing was held on August 11th, 2025, and interested taxpayers were given the opportunity to file or register any objections to this supplemental 2025 budget.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The supplemental 2025 budget for the Town is $43,309,272, as set forth below:

Fund	Current Appropriation	Amended Appropriation	Increase
General	$24,694,132	$24,691,132	$-
Conservation Trust	330,000	330,000	-
Landscape Fee	2,134,891	2,134,891	-
Open Space	655,128	655,128	-
Open Space Debt Serv.	659,720	659,720	-
Capital Improvements	7,360,000	7,360,000	-
2025 Cap. Improvements	-	5,150,000	5,150,000
2025 CIP Debt Service	-	1,222,401	1,222,401
Marshall Fire Recovery	860,000	860,000	-
Trash and Recycling	245,000	245,000	-
Total	$36,938,871	$43,311,272	$6,372,401

Section 2. The supplemental 2025 budget set forth in Section 1 hereof is hereby approved and adopted as the budget of the Town for 2025.

Section 3. For the Town for 2025, the above sums are hereby appropriated from the revenue of each fund, to each fund, for the purposes stated.

ADOPTED this ___ of _____, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Item Number 8

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Consideration of Ordinance Amending Chapter 6 of the Superior Municipal Code Regarding Contractor Licensing**
Meeting Date:	**August 11, 2025**
Presented by:	**Nicholas Hartman, Town Attorney** **Renae Stavros, Planning and Building Director**
Presented for:	**Action**

BACKGROUND

Historically, the Town of Superior has not required contractors to be licensed by the Town. The Town requires contractors to provide current licensing from a surrounding jurisdiction to document credentials to perform service in our community. This system has led to occasional gaps in contractor compliance and mutual understanding, prompting the Town to now establish its own contractor licensing system. To date, the Town has avoided setting up a contractor licensing system. This system has led to contractors misinterpreting certain requirements and responsibilities. In the current system, there are no costs for contractor registration, there are no clear expiration dates for licensing, and no tracking mechanism for contractor complaints from homeowners.

Another complication of the current system is that contractors are only required to register with the Town when applying for a permit, and not when doing work that may not require a permit, in Superior. In this circumstance, contractors may be working in Superior, unregistered, without the Town's knowledge, and the Town would have no recourse to hold them liable and/or accountable.

Currently, when a contractor attempts to apply for a permit through the Town's Community Core software, they are prompted to leave the system, visit the Town's Planning and Building webpage, and call/email the Building Permit Technician directly. The contractor is then asked to provide specific documentation based on the type of work being proposed (i.e. Certificate of Insurance with Workers Compensation General Liability, surrounding jurisdiction license and, if applicable, state and master electrical and/or plumbing licenses). Then, the Building Permit Technician manually enters the provided information into the Community Core software, and then calls/emails the contractor stating they can now apply for a permit through Community Core.

Staff worked closely with the Town Attorney, Chief Building Official, and Building Permit Technician to draft Article XI – Contractor Licenses to add to Chapter 6 of the Municipal Code, to incorporate standards that generally fall in line with licensing regulations in other nearby municipalities:

Sec. 6-11-10. – Applicability.

Sec. 6-11-20. – Definitions.

Sec. 6-11-30. – Application and fees.

Sec. 6-11-40. – Term and renewal.

Sec. 6-11-50. – License classification.

Sec. 6-11-60. – Contractor responsibilities.

Sec. 6-11-70. – Suspension or revocation.

Sec. 6-11-80. – Violation and penalty.

RECOMMENDATION

Move to approve an Ordinance amending Chapter 6 of the Superior Municipal Code to add a new Article 11 regarding contractor licensing.

ATTACHMENTS

- Ordinance

TOWN OF SUPERIOR
ORDINANCE NO. O-
SERIES 2025

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR AMENDING CHAPTER 6 OF THE SUPERIOR MUNICIPAL CODE BY THE ADDITION OF A NEW ARTICLE XI REGARDING CONTRACTOR LICENSING

WHEREAS, the Town desires to require contractors performing work in the Town to be licensed by the Town.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO:

Section 1. A new Article XI is hereby added to Chapter 6 of the Superior Municipal Code to read as follows:

ARTICLE XI
CONTRACTOR LICENSES

Sec. 6-11-10. – Applicability.

(a) All contractors involved in the following activities in the Town shall be licensed under this Article: the erection, construction, enlargement, alteration, repair, movement, removal or conversion of buildings, structures, utilities, roads, streets, bridges. A contractor must have a license for all classes of work they are performing.

(b) The following do not require a license under this Article:

(1) Public utility companies when engaged in the installation, operation and maintenance of their equipment used for the production, generation, or distribution of the utility, product, or service through the facilities owned or operated by the utility company to the point of customer service;

(2) Construction trades, other than mechanical, electrical, and plumbing, performing work under the supervision of a licensed contractor;

(3) Employees working for and under the supervision of a contractor licensed under this Article; or

(4) A homeowner who constructs, alters or demolishes any structure or portion thereof that constitutes the owner's personal and primary residence, or a structure accessory thereto intended for the owner's personal use; provided that this does not occur for more than one (1) dwelling unit within any three (3) year period.

Sec. 6-11-20. – Definitions.

For purposes of this Article, the following terms shall have the following meanings:

Building Official means the Town's Planning and Building Director or designee.

Contractor means any person, firm, partnership, corporation, limited liability company, association or organization, entity, or any combination thereof, who undertakes the erection, construction, alteration, repair, removal or conversion any building or structure or a portion thereof for a fixed fee, sum, price, percentage, bonus or other compensation.

Sec. 6-11-30. – Application and fees.

(a) An application for a contractor license shall be on forms as provided by the Town, accompanied by the fee established by resolution of the Town Council.

(b) The application shall include evidence of general liability insurance of not less than one million dollars ($1,000,000) combined single limit.

(c) An applicant for a Class A, B, or C contractor license shall provide evidence of passing the designated International Code Council ("ICC") national standard examination and proof of State license, if applicable, for the type of license requested.

(d) The Building Official may deny a license application upon a finding of one or more of the following:

(1) The applicant failed to provide any information required on the application;

(2) The applicant failed to provide proof of the required insurance;

(3) The applicant failed to pay the appropriate license fee;

(4) The applicant failed the designated ICC national standard examination for determination of their qualifications and code competency for the type of license requested;

(5) The applicant had a previous contractor license suspended or revoked by the Town or another jurisdiction; or

(6) The applicant previously failed to comply with the ordinances and regulations of the Town, including without limitation the contractor responsibilities outlined in Section 6-11-60 of this Article.

(e) If the Building Official denies a license application, the Building Official shall notify the applicant in writing, including the specific grounds for the denial. Within ten (10) days of the written denial, the applicant may file an appeal with the Board of Adjustment, as set forth in Article VII of Chapter 2 of this Code.

Sec. 6-11-40. – Term and renewal.

(a) Each license issued under this Article shall expire on December 31 of the year for which it was issued.

(b) A licensee shall file an application for renewal at least thirty (30) days prior to expiration of a license. The renewal application shall include the same information as the original application.

Sec. 6-11-50. – License classification.

The following classifications of contractor licenses are established:

(1) *Class A.* This class entitles the license holder to contract for the construction, addition, alteration, tenant improvement or repair of any type of construction or size of building or structure permitted by the adopted building codes except electrical, plumbing, and mechanical, unless licensed to do such work. A Class A license holder may demolish any building, structure, or portion thereof when rebuilding on-site.

(2) *Class B.* This class entitles the license holder to contract for the construction, addition, alteration, tenant improvement or repair of any size of building or structure of Type II-B or V-B construction, except electrical, plumbing, and mechanical, unless licensed to do such work. A Class B license holder may demolish any building, structure, or portion thereof when rebuilding on-site.

(3) *Class C.* This class entitles the licensee to contract for the construction of, or addition to, one- and two-family dwellings or townhouse dwellings three stories or less in height permitted by the adopted building codes, including accessory dwelling units. A class C license holder may demolish any building, structure, or portion thereof when rebuilding on-site.

(4) *Specialty.* This class entitles the licensee to contract for the construction, alteration or repair of awnings, a basement finish, carport, covered porch or patio, deck, fence, detached private garage, pergola, shed, retaining wall, swimming pool or spa, sign, radon mitigation system, roof covering repair or replacement, window replacement, or the demolition or moving of a building or structure.

(5) *Mechanical.* This class entitles the licensee to install, add to, alter, or repair warm air heating, venting, evaporative and refrigeration cooling, exhaust systems and their appurtenances, hot water systems, process piping, refrigeration systems and related appurtenances.

(6) *Electrical.* This class entitles the licensee to engage in the installation, alteration, or repair of electrical wiring, appliances, or apparatus of any kind, nature, or description for the purpose of transmitting or utilizing current for light, heat, power, or electrical signal systems, or other purposes inside of, or in connection with any building or structure, so long as the licensee has secured a master electrician license and electrical contractor license from the State.

(7) *Plumbing.* This class entitles the licensee to engage in the installation, alteration, or repair of plumbing fixtures or apparatus of any kind, nature, or description for the purpose of potable water supply and distribution, fixtures and traps, drainage and vent piping, water conditioning appliances, or other purposes inside of, or in connection with any building or structure, so long as the licensee has secured a master plumber license and plumbing contractor license from the State.

Sec. 6-11-60. – Contractor responsibilities.

(a) A contractor shall be responsible for all work performed under their contract, whether the contractor, an employee or a subcontractor performs the work.

(b) A contractor shall be responsible for obtaining a permit prior to commencing any construction work, and the permit shall list all mechanical, electrical, and plumbing subcontractors who will be performing work.

(c) A contractor shall not deviate from the approved construction documents without prior approval from the Building Official.

(d) A contractor shall be responsible for scheduling required inspections of work that shall remain accessible and exposed until approved. The contractor shall be present at the inspection and provide a copy of their license for the work being inspected.

Sec. 6-11-70. – Suspension or revocation.

(a) The Building Official may require a licensee to appear for a hearing on the suspension or revocation of a license. Notice of the hearing shall be sent to the licensee at least ten (10) days prior to the hearing via first-class United States mail to the licensee's address on file with the Town. The notice shall contain a brief statement of the alleged violation that is the basis for the suspension or revocation.

(b) At the hearing, the licensee shall have an opportunity to be heard on the violation alleged in the notice. The Building Official may suspend or revoke the license for good cause, including without limitation any violation of this Section.

(c) Within ten (10) days after the hearing, the Building Official shall issue a written order, including findings of fact. A copy of the order shall be mailed by first-class United States mail to the licensee's address on file with the Town.

(d) Within ten (10) days after the date of the written order, the licensee may file an appeal with the Board of Adjustment, as set forth in Article VII of Chapter 2 of this Code.

Sec. 6-11-80. – Violation and penalty.

It is unlawful for any person to violate this Article. Violations of this Article shall be subject to the civil penalties set forth in Section 1-3-20 of this Code. Each day of violation shall constitute a separate offense.

Section 2. Severability. If any article, section, paragraph, sentence, clause, or phrase of this Ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this Ordinance. The Town Council hereby declares that it would have passed this Ordinance and each part or parts hereof irrespective of the fact that any one or part or parts be declared unconstitutional or invalid.

Section 3. Safety. This Ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 4. Effective Date. This Ordinance shall take effect 10 days after publication following adoption.

INTRODUCED, READ, PASSED AND ORDERED PUBLISHED this ___ day of _____, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Item Number 9

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Public hearing for review and comment on the Regional Housing Needs Assessment**
Meeting Date:	**August 11th, 2025**
Presented by:	**Matt Magley, Town Manager** **Renae Stavros, Planning and Building Director**
Presented for:	**Action**

BACKGROUND

The 2023 and 2024 State of Colorado legislative sessions resulted in the adoption of multiple bills that affect the Town of Superior. The Sustainable Affordable Housing Act, also known as SB24-174, was one of these bills. While the law includes a number of provisions related to housing, one component is a requirement for local jurisdictions to conduct a housing needs assessment that conforms to methodologies developed by the Colorado Department of Local Affairs (DOLA) by December 31, 2026. However, local governments are exempt from the requirement to conduct a local housing needs assessment if they participate in a regional housing needs assessment that complies with DOLA's methodology. Reviewing the Regional Housing Needs Assessment (Attachment #1) at a public meeting of the governing body and submitting comments to DRCOG within a designated 60-day review period fulfills the law's participation requirements. While participation in the Regional Housing Needs Assessment is optional, doing so allows a jurisdiction to be in compliance with the housing needs assessment component of SB24-174. Participation in the Regional Housing Needs Assessment does not preclude local jurisdictions from later pursuing their own state-compliant local housing needs assessment if they see value in doing so.

LEGISLATIVE CONTEXT

SB24-174: Sustainable Affordable Housing

This bill requires that Housing Needs Assessments, Housing Action Plans, and Water Supply and Strategic Growth Elements within Comprehensive Plans be done on a regular basis

throughout the State for all communities, unless exempt under limited circumstances. The Town of Superior is subject to this law (link to SB24-174 Summary)

- Housing Needs Assessments: The bill requires that municipalities conduct HNAs in conformance with forthcoming guidance by December 31, 2026 and every six years thereafter, or participate in a regional housing needs assessment. Staff has reviewed the draft guidance which requires the following considerations:
    - **Demographic trends**, such as an assessment of community composition, growth, income levels, and household characteristics
    - **Economic trends**, such as an assessment of future economic conditions affecting housing needs
    - **Housing Inventory**, such as the variety, condition, and availability of housing
    - **Housing Market Trends**, such as housing prices, rents, and availability of ownership and rental markets
    - **Housing Problems**, such as cost burden, overcrowding and homelessness
    - **Housing Resources and Development Challenges and Opportunities,** such as a review of resources for affordable housing and barriers to development
    - **Current and Projected Housing Needs,** such as estimates of housing shortages and future housing needs
    - **Program and Policy Recommendations,** such as development of strategies to address identified housing needs
- Housing Action Plan: In response to the HNA, subject jurisdictions would be required to develop Housing Action Plans prior to January 1, 2028. DOLA will publish guidance on this at a later date. Generally, this will require that the Town demonstrate a commitment to address housing needs.
- Water Supply and Strategic Growth Element in Comprehensive Plans: By December 31, 2026, the Town must include these in their Comprehensive Plans. The water supply element must identify the general location and extent of an adequate and suitable supply of water, identify supplies and facilities sufficient to meet the needs of local infrastructure, and include water conservation policies. The strategic growth element must include
    - A description of existing and potential policies and tools to promote strategic growth and prevent sprawl;
    - An analysis of vacant and underutilized sites and the use of those sites for the development of housing; and
    - An analysis of underdeveloped sites that are not adjacent to developed land for the use of those sites for residential use.

Staff intends to conduct the necessary analysis for this element as part of the Comprehensive Plan.

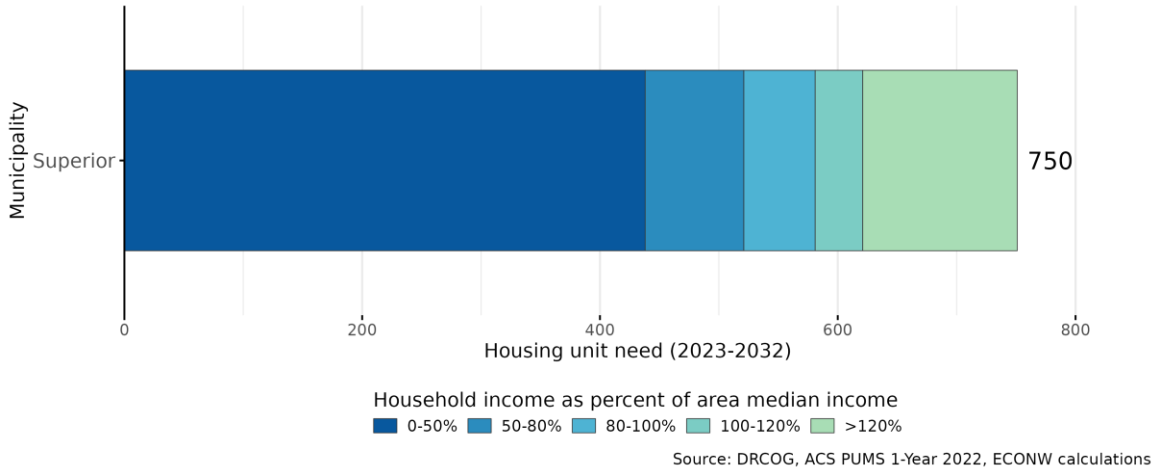
ANALYSIS

DRCOG Regional Housing Needs Assessment

The development of the Denver Area Regional Housing Needs Assessment included two distinct endeavors. The first was an analysis of regional data to identify gaps in housing supply and affordability across income levels and household types. The second consisted of extensive engagement with stakeholders across various housing sectors to identify systemic barriers to developing housing. Throughout development of the Regional Housing Needs Assessment, DRCOG collaborated closely with local government officials, housing developers, community organizations, advocates, finance professionals, and economists.

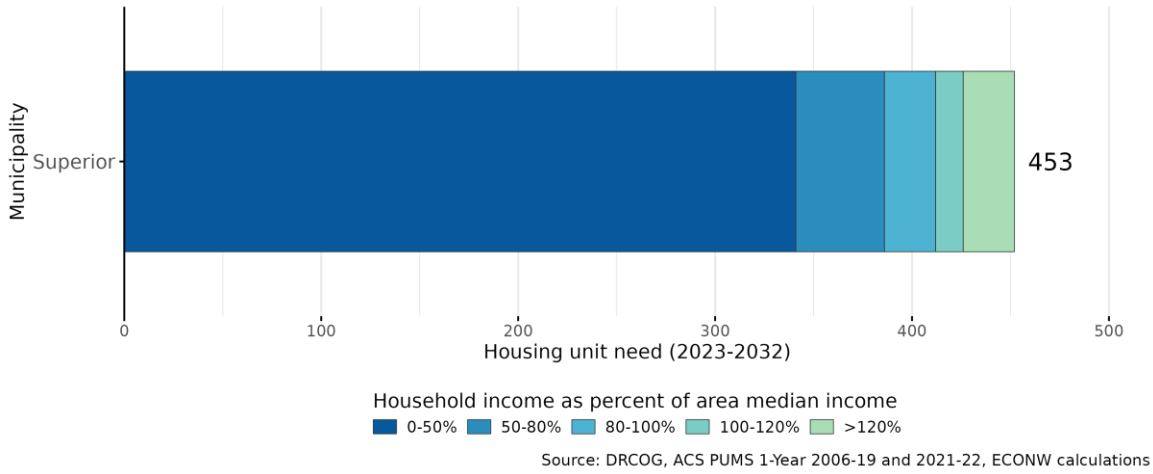
Superior-specific Findings

Low-income households (below 50% of Area Median Income) represent the greatest need for additional housing, over the next 10 years (2023-2032). Over 400 of the estimated 750 housing units needed in Superior will require accommodating this AMI range.

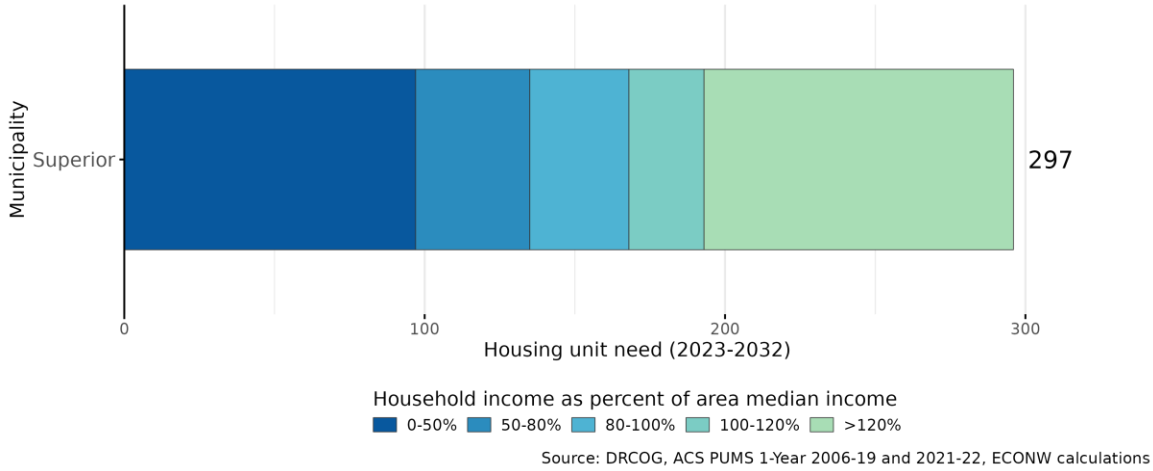


10-year local housing need by income (2023-2032)

The total Renter need is 453 units, while Owner need is 297. Renter need is approximately 60% of the overall housing need, and the greatest need of 0-50% AMI households.

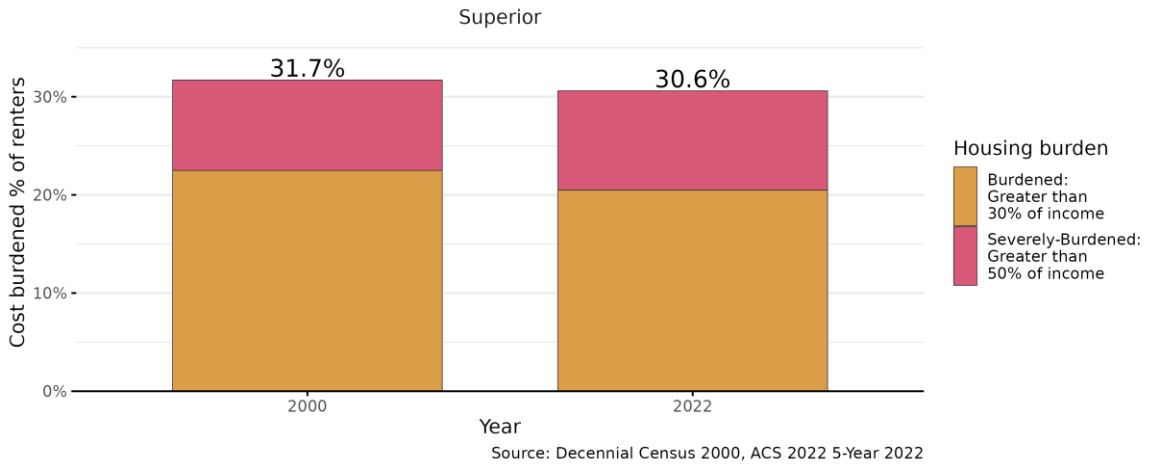


10-year local renter need by income (2023-2032)



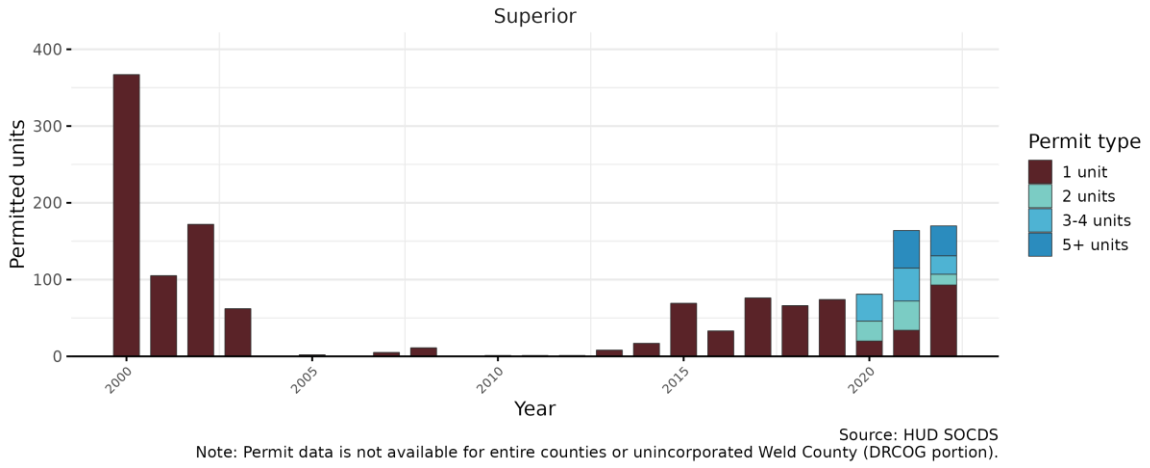
10-year local owner need by income (2023-2032)

Housing cost burden in Superior has dropped from 31.7% in 2000 to 30.6% in 2023, but the percentage of households severely-burdened by the cost of housing (greater than 50% of household income) has increased slightly.



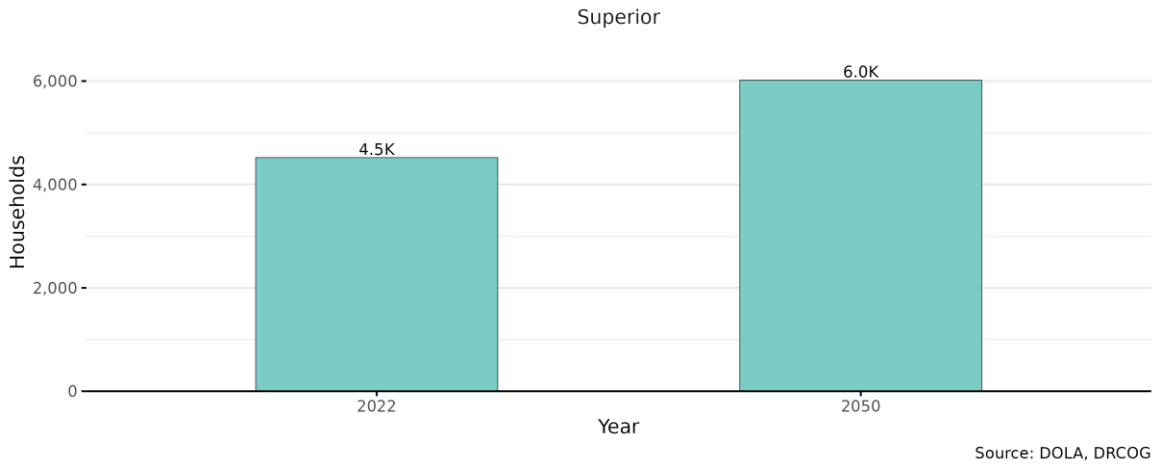
Housing burden in Superior from 2000 to 2022

From 2000 to 2020, no permits were issued for dwellings over 1 unit. Since then, permits for 2, 3-4, and 5+ unit dwellings have become more frequent.

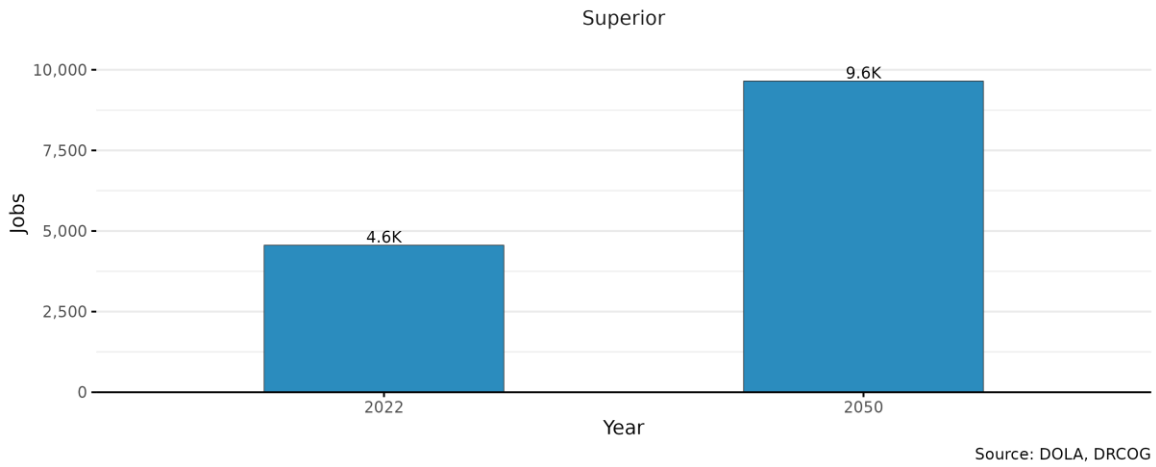


Permitting trends in Superior from 2000 to 2022

As of 2022, Superior has around 4,500 households and 4,600 jobs. By 2050, it is estimated Superior will need 6,000 households and will have 9,600 jobs. Superior will need 1,500 more households and the number of jobs in Town is projected to more than double.



Projected household growth in Superior from 2022 to 2050



Projected job growth in Superior from 2022 to 2050

BENEFITS OF PARTICIPATION

Participation in the Denver Area Regional Housing Needs Assessment is not compulsory. However, there are notable advantages to a local jurisdiction's choosing to participate:

- It exempts the local jurisdiction from the requirement to conduct and publish a state-compliant local housing needs assessment by the deadline of December 31, 2026, which would require significant staff time and likely the services of a consultant with expertise in the subject matter.
- It maintains flexibility for the local jurisdiction to still develop its own state-compliant housing needs assessment later.

Future planning efforts at the local level can then utilize data from the local housing needs assessment, or other data sources, for their housing action plan. Further, housing markets are

regional. Choices about where to live are based on access to jobs, affordability, schools, amenities, childcare and other factors that often transcend jurisdictional boundaries. A regional housing needs assessment offers a shared analysis for an interjurisdictional issue. A regional approach fosters shared collaboration to address the scale and scope of housing needs and develop strategies that match the nature of housing demand.

ALTERNATIVE

Decline commenting on the Regional HNA. The Town will have to complete its own HNA by the designated deadline of December 31, 2025, to remain in compliance with the Act.

MOTION

Should the Council choose to provide comment on the Regional Housing Needs Assessment, comment is to be submitted to DRCOG by September 12, 2025, per the following direction from DRCOG:

- Meeting Information: To show that there was a review and comment from the governing body at a public meeting during the defined 60-day review period, the local jurisdiction should provide the date, time and location of the public meeting at which the Regional Housing Needs Assessment was on the agenda.
- Comments: If the local jurisdiction has any comments on the Regional Housing Needs Assessment, they are to be submitted concurrent with the meeting information. If there are no comments, this too should be noted with the meeting information email.

Staff will note and forward the Motion of Council to DRCOG for this piece of the ongoing compliance for SB24-174.

ATTACHMENTS

- Regional HNA
- Superior-specific HNA info.
- SB24-174 Signed Act
- Housing Needs Assessment Guide for Colorado Communities (DOLA, Dec 2024)

ECOnorthwest



July 2024

Regional Housing Needs Assessment

Denver Regional Council of Governments

Prepared for: Denver Regional Council of Governments (DRCOG)

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from, guidance and input of several partners, including staff, and leadership of the Denver Regional Council of Governments (DRCOG), Community Planning Collaborative and MIG. We are especially grateful to participants in the project Advisory Group composed of representatives from DRCOG member governments, state agencies, environmental advocacy groups transportation planning professionals, private housing developers, mission driven housing developers, housing finance professionals, consultant land use attorneys, nonprofit housing advocates, economists and data scientists.

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of housing and regional economies. ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

ECOnorthwest

- Tyler Bump
- Lee Ann Ryan
- Justin Sherrill
- Amanda Ufheil-Somers

Community Planning Collaborative

- David Driskell
- Micah Epstein

MIG

- Mark De La Torre
- Avery Wolfe

DRCOG

- Sheila Lynch
- Kris Valdez
- Andy Taylor
- Emily Daucher
- Zachary Feldman
- Nora Kern
- Emily Lindsey
- Dillon McBride
- Corey McGinnis

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For more information about this report please contact:

Lee Ann Ryan
ryan@econw.com
ECOnorthwest
206-388-0079

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Executive Summary

Denver's past and future growth requires more housing

The Denver region has experienced rapid growth in recent years, with a 17 percent increase in residents since 2010 and a 33 percent increase in jobs. Many of the region's 3.4 million residents struggle to find affordable and accessible housing in their location of choice as home prices and rents have increased far faster than incomes.

The Regional Housing Needs Assessment provided the opportunity for local governments, non-profits, industry representatives and other organizations involved in housing preservation and production across the Denver region to better understand the scope, scale, and nature of housing issues in the region. The Denver region while interconnected through jobs and transportation, has historically approached housing policy at the town, city, and county level.

Addressing the regional housing needs will require greater coordination across local jurisdictions as many of the barriers are too complex and broader than one local community can take on alone and there is tremendous opportunity to more efficient address barriers collaboratively.

➢ Overview

The region needs to build 511,000 units by 2050 to meet current and future housing needs.

Despite periodic building booms, the region has not produced enough housing to keep pace with population and job growth.

Much of the new housing in the region does not support the diversity of housing needs across all income levels and household types.

Diverse factors create barriers to housing production.

A regional housing strategy is critical to coordinate efforts across sectors and align housing development with broader regional goals for transportation and economic development.

Measuring regional housing need

DRCOG conducted this Regional Housing Needs Assessment to establish an objective, data-driven understanding of the baseline housing need for both the current and future population.

Using a methodology shaped by best practices and the guidance of a local Advisory Group, the Regional Housing Needs Assessment estimates that 511,000 units are needed across the region by 2050 to meet both the needs of the current population and to accommodate projected population growth and changing demographics. Just over 300,000 of these housing units will need to be affordable to households earning 60 percent or less of the

median income. Older adults will make up a greater share of the population, shaping trends around housing needs, such as income and mobility.

Understanding barriers to housing production

The barriers to producing more housing—and at a higher rate than past trends— vary significantly depending on the unique characteristics of each community and evolve over time in response to changing circumstances. The interplay between factors such as market conditions, the regulatory environment, infrastructure availability, community consensus, and financial resources can hinder the delivery of new housing. These barriers are especially challenging to creating housing affordable at low and moderate incomes—either by preventing them from moving forward altogether or by resulting in the development of fewer units than what might be allowed or desired under current conditions.

Moving toward a regional housing strategy

Addressing regional issues requires regional partnership. Many stakeholders in the region, including DRCOG's member governments, have long identified the need for coordinating regional housing efforts to address the overall housing supply and affordability challenges. Local communities, however, often struggle with access to consistent and reliable data, or staff capacity, to develop and implement strategic and effective housing policy.

A regional strategy is intended to foster shared understanding, collaboration, and actions to help member governments, in partnership with other stakeholders, make progress toward addressing the region's housing needs. As part of this Regional Housing Needs Assessment, DRCOG collaborated with public and private sector partners across the region to develop a framework that will serve as the foundation for creating a regional housing strategy starting in late 2024. By working collaboratively to develop a comprehensive regional housing strategy and integrate it with other key planning efforts, DRCOG and its partners can take a significant step toward fostering more equitable, resilient, and livable communities for all residents of the Denver region. The Regional Housing Needs Assessment aims to provide a thorough analysis of housing needs and to develop a better understanding of barriers related to housing production, creating a strong foundation for developing the regional housing strategy. The forthcoming regional housing strategy will build upon the findings and insights presented in this report.

1. Introduction and context

The Denver region has experienced substantial growth over the last decade. Since 2010, the population has increased by 17 percent to 3.4 million residents, while the number of jobs increased by 33 percent. However, housing production has failed to keep pace with population growth. As vacancy rates hit historic lows, home prices and rents have soared. The median home sale price in Denver reached $550,000 as of December 2023, increasing by 180 percent over the last decade while incomes increased by 55 percent during the same period.[1] Home sale prices and rents are out of reach for median income earners, and over 51 percent of renters cost-burdened across the region.[2] Moreover, the most recent Point-in-Time count showed the highest number of unsheltered homeless people in the region since 2008.[3,4] These trends grow more acute within local communities, particularly when disaggregated by race, income, age, and other demographic factors, exacerbating issues of housing access, displacement, and inequity.

Housing markets are regional

People make choices about where to live based on access to jobs, affordability, schools, amenities, childcare and other factors that often transcend jurisdictional boundaries. Despite this shared regional market, housing policy and planning in the Denver region has primarily occurred at the town, city or county level, resulting in fragmented efforts that have struggled to adequately account for and address regional dynamics that shape housing demand, supply, and ultimately, affordability. Greater efforts for coordinated policy and planning are needed to better address housing barriers that local communities cannot take on alone.

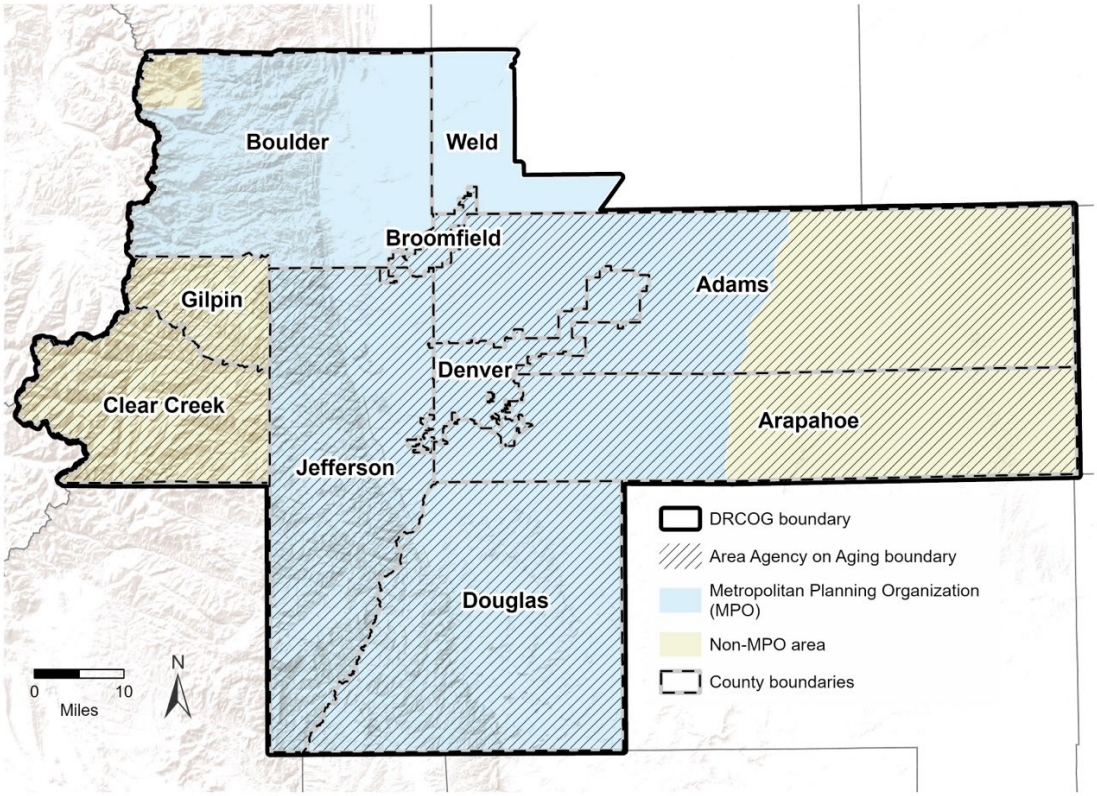
DRCOG supports regional planning and coordination

The Denver Regional Council of Governments (DRCOG) is a planning organization in which local governments collaborate to set policies, guidelines, and funding priorities across key areas including transportation, growth and development, aging, and disability resources. DRCOG's member governments include 9 counties and 49 cities and towns as shown in Exhibit 1. Representatives from these governments work together to make life better for those who call the region home.

---

[1] Redfin; Zillow, 2023
[2] Denver County Median Family Income 2023
[3] Metro Denver Homelessness Initiative
[4] Point-In-Time Count is an annual survey conducted in the United States to assess homelessness. The Point-In-Time Count serves as a snapshot of homelessness in a community by providing an estimate of the overall scope of homelessness on a single night. It includes both sheltered (those in emergency shelters and transitional housing) and unsheltered (those without shelter) populations.

Exhibit 1: DRCOG Planning Area



Source: DRCOG

In 2017, DRCOG adopted Metro Vision, which is the long-range plan for growth and development across the Denver region. The plan provides guidance and coordination between counties and municipalities on regional land use, transportation, and a variety of other government policies. It is centered around promoting sustainable, managed growth for the Denver region, with implementation occurring through local initiatives aligned with Metro Vision's overall framework. The plan recognizes that many of the effects associated with growth—such as traffic, air quality and housing costs—cross jurisdictional boundaries and local governments must work collaboratively to address them.

Metro Vision recognizes the interconnections between DRCOG's traditional planning focus on transportation, growth, and aging and disability needs with housing, economic development, community health, and resilience. One of Metro

REGIONAL PLANNING PROCESS

New Role for Housing in Transportation Planning

In 2021, the federal Infrastructure Investment and Jobs Act amended the scope of the metropolitan transportation planning process, related to the factors a Metropolitan Planning Organization must consider, adding *housing*, alongside *transportation improvements*, and *state and local planning growth* and *economic development patterns*.

Vision's overarching themes is "healthy, inclusive, and livable communities" with desired outcomes related to increased housing diversity to meet the needs of residents of all ages, incomes, and abilities. To this end, Metro Vision outlines specific objectives to diversify the region's housing stock, increase the regional supply of housing attainable for a variety of households, and increase opportunities for diverse housing accessible by multimodal transportation.

As the designated metropolitan planning organization for the Denver region, DRCOG is well-positioned to convene member governments and regional stakeholders, provide consistent guidance, data, and tools to help advance Metro Vision and encourage collaboration to meet the diverse housing needs across the region. This support from DRCOG allows local jurisdictions to focus on how they can influence development—by managing and encouraging new housing in ways that are consistent within a community's specific vision. Ultimately, increasing housing options relies on local policy, but regional coordination enables strategic and consistent action toward creating more equitable access and housing affordability across the Denver region.

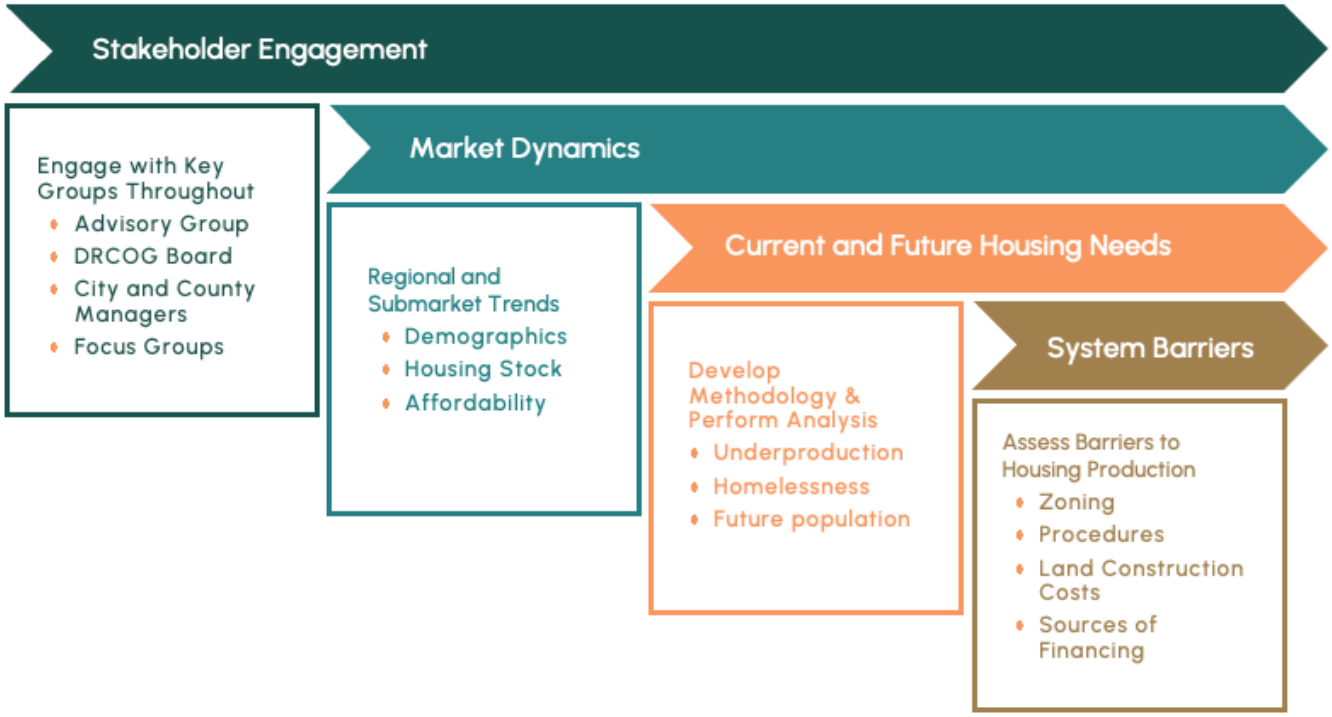
Building toward a regional strategy

DRCOG is approaching regional housing planning in two distinct pieces over the next two years. The first piece is a Regional Housing Needs Assessment, which developed a methodology and conducted an analysis to quantify housing needs across the region through 2050, as represented in Exhibit 2. This analysis helps provide a baseline understanding of the scope and scale of housing issues across the region and identifies key barriers to housing production.

Throughout the development of the Regional Housing Needs Assessment, the project team engaged key groups whose work touches on regional housing issues from different perspectives. An Advisory Group composed of representatives from local government, state agencies, housing developers, service providers, and advocates met six times throughout the project to provide feedback and guidance on the approach, methods, and key barriers to producing more needed housing in the Denver region. This group also helped establish the framework for a regional housing strategy.

In addition to the Advisory Group, the project team convened multiple focus groups and individual stakeholder meetings representing an array of interests and perspectives across approximately 200 participants. These conversations gathered critical information about municipal planning, infrastructure and utilities, the homebuilding sector, affordable housing, regional economic development, housing finance, aging services, and climate and sustainability issues. Input from this wide range of participants helped illuminate the challenges faced by public and private sector actors working to increase opportunity in the region and identify how a coordinated housing strategy could support those efforts. See Appendix A for a more detailed summary of stakeholder engagement activities.

Exhibit 2. Regional Housing Needs Assessment Process



The Regional Housing Strategy, expected to begin in late 2024, will involve working with local governments and housing partners across the region to develop a strategy to collectively address these identified housing needs.

What is a regional housing needs assessment?

Regional Housing Needs Assessments are critical tools for quantifying housing needs at a regional level. A housing needs assessment uses data on key demographic factors, housing stock characteristics, market trends, and forecasted population and job growth to understand the number of housing units an area will need to produce to meet current and future housing need over a specified planning period. With thoughtful design, these assessments offer planners and policymakers a more comprehensive and nuanced understanding of housing need for people across the income spectrum and with different household characteristics, which allows for a more targeted and effective approach to meeting diverse needs.

2. Regional housing needs

DRCOG conducted this Regional Housing Needs Assessment to establish an objective, data-driven understanding of the baseline housing need for both the current and future population. Understanding the total need and affordability gaps at all income levels will critically inform local, regional and statewide efforts to address housing need. In addition, this housing needs assessment will serve as a foundation for the development of a regional housing strategy which will articulate what we can do collectively as a region. Throughout this Regional Housing Needs Assessment development, the following guiding principles were identified by DRCOG staff, the consultant team, and the Advisory Group to inform the process.

» **This chapter summarizes DRCOG's approach, methodology, results and key findings for regional housing needs.**

- Proactively determine housing need for the region.
- Develop a data-driven approach to policy and planning.
- Maintain transparency around data sources, limitations, and methodological choices.
- Align with Metro Vision planning areas and goals.
- Align future strategy development with subregional and local needs.

Key Findings

The key findings section summarizes important takeaways about regional housing needs. Further context and discussion follow.

» **The region needs to build 511,000 units by 2050 to meet current and future housing needs. While housing is needed at all income levels, housing that is affordable to households earning less than 60 percent of Area Median Income represents the largest share. The market will not deliver this type of housing on its own, particularly at the volume needed. Government subsidies and creative partnerships with private market actors will be required to meet housing needs.**

» **Adults aged 65 and older will comprise a larger share of the population by 2050 and household sizes are shrinking. These shifts in household composition along with forecasted housing need by income category shows that jurisdictions and the region**

will need to plan for more diverse housing options for a broader range of household incomes to meet current and future housing needs.

- **The Denver region has seen booms and busts in housing production over the past several decades. Yet new housing has not kept pace with overall population growth over the same period. A steep decline in construction during the Great Recession contributes to the shortage of needed housing today. As an additional challenge, the existing housing stock does not support the diversity of housing needs across all income levels and household types.**
- **The differences in need and supply across submarkets highlight the range of housing dynamics across the region and demonstrate the need for more tailored strategy development for submarkets and the local governments within them. Opportunities to align housing with transportation access, job centers and other key factors also differ across regional submarkets and highlight the different roles they can play in meeting the region's overall housing needs.**

How to measure regional housing need

This Regional Housing Need Assessment estimates the number of households across the Denver region that will need dwelling units affordable to them between 2023 and 2050. This estimate of needed housing is created using Census data on population and housing, regional population forecasts, and other local data sources. A detailed description of the data sources and methodology used in this RHNA is included in Appendix C.

At a high level, the method used in this Regional Housing Needs Assessment has two primary components:

- **Future need:** To project future housing need, the analysis uses the State Demography Office's projected household growth for the Denver region through 2050. This household projection gets translated to housing units by factoring in a healthier vacancy rate that enables greater mobility within the housing market and across the region. This number is then compared to the current supply of housing.
- **Current need:** To estimate current need, two components must be included. Underproduction is the estimated number of housing units that are needed to provide sufficient housing to current residents that are well captured in census surveys. Homelessness need is the estimated number of housing units that are needed for those currently experiencing homelessness who are not well captured in census surveys.

Regional housing needs

The analysis shows the Denver region will need to produce just over 511,000 new housing units between 2023-2050 to address current need, driven by underproduction and people experiencing homelessness, and future need, driven by anticipated population growth. A

breakdown by component of the total housing need through 2050 for the Denver Region is shown in Exhibit 3 below.

Exhibit 3: Summary of housing need by component, 2023–2050

Component	Housing units	Share
Current need	52,000	10%
Future need	458,000	90%
Total units	**511,000**	**100%**

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

Total housing need by income

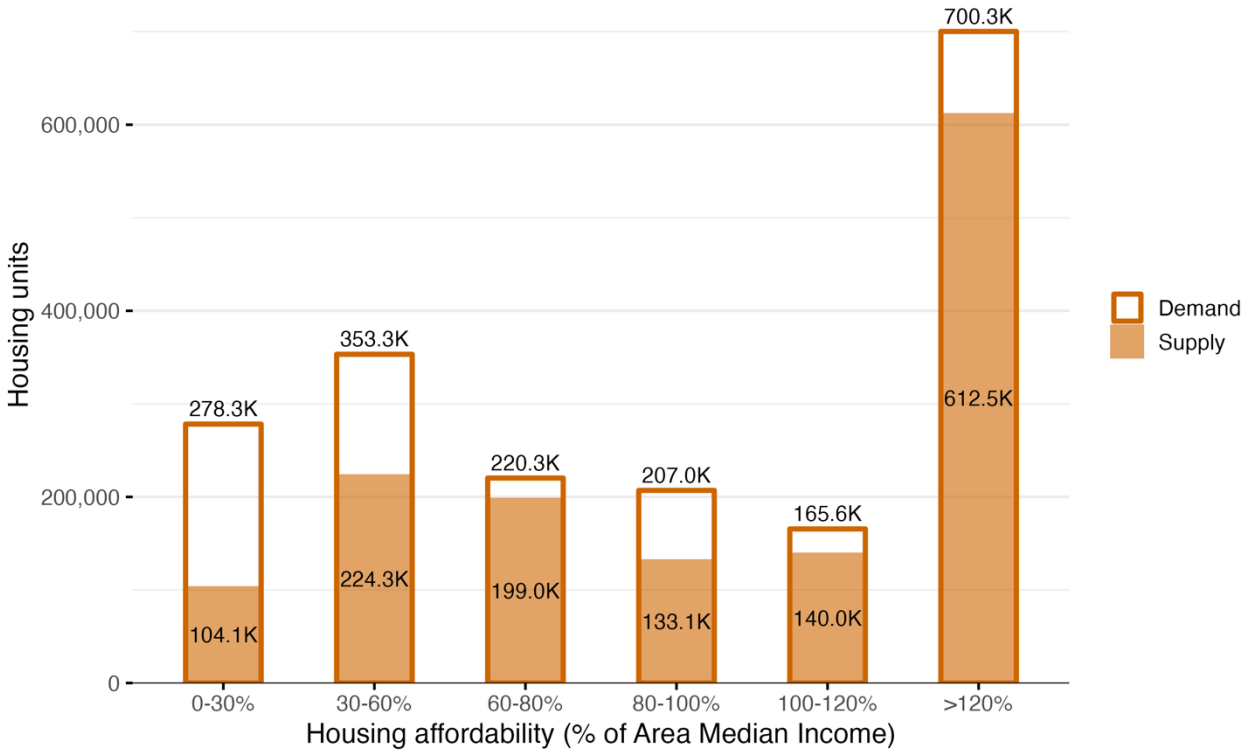
The Regional Housing Needs Assessment allocates total housing needs by 2050 based on different income levels, recognizing that households across the income spectrum need affordable housing options. Exhibit 4 shows the distribution of total needed units by Area Median Income relative to the current supply of housing affordable to households earning those incomes.[5] Exhibit 5 shows the distribution of total needed units by income and housing need component.

Housing needs for the Denver region are heavily skewed toward lower income households. An estimated 303,000 housing units for households earning 0–60 percent of the Area Median Income are needed to meet current and future demand. The private market typically fails to deliver housing affordable to these income levels, as they require a patchwork of financial subsidies to build and maintain. Housing needs are lower for households in the 60–80 percent Area Median Income range, partly due to an existing supply of housing affordable to these income levels.[6] Just over 187,000 units serving higher earning households above 80 percent of Area Median Income are also needed. The market can potentially produce housing for these income levels on its own, assuming supportive local policies are in place.

[5] According to the Department of Housing and Urban Development, housing is considered affordable for a household if their housing costs do not exceed more than 30 percent of their annual income, including additional expenses such as insurance, property tax, and utility expenses. This standard of affordability traces back to rent caps established for public housing tenants.

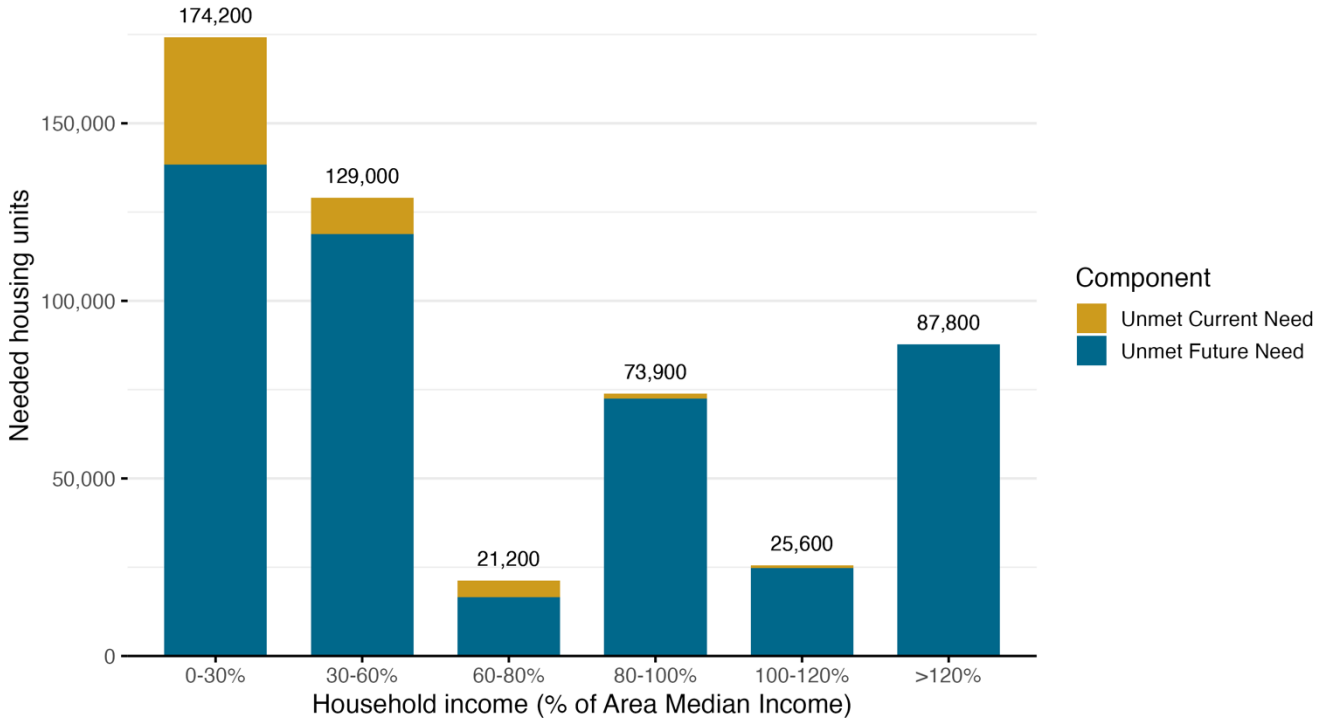
[6] While there is a relative match between the number of households at this income level and the number of housing units affordable to them, mismatches at lower and higher income levels increase the competition for moderately priced housing. As a result, many communities observe a shortage of available housing affordable to households earning between 60 and 100 percent of Area Median Income.

Exhibit 4: Housing need compared to current supply by income, 2023–2050



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

Exhibit 5. Housing need components by income, 2023–2050



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

10-year scaled estimate

The Regional Housing Needs Assessment estimates need through 2050, but this estimate can be adjusted for a shorter planning horizon to better understand the number of units needed in the near term and to align policies and strategies with current market conditions. Therefore, the analysis includes results adjusted for a 10-year horizon, out to 2032. All of current need units are included in the 10-year scaled estimate. The 10-year estimate represents 42 percent of the total need through 2050.

Over 216,000 housing units are needed in the Denver region between 2023 and 2032 to address current need, driven by underproduction and people experiencing homelessness, and future need, driven by anticipated population growth through 2032. A breakdown by component of the housing need through 2032 for the Denver region is shown in Exhibit 6 below.

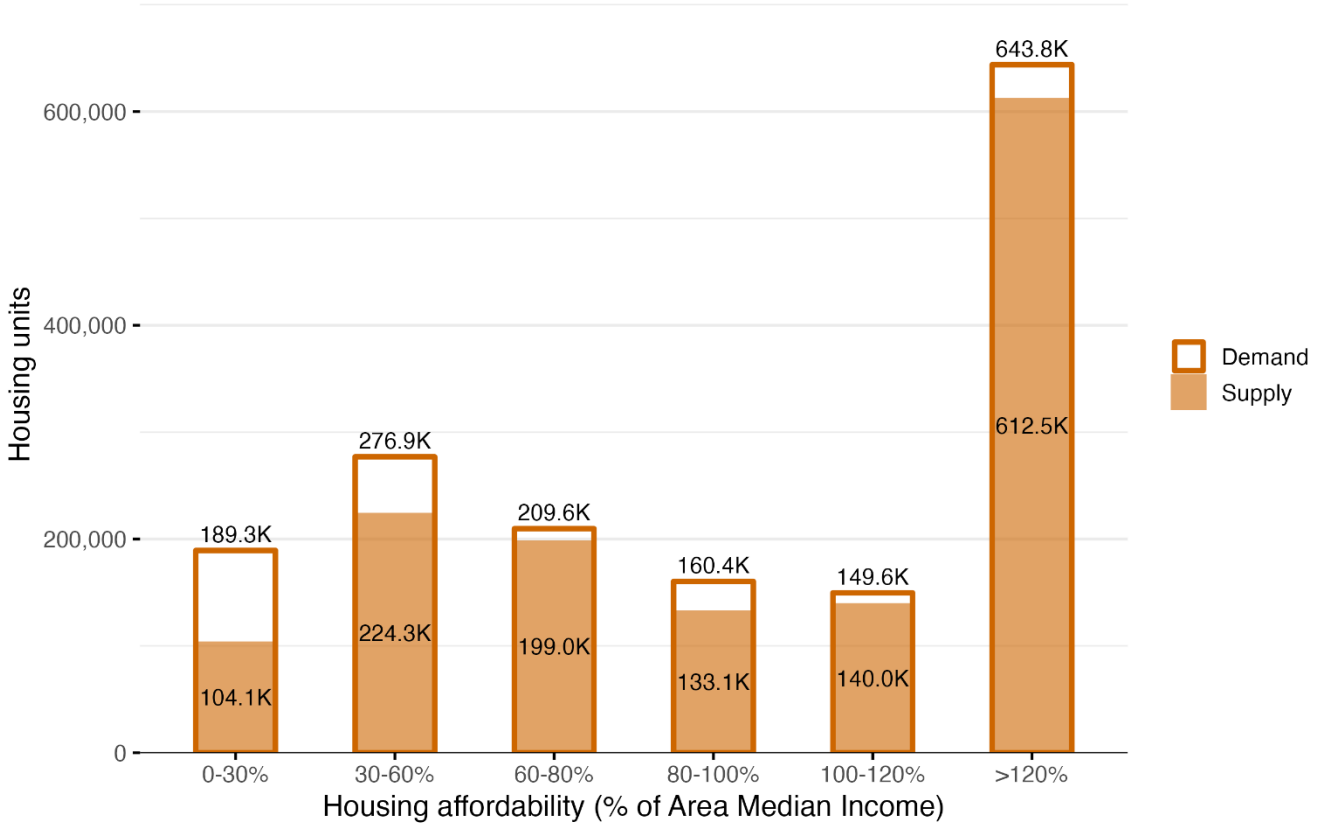
Exhibit 6: 10-Year scaled estimate of housing need

Component	Housing units	Share
Current need	52,000	24%
Future need	164,000	76%
Total units	**216,000**	**100%**

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

Exhibit 7 shows the 10-year distribution of total needed units by area median income relative to the current supply of housing affordable to households earning those incomes. The distributions reflect the assumptions and methods, discussed above, that allocate all units to address homelessness and more of the units to address underproduction to the lowest income categories. Therefore, the 10-year estimate still shows the greatest need in the 0–60 percent Area Median Income categories.

Exhibit 7. 10-Year scaled estimate of housing need compared to current supply by income



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

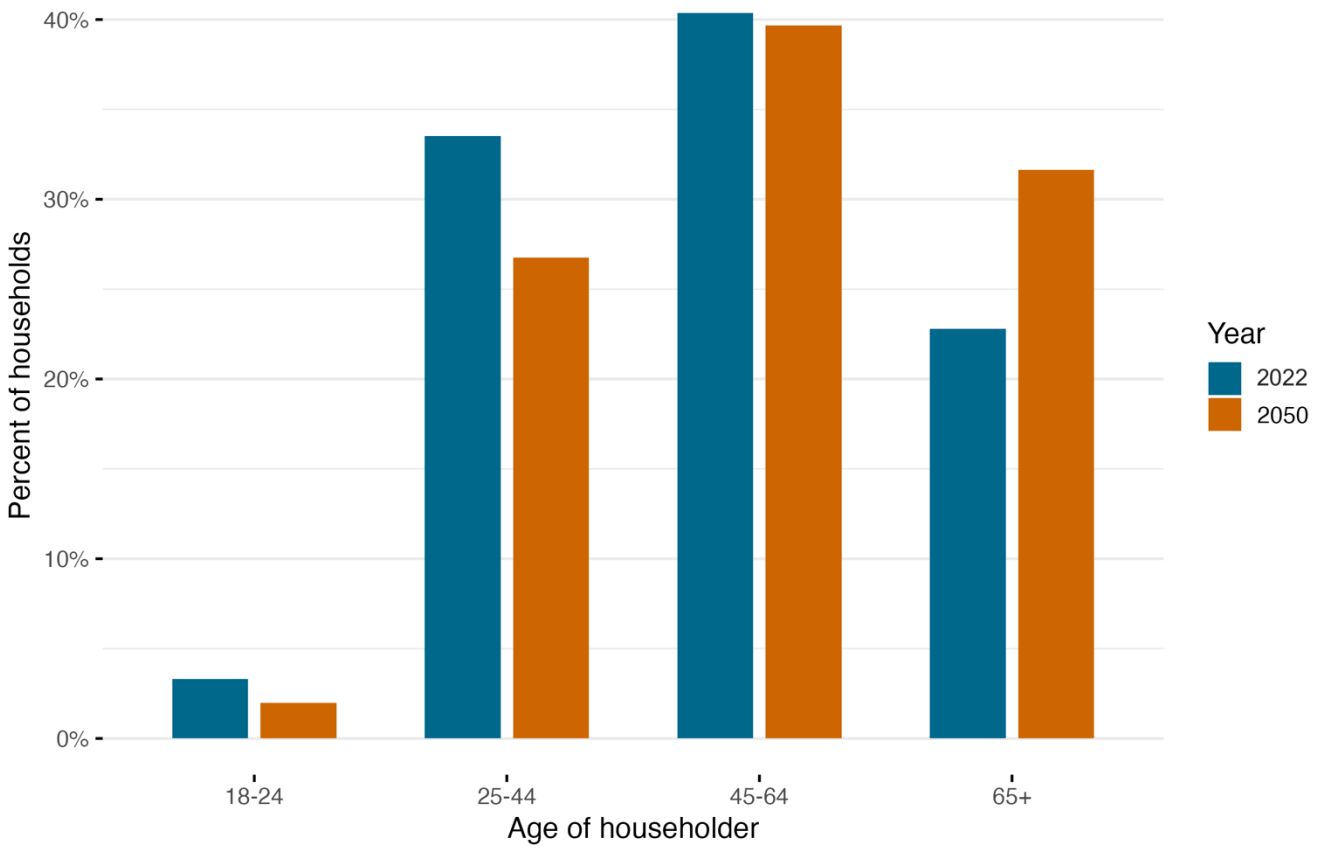
Key trends driving regional needs

Many factors shape the details of current and future housing needs, including demographic shifts and economic trends. In the Denver region, a few key trends are important for understanding why housing needs are heavily skewed toward lower income households. A more detailed assessment of demographic and housing trends is provided in Appendix B.

The region's population is aging

According to the 2022 Colorado State Demography Office household forecast for 2023 through 2050, adults over the age of 65 will become a larger share of population than they are currently. Since retirement often coincides with fixed or lower incomes compared to working years, the growth in the older adult population will contribute to a rise in the share of lower-income households overall. While some older adults may have accumulated greater wealth over their working years, many have fixed incomes that leave them susceptible to increasing housing costs. Others may have that wealth primarily as home equity, and thus locked into a home that may not meet their changing needs. The expected growth in this segment of the population contributes to the pressing need for more affordable housing options that also meet the mobility needs of older adults across the Denver region.

Exhibit 8. Percent of households by age range, 2022 & 2050, Denver region



Source: DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates.

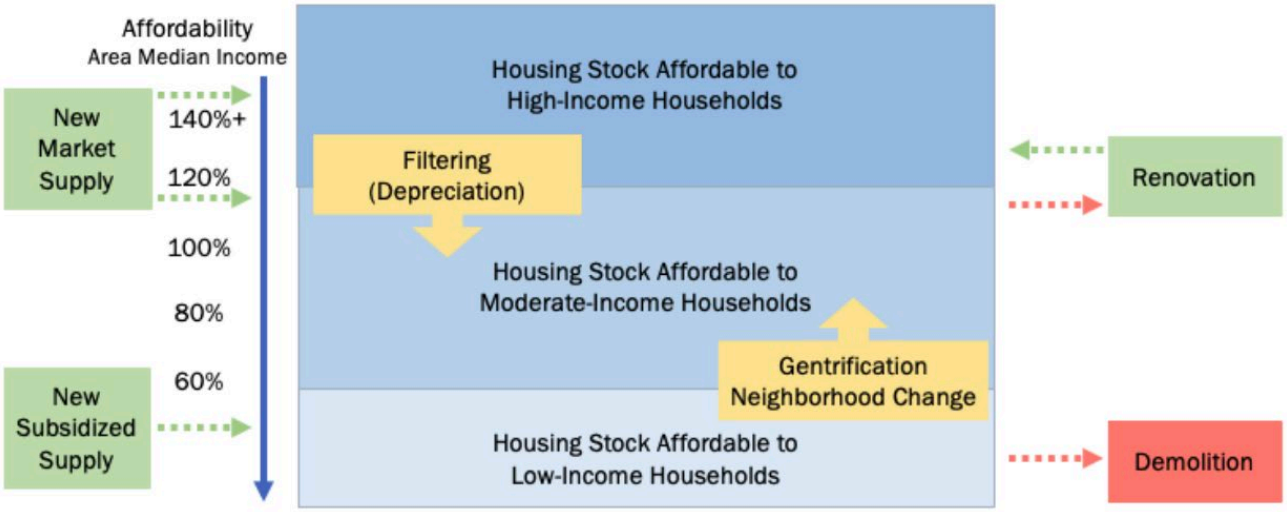
Existing housing supply has not kept pace with demand

In a growing region, new housing supply is needed to accommodate new households arriving to the area, natural population growth, changing preferences, and natural turnover and vacancy. New housing supply is essential to allow households the option to move and self-

sort into the neighborhoods, housing types, and affordability levels that meet their needs and optimize their regular travel behaviors. Housing markets in growing areas like the Denver region need ample and well-distributed new supply. In a well-supplied housing market, households can move through the stock via a process called "filtering" or the "housing ladder." Over time, housing ages and depreciates, becoming relatively more affordable for different households.

New market-rate housing is typically priced for and occupied by higher income households, while new subsidized housing is usually priced for low-income households. Many higher income households move into newly constructed units from older, smaller or more affordable housing, which is then vacant and available for households with moderate incomes. When there is an adequate supply of new housing for a region's population, this dynamic creates a steady, though slow, process of increasing the supply of affordable housing through "filtering" as properties age (Exhibit 9). Some properties will eventually be demolished if they age or depreciate until they are no longer habitable or the cost of needed renovations exceeds the value. In under-supplied markets, however, this filtering process can slow further, stop, or move in reverse. In very tight housing markets, with steep competition for housing units, higher income households will occupy older or lower-cost units, causing a "mismatch" between what those households can afford and their actual housing costs. At the same time, lower income households will experience this "mismatch" by having to pay a larger share of their income toward housing as competition increases rents. Renovations can also reposition lower cost units for higher income households. When competition and demand concentrate in specific locations, these dynamics contribute to neighborhood gentrification and the loss of affordable housing units.

Exhibit 9. Illustration of housing market filtering



Source: ECOnorthwest

Housing production in the Denver region has largely kept pace with population growth in the last several years, and notably the share of multifamily units is growing. The region is still working from a place of historic underproduction and the existing housing stock does not support the diversity of housing needs across all income levels and household types. This

has created a mismatch between household income and housing costs, where households are occupying housing units that generally cost less than the household can afford or they're likely occupying housing units that cost more than their income can afford, demonstrating a substantial need for more affordable housing options for lower income households making between 0–60 percent of Area Median Income and a need to continue delivering market-rate units that more adequately meet the demand for middle and higher-income households.

Even when filtering is occurring and housing is becoming relatively more affordable over time, governments still must invest in building new regulated affordable units to meet the needs of lower income residents. This type of housing almost always needs government intervention and public subsidy to be developed. Voucher-based assistance that subsidizes lower income residents' access to market-rate units is another way to help meet this need, though limited funding results in long waiting lists for households that qualify.

3. Submarket housing needs

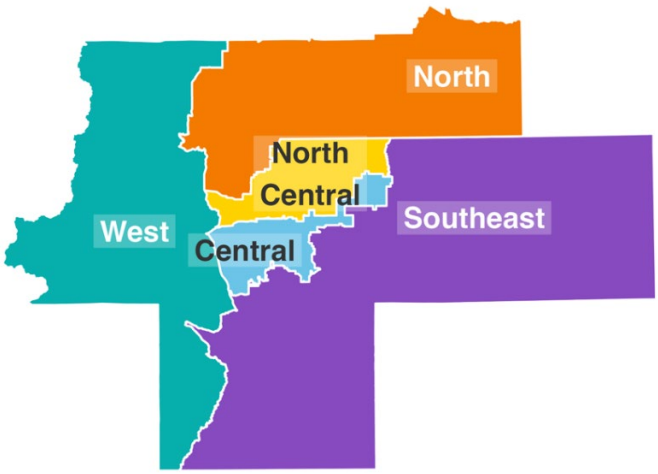
In consultation with DRCOG staff, the project team created a model for distributing the 10-year scaled estimate of the Regional Housing Needs Assessment results among five submarkets.

» **This chapter summarizes DRCOG's approach, methodology, results and key findings for submarket housing needs.**

Understanding housing need at a submarket level can better account for local differences rather than relying on regional trends or averages. This approach allows for more targeted strategy and policy development to support investments based on the distinct needs within specific submarkets, rather than utilizing a one-size-fits-all approach. Defining submarkets also provides a basis for understanding shared responsibility that can support potential future collaboration between neighboring jurisdictions to address their shared housing needs.

The submarkets in this Regional Housing Needs Assessment are contiguous areas that were defined by evaluating how housing location decisions are made across the region in relation to commute patterns and employment locations. This approach allows DRCOG and stakeholders to understand how households make decisions related to job location, housing affordability, and transportation access. Exhibit 10 shows the five submarkets—West, Central, North Central, North, and Southeast—used in the Regional Housing Needs Assessment.

Exhibit 10. Regional submarkets



Source: ECOnorthest analysis of ACS 1-year 2022 PUMS and LODES data. Note that delineation follows Public Use Microdata Areas and thus extend beyond DRCOG boundary in the North Submarket.

Submarket housing needs

Regional housing need was distributed to the submarkets based on criteria that reflect both current conditions and needs and forecasted future conditions and needs. The criteria include factors that shape the demand for housing, align with regional planning goals for greater affordability across the region, and recognize the intricate relationship between transportation infrastructure and employment centers to improve access to job opportunities and reduce commute times. At a high level, the categories and rationale behind the criteria are as follows:

- **Population**: Housing need corresponds directly to population size.
- **Regional jobs**: Employment is a driver of housing demand. Better matching of job and housing locations creates more options for housing, shortens commute times, and eases strain on the region's transportation systems.
- **Multimodal accessibility**: Metro Vision outlines a plan for more compact urban development and a greater use of transit, walking, and biking for daily activities.
- **Housing availability:** Low rental vacancy rates help illuminate places where housing is particularly in high demand and short supply, relative to the region as a whole.
- **Housing affordability**: Every community in the Denver region has a role to play in planning for housing affordable to a range of incomes. Areas with a smaller supply of affordable housing contribute to regional inequities in access to opportunity and suboptimal transportation outcomes.

DRCOG can also use the above criteria to distribute the resulting submarket shares of regional need among local jurisdictions. Such a process will help illustrate local housing need by income in a regional and submarket context. The project team has equipped DRCOG staff to be able to run and refine this model as needed and as inputs to the regional housing needs estimate change, such as regional population and jobs forecasts from the State Demography Office.

Exhibit 11 shows the 10-year scaled estimate of total regional need—approximately 216,000 units distributed across the five regional submarkets, broken out by component of need.

Exhibit 11. Summary of submarket share of regional need, 10-year scaled estimate

Submarket	Current need	Future need	Total units
Central	14,000	56,000	**70,000**
North	8,000	29,000	**37,000**
North Central	7,000	27,000	**34,000**
Southeast	21,000	48,000	**69,000**
West	2,000	4,000	**6,000**

Source: ECOnorthwest analysis; DRCOG Small-Area Forecast (2020), DRCOG synthesis of State Demography Office 2022 Household Forecast, U.S. Census Bureau, ACS 1-year 2022 PUMS estimates; MDHI 2022–2023 State of Homelessness Report.

Submarket housing need by income

Differences in need across the submarkets highlight the imbalance of housing demand across the region relative to existing supply and affordability, as shown in Exhibit 12 and Exhibit 13. These differences contribute to problematic transportation outcomes, such as longer commutes and less access to opportunity. Variation across the submarkets also demonstrates the need to develop tailored strategies to meet varied needs across the region.

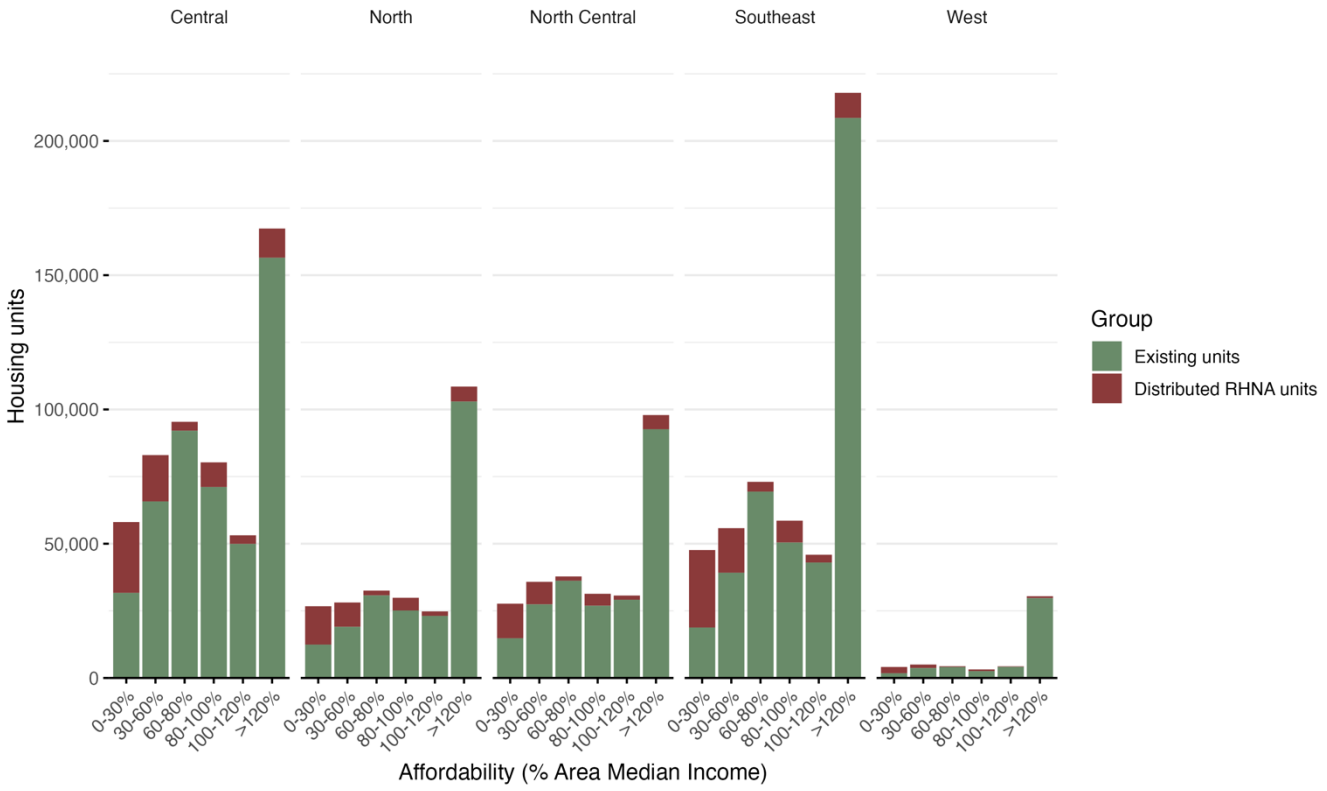
Exhibit 12. Submarket share of regional need by income, 10-year scaled estimate

SUBMARKET	0–30%	30–60%	60–80%	80–100%	100–120%	>120%	TOTAL
Central	27,000	17,000	3,000	9,000	3,000	11,000	**70,000**
North	14,000	9,000	2,000	5,000	2,000	5,000	**37,000**
North Central	13,000	8,000	2,000	4,000	2,000	5,000	**34,000**
Southeast	29,000	17,000	3,000	8,000	3,000	9,000	**69,000**
West	2,300	1,300	300	600	200	700	**6,000**
Total	**85,000**	**52,000**	**11,000**	**27,000**	**10,000**	**31,000**	**216,000**

Source: ECOnorthwest analysis; DRCOG Small-Area Forecast (2020), DRCOG synthesis of State Demography Office 2022 Household Forecast, U.S. Census Bureau, ACS 1-year 2022 PUMS estimates; MDHI 2022–2023 State of Homelessness Report.

Note: Components of need do not sum to total because of rounding.

Exhibit 13. Submarket share of total need compared to current supply, 10-year scaled estimate



Source: ECOnorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023; DRCOG 2020 Small-Area Forecast

Regional submarket factors

Variation in housing need across the submarkets reflect different ways in which these areas have been affected by and responded to broader regional trends. These more localized trends can be used to inform policy decisions that support meeting a broader regional need.

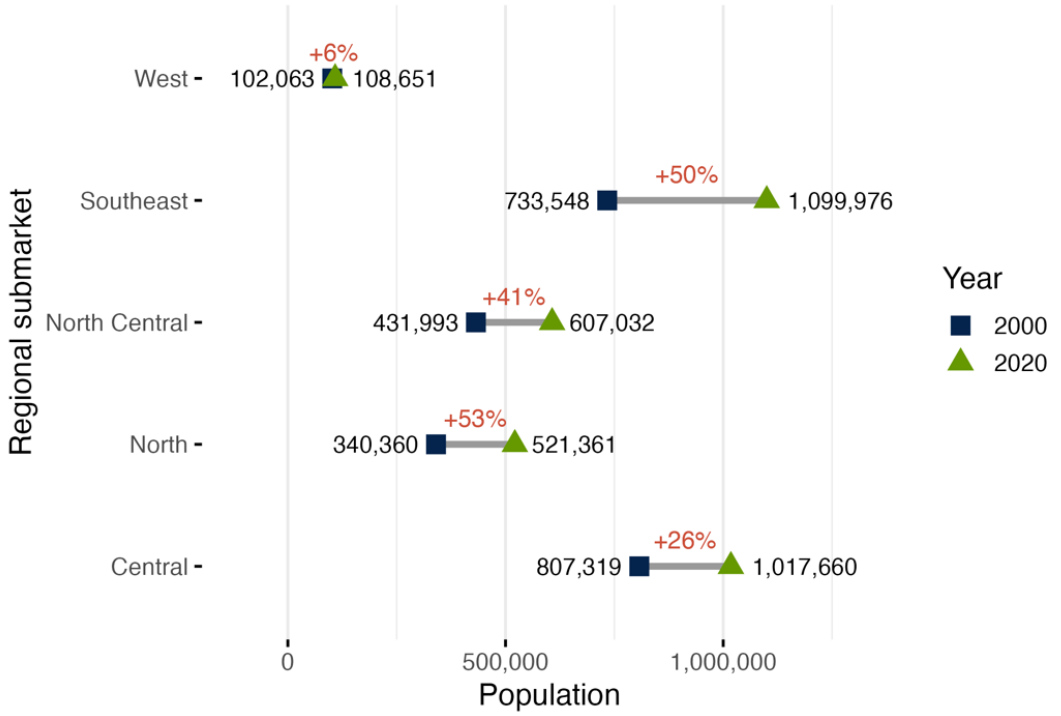
Population and job growth has been uneven

While the Denver region as a whole has seen significant job and population growth over the past several decades, these trends have not been distributed across the submarkets proportionately, as shown in Exhibit 14 and Exhibit 15.

The Southeast submarket, which includes cities such as Aurora, Castle Rock, Littleton, and Englewood saw the highest total population growth over the last 20 years with over 366,000 new people. While the Central submarket, which includes Denver and Lakewood, saw population grow by only 26 percent, this still accounted for over 210,000 new people over 20 years. The North Central region, which includes Northglenn, Westminster, Brighton and Commerce City, also grew rapidly with a 41 percent increase in population. The North submarket, encompassing cities like Boulder, Erie, Longmont, and Louisville, experienced the highest rate of population growth, 53 percent. The more isolated West submarket grew the least over the last two decades.

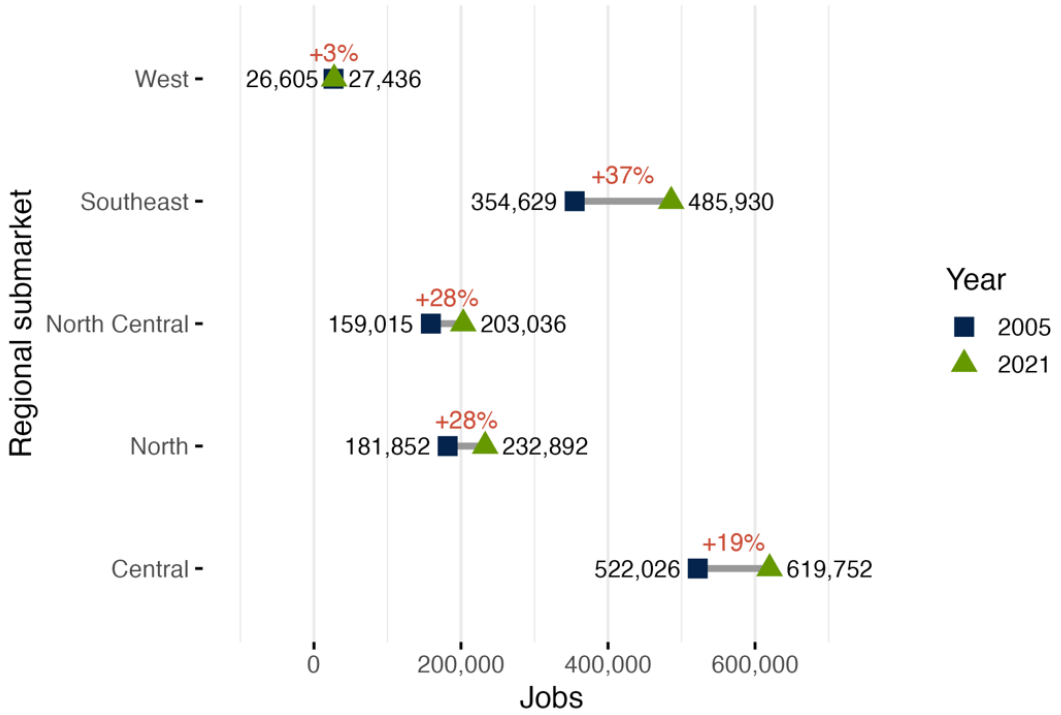
Exhibit 15 shows that the Southeast submarket has seen the largest increase in jobs since 2000, followed by the Central and North submarkets. These submarkets have all increased jobs for different reasons, for example land supply and new commercial development in the Southeast submarket, urban intensification and redevelopment in the Central submarket, and growth in institutional employment and tech and supportive industries in the North submarket. While employment growth is forecast to grow at slower rates through 2050, job growth will continue to occur, which will lead to increased demand for housing across the submarkets.

Exhibit 14. Population change, regional submarkets, 2000–2020



Source: ECOnorthwest analysis of U.S. Census Bureau Decennial Census 2000, 2020.

Exhibit 15. Job growth, regional submarkets, 2005–2021

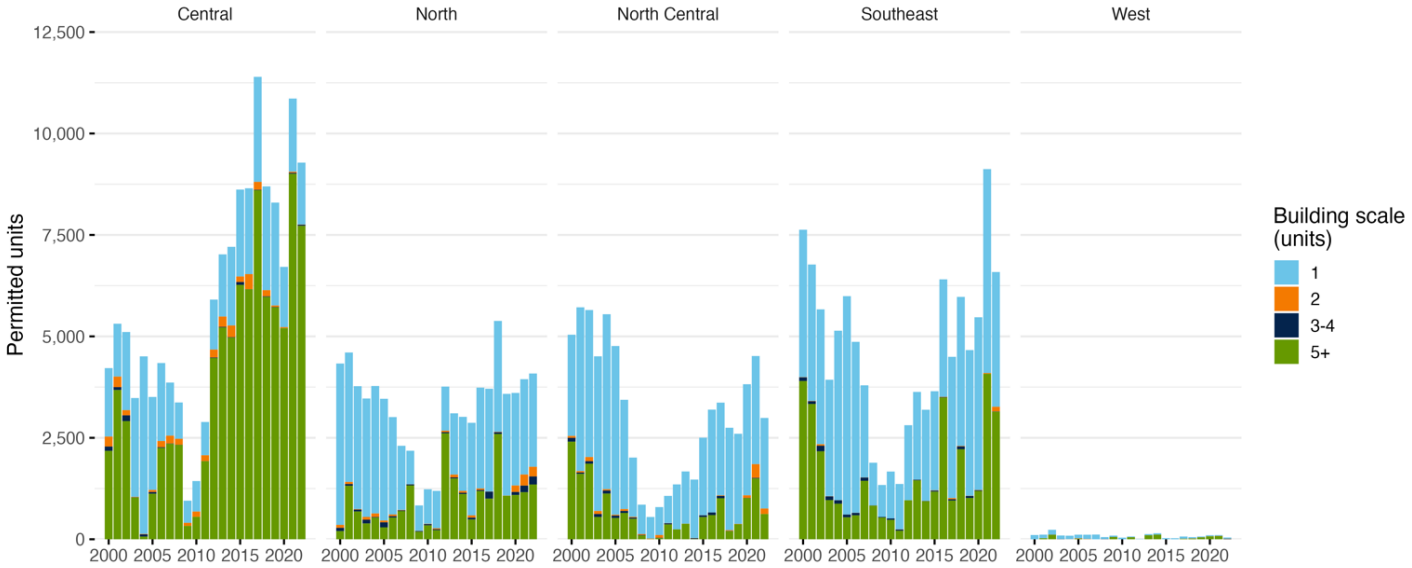


Source: ECOnorthwest analysis of LODES data 2005 and 2021.

New housing supply varies across the submarkets

Housing production trends across the submarkets can help paint a more complete picture of regional dynamics, especially in the context of the population and job growth trends. As shown in Exhibit 16, the submarkets have experienced varied amounts of new construction and differences in the types of housing being built.

Exhibit 16. Housing production, regional submarkets, 2000–2020



Source: ECOnorthwest analysis of U.S. Census Bureau Building Permit Survey.
Note: Unincorporated portions of the regional submarkets are not included in these totals.

The Central submarket has seen a large increase in housing production after recovering from the 2008 recession. The Central submarket saw both the fastest housing recovery post-recession as well as seeing new housing production at rates both higher than other submarkets and higher than the previous 2002–2008 period of economic expansion. During the post-recession market recovery, the Central submarket began shifting toward more dense multifamily development in response to previous plans and policies. In 2022, the Central submarket delivered over 9,200 housing units, substantially more than its pre-2008 recession peak year.

The North submarket has returned to pre-recession levels of housing production, but new housing development is not occurring at rates that reflect rapid population growth in the submarket. The submarket had a record year in 2018, delivering just over 5,300 units. In 2022, over 4,000 units were built, similar to its early 2000s pace. While single-unit development continues to make up the largest share of new housing, there has been a notable increase of new multifamily units that make up a larger share of new production than in the pre-2008 economic cycle.

The North Central submarket appears to have struggled to fully recover post-recession compared to other submarkets. Housing production remained slow, with just under 3,000

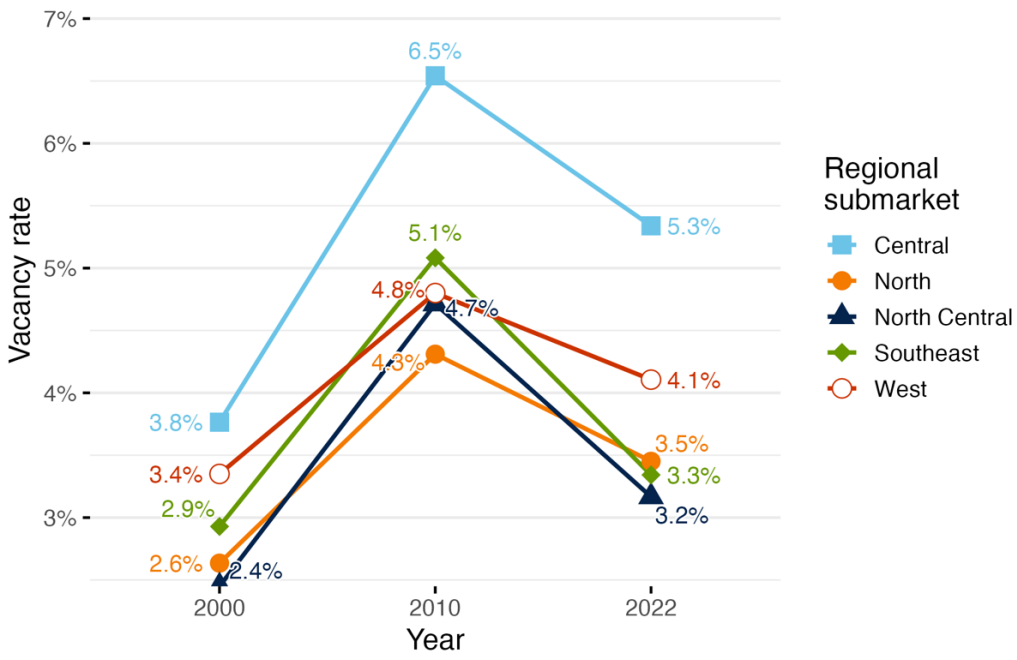
units delivered in 2022, well below its pre-recession peaks and not in line with observed population growth, which can lead to housing pressures in the submarket.

The Southeast submarket has recovered to its pre-recession housing production levels, especially over the last few years. The submarket saw a record production year in 2021 with over 9,100 housing units permitted, and another 6,500 units in 2022. The Southwest submarket also saw a large increase in the share of multifamily production in 2021 and 2022.

The West submarket's production pace stayed relatively flat over the past decade. Fewer than 2,000 housing units were permitted between 2000 and 2020, which contributes to both limited housing availability and relatively slow population growth that has occurred in many of these smaller communities across the foothills.

Differences in housing production are partially reflected in the different rates of housing vacancy across the submarkets, as shown in Exhibit 17.

Exhibit 17. Vacancy trends by regional submarket, 2000–2022



Source: Decennial Census 2000, 2010, ACS 5-year 2022

Source: ECOnorthwest analysis of U.S. Census Bureau Decennial Census 2000, 2010; American Community Survey 5-year 2022 estimates.

The North Central, Southeast, and Northern submarkets currently have the lowest vacancy rates for both ownership and rental housing in the region, indicating constrained housing markets as shown in Exhibit 17. The Central submarket indicates vacancies are slightly higher than other submarkets likely due to higher rates of recent multifamily development that has led to absorption periods for a larger volume of new units. The West submarket

has seen relatively stable vacancy rates since 2000 due to relatively slow changing housing stock given the less urban character of communities in the submarket.

4. Systemic barriers to meeting housing needs

Two key challenges in meeting the Denver region's housing needs include building housing that supports the diversity of housing needs across all income levels and household types and ensuring that diverse housing options exist across the region's submarkets. When looking at the region as a whole, the production of market-rate housing has kept better pace with the demand from higher income households. This level of production needs to be sustained to continue meeting projected needs, and should be more evenly distributed across communities to create more opportunity for residents to make choices based on their needs and preferences. At the same time, the region will need to significantly increase the production of affordable housing, especially for the lowest income households to meet the scale of existing and future needs.

» **This chapter summarizes the varied and intersecting barriers to producing more housing overall and more diverse types of housing in the region.**

The barriers to meeting housing needs described in this report were identified by regional stakeholders including, local government staff, representatives from lending and investment institutions, developers, professional associations, state and regional agencies, consultants, as well as infrastructure/utility providers and advocacy and service organizations. The barriers to producing more housing—and at a higher rate than past trends—are varied, operate at multiple levels, and interact in complex ways. These obstacles are not uniform across the region; they vary significantly depending on the unique characteristics of each geographic location and evolve over time in response to changing circumstances. Typically, it is the combination and intersection of these barriers that hinders housing projects—especially those affordable at low and moderate incomes—either by preventing them from moving forward altogether or by resulting in the development of fewer units than what might be allowed or desired under current conditions.

The categories discussed below highlight key issues that affect how and how much housing is built in the region. Appendix D contains a more detailed discussion of each category and examples of how these barriers are experienced in communities across the Denver region.

Land use and zoning

Land use refers to the way in which land is utilized and managed, including how land should be allocated for various purposes, such as residential, commercial, industrial, agricultural, recreational, or conservation areas. Land use planning provides a vision for

future development within neighborhoods, districts, towns, cities, counties, regions or other defined planning areas. Local jurisdictions play a crucial role in determining the balance of land uses within their boundaries through comprehensive plans, zoning ordinances, and development standards. They aim to ensure that the allocation of land aligns with the community's vision, goals, and priorities while considering factors such as economic development, environmental sustainability, and quality of life.

Zoning regulates local land use by establishing guidelines and restrictions used to control and guide property development in various areas within cities, towns, and counties. Communities are divided into districts or zones, each with specific regulations governing allowed uses, building size, dimensional requirements, density, parking, and other development standards.

Land use and zoning barriers include:

- **Zoning that supports a narrow range of housing types** limits the land available for more housing production and options.
- **Open space and off-street parking requirements** limit housing production by making many types of housing infeasible in many locations.
- **Exclusively commercial zones** also reduce the land available for more housing production.
- **Permitting and procedures** reduce housing production feasibility through greater costs including additional time, other delays, uncertainty, and risk.
- Where local regulation-based **incentives are not matched to needed housing types**, the value of such incentives are not able to make up for additional costs needed to increase housing production and options.

Infrastructure

Infrastructure refers to the fundamental facilities and services that support a community's development and operation. In the context of housing, key infrastructure includes transportation networks such as roads, public transit, sidewalks, and bikeways; water and sewer systems; stormwater management systems for collecting and treating runoff; energy sources such as electricity and natural gas; and community facilities such as schools and parks. The costs and construction of new infrastructure are often shared between the private and public sectors where private developers install infrastructure related to their projects and public sector agencies provide and maintain larger, off-site infrastructure systems, funded through taxes, user fees, and impact fees charged to developers. However, over time, the roles of the private and public sectors in providing and funding infrastructure projects have become more blurred due to funding challenges. Increasingly, private developers are required to contribute more to off-site infrastructure improvements, while public agencies

need to explore innovative partnerships and financing mechanisms to deliver and maintain necessary facilities and services.

Infrastructure barriers include:

- **Limited infrastructure funding** leads to a heavy reliance on user fees, potentially burdening existing residents. Additionally, jurisdictions face the risk of taking on burdensome bond obligations, so they often delegate infrastructure development to developer-led special districts.
- **Limited capacity of existing systems** may require developers to facilitate upgrades themselves. These added costs can make housing projects less financially feasible, especially for affordable housing, resulting in less housing production, fewer units in the projects that do move forward, or a focus on higher-priced housing units that can absorb these additional costs.
- The presence of **multiple service providers** within a single jurisdiction complicates efforts to coordinate and potentially reduce or waive development fees.
- **Access to opportunity** presents a dual challenge in housing development. Areas that are destination-rich, compact, walkable, and well-served by existing transit typically have higher land costs, making development more expensive. Communities along historically underinvested corridors have concerns about the loss of more affordable housing options when the real estate market responds to regional transit improvements.

Development costs and market factors

The most important factor determining whether and what kind of housing gets built in our communities is financial feasibility. Both for-profit and nonprofit developers need the expected revenues of a finished project to at least cover the cost of repaying loans, providing a return on any investor equity, and covering their staffing and operational expenses. Local policies contribute to total project costs—regulations governing the size, unit density, materials and other design factors all affect a project budget. At the same time, broader market conditions influence the basic costs of development in ways that can make housing more expensive or less likely to be built.

Development costs and market barriers include:

- **Rising interest rates and insurance costs** affect housing development by slowing down development activity across all housing types, particularly affordable housing projects.
- **Elevated land values** may discourage public agencies from providing their holdings to support housing production due to their limited revenue options.
- Securing adequate **water supply** often incurs costs beyond just the infrastructure needed for delivery, further increasing development expenses.

- The construction industry faces a **labor shortage**, stemming from employment levels that have not fully recovered since the Great Recession, further exacerbated by high housing costs and the cyclical nature of Colorado's development industry.
- **Construction defect liability laws** have discouraged developers from building dense ownership housing, particularly condominiums.

Funding and finance

The terms "funding" and "financing" are often used interchangeably, but there is an important difference between the two. Funding describes the ultimate sources of money to pay for development costs and generally comes from private developers (for-profit or nonprofit) and investors or public sector partners (whether from local revenue sources, state funds, or federal funds). For affordable housing especially, the limited amount of funding available from all sources is the primary challenge to ramping up construction and preserving the affordable housing that already exists.

Financing describes mechanisms to distribute funding, such as loans, grants, and equity investments (among others). The features and requirements of different financing tools have implications for development costs, and some tools are better suited—or restricted, as in the case of tax credits—to certain kinds of development. Even jurisdictions that have limited sources of funding may be able to adjust how they finance development in order to better leverage funds to meet housing production needs.

Funding and finance barriers include:

- There's an over-reliance **on limited federal resources** for affordable housing development, with annual applications for federal tax credits in the state consistently exceeding the available supply.
- The **lack of a dedicated source of regional gap funding** creates challenges for projects that often face delays or even cancellation due to the time-consuming and complex process of assembling gap funding from multiple sources.
- **Local incentive programs** (e.g., voluntary inclusionary zoning) designed to boost affordable housing production often fall short of their intended goals.
- **Existing funding programs** for affordable housing development often favor larger-scale projects with experienced developers because of perceived lower risk, putting smaller communities at a disadvantage.

Community consensus and collective action

Beyond official rules, processes, and market factors, community consensus and collective action play crucial roles in shaping the local and regional housing landscape. The commitment of key stakeholders and elected officials is essential for enacting policies and

allocating resources that support housing development. A lack of commitment or consensus can derail even well-intended efforts to meet housing needs. Similarly, collective action by community members and advocacy groups can either push housing initiatives forward or oppose development. Community consensus and collective action barriers include:

- **Local resistance to new housing development**, particularly affordable housing and diverse housing types, poses a significant barrier to addressing housing needs.
- The **lack of consistent local data** hinders a comprehensive understanding of housing needs across different jurisdictions.
- **Colorado's state tax policy**, particularly the Taxpayer Bill of Rights (TABOR), significantly constrains the government's ability to generate revenue that keeps pace with population growth and demographic changes. This often limits the capacity of government to fund housing initiatives and related services.

Interplay of barriers to building housing

Organizing barriers into key groups can help inform development of a future regional housing strategy with a framework that addresses both the broad issues and the on-the-ground experiences in the region. The interplay between factors such as market conditions, the regulatory environment, infrastructure availability, community context, and financial resources can lead to unintended outcomes. For example, land use and zoning barriers may create mismatches between areas with access to needed infrastructure, land prices or market demand to support feasible construction of more housing. Such interplay limits location flexibility and choices for the development of more housing and more housing options, affecting many sectors' ability to meet regional housing needs. Solutions to address these barriers will need to be multifaceted, well-researched, and comprehensive.

5. Moving toward a regional strategy

Addressing a regional issue requires regional partnership. Many stakeholders in the region, including DRCOG's member governments, have long identified the need for coordinating regional housing efforts to address the overall housing supply and affordability challenges. Local communities often struggle with access to consistent, reliable, and granular data for understanding demographic and housing trends that can establish a baseline to inform strategic and effective housing policy. Some communities may also lack the technical expertise and/or staff capacity to maintain regular coordination between neighboring jurisdictions that is necessary to meaningfully address housing affordability.

» **This chapter outlines a framework for developing a regional housing strategy to address the housing needs and challenges identified in the Regional Housing Needs Assessment.**

With a long history of regional planning and coordination, DRCOG is well positioned to convene diverse partners through the development of a regional strategy. A regional housing strategy will align efforts across the region and identify collective actions to address housing supply and affordability. DRCOG has collaborated with stakeholders and partners, including the Advisory Group, to develop a framework, described below, that will serve as the foundation for creating a regional housing strategy.

Components of a regional strategy

A regional strategy is intended to foster shared understanding, collaboration, and actions to help jurisdictions make progress toward addressing the region's housing needs. The housing strategy will aim to address the region's current and future housing needs outlined in this report while better coordinating housing and transportation. The framework offers preliminary purpose and vision, guiding principles, and focus areas to kickstart the process of developing a regional strategy led by DRCOG, in partnership with member jurisdictions, and other stakeholders.

Purpose and vision

Defining statements of purpose and vision help orient the strategy toward achieving broader goals for regional collaboration beyond the specific outcomes related to meeting housing needs. This preliminary vision builds on DRCOG's mission as a regional planning organization and its relationship with member jurisdictions.

- Support and further Metro Vision and the 2050 Metro Vision Regional Transportation Plan.
- Develop a consistent, data-informed, and equity-centered approach to analyzing and responding to housing needs while coordinating with the current and planned transportation system.
- Foster a culture of shared responsibility for addressing housing needs.
- Build consensus around a shared framework for action.
- Increase capacity within local communities to advance housing strategies and respond to evolving needs.
- Build a region that is more resilient, inclusive and equitable.

Guiding principles

The following principles offer guidance for how a regional housing strategy can focus efforts and encourage coordinated action that accommodates a variety of partners. To achieve those ends, a regional housing strategy should:

» Align with the region's **equity** vision for communities that offer access to opportunity and meet the needs of all races, ages, incomes, and abilities.

» Be **data-informed**, grounded in a **shared understanding** of the region's diverse housing needs.

» Ensure **flexibility** in responding to the contexts of communities across the region.

» Be **comprehensive** in addressing the barriers to more housing and more diverse types.

» Reflect the unique roles and authorities of each sector while facilitating **collaboration** and **shared accountability**.

» Identify resource requirements to ensure **actionable plans** and deliver **desired outcomes**.

» Balance **near-term results with long-term resilience** to meet housing needs under varied economic conditions.

Focus areas and intended outcomes

Clearly articulated outcomes are an essential component of a regional housing strategy. Organizing outcomes around the identified barriers to housing production in the Denver region clarifies how specific actions and interventions can directly address challenges and contribute to overall housing goals.

Exhibit 18. Example outcomes of a regional strategy, by focus area

Focus area	Intended outcomes

Land Use, Zoning & Regulatory Processes	Increased housing supply aligned with regional and local needs (by household size, income, location, and preferences).
Infrastructure	Better alignment between housing development and infrastructure availability, condition and capacity.
Development Costs & Market Factors	Construction of more—and more diverse and affordable—housing options.
Funding & Capacity	Expanded and sustained affordable housing and preservation efforts.
Community Consensus & Collective Action	Improved policy alignment, resource leveraging, and broad support for addressing shared housing needs.

Implementation considerations

Additional factors related to implementation will be critical to define through the strategy development process. These include:

- **Roles and Responsibilities**: For each intervention, outlining the sector or specific actors best positioned to lead, those who will play supportive or complementary roles, and identifying DRCOG's role will set the stage for coordinated action.
- **Costs and Timeline**: Estimating the scale of investment, sources of funding, and time required for implementation will help jurisdictions prioritize and sequence actions to meet their local needs.
- **Impact**: Given the diversity of barriers and issues the regional housing strategy aims to address, it may be valuable to characterize the impact of specific interventions, whether it directly results in additional housing unit, is focused on a specific segment of housing need (such as low-income or older adult housing) or contributes to capacity-building among jurisdictions or partners.

What is DRCOG's role?

Given DRCOG's broad reach and role in shaping regional development, it is uniquely positioned to coordinate regional housing needs and strategy, particularly because of its formal planning roles in regional transportation and growth, its ability and role in regional population forecasting, and collection of growth and permit data. Engagement conducted among a broad segment of member governments, housing developers, public agencies, community-based organizations, policy organizations and service providers suggests that DRCOG can build on these existing roles and strengths as the region moves toward

developing a housing strategy and taking a more coordinated, collaborative approach to addressing housing needs on a regional level than ever before.

DRCOG is recognized as a valuable partner in ways that can be leveraged for regional housing work:

- **Convening and facilitation**: DRCOG has been an effective and trusted convener of diverse stakeholders on issues of regional planning and policy that can facilitate greater resource alignment and partnerships.
- **Data collection and analysis**: DRCOG is seen as an important source for comprehensive, standardized data for jurisdictions and other stakeholders across the region.
- **Technical assistance**: DRCOG has a record of providing technical assistance to member governments that supplements and extends their local capacities.
- **Education**: DRCOG's current role in sharing information and providing education on regional issues can be leveraged to share best practice strategies on implementation at the local level.

Participants identified additional roles DRCOG could step into or expand from its current activities:

- **Policy alignment:** DRCOG could be a voice for the region at the state level to help ensure that new legislation and policies related to housing are aligned with other programs and priorities (e.g., transportation investments, climate planning) and are designed and funded for effective implementation.
- **Funding coordination:** DRCOG has been successful in setting the regional agenda for transportation planning and directing investments in line with those goals. A greater role with understanding, communicating and addressing regionwide housing needs could provide an additional new lens through which to evaluate and consider regional transportation system investments as well as housing-transportation coordination strategies.

How DRCOG plans to move forward

DRCOG will continue to engage member governments and other regional partners and stakeholders in a robust and collaborative process to craft a regional housing strategy starting in late 2024. This process will involve working closely with local communities, housing providers, advocates, and other key stakeholders to build on the shared vision and guiding principles outlines in this report and develop an actionable strategy for addressing the region's housing needs.

A critical component of developing the regional housing strategy will be conducting extensive community engagement to gather input and insights from a wide range of perspectives. DRCOG recognizes that meaningful community engagement is essential for

crafting effective solutions that are responsive to the diverse needs and priorities across the Denver region. This engagement will aim to build broader awareness of regional housing challenges, identify local concerns and opportunities, and foster buy-in and collective ownership of the resulting strategy.

The regional housing strategy will serve as an important tool for integrating regional housing priorities into DRCOG's other major planning initiatives. DRCOG will utilize the housing strategy to guide updates to Metro Vision and the Metro Vision Regional Transportation Plan. By aligning these plans with the housing strategy, DRCOG can ensure a more comprehensive and coordinated approach to addressing the region's housing needs in the context of transportation investments and other regional priorities. By working collaboratively to develop a comprehensive regional housing strategy and integrate it with other key planning efforts, DRCOG and its partners can take a significant step toward fostering more equitable, resilient, and livable communities for all residents of the Denver region.



DRCOG regional housing needs assessment

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Local needs and context

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

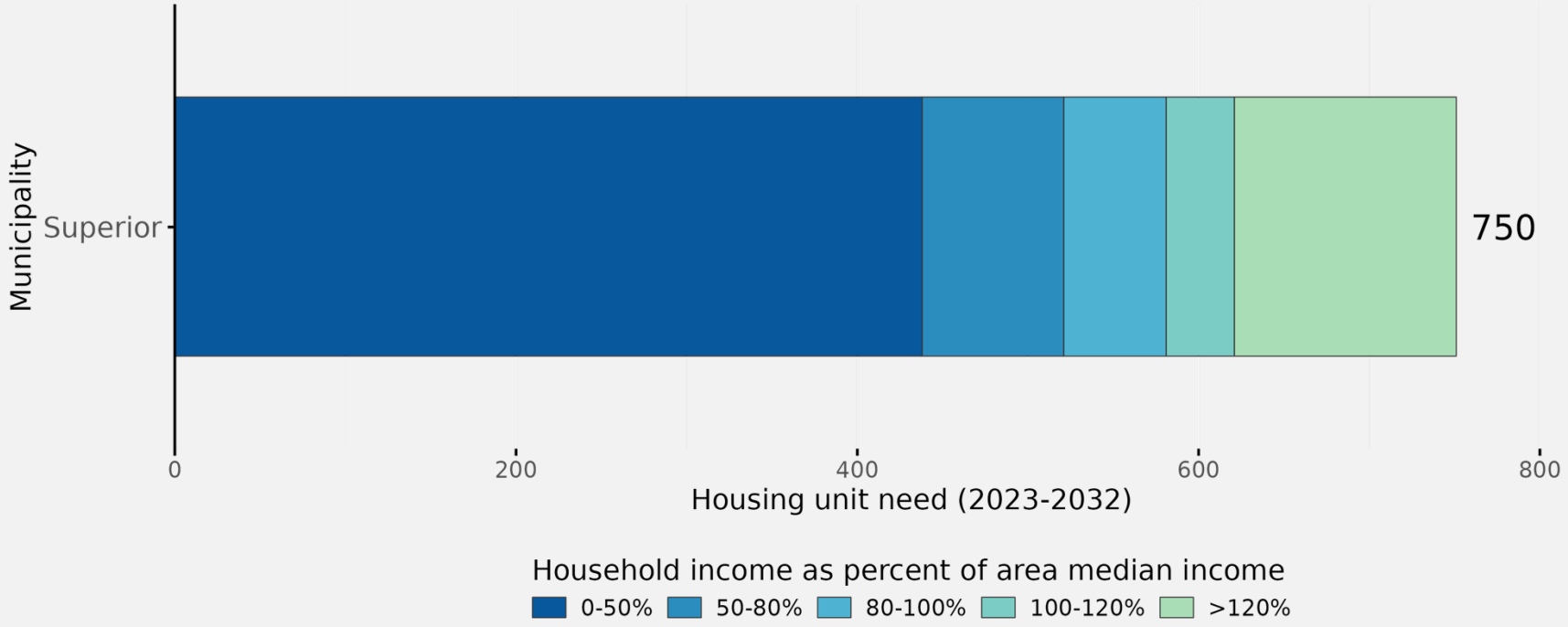
Jurisdictions by submarket

Central	North	North Central	Southeast	West
Denver	Arvada*	Arvada*	Aurora	Arvada*
Edgewater	Boulder*	Brighton*	Bennett	Black Hawk
Glendale	Brighton*	Commerce City	Bow Mar	Boulder*
Golden*	Broomfield	Federal Heights	Castle Pines	Central City
Lakewood	Dacono	Golden*	Castle Rock	Empire
Morrison*	Erie	Lochbuie*	Centennial	Georgetown
Wheat Ridge*	Firestone	Northglenn*	Cherry Hills Village	Golden*
	Frederick	Thornton	Columbine Valley	Idaho Springs
	Lafayette	Westminster*	Deer Trail	Lyons
	Lochbuie*	Wheat Ridge*	Englewood	Morrison*
	Longmont		Foxfield	Nederland
	Louisville		Greenwood Village	Silver Plume
	Mead		Larkspur	
	Northglenn*		Littleton	
	Superior		Lone Tree	
	Westminster*		Parker	
			Sheridan	

*: Jurisdiction overlaps with multiple regional submarkets

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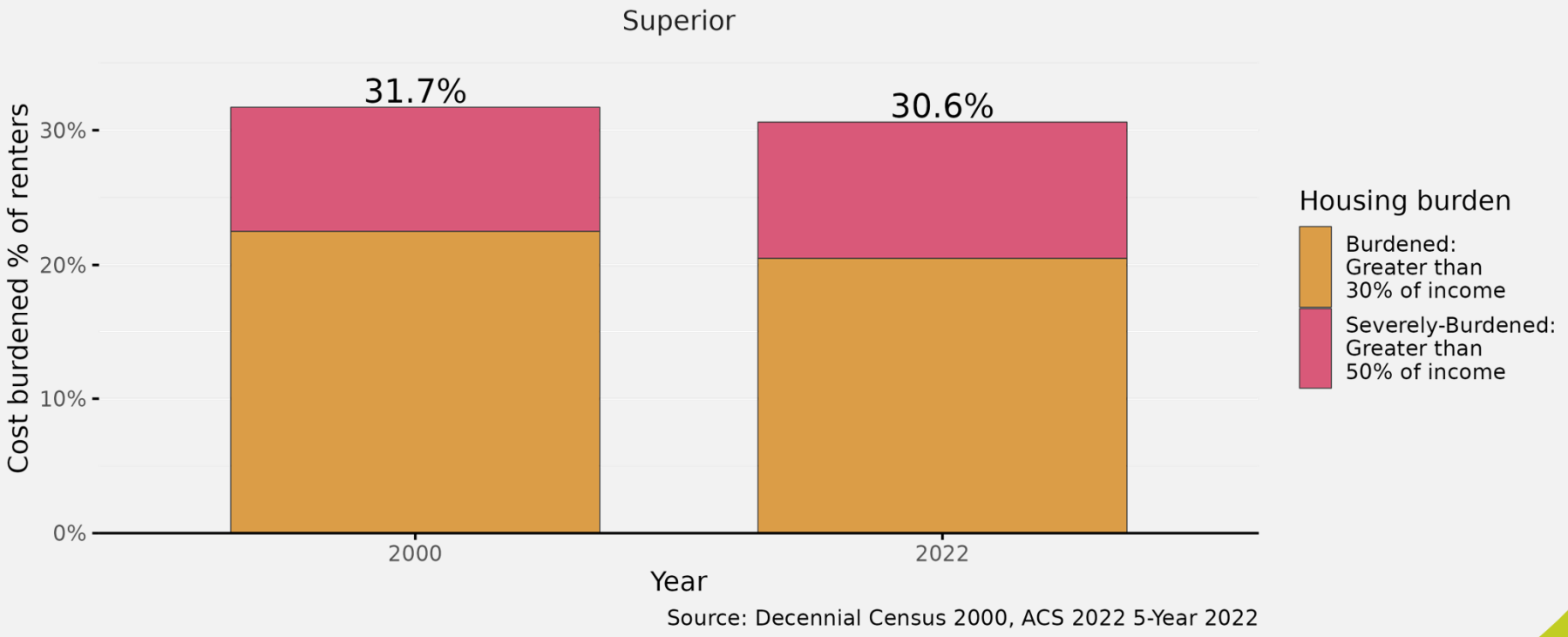
10-year local need by income



Source: DRCOG, ACS PUMS 1-Year 2022, ECONW calculations

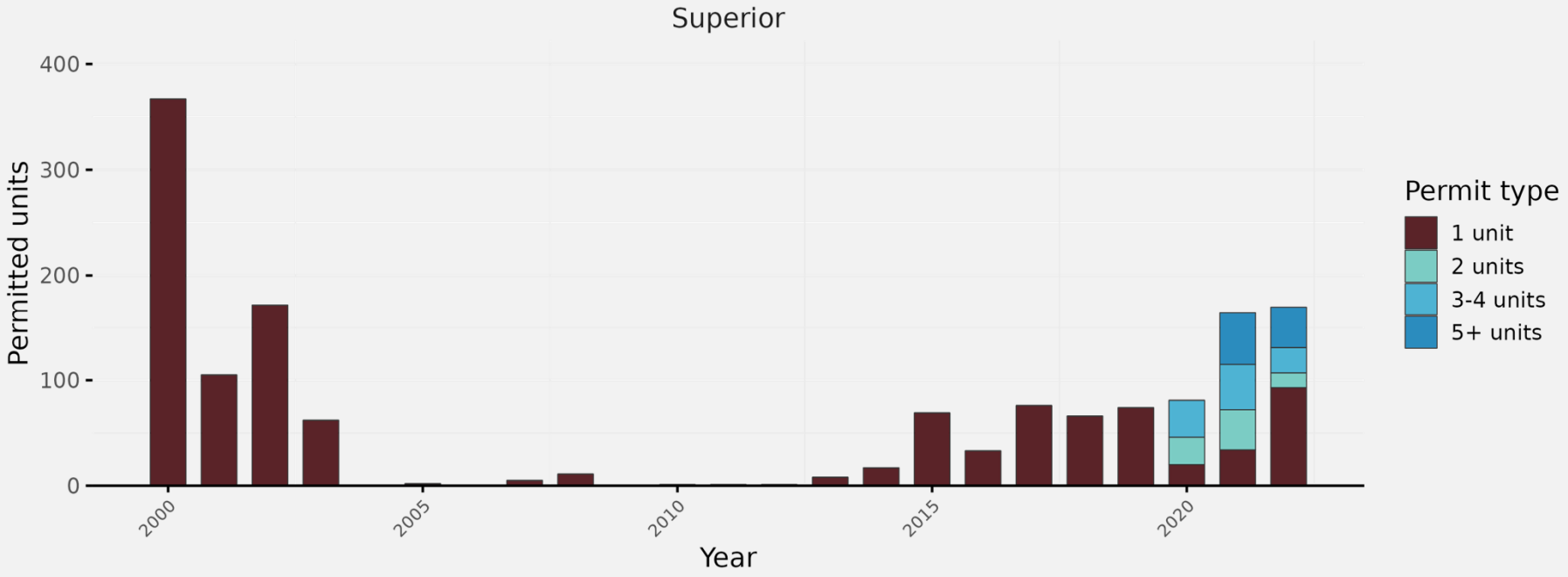
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Housing burden



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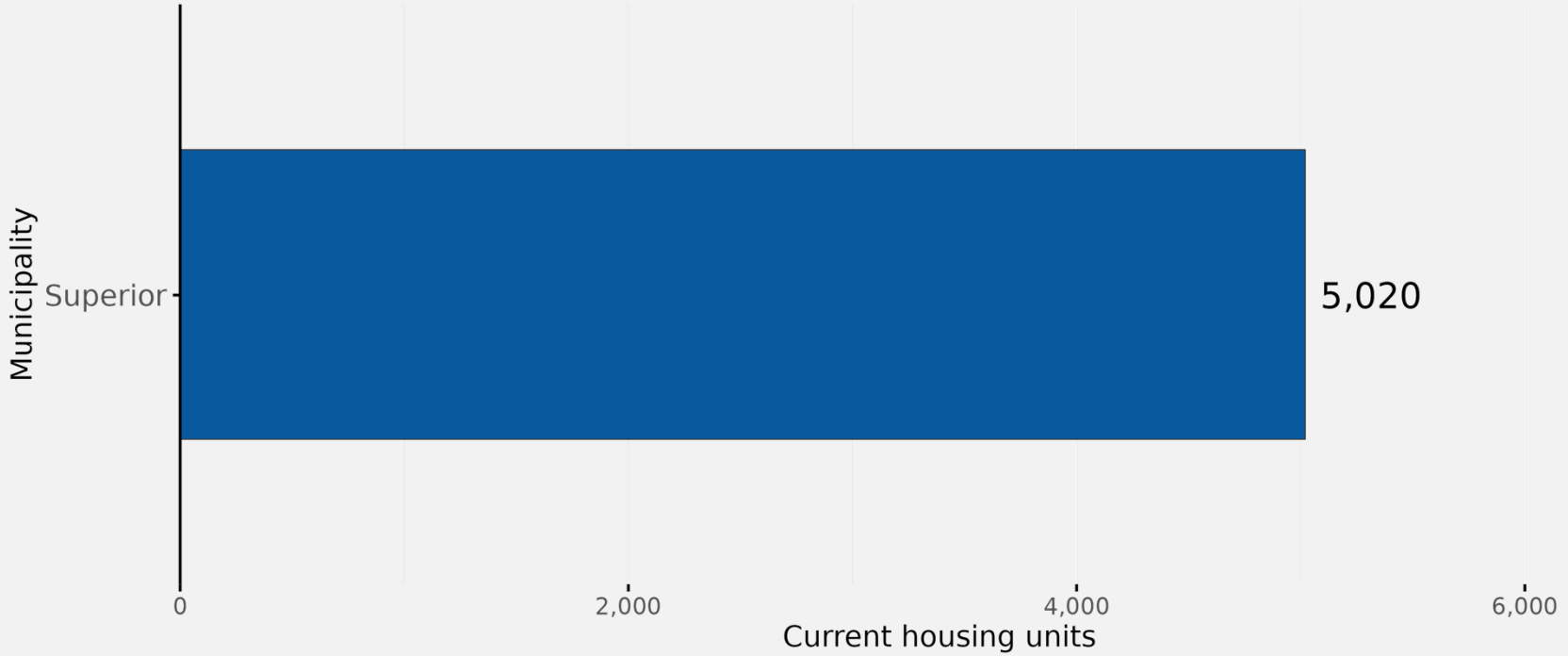
Permitting trends



Source: HUD SOCDS
Note: Permit data is not available for entire counties or unincorporated Weld County (DRCOG portion).

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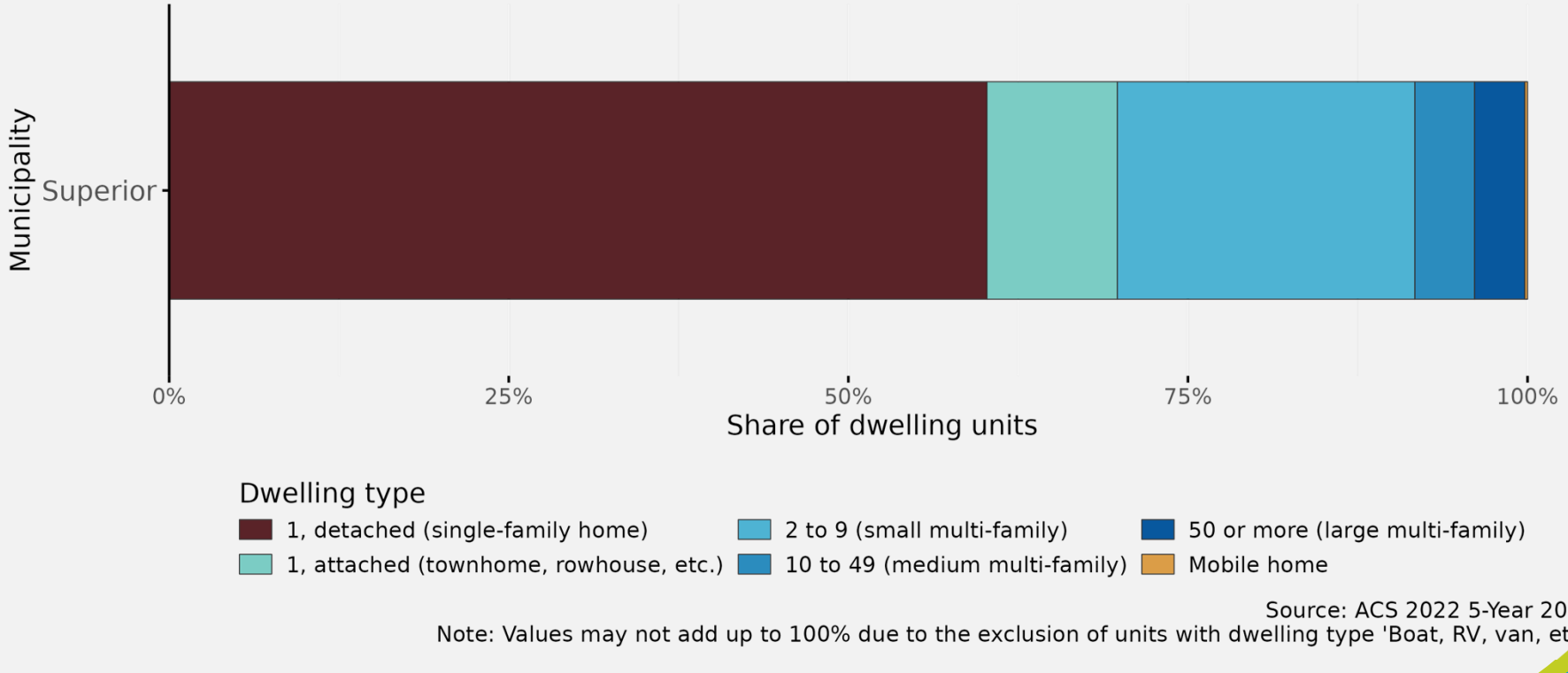
Current supply



Source: ACS PUMS 1-Year 2022, Decennial Census 2020

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Dwelling type

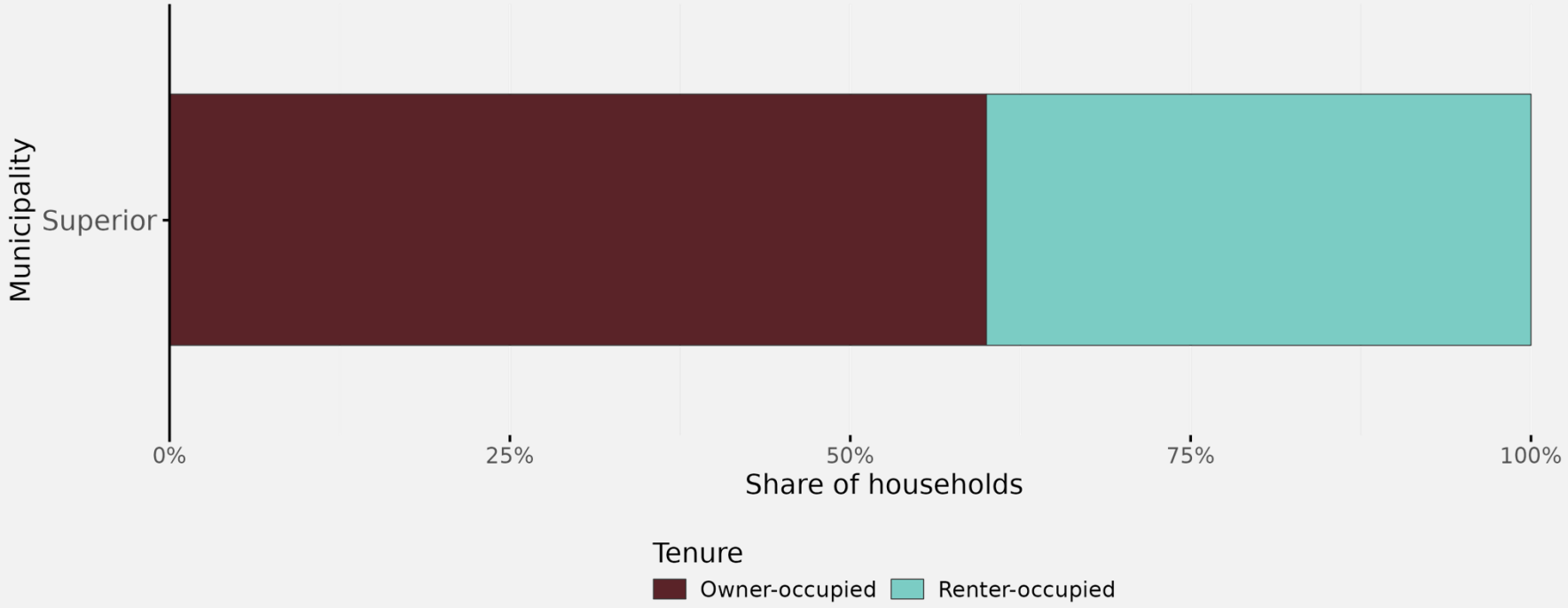


Source: ACS 2022 5-Year 2022

Note: Values may not add up to 100% due to the exclusion of units with dwelling type 'Boat, RV, van, etc.'

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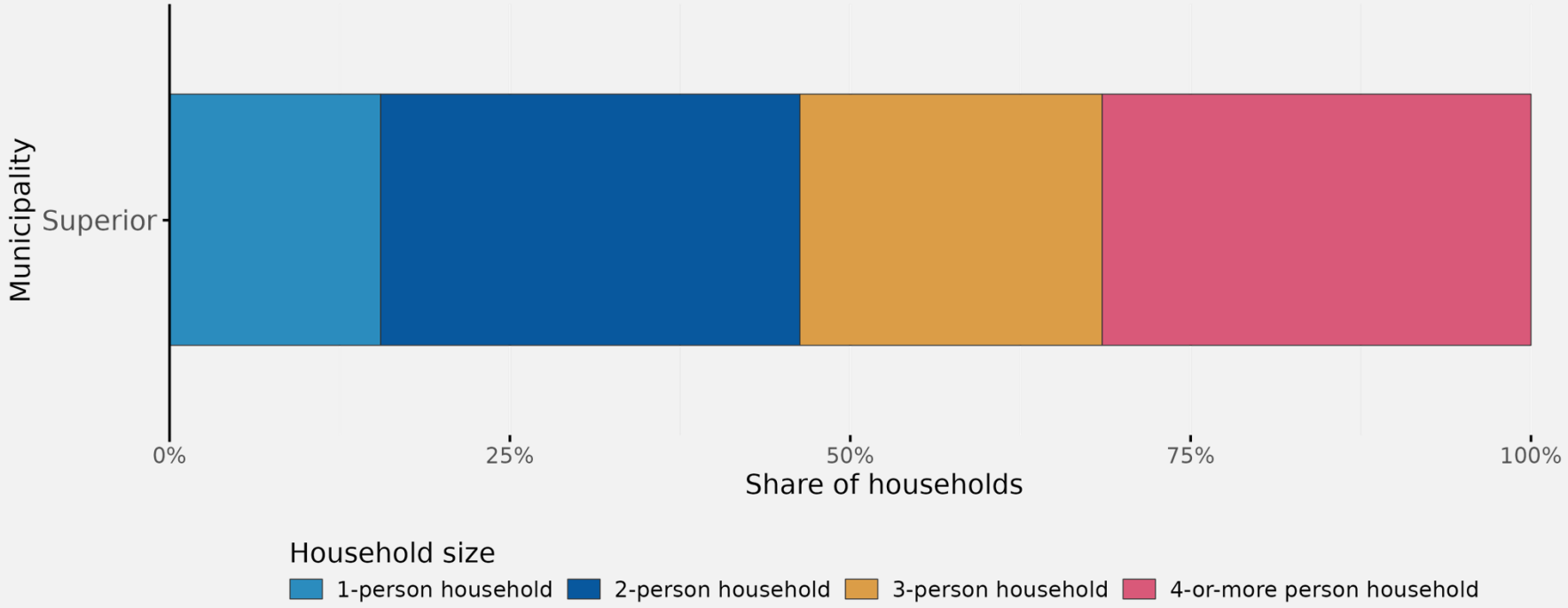
Tenure



Source: ACS 2022 5-Year 2022

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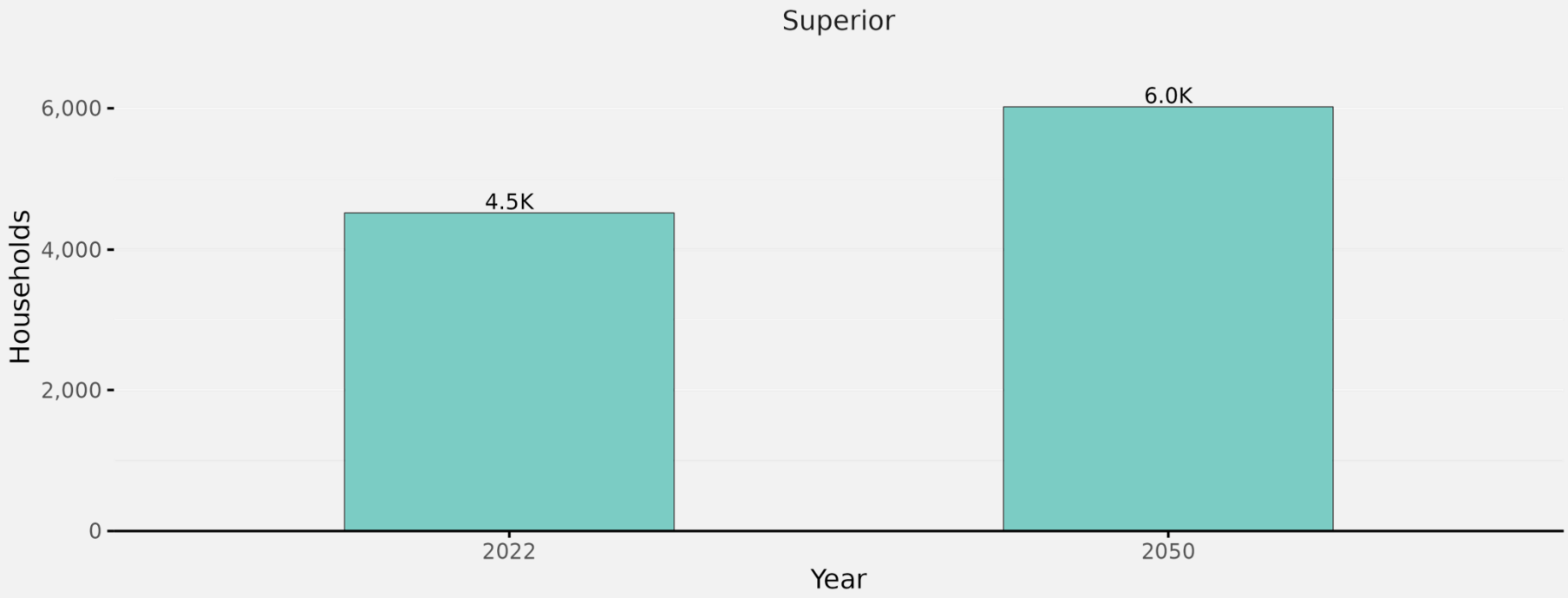
Household size



Source: ACS 2022 5-Year 2022

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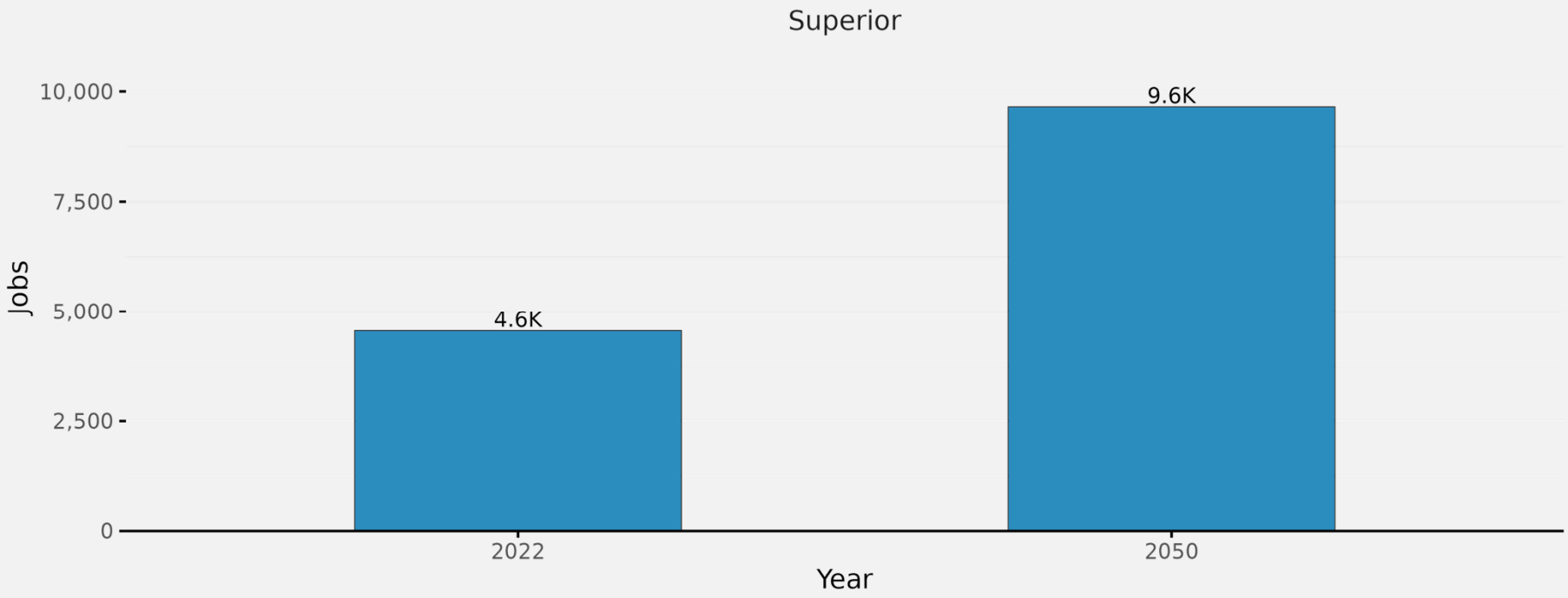
Household growth



Source: DOLA, DRCOG

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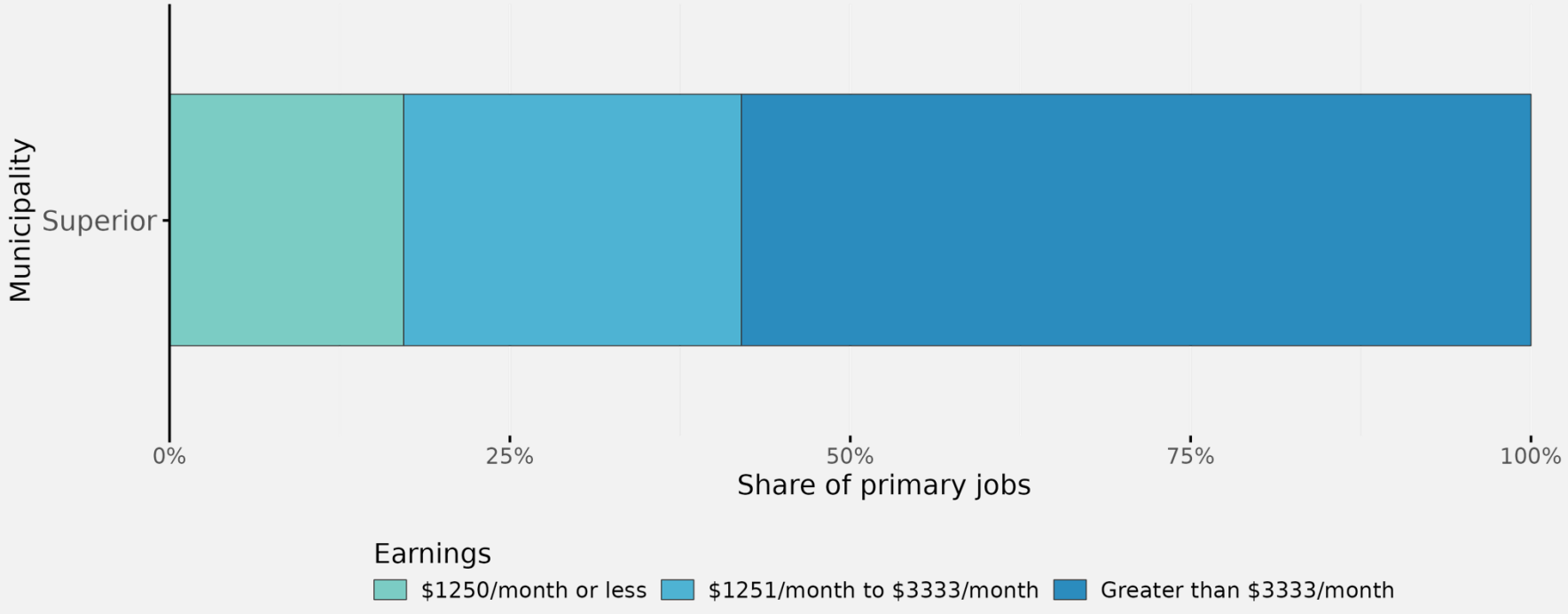
Job growth



Source: DOLA, DRCOG

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Jobs by earnings



Source: LODES, Workplace Area Characteristic data, 2021

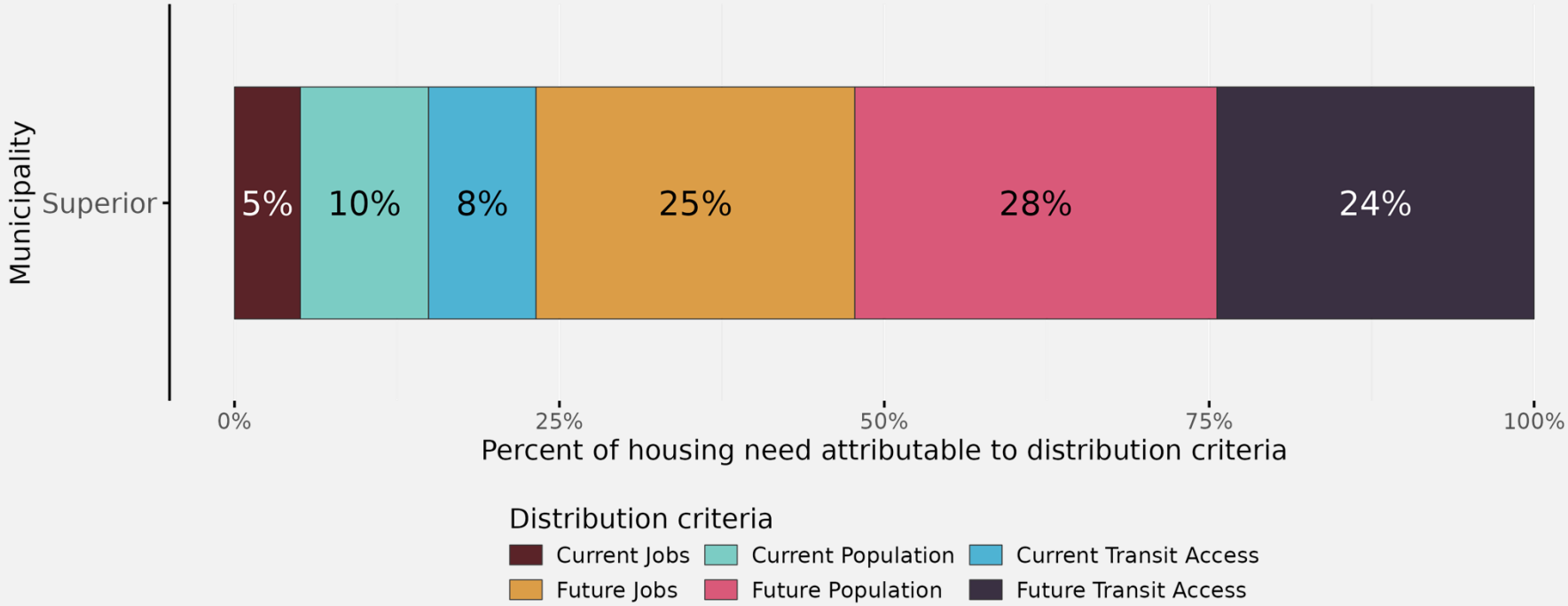
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Disability

This plot is not available for the selected municipalities.

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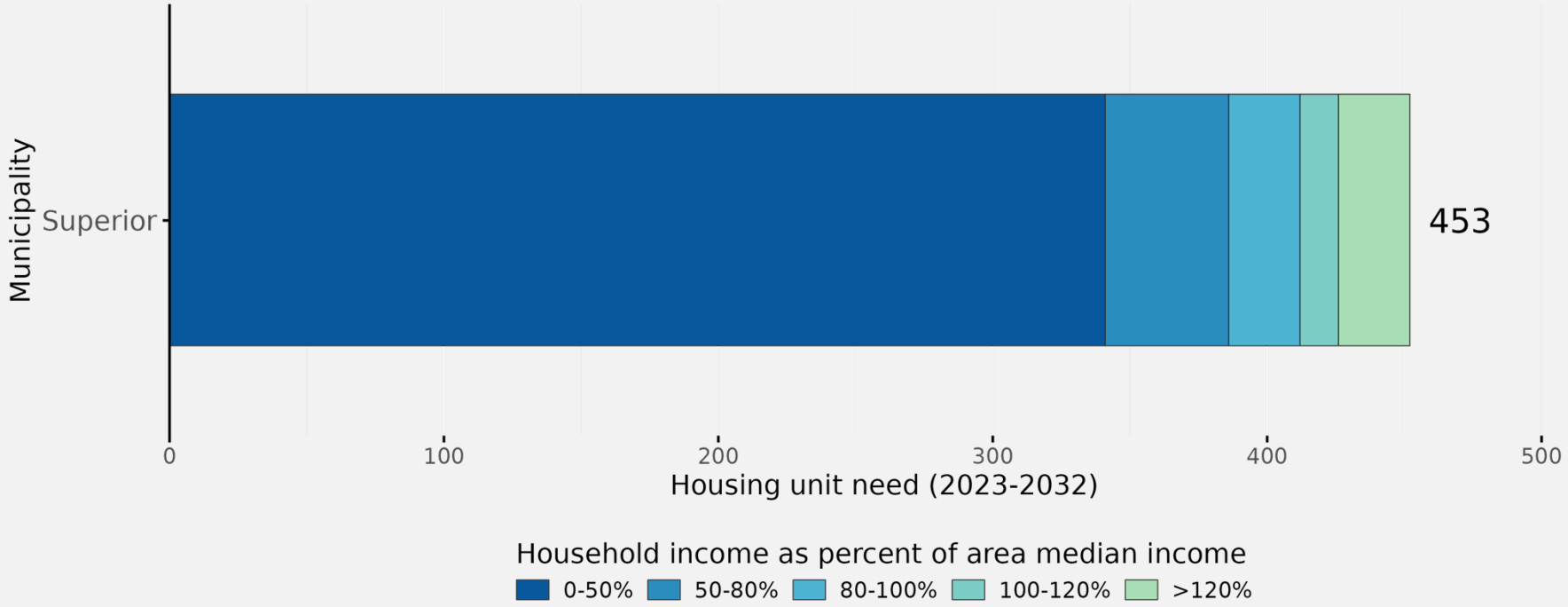
Which criteria determine housing need?



Source: DRCOG, ACS PUMS 1-Year 2022, ECONW calculations

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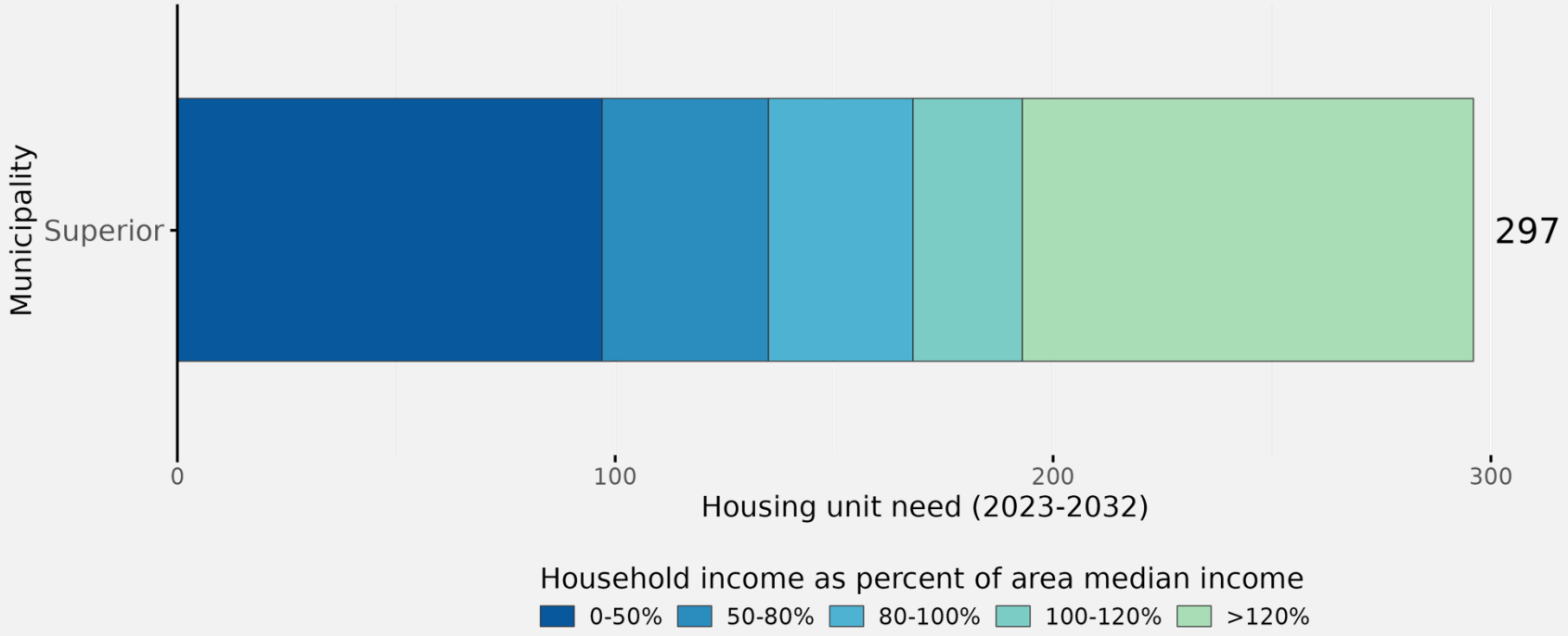
10-year local renter need by income



Source: DRCOG, ACS PUMS 1-Year 2006-19 and 2021-22, ECONW calculations

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10-year local owner need by income



Source: DRCOG, ACS PUMS 1-Year 2006-19 and 2021-22, ECONW calculations

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SENATE BILL 24-174

BY SENATOR(S) Kirkmeyer and Zenzinger, Bridges, Baisley, Gardner, Ginal, Liston, Lundeen, Pelton B., Pelton R., Rich, Simpson, Smallwood, Will, Buckner, Coleman, Exum, Gonzales, Hansen, Marchman, Michaelson Jenet, Mullica, Priola, Roberts;
also REPRESENTATIVE(S) Bird and Pugliese, Armagost, Bradfield, Evans, Frizell, Lynch, Taggart, Weinberg, Wilson, Winter T., Amabile, Bacon, Boesenecker, Brown, Clifford, Daugherty, Duran, English, Jodeh, Joseph, Lindsay, Lukens, Martinez, Marvin, Mauro, McCormick, McLachlan, Sirota, Snyder, Story, Titone, Valdez, Velasco, Weissman, Willford, Young, McCluskie.

CONCERNING STATE SUPPORT FOR SUSTAINABLE AFFORDABLE HOUSING, AND, IN CONNECTION THEREWITH, MAKING AN APPROPRIATION.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, **add** part 37 to article 32 of title 24 as follows:

PART 37
HOUSING NEEDS PLANNING

24-32-3701. Definitions. AS USED IN THIS PART 37, UNLESS THE

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

CONTEXT OTHERWISE REQUIRES:

(1) "ACCESSIBLE HOUSING" OR "ACCESSIBLE UNIT" MEANS HOUSING THAT SATISFIES THE REQUIREMENTS OF THE FEDERAL "FAIR HOUSING ACT", 42 U.S.C. SEC. 3601 ET SEQ., AS AMENDED, AND INCORPORATES UNIVERSAL DESIGN.

(2) "DEPARTMENT" MEANS THE DEPARTMENT OF LOCAL AFFAIRS.

(3) "DIRECTOR" MEANS THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF LOCAL AFFAIRS.

(4) "DISPLACEMENT" MEANS:

(a) THE INVOLUNTARY RELOCATION OF RESIDENTS, PARTICULARLY LOW-INCOME RESIDENTS, OR LOCALLY OWNED COMMUNITY SERVING BUSINESSES AND INSTITUTIONS DUE TO:

(I) INCREASED REAL ESTATE PRICES OR RENTS, PROPERTY REHABILITATION, REDEVELOPMENT, DEMOLITION, OR OTHER ECONOMIC FACTORS;

(II) PHYSICAL CONDITIONS RESULTING FROM NEGLECT AND UNDERINVESTMENT THAT RENDER A RESIDENCE UNINHABITABLE; OR

(III) PHYSICAL DISPLACEMENT WHEREIN EXISTING HOUSING UNITS AND COMMERCIAL SPACES ARE LOST DUE TO PROPERTY REHABILITATION, REDEVELOPMENT, OR DEMOLITION; OR

(b) INDIRECT DISPLACEMENT RESULTING FROM CHANGES IN NEIGHBORHOOD POPULATION, IF, WHEN LOW-INCOME HOUSEHOLDS MOVE OUT OF HOUSING UNITS, THOSE SAME HOUSING UNITS DO NOT REMAIN AFFORDABLE TO OTHER LOW-INCOME HOUSEHOLDS IN THE NEIGHBORHOOD, OR DEMOGRAPHIC CHANGES THAT REFLECT THE RELOCATION OF EXISTING RESIDENTS FOLLOWING WIDESPREAD RELOCATION OF THEIR COMMUNITY AND COMMUNITY SERVING ENTITIES.

(5) "DIVISION OF LOCAL GOVERNMENT" MEANS THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT OF LOCAL AFFAIRS CREATED IN SECTION 24-32-103.

(6) "DWELLING UNIT" MEANS A SINGLE UNIT PROVIDING COMPLETE INDEPENDENT LIVING FACILITIES FOR ONE OR MORE INDIVIDUALS, INCLUDING PERMANENT PROVISIONS FOR COOKING, EATING, LIVING, SANITATION, AND SLEEPING.

(7) "LOCAL GOVERNMENT" MEANS A HOME RULE, TERRITORIAL, OR STATUTORY COUNTY, CITY AND COUNTY, CITY, OR TOWN.

(8) "MAJOR TRANSIT STOP" MEANS A STATION FOR BOARDING AND EXITING GENERAL PUBLIC PASSENGER RAIL, INCLUDING COMMUTER RAIL AND LIGHT RAIL, OR A STOP ON A BUS ROUTE WITH A SERVICE FREQUENCY OF FIFTEEN MINUTES OR LESS FOR EIGHT HOURS OR MORE ON WEEKDAYS, EXCLUDING SEASONAL SERVICE.

(9) "MULTIFAMILY RESIDENTIAL HOUSING" MEANS A BUILDING OR GROUP OF BUILDINGS ON A LOT WITH FIVE OR MORE SEPARATE DWELLING UNITS.

(10) "NEIGHBORHOOD CENTER" MEANS AN AREA THAT MEETS THE FOLLOWING CRITERIA:

(a) ALLOWS A REASONABLE NET HOUSING DENSITY WITHIN ZONING THAT SUPPORTS MIXED-USE PEDESTRIAN-ORIENTED NEIGHBORHOODS, THE DEVELOPMENT OF REGULATED AFFORDABLE HOUSING, AND INCREASED PUBLIC TRANSIT RIDERSHIP, AS APPLICABLE;

(b) USES AN EFFICIENT DEVELOPMENT REVIEW PROCESS FOR MULTIFAMILY RESIDENTIAL DEVELOPMENT ON PARCELS IN THE AREA THAT ARE NO LARGER THAN A SIZE DETERMINED BY THE DEPARTMENT; AND

(c) INCLUDES ASPECTS OF MIXED-USE PEDESTRIAN-ORIENTED NEIGHBORHOODS, AS DETERMINED BY CRITERIA ESTABLISHED BY THE DEPARTMENT.

(11) "PUBLIC FACILITIES" MEANS PUBLIC STREETS, ROADS, HIGHWAYS, SIDEWALKS, STREET- AND ROAD-LIGHTING SYSTEMS, TRAFFIC SIGNALS, DOMESTIC WATER SYSTEMS, STORM AND SANITARY SEWER SYSTEMS, PARKS AND RECREATIONAL FACILITIES, BUILDINGS USED IN THE PROVISION OF PUBLIC SERVICES, AND SCHOOLS.

(12) "PUBLIC SERVICES" MEANS FIRE PROTECTION AND SUPPRESSION, LAW ENFORCEMENT, PUBLIC HEALTH, EDUCATION, RECREATION, ENVIRONMENTAL PROTECTION, STORMWATER MANAGEMENT, WASTEWATER MANAGEMENT, PUBLIC TRANSPORTATION, PUBLIC INFRASTRUCTURE MAINTENANCE, WATER, SOCIAL SERVICES, AND OTHER SERVICES TRADITIONALLY PROVIDED BY GOVERNMENT.

(13) "REGION" OR "REGIONAL" MEANS A DEFINED GEOGRAPHIC AREA CONSISTING OF TERRITORY FROM MORE THAN ONE LOCAL GOVERNMENT WITH A SUBSTANTIAL INTERCONNECTION IN COMMUTING PATTERNS, ECONOMY, WORKFORCE, TRANSPORTATION AND TRANSIT SYSTEMS, PUBLIC SERVICES, COMMUNITIES OF INTEREST, OR OTHER FACTORS RELATED TO POPULATION AND HOUSING.

(14) "REGIONAL ENTITY" MEANS A COUNCIL OF GOVERNMENTS, A PUBLIC ENTITY FORMED BY THE VOLUNTARY AGREEMENT OF LOCAL GOVERNMENTS IN THE REGION, OR A REGIONAL PLANNING COMMISSION.

(15) "REGULATED AFFORDABLE HOUSING" MEANS AFFORDABLE HOUSING THAT:

(a) HAS RECEIVED LOANS, GRANTS, EQUITY, BONDS, OR TAX CREDITS FROM ANY SOURCE TO SUPPORT THE CREATION, PRESERVATION, OR REHABILITATION OF AFFORDABLE HOUSING THAT, AS A CONDITION OF FUNDING, ENCUMBERS THE PROPERTY WITH A RESTRICTED USE COVENANT OR SIMILAR RECORDED AGREEMENT TO ENSURE AFFORDABILITY, OR HAS BEEN INCOME-RESTRICTED UNDER A LOCAL INCLUSIONARY ZONING ORDINANCE OR OTHER REGULATION OR PROGRAM;

(b) RESTRICTS OR LIMITS MAXIMUM RENTAL OR SALE PRICE FOR HOUSEHOLDS OF A GIVEN SIZE AT A GIVEN AREA MEDIAN INCOME, AS ESTABLISHED ANNUALLY BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT; AND

(c) ENSURES OCCUPANCY BY LOW- TO MODERATE-INCOME HOUSEHOLDS FOR A SPECIFIED PERIOD DETAILED IN A RESTRICTIVE USE COVENANT OR SIMILAR RECORDED AGREEMENT.

(16) "SINGLE-UNIT DETACHED DWELLING" MEANS A DETACHED BUILDING WITH A SINGLE DWELLING UNIT LOCATED ON A SINGLE LOT.

(17) "SUPPORTIVE HOUSING" OR "SUPPORTIVE UNIT" MEANS A COMBINATION OF HOUSING AND SERVICES INTENDED AS A COST-EFFECTIVE WAY TO HELP PEOPLE LIVE MORE STABLE, PRODUCTIVE LIVES, AND TYPICALLY COMBINES AFFORDABLE HOUSING WITH INTENSIVE COORDINATED SERVICES TO HELP PEOPLE MAINTAIN STABLE HOUSING AND RECEIVE APPROPRIATE HEALTH CARE.

(18) "UNIVERSAL DESIGN" MEANS ANY DWELLING UNIT DESIGNED AND CONSTRUCTED TO BE SAFE AND ACCESSIBLE FOR ANY INDIVIDUAL REGARDLESS OF AGE OR ABILITIES.

(19) "VISITABLE HOUSING" OR "VISITABLE UNIT" MEANS A DWELLING UNIT THAT A PERSON WITH A DISABILITY CAN ENTER, MOVE AROUND THE PRIMARY ENTRANCE FLOOR OF, AND USE THE BATHROOM IN.

24-32-3702. Housing needs assessment methodology - statewide housing needs assessment - displacement risk guidance. (1) (a) NO LATER THAN DECEMBER 31, 2024, THE DIRECTOR SHALL DEVELOP REASONABLE METHODOLOGIES FOR CONDUCTING STATEWIDE, REGIONAL, AND LOCAL HOUSING NEEDS ASSESSMENTS. THE METHODOLOGIES DESCRIBED IN THIS SUBSECTION (1)(a) MUST ESTABLISH BASELINE STANDARDS THAT SEEK TO PRODUCE ACCURATE DATA FOR INTERNAL STATE AGENCY PLANNING AND GRANT PROGRAMS AND EFFICIENTLY PROCURE DATA FOR USE BY REGIONS AND LOCAL GOVERNMENTS FOR PLANNING PURPOSES, BUT MUST ALSO BE DESIGNED TO MINIMIZE THE FISCAL BURDEN ON LOCAL GOVERNMENTS AND REGIONAL ENTITIES CONDUCTING HOUSING NEEDS ASSESSMENTS. IN DEVELOPING THE METHODOLOGIES AND GUIDANCE DESCRIBED IN THIS SECTION, THE DIRECTOR SHALL CONSULT WITH LOCAL GOVERNMENTS AND EXPERTS IN PLANNING AND ZONING, AFFORDABLE HOUSING, DISABILITY RIGHTS, HOMELESSNESS RESOLUTION AND PREVENTION, TENANTS' RIGHTS, EXPERTS WITH DEMONSTRATED EXPERIENCE IN CONDUCTING HIGH-QUALITY HOUSING NEEDS ASSESSMENTS AND ENGAGEMENT OF UNDERREPRESENTED COMMUNITIES, AND OTHER FIELDS FOCUSED ON HOUSING NEEDS PLANNING. PRIOR TO FINALIZING THE ASSESSMENT METHODOLOGY AND DISPLACEMENT RISK MITIGATION STRATEGIES DIRECTORY CREATED PURSUANT TO SECTION 24-32-3706 (4), THE DIVISION OF LOCAL GOVERNMENT SHALL ENGAGE IN TARGETED OUTREACH WITH FOCUS GROUPS FOR HISTORICALLY UNDERCONSULTED AND DISPROPORTIONATELY IMPACTED STAKEHOLDERS, RESIDENTS, AND BUSINESSES TO IDENTIFY THE PRIMARY REASONS FOR DISPLACEMENT

INCLUDED AMONG THOSE IDENTIFIED IN SECTION 24-32-3701 (4).

(b) NO LATER THAN NOVEMBER 30, 2027, AND EVERY SIX YEARS THEREAFTER, THE DIRECTOR SHALL CONDUCT A STATEWIDE HOUSING NEEDS ASSESSMENT THAT ANALYZES EXISTING AND FUTURE STATEWIDE HOUSING NEEDS. THE DIRECTOR SHALL PUBLISH A REPORT BASED ON THE STATEWIDE HOUSING NEEDS ASSESSMENT AND REGIONAL AND LOCAL HOUSING NEEDS ASSESSMENTS ACCEPTED BY THE DEPARTMENT PURSUANT TO SECTION 24-32-3703 (3) OR 24-32-3704 (3) THAT IDENTIFIES CURRENT HOUSING STOCK AND ESTIMATES THE NUMBER AND TYPE OF DWELLING UNITS NEEDED TO ACCOMMODATE FUTURE HOUSING NEEDS OF THE STATE BASED ON POPULATION CHANGE PROJECTIONS. THE REPORT SHALL CATEGORIZE STATEWIDE HOUSING NEEDS BY HOUSEHOLD SIZE; HOUSEHOLD TYPE, INCLUDING ACCESSIBLE, VISITABLE, SUPPORTIVE, FOR-SALE, AND RENTAL HOUSING; AND INCOME LEVELS, INCLUDING EXTREMELY LOW-, VERY LOW-, LOW-, MODERATE-, AND MIDDLE-INCOME HOUSEHOLDS AS DESIGNATED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

(c) THE METHODOLOGY FOR CONDUCTING A REGIONAL HOUSING NEEDS ASSESSMENT MUST INCLUDE METHODS FOR A REGIONAL ENTITY TO:

(I) ESTIMATE EXISTING HOUSING STOCK IN THE REGION AND IN EACH LOCAL JURISDICTION THAT FORMS THE REGION;

(II) ESTIMATE HOUSING NEEDS IN THE REGION AND EACH LOCAL GOVERNMENT'S JURISDICTION THAT FORMS THE REGION, SORTED BY INCOME LEVEL AND DWELLING TYPE, INCLUDING ACCESSIBLE UNITS, SUPPORTIVE UNITS, FOR-SALE UNITS, AND RENTAL UNITS;

(III) ESTIMATE THE NUMBER OF HOUSEHOLDS IN THE REGION AND EACH LOCAL GOVERNMENT'S JURISDICTION THAT FORMS THE REGION;

(IV) ESTIMATE THE NUMBER OF JOBS IN THE REGION AND EACH LOCAL GOVERNMENT'S JURISDICTION THAT FORMS THE REGION, SORTED BY ANNUAL SALARY AND WAGE;

(V) ESTIMATE AN ALLOCATION OF HOUSING NEEDS IDENTIFIED IN SUBSECTION (1)(c)(II) OF THIS SECTION TO EACH LOCAL GOVERNMENT IN THE REGION OR CONTRIBUTING TO HOUSING NEEDS IN THE REGION BASED ON THE NUMBER OF JOBS AND EACH LOCAL GOVERNMENT'S DEPENDENCE ON

JOBS IN THE REGION, AMONG OTHER FACTORS, TO PROMOTE A BALANCE OF JOBS AT ALL SALARY LEVELS AND HOMES AFFORDABLE TO PERSONS IN THE REGION HOLDING JOBS AT ALL INCOME LEVELS IN THE REGION;

(VI) IDENTIFY AREAS AT ELEVATED RISK OF DISPLACEMENT IN THE REGION AND EACH LOCAL GOVERNMENT'S JURISDICTION THAT FORMS THE REGION;

(VII) ESTIMATE THE WATER SUPPLY NEEDS FOR THE DWELLING UNITS IDENTIFIED IN SUBSECTIONS (1)(c)(I) AND (1)(c)(II) OF THIS SECTION USING PER CAPITA WATER USE RATES IDENTIFIED IN CONSULTATION WITH THE DEPARTMENT OF NATURAL RESOURCES; AND

(VIII) ASSESS MARKET LIMITATIONS ON THE DEVELOPMENT OF FOR-SALE MULTIFAMILY RESIDENTIAL HOUSING IN THE REGION.

(d) THE METHODOLOGY FOR CONDUCTING A LOCAL HOUSING NEEDS ASSESSMENT MUST INCLUDE METHODS AND ACCEPTABLE PUBLICLY AVAILABLE DATA SOURCES FOR A LOCAL GOVERNMENT TO:

(I) ESTIMATE EXISTING HOUSING STOCK IN THE LOCAL GOVERNMENT'S JURISDICTION;

(II) ESTIMATE HOUSING NEEDS WITHIN THE LOCAL GOVERNMENT'S JURISDICTION, SORTED BY INCOME LEVEL AND DWELLING TYPE, INCLUDING ACCESSIBLE UNITS, VISITABLE UNITS, SUPPORTIVE UNITS, FOR-SALE UNITS, AND RENTAL UNITS;

(III) ESTIMATE THE NUMBER OF HOUSEHOLDS IN THE LOCAL GOVERNMENT'S JURISDICTION;

(IV) ESTIMATE THE NUMBER OF JOBS IN THE LOCAL GOVERNMENT'S JURISDICTION SORTED BY ANNUAL SALARY AND WAGE;

(V) INCORPORATE A PORTION OF HOUSING NEEDS IDENTIFIED IN ANY APPLICABLE STATE AND REGIONAL HOUSING NEEDS ASSESSMENT FOR THE LOCAL GOVERNMENT, AS APPROPRIATE, BASED ON THE NUMBER OF JOBS AND EACH LOCAL GOVERNMENT'S DEPENDENCE ON JOBS IN THE REGION, AMONG OTHER FACTORS, TO PROMOTE A BALANCE OF JOBS AT ALL SALARY LEVELS AND HOMES AFFORDABLE TO PERSONS IN THE REGION HOLDING JOBS AT ALL

INCOME LEVELS;

(VI) IDENTIFY AREAS AT ELEVATED RISK OF DISPLACEMENT IN THE LOCAL GOVERNMENT'S JURISDICTION;

(VII) ESTIMATE WATER SUPPLY NEEDS FOR THE DWELLING UNITS IDENTIFIED IN SUBSECTIONS (1)(d)(I) AND (1)(d)(II) OF THIS SECTION USING PER CAPITA WATER USE RATES IDENTIFIED IN CONSULTATION WITH THE DEPARTMENT OF NATURAL RESOURCES; AND

(VIII) ASSESS MARKET LIMITATIONS ON THE DEVELOPMENT OF HOUSING IN THE LOCAL GOVERNMENT'S JURISDICTION.

(e) THE METHODOLOGIES FOR REGIONAL AND LOCAL HOUSING NEEDS ASSESSMENTS MUST INCLUDE THE FOLLOWING:

(I) A REQUIREMENT THAT HOUSING NEEDS ASSESSMENTS INCLUDE RECOMMENDED POLICY AND PROGRAMMATIC RESPONSES TO THE FINDINGS OF THE HOUSING NEEDS ASSESSMENT, INCLUDING THE ASSESSMENT OF DISPLACEMENT RISK; AND

(II) GUIDANCE REGARDING HOUSING ACTION PLANS CREATED PURSUANT TO SECTION 24-32-3705, INCLUDING THE INCLUSION OF RECOMMENDATIONS FOR HOUSING ACTION PLANS IN HOUSING NEEDS ASSESSMENTS AND THE SEQUENCING OF HOUSING NEEDS ASSESSMENTS AND HOUSING ACTION PLANS.

(2) THE METHODOLOGIES FOR ESTIMATING HOUSING NEEDS IN HOUSING NEEDS ASSESSMENTS MUST BE BASED ON THE FOLLOWING BASELINE COMPONENTS FOR EACH REGION AND LOCAL GOVERNMENT:

(a) EXISTING AND PROJECTED HOUSING SHORTAGES AND SURPLUSES FOR DIFFERENT HOUSEHOLD TYPES AND INCOME LEVELS, INCLUDING EXTREMELY LOW-, VERY LOW-, LOW-, MODERATE-, AND MIDDLE-INCOME HOUSEHOLDS AS DESIGNATED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT;

(b) EXISTING HOUSING DIVERSITY AND STOCK;

(c) CURRENT JOBS BY INCOME LEVEL;

(d) CURRENT MEDIAN INCOME;

(e) POPULATION CHANGE PROJECTIONS, JOB GROWTH PROJECTIONS, AND DEMOGRAPHIC TRENDS FORECASTED BY THE STATE DEMOGRAPHY OFFICE;

(f) POPULATION AND DEMOGRAPHICS;

(g) MEASURES OF LOCAL RESOURCES DEDICATED TO THE DEVELOPMENT OF AFFORDABLE HOUSING;

(h) VACANCY RATES;

(i) MEASURES OF HOMELESSNESS AND HOUSING INSTABILITY; AND

(j) THE JOB-HOUSING BALANCE, INCLUDING THE AVAILABILITY OF HOUSING FOR LOW-INCOME WORKERS.

(3) NO LATER THAN DECEMBER 31, 2024, THE DIRECTOR SHALL DEVELOP GUIDANCE FOR REGIONS AND LOCAL GOVERNMENTS TO CONDUCT A DISPLACEMENT RISK ASSESSMENT. IN DEVELOPING THE GUIDANCE, THE DEPARTMENT SHALL INCLUDE METHODS, WITH VARIATIONS FOR DIFFERENT LOCAL CONTEXTS INCLUDING THE SIZE AND RESOURCE LEVELS OF LOCAL GOVERNMENTS, FOR LOCAL GOVERNMENTS TO USE TO:

(a) GATHER FEEDBACK THROUGH COMMUNITY ENGAGEMENT;

(b) IDENTIFY INFORMATION FROM NEIGHBORHOOD-LEVEL EARLY DISPLACEMENT WARNING AND RESPONSE SYSTEMS OR, IF THOSE SYSTEMS ARE UNAVAILABLE, IDENTIFY THE BEST AVAILABLE LOCAL, REGIONAL, STATE, OR FEDERAL DATA THAT CAN BE ANALYZED TO IDENTIFY RESIDENTS AT ELEVATED DISPLACEMENT RISK, WHICH MAY INCLUDE:

(I) THE PERCENTAGE OF HOUSEHOLDS THAT ARE EXTREMELY LOW-, VERY LOW-, AND LOW-INCOME, AS DESIGNATED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT;

(II) THE PERCENTAGE OF RESIDENTS WHO ARE RENTERS;

(III) THE PERCENTAGE OF COST-BURDENED HOUSEHOLDS, DEFINED

AS HOUSEHOLDS THAT SPEND MORE THAN THIRTY PERCENT OF THE HOUSEHOLD'S INCOME ON HOUSING NEEDS;

(IV) THE NUMBER OF ADULTS WHO ARE TWENTY-FIVE YEARS OF AGE OR OLDER AND HAVE NOT EARNED AT LEAST A HIGH SCHOOL DIPLOMA;

(V) THE PERCENTAGE OF HOUSEHOLDS IN WHICH ENGLISH IS NOT THE PRIMARY SPOKEN LANGUAGE;

(VI) THE NUMBER OF SINGLE HEADS OF HOUSEHOLD WITH CHILDREN UNDER EIGHTEEN YEARS OF AGE;

(VII) DATA REGARDING RENTS OR HOME VALUES THAT ARE INCREASING AT A SUBSTANTIALLY HIGHER RATE THAN ADJACENT NEIGHBORHOODS IN THE REGION OR LOCAL GOVERNMENT'S JURISDICTION;

(VIII) DATA REGARDING NEIGHBORHOODS WITH HIGH VOLUME OF SALES OF OWNER-OCCUPIED OR INVESTOR-OWNED HOUSING;

(IX) DATA REGARDING INCREASED SALES AND USE TAXES GENERATED FROM COMMERCIAL AND RETAIL ACTIVITY;

(X) DATA REGARDING BUSINESS CLOSURES; AND

(XI) THE PERCENTAGE OF HOUSING STOCK BUILT PRIOR TO 1970;

(c) IDENTIFY THE LOCATION OF MANUFACTURED HOME PARKS;

(d) IDENTIFY AREAS THAT QUALIFY AS DISADVANTAGED AS DETERMINED WITH THE CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL DEVELOPED BY THE COUNCIL ON ENVIRONMENTAL QUALITY IN THE OFFICE OF THE PRESIDENT OF THE UNITED STATES; AND

(e) IDENTIFY AREAS THAT WILL EXPERIENCE INCREASED ZONING CAPACITY ON OR AFTER JANUARY 1, 2025.

(4) ANY METHODOLOGY OR GUIDANCE DEVELOPED BY THE DIRECTOR PURSUANT TO THIS SECTION MUST PERMIT THE SUBSTITUTION OF AN ASSESSMENT OF HOUSING NEEDS OR DISPLACEMENT RISK CONDUCTED PURSUANT TO THE REQUIREMENTS OF ANY OTHER FEDERAL OR STATE LAW

OR REGULATION.

24-32-3703. Local housing needs assessments - procedure - exempt local governments. (1) (a) NO LATER THAN DECEMBER 31, 2026, EACH LOCAL GOVERNMENT SHALL CONDUCT AND PUBLISH A LOCAL HOUSING NEEDS ASSESSMENT THAT CONFORMS TO THE METHODOLOGY FOR CONDUCTING LOCAL HOUSING NEEDS ASSESSMENTS DEVELOPED BY THE DIRECTOR PURSUANT TO SECTION 24-32-3702 (1)(d) FOR THE TERRITORY COVERED BY THE LOCAL GOVERNMENT'S MASTER PLAN.

(b) A HOUSING NEEDS ASSESSMENT CONDUCTED BY OR ON BEHALF OF A LOCAL GOVERNMENT AFTER JANUARY 1, 2022, QUALIFIES AS HAVING SATISFIED THE REQUIREMENT OF SUBSECTION (1)(a) OF THIS SECTION, IF THE LOCAL GOVERNMENT SUBMITS THE ASSESSMENT TO THE DEPARTMENT NO LATER THAN DECEMBER 31, 2024, AND THE DEPARTMENT DETERMINES THAT THE MOST RECENT VERSION OF THE ASSESSMENT CONFORMS TO THE METHODOLOGY FOR CONDUCTING A REGIONAL HOUSING NEEDS ASSESSMENT OR LOCAL HOUSING NEEDS ASSESSMENT PURSUANT TO SECTION 24-32-3702. THE DEPARTMENT SHALL REVIEW A HOUSING NEEDS ASSESSMENT AND MAKE SUCH A DETERMINATION WITHIN NINETY DAYS OF A LOCAL GOVERNMENT SUBMITTING THE HOUSING NEEDS ASSESSMENT TO THE DEPARTMENT.

(2) BEGINNING ON DECEMBER 31, 2026, A LOCAL GOVERNMENT SHALL COMPLETE A HOUSING NEEDS ASSESSMENT NO LESS OFTEN THAN EVERY SIX YEARS, EXCEPT AS PROVIDED IN THIS SECTION.

(3) UPON CONDUCTING A LOCAL GOVERNMENT HOUSING NEEDS ASSESSMENT PURSUANT TO SUBSECTION (1) OF THIS SECTION, A LOCAL GOVERNMENT'S GOVERNING BODY SHALL CONSIDER THE LOCAL HOUSING NEEDS ASSESSMENT AT A PUBLIC MEETING. WITHIN SIXTY DAYS OF CONSIDERING THE LOCAL HOUSING NEEDS ASSESSMENT AT A PUBLIC MEETING, THE LOCAL GOVERNMENT SHALL SUBMIT THE HOUSING NEEDS ASSESSMENT ALONG WITH ANY COMMENTS OF THE LOCAL GOVERNMENT'S GOVERNING BODY TO THE DEPARTMENT. THE DEPARTMENT SHALL NOT ACCEPT A HOUSING NEEDS ASSESSMENT FROM A LOCAL GOVERNMENT THAT DOES NOT INCLUDE THE ELEMENTS LISTED IN SECTION 24-32-3702 (1)(d)(I) THROUGH (VI) AND DEMONSTRATE CONSIDERATION OF THE BASELINE COMPONENTS LISTED IN SECTION 24-32-3702 (2). THE DEPARTMENT SHALL NOTIFY A LOCAL GOVERNMENT IF IT DOES NOT ACCEPT AN ASSESSMENT. THE DEPARTMENT SHALL POST THE HOUSING NEEDS ASSESSMENT ON ITS WEBSITE

AFTER ACCEPTING THE ASSESSMENT.

(4) A LOCAL GOVERNMENT IS EXEMPT FROM THE REQUIREMENTS OF THIS SECTION IF:

(a) THE LOCAL GOVERNMENT PARTICIPATES IN THE CREATION OF A REGIONAL HOUSING NEEDS ASSESSMENT PURSUANT TO SECTION 24-32-3704 THAT IS UPDATED NO LESS OFTEN THAN EVERY SIX YEARS, PROVIDED THAT, TO BE EXEMPT FROM THE REQUIREMENT TO CONDUCT AND PUBLISH A LOCAL HOUSING NEEDS ASSESSMENT BY DECEMBER 31, 2026, THE REGIONAL HOUSING NEEDS ASSESSMENT MUST BE COMPLETED BY DECEMBER 31, 2026; OR

(b) THE LOCAL GOVERNMENT HAS A POPULATION OF LESS THAN ONE THOUSAND, OR HAS EXPERIENCED A NEGATIVE POPULATION CHANGE OF AT LEAST ONE PERCENT IN THE MOST RECENT DECENNIAL CENSUS, UNLESS THE LOCAL GOVERNMENT RECEIVES FUNDING TO CONDUCT A LOCAL HOUSING NEEDS ASSESSMENT FROM THE DEPARTMENT PURSUANT TO SECTION 24-32-3710.

(5) (a) POPULATION AND OTHER DATA BY WHICH A LOCAL GOVERNMENT IS DETERMINED TO BE SUBJECT TO THE PROVISIONS OF THIS SECTION MUST BE DETERMINED TWO YEARS PRIOR TO THE DATE THAT THE LOCAL GOVERNMENT IS REQUIRED TO COMPLETE A HOUSING NEEDS ASSESSMENT PURSUANT TO THIS SECTION.

(b) FOR THE PURPOSES OF BOTH THIS SECTION AND SECTION 24-32-3705, A COUNTY'S POPULATION INCLUDES ONLY THE POPULATION WITHIN A COUNTY'S UNINCORPORATED TERRITORY.

24-32-3704. Regional housing needs assessments. (1) A REGIONAL ENTITY MAY CONDUCT AND PUBLISH A REGIONAL HOUSING NEEDS ASSESSMENT THAT CONFORMS TO THE METHODOLOGY FOR CONDUCTING REGIONAL HOUSING NEEDS ASSESSMENTS DEVELOPED BY THE DIRECTOR PURSUANT TO SECTION 24-32-3702 (1)(c) FOR THE TERRITORY COVERED BY THE MASTER PLAN OF ANY LOCAL GOVERNMENT IN THE REGION.

(2) UPON CONDUCTING A REGIONAL HOUSING NEEDS ASSESSMENT PURSUANT TO SUBSECTION (1) OF THIS SECTION, A REGIONAL ENTITY SHALL PROVIDE THE REGIONAL HOUSING NEEDS ASSESSMENT TO EACH LOCAL

GOVERNMENT INCLUDED IN THE REGION. WITHIN SIXTY DAYS OF RECEIVING THE REGIONAL HOUSING NEEDS ASSESSMENT, A LOCAL GOVERNMENT'S GOVERNING BODY SHALL REVIEW THE ASSESSMENT AT A PUBLIC MEETING AND SHALL SUBMIT COMMENTS TO THE REGIONAL ENTITY.

(3) WITHIN SIXTY DAYS OF RECEIVING THE LOCAL GOVERNMENTS' COMMENTS ON THE REGIONAL HOUSING NEEDS ASSESSMENT PURSUANT TO SUBSECTION (2) OF THIS SECTION, A REGIONAL ENTITY SHALL SUBMIT THE HOUSING NEEDS ASSESSMENT ALONG WITH THE COMMENTS OF EACH LOCAL GOVERNMENT TO THE DEPARTMENT. THE DEPARTMENT SHALL NOT ACCEPT A HOUSING NEEDS ASSESSMENT FROM A REGIONAL ENTITY THAT DOES NOT INCLUDE THE ELEMENTS LISTED IN SECTION 24-32-3702 (1)(c)(I) THROUGH (VI) AND DEMONSTRATE CONSIDERATION OF THE BASELINE COMPONENTS LISTED IN SECTION 24-32-3702 (2). THE DEPARTMENT SHALL NOTIFY A REGIONAL ENTITY IF IT DOES NOT ACCEPT AN ASSESSMENT. THE DEPARTMENT SHALL POST THE HOUSING NEEDS ASSESSMENT ON ITS WEBSITE AFTER ACCEPTING THE ASSESSMENT.

24-32-3705. Housing action plan. (1) (a) BY JANUARY 1, 2028, AND NO LESS THAN EVERY SIX YEARS THEREAFTER, A LOCAL GOVERNMENT SHALL MAKE A HOUSING ACTION PLAN, WHICH PLAN IS SUBJECT TO APPROVAL BY THE GOVERNING BODY FOLLOWING A PUBLIC HEARING. A HOUSING ACTION PLAN MUST BE RESPONSIVE TO AN ACCEPTED HOUSING NEEDS ASSESSMENT AND DEMONSTRATE THE LOCAL GOVERNMENT'S COMMITMENT TO ADDRESS DEMONSTRATED HOUSING NEEDS AND GUIDES THE LOCAL GOVERNMENT IN DEVELOPING LEGISLATIVE ACTIONS, PROMOTING REGIONAL COORDINATION, AND INFORMING THE PUBLIC OF THE LOCAL GOVERNMENT'S EFFORTS TO ADDRESS HOUSING NEEDS IN THE LOCAL GOVERNMENT'S JURISDICTION.

(b) THE REQUIREMENTS OF THIS SECTION ONLY APPLY TO A LOCAL GOVERNMENT THAT HAS A POPULATION OF:

(I) FIVE THOUSAND OR MORE; OR

(II) ONE THOUSAND OR MORE AND EITHER PARTICIPATED IN A REGIONAL HOUSING NEEDS ASSESSMENT OR WOULD HAVE BEEN DEEMED, AS OF JANUARY 1, 2024, TO BE A RURAL RESORT COMMUNITY AS DEFINED IN SECTION 29-32-101 (10).

(c) THE REQUIREMENTS OF THIS SECTION DO NOT APPLY TO A LOCAL GOVERNMENT THAT HAS EXPERIENCED A NEGATIVE POPULATION CHANGE OF AT LEAST ONE PERCENT IN THE MOST RECENT DECENNIAL CENSUS.

(2) A LOCAL GOVERNMENT SHALL MAKE A HOUSING ACTION PLAN THROUGH AN INCLUSIVE PROCESS WITH PUBLIC OUTREACH AND ENGAGEMENT THROUGHOUT THE PROCESS, INCLUDING OUTREACH TO AND ENGAGEMENT OF COMMUNITIES AT RISK OF DISPLACEMENT AND CONSIDERATION FOR PARTICIPATION BY PERSONS UNABLE TO ATTEND MEETINGS IN PERSON OR AT THE LOCAL GOVERNMENT'S REGULAR MEETING TIMES. A HOUSING ACTION PLAN MUST CONSIDER ANY APPLICABLE HOUSING NEEDS ASSESSMENTS, APPLICABLE REGIONAL AND LOCAL PLANS, AND ANY AVAILABLE ASSESSMENTS OF THE ADEQUACY OF PUBLIC SERVICES AND PUBLIC FACILITIES IN THE LOCAL GOVERNMENT'S JURISDICTION. A PROPOSED HOUSING ACTION PLAN MUST BE POSTED PUBLICLY ON A LOCAL GOVERNMENT'S WEBSITE AT LEAST THIRTY DAYS BEFORE THE PUBLIC HEARING ON THE PLAN.

(3) A HOUSING ACTION PLAN MUST INCLUDE THE FOLLOWING BASELINE COMPONENTS:

(a) A SUMMARY REPORT OF THE LOCAL GOVERNMENT'S PROGRESS TOWARDS ADDRESSING THE FINDINGS OF THE APPLICABLE HOUSING NEEDS ASSESSMENT WITHIN THE LOCAL GOVERNMENT'S JURISDICTION. THE SUMMARY REPORT MUST INCLUDE THE NUMBER OF DWELLING UNITS CONSTRUCTED OR PERMITTED IN THE LOCAL GOVERNMENT'S JURISDICTION DURING THE PRECEDING SIX YEARS, IF SUCH INFORMATION IS AVAILABLE.

(b) A DESCRIPTION OF HOW THE LOCAL GOVERNMENT'S HOUSING ACTION PLAN ADDRESSES THE ALLOCATION OF REGIONAL HOUSING NEEDS TO THE LOCAL GOVERNMENT IN ANY APPLICABLE REGIONAL HOUSING NEEDS ASSESSMENT;

(c) AN ASSESSMENT OF THE EFFECT OF EXISTING ZONING AND DENSITY PERMITTED IN THE LOCAL GOVERNMENT'S JURISDICTION ON THE DEVELOPMENT OF THE NUMBER AND TYPES OF DWELLING UNITS IDENTIFIED IN THE APPLICABLE HOUSING NEEDS ASSESSMENT;

(d) A PLAN TO PROMOTE THE EQUITABLE AND EFFICIENT DEVELOPMENT OF THE NUMBER AND TYPES OF DWELLING UNITS IDENTIFIED

THROUGH ANY APPLICABLE HOUSING NEEDS ASSESSMENT AS NECESSARY TO SATISFY HOUSING NEEDS IN THE LOCAL GOVERNMENT'S JURISDICTION AT DIFFERENT INCOME LEVELS, INCLUDING EXTREMELY LOW-, VERY LOW-, MODERATE-, AND MIDDLE-INCOME HOUSEHOLDS AS DESIGNATED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, SUBJECT TO THE AVAILABILITY OF ADEQUATE PUBLIC FACILITIES, PUBLIC SERVICES, AND WATER SUPPLY;

(e) LOCALLY-APPROPRIATE GOALS, STRATEGIES, AND ACTIONS FOR PROMOTING THE PRODUCTION AND PRESERVATION OF AFFORDABLE HOUSING DEVELOPMENT AND REGULATED AFFORDABLE HOUSING, INCLUDING AT LEAST TWO STRATEGIES INCLUDED IN THE STANDARD AFFORDABILITY STRATEGIES DIRECTORY DESCRIBED IN SECTION 24-32-3706 (1) AND ONE STRATEGY INCLUDED IN THE LONG-TERM AFFORDABILITY STRATEGIES DIRECTORY DESCRIBED IN SECTION 24-32-3706 (2) THAT ARE SELECTED TO ADDRESS THE DEMONSTRATED HOUSING NEEDS IN THE LOCAL GOVERNMENT'S JURISDICTION AND ARE SUITABLE FOR THE JURISDICTION OR, IF THE LOCAL GOVERNMENT PARTICIPATED IN A REGIONAL HOUSING NEEDS ASSESSMENT, THE DEMONSTRATED HOUSING NEEDS OF THE APPLICABLE REGION AND ANY REGIONAL HOUSING NEEDS ALLOCATED TO THE LOCAL GOVERNMENT;

(f) A NARRATIVE ANALYSIS OF ANY AREA OR COMMUNITY THAT THE LOCAL GOVERNMENT HAS IDENTIFIED AS BEING AT ELEVATED RISK OF DISPLACEMENT AND A PLAN TO MITIGATE DISPLACEMENT IN THAT AREA OR COMMUNITY, INCLUDING THE IDENTIFICATION OF AT LEAST ONE DISPLACEMENT MITIGATION STRATEGY INCLUDED IN THE DISPLACEMENT RISK MITIGATION STRATEGIES DIRECTORY DESCRIBED IN SECTION 24-32-3706 (4) THAT THE LOCAL GOVERNMENT SELECTS TO ADDRESS THE FINDINGS OF THE LOCAL GOVERNMENT'S NARRATIVE ANALYSIS AND IS SUITABLE FOR THE JURISDICTION;

(g) A PLAN FOR THE LEGISLATIVE CONSIDERATION FOR ADOPTION OF THE STRATEGIES IDENTIFIED IN SUBSECTIONS (3)(e) AND (3)(f) OF THIS SECTION;

(h) ANY RECOMMENDED CHANGES TO LOCAL LAWS AFFECTING ZONING AND DENSITY IN THE LOCAL GOVERNMENT'S JURISDICTION BEFORE THE LOCAL GOVERNMENT CONDUCTS THE NEXT HOUSING ACTION PLAN;

(i) AN ANALYSIS OF OPPORTUNITIES TO ACHIEVE THE DEVELOPMENT OF HIGHER-DENSITY AND REGULATED AFFORDABLE HOUSING WITHIN A REASONABLE DISTANCE OF MAJOR TRANSIT STOPS IN THE JURISDICTION;

(j) A NARRATIVE DESCRIPTION OF THE PUBLIC OUTREACH AND ENGAGEMENT PROCESS FOR THE HOUSING ACTION PLAN; AND

(k) A DESCRIPTION OF OPPORTUNITIES FOR INTERGOVERNMENTAL COORDINATION TO ADDRESS LOCAL AND REGIONAL HOUSING NEEDS AND ANY SUCH INTERGOVERNMENTAL COORDINATION EFFORTS UNDERTAKEN BY THE LOCAL GOVERNMENT.

(4) WITHIN SIXTY DAYS OF APPROVAL BY THE GOVERNING BODY, THE LOCAL GOVERNMENT SHALL SUBMIT THE HOUSING ACTION PLAN DEVELOPED PURSUANT TO SUBSECTION (3) OF THIS SECTION TO THE DEPARTMENT AND, IF APPLICABLE, TO THE REGIONAL ENTITY THAT CONDUCTED A REGIONAL HOUSING NEEDS ASSESSMENT THAT APPLIES TO THE LOCAL GOVERNMENT. THE DEPARTMENT SHALL NOT ACCEPT A HOUSING ACTION PLAN THAT DOES NOT INCLUDE THE COMPONENTS REQUIRED BY SECTION 24-32-3705 (3). THE DEPARTMENT SHALL NOTIFY A LOCAL GOVERNMENT IF IT DOES NOT ACCEPT A HOUSING ACTION PLAN. THE DEPARTMENT SHALL POST THE HOUSING ACTION PLAN ON THE DEPARTMENT'S WEBSITE AFTER ACCEPTING THE PLAN.

(5) A LOCAL GOVERNMENT THAT ADOPTED A PLAN THAT SUBSTANTIALLY MEETS THE REQUIREMENTS OF SUBSECTION (3) OF THIS SECTION AND WAS THE SUBJECT OF A PUBLIC HEARING HELD NO EARLIER THAN JANUARY 1, 2024, AND NO LATER THAN JULY 1, 2024, IS NOT REQUIRED TO CONDUCT A HOUSING ACTION PLAN UNTIL FIVE YEARS AFTER THE DATE OF THE ADOPTION OF THE PLAN THAT SUBSTANTIALLY MEETS THE REQUIREMENTS OF SUBSECTION (3) OF THIS SECTION, NOTWITHSTANDING SUBSECTION (1) OF THIS SECTION.

(6) THREE YEARS AFTER ADOPTING A HOUSING ACTION PLAN, A LOCAL GOVERNMENT SHALL REPORT PROGRESS TO THE DEPARTMENT REGARDING THE ADOPTION OF ANY STRATEGIES OR CHANGES TO LOCAL LAWS IDENTIFIED IN THE HOUSING ACTION PLAN OR THE MOST RECENT UPDATED HOUSING ACTION PLAN. THE DEPARTMENT SHALL NOT ACCEPT SUCH A PROGRESS REPORT, IF THE REPORT DOES NOT DEMONSTRATE THAT THE LOCAL GOVERNMENT ADOPTED THE STRATEGIES AND CHANGES TO LOCAL LAWS IDENTIFIED IN THE HOUSING ACTION PLAN OR THE MOST RECENT

UPDATED HOUSING ACTION PLAN, UNLESS THE DEPARTMENT DETERMINES THAT THE LOCAL GOVERNMENT HAS BOTH MADE A GOOD FAITH EFFORT TO ADOPT THESES STRATEGIES OR CHANGES TO LOCAL LAW AND HAS PROVIDED THE DEPARTMENT WITH A PLAN FOR THE ADOPTION OF ALTERNATIVE STRATEGIES OR CHANGES TO LOCAL LAWS IN ACCORDANCE WITH THIS SECTION.

(7) A LOCAL GOVERNMENT MAY UPDATE A HOUSING ACTION PLAN AT ANY TIME BY FOLLOWING THE PROCESS IN SUBSECTION (2) OF THIS SECTION. A LOCAL GOVERNMENT SHALL SUBMIT ANY UPDATE TO A HOUSING ACTION PLAN TO THE DEPARTMENT AND, IF APPLICABLE, A REGIONAL ENTITY AS PROVIDED IN SUBSECTION (4) OF THIS SECTION. THE DEPARTMENT SHALL NOT ACCEPT ANY UPDATE THAT WOULD RESULT IN A HOUSING ACTION PLAN THAT DOES NOT INCLUDE THE COMPONENTS REQUIRED BY SECTION 24-32-3705 (3). THE DEPARTMENT SHALL NOTIFY THE LOCAL GOVERNMENT IF IT DOES NOT ACCEPT AN UPDATE. THE DEPARTMENT SHALL POST THE UPDATE ON ITS WEBSITE, AFTER ACCEPTING THE UPDATE.

(8) POPULATION BY WHICH A LOCAL GOVERNMENT IS DETERMINED TO BE SUBJECT TO THE PROVISIONS OF THIS SECTION MUST BE DETERMINED TWO YEARS PRIOR TO THE DATE THAT THE LOCAL GOVERNMENT IS REQUIRED TO COMPLETE A HOUSING ACTION PLAN PURSUANT TO THIS SECTION.

24-32-3706. Directories of housing and land use strategies - development of housing and increasing housing affordability - displacement impact mitigation. (1) NO LATER THAN JUNE 30, 2025, THE DEPARTMENT SHALL DEVELOP A STANDARD AFFORDABILITY STRATEGIES DIRECTORY THAT INCLUDES THE FOLLOWING STRATEGIES:

(a) IMPLEMENTING A LOCAL INCLUSIONARY ZONING ORDINANCE THAT CONSIDERS LOCAL HOUSING MARKET CONDITIONS THAT IS CRAFTED TO SUBSTANTIALLY INCREASE AFFORDABLE HOUSING INCLUDING REGULATED AFFORDABLE HOUSING PRODUCTION AND COMPLIES WITH THE REQUIREMENTS OF SECTION 29-20-104 (1)(e.5) AND (1)(e.7);

(b) ADOPTING A LOCAL LAW OR PLAN TO LEVERAGE PUBLICLY OWNED, SOLD, OR MANAGED LAND FOR REGULATED AFFORDABLE HOUSING DEVELOPMENT;

(c) CREATING OR EXPANDING A PROGRAM TO SUBSIDIZE OR

OTHERWISE REDUCE IMPACT FEES OR OTHER SIMILAR DEVELOPMENT CHARGES FOR REGULATED AFFORDABLE HOUSING DEVELOPMENT;

(d) ESTABLISHING A DENSITY BONUS PROGRAM THAT GRANTS INCREASED FLOOR AREA RATIO, DENSITY, OR HEIGHT OF REGULATED AFFORDABLE HOUSING UNITS;

(e) CREATING A PROGRAM TO PRIORITIZE AND EXPEDITE DEVELOPMENT APPROVALS FOR REGULATED AFFORDABLE HOUSING DEVELOPMENT, EXCEPT THAT IF THE LOCAL GOVERNMENT HAS DONE SO PURSUANT TO SECTION 29-32-105 (2), THIS STRATEGY DOES NOT COUNT AS AN ELIGIBLE STANDARD AFFORDABILITY STRATEGY FOR PURPOSES OF SECTION 29-32-3705 (3)(e);

(f) CREATING OR EXPANDING A PROGRAM TO SUBSIDIZE OR OTHERWISE REDUCE PERMIT FEES OTHER THAN IMPACT FEES OR SIMILAR DEVELOPMENT CHARGES FOR REGULATED AFFORDABLE HOUSING;

(g) ENACTING LOCAL LAWS THAT INCENTIVIZE THE CONSTRUCTION AND PRESERVATION OF AFFORDABLE HOUSING UNITS DESIGNED TO SERVE RESIDENTS FACING PARTICULAR CHALLENGES SECURING AFFORDABLE HOUSING, INCLUDING ACCESSIBLE AND VISITABLE UNITS AND MULTI-BEDROOM UNITS; AND

(h) ANY OTHER STRATEGY DESIGNATED BY THE DEPARTMENT THAT OFFERS A COMPARABLE IMPACT ON LOCAL HOUSING AFFORDABILITY.

(2) ON OR BEFORE JUNE 30, 2025, THE DEPARTMENT SHALL DEVELOP A LONG-TERM AFFORDABILITY STRATEGIES DIRECTORY THAT INCLUDES THE FOLLOWING STRATEGIES:

(a) ESTABLISHING A DEDICATED LOCAL REVENUE SOURCE FOR REGULATED AFFORDABLE HOUSING DEVELOPMENT, SUCH AS INSTITUTING A LINKAGE FEE ON MARKET RATE HOUSING DEVELOPMENT TO SUPPORT NEW, REGULATED AFFORDABLE HOUSING DEVELOPMENTS;

(b) REGULATING SHORT-TERM RENTALS, SECOND HOMES, OR OTHER UNDERUTILIZED OR VACANT UNITS IN A WAY, SUCH AS VACANCY FEES FOR UNDERUTILIZED UNITS, THAT PROMOTES A SUBSTANTIAL INCREASE IN THE USE OF LOCAL HOUSING STOCK FOR LOCAL HOUSING NEEDS;

(c) MAKING A COMMITMENT TO AND REMAINING ELIGIBLE TO RECEIVE FUNDING PURSUANT TO ARTICLE 32 OF THIS TITLE 29;

(d) AMENDING ZONING ORDINANCES THAT ALLOW THE CONSTRUCTION OF SINGLE-UNIT DETACHED DWELLINGS TO ALLOW EITHER ACCESSORY DWELLING UNITS OR DUPLEXES, TRIPLEXES, QUADPLEXES, AND TOWNHOMES IN A SUBSTANTIAL PORTION OF THE JURISDICTION;

(e) AMENDING LOCAL LAWS TO ESTABLISH THE USE OF ADMINISTRATIVE PROCESSES FOR THE REVIEW AND APPROVAL OF HOUSING DEVELOPMENT THAT DO NOT INCLUDE A REQUIREMENT OF A PUBLIC HEARING;

(f) INCENTIVIZING OR CREATING A DEDICATED LOCAL PROGRAM THAT FACILITATES INVESTMENT IN LAND BANKING OR COMMUNITY LAND TRUSTS;

(g) ESTABLISHING AN AFFORDABLE HOMEOWNERSHIP STRATEGY SUCH AS:

(I) ESTABLISHING A RIGHT OF FIRST REFUSAL PROGRAM OR PROGRAMS THAT TRANSITION EXISTING HOUSING STOCK TO REGULATED AFFORDABLE HOUSING;

(II) INCENTIVIZING AFFORDABLE CONDOMINIUM DEVELOPMENTS;

(III) ACQUIRING OR PRESERVING DEED RESTRICTIONS ON CURRENT HOUSING UNITS;

(IV) ESTABLISHING AN INCENTIVE PROGRAM TO ENCOURAGE REALTORS TO WORK WITH LOW-INCOME AND MINORITY PROSPECTIVE HOME BUYERS; OR

(V) ESTABLISHING AN AFFORDABLE RENT-TO-OWN PROGRAM; AND

(h) ANY OTHER STRATEGY DESIGNATED BY THE DEPARTMENT THAT OFFERS A COMPARABLE IMPACT ON LOCAL HOUSING AFFORDABILITY.

(3) A LOCAL GOVERNMENT MAY SUBMIT AN EXISTING OR PROPOSED LOCAL LAW OR PROGRAM, IN A FORM AND MANNER DETERMINED BY THE

DEPARTMENT, TO THE DEPARTMENT, AND THE DEPARTMENT MAY DETERMINE THAT THE ADOPTION OF THAT LOCAL LAW OR PROGRAM QUALIFIES AS AN AFFORDABILITY STRATEGY FOR PURPOSES OF THIS SECTION, SO LONG AS THE LOCAL LAW OR PROGRAM SUPPORTS EQUAL OR GREATER HOUSING AFFORDABILITY AND ACCESSIBILITY AS THE STRATEGIES DESCRIBED IN SUBSECTIONS (1) AND (2) OF THIS SECTION.

(4) NO LATER THAN JUNE 30, 2025, THE DEPARTMENT SHALL DEVELOP A DISPLACEMENT RISK MITIGATION STRATEGIES DIRECTORY. THE DIRECTORY MUST INCLUDE THE FOLLOWING STRATEGIES:

(a) CREATING A LOCALLY FUNDED AND ADMINISTERED RENTAL AND MORTGAGE ASSISTANCE PROGRAM;

(b) CREATING AN EVICTION AND FORECLOSURE NO-COST LEGAL REPRESENTATION PROGRAM;

(c) ESTABLISHING A HOUSING COUNSELING AND NAVIGATION PROGRAM OR FUNDING A COMMUNITY-BASED HOUSING COUNSELING AND NAVIGATION PROGRAM;

(d) CREATING A PROPERTY TAX AND DOWN PAYMENT ASSISTANCE PROGRAM;

(e) DEVELOPING A PROGRAM TO OFFER TECHNICAL ASSISTANCE AND FINANCIAL SUPPORT FOR COMMUNITY ORGANIZATIONS TO DEVELOP INDEPENDENT COMMUNITY LAND TRUSTS;

(f) PRIORITIZING LOCAL MONEY TOWARD REGULATED AFFORDABLE HOUSING UNIT PRESERVATION OR IMPLEMENTING OR CONTINUING DEED RESTRICTIONS FOR AFFORDABLE HOUSING UNITS;

(g) REQUIRING MULTIFAMILY DEVELOPERS BUILDING IN AREAS IDENTIFIED AS BEING AT RISK OF DISPLACEMENT TO CREATE A COMMUNITY BENEFITS AGREEMENT WITH AFFECTED POPULATIONS WITHIN ONE-QUARTER MILE OF THE DEVELOPMENT THAT THE MULTIFAMILY DEVELOPER IS BUILDING;

(h) PROVIDING A PRIORITIZATION POLICY FOR CURRENT RESIDENTS IN THIRTY PERCENT OF ANY NEW MULTIFAMILY DEVELOPMENT; AND

(i) OTHER STRATEGIES IDENTIFIED BY THE DEPARTMENT THAT PROVIDE DISPLACEMENT MITIGATION THAT IS EQUIVALENT TO THE OTHER STRATEGIES DESCRIBED IN THIS SUBSECTION (4).

(5) A LOCAL GOVERNMENT MAY SUBMIT AN EXISTING OR PROPOSED LOCAL LAW OR PROGRAM, IN A FORM AND MANNER DETERMINED BY THE DEPARTMENT, TO THE DEPARTMENT, AND THE DEPARTMENT MAY DETERMINE THAT THE ADOPTION OF THE LOCAL LAW OR PROGRAM QUALIFIES AS A DISPLACEMENT RISK MITIGATION STRATEGY FOR PURPOSES OF THIS SECTION, SO LONG AS THE LOCAL LAW OR PROGRAM SUPPORTS EQUAL OR GREATER MITIGATION OF DISPLACEMENT RISK AS THE STRATEGIES DESCRIBED IN SUBSECTION (4) OF THIS SECTION.

(6) NOTWITHSTANDING THE ABSENCE OF SPECIFIC AUTHORIZATION IN ANY OTHER LAW, A LOCAL GOVERNMENT HAS THE AUTHORITY TO ENACT ORDINANCES OR RESOLUTIONS TO ADOPT AND IMPLEMENT THE STRATEGIES IDENTIFIED IN THIS SECTION.

24-32-3707. Statewide strategic growth report. (1) NO LATER THAN OCTOBER 31, 2025, THE DIRECTOR SHALL SUBMIT TO THE GENERAL ASSEMBLY A STATEWIDE STRATEGIC GROWTH REPORT. THE REPORT MUST SUPPLEMENT THE STATEWIDE CLIMATE PREPAREDNESS STRATEGIC PLAN AND ROADMAP PUBLISHED PURSUANT TO SECTION 24-38.8-103 AND ANY OTHER CURRENT REPORT OF A STATE AGENCY OR TASK FORCE ADDRESSING THE MATTERS COVERED IN THIS SECTION.

(2) THE STRATEGIC GROWTH REPORT DESCRIBED IN SUBSECTION (1) OF THIS SECTION MUST:

(a) INCLUDE AN ANALYSIS OF POLICY-DRIVEN LAND USE SCENARIOS, INCLUDING A STRATEGIC GROWTH SCENARIO, AND EXAMINE THE IMPACTS OF THESE SCENARIOS ON THE COST AND AVAILABILITY OF HOUSING, INFRASTRUCTURE, CLIMATE AND AIR QUALITY, WATER SUPPLY, TRANSPORTATION AND TRANSIT, PARKS AND OPEN SPACE, RESOURCE LANDS, WILDFIRE RISK, AND CRITICAL AREAS;

(b) INCLUDE AN ANALYSIS OF THE IMPACT OF EXISTING STATE POLICIES AND PROGRAMS ON LAND USE DEVELOPMENT PATTERNS AND THE ENCOURAGEMENT OF SPRAWL;

(c) CONSIDER THE CONTEXT OF DIFFERENT REGIONS AND COMMUNITIES ACROSS THE STATE, EMPOWER AND PROMOTE LOCAL INITIATIVES AND IDEAS THAT LEAD TO STRATEGIC GROWTH, AND RECOGNIZE THAT ALL COMMUNITIES HAVE UNIQUE NEEDS THAT OFTEN CALL FOR ADDITIONAL FLEXIBILITY WHEN APPLYING STRATEGIC GROWTH GOALS, ESPECIALLY COMMUNITIES OUTSIDE OF METROPOLITAN AREAS AND COMMUNITIES VULNERABLE TO DISPLACEMENT; AND

(d) INCLUDE RECOMMENDATIONS FOR STATE LEGISLATION AND LOCAL LAWS, TO ENCOURAGE ENVIRONMENTALLY AND FISCALLY SUSTAINABLE GROWTH, INCLUDING BUT NOT LIMITED TO ECONOMIC INCENTIVES, FINANCING TOOLS, ACCESS CHARGES, URBAN GROWTH AREAS, THREE MILE PLANS, TRANSFER OF DEVELOPMENT RIGHTS, ANNEXATION, AND SPECIAL DISTRICTS.

(3) IN DEVELOPING THE STRATEGIC GROWTH REPORT DESCRIBED IN SUBSECTION (1) OF THIS SECTION, THE DIRECTOR SHALL CONSULT WITH STATE AGENCIES AND LOCAL GOVERNMENTS WITH FUNCTIONS OR JURISDICTION REGARDING THE MATTERS COVERED IN THIS SECTION AND LOCAL GOVERNMENTS, REGIONAL PLANNING AGENCIES, WATER PROVIDERS, UTILITY PROVIDERS, ECONOMIC DEVELOPMENT ENTITIES, AND EXPERTS IN FIELDS RELATED TO STRATEGIC GROWTH.

24-32-3708. Natural land and agricultural interjurisdictional opportunities report. (1) NO LATER THAN DECEMBER 31, 2025, THE DIRECTOR, IN CONSULTATION WITH RELEVANT STATE AGENCIES INCLUDING THE DEPARTMENT OF AGRICULTURE, THE DIVISION OF PARKS AND WILDLIFE IN THE DEPARTMENT OF NATURAL RESOURCES, THE OUTDOOR RECREATION INDUSTRY OFFICE IN THE OFFICE OF ECONOMIC DEVELOPMENT, AND THE COLORADO TOURISM OFFICE, SHALL DEVELOP AND PUBLISH A NATURAL LAND AND AGRICULTURAL INTERJURISDICTIONAL OPPORTUNITIES REPORT THAT MUST INCLUDE:

(a) OPPORTUNITIES FOR LOCAL GOVERNMENTS AND METROPOLITAN PLANNING ORGANIZATIONS TO ACHIEVE CONNECTIVITY TO OPEN SPACE, WILDLIFE HABITAT, AND OTHER PRIORITY LANDSCAPES;

(b) OPPORTUNITIES FOR LOCAL GOVERNMENTS AND METROPOLITAN PLANNING ORGANIZATIONS TO ACHIEVE THE PRESERVATION OF AGRICULTURAL LAND, HISTORIC AND CULTURAL RESOURCES, URBAN PARKS

AND GREEN SPACES, EXURBAN OPEN SPACES, RECREATIONAL RESOURCES, WILDLIFE HABITATS, AND ECOSYSTEMS WITH THE GREATEST NEED FOR CONSERVATION AND MITIGATION OF HAZARDS; AND

(c) BEST PRACTICES, TOOLS, AND RESOURCES RELATED TO SUBSECTIONS (1)(a) AND (1)(b) OF THIS SECTION.

(2) THE NATURAL LAND AND AGRICULTURAL INTERJURISDICTIONAL OPPORTUNITIES REPORT MUST INTEGRATE AND INCLUDE INFORMATION FROM RELEVANT STATE, REGIONAL, AND LOCAL PLANS THAT ADDRESS THE SUBJECT MATTERS IDENTIFIED IN SUBSECTION (1) OF THIS SECTION.

24-32-3709. Technical assistance. (1) THE DIVISION OF LOCAL GOVERNMENT SHALL PROVIDE TECHNICAL ASSISTANCE, MATERIALS, BRIEFINGS, CONSULTING SERVICES, TEMPLATES, TOOLS, TRAININGS, WEBINARS, OR OTHER GUIDANCE TO ASSIST LOCAL GOVERNMENTS IN:

(a) ESTABLISHING REGIONAL ENTITIES THAT PROMOTE STATEWIDE COVERAGE OF LOCAL GOVERNMENTS BY HOUSING NEEDS ASSESSMENTS WITHOUT UNNECESSARY DUPLICATION FOR THE PURPOSE OF CONDUCTING REGIONAL HOUSING NEEDS ASSESSMENTS AND DISPLACEMENT RISK ASSESSMENTS;

(b) CREATING HOUSING NEEDS ASSESSMENTS PURSUANT TO SECTIONS 24-32-3703 AND 24-32-3704;

(c) CONDUCTING A DISPLACEMENT RISK ANALYSIS WITH A STATE-CREATED TOOL;

(d) IDENTIFYING AND IMPLEMENTING STRATEGIES, INCLUDING IN THE DIRECTORIES DESCRIBED IN SECTION 24-32-3706;

(e) MAKING AND ADOPTING A HOUSING ACTION PLAN IN ACCORDANCE WITH SECTION 24-32-3705;

(f) ENACTING LAWS AND POLICIES PURSUANT TO ACCEPTED HOUSING NEEDS ASSESSMENTS AND ACCEPTED HOUSING ACTION PLANS THAT ENCOURAGE THE DEVELOPMENT OF A RANGE OF HOUSING TYPES, INCLUDING REGULATED AFFORDABLE HOUSING, OR MITIGATE THE IMPACT OF DISPLACEMENT IN ACCORDANCE WITH SECTION 24-32-3706; AND

(g) CREATING STRATEGIC GROWTH ELEMENTS IN MASTER PLANS AS DESCRIBED IN SECTION 30-28-106 (3)(a.5)(III) OR SECTION 31-23-206 (1.5)(d).

(2) IN DETERMINING TO WHOM IT WILL PROVIDE ASSISTANCE PURSUANT TO SUBSECTION (1) OF THIS SECTION, THE DIVISION OF LOCAL GOVERNMENT SHALL PRIORITIZE REQUESTS FOR TECHNICAL ASSISTANCE RELATED TO:

(a) CONDUCTING REGIONAL HOUSING NEEDS ASSESSMENTS, IF THE DEPARTMENT DETERMINES THAT THE REGIONAL ENTITY MEETS THE REQUIREMENTS OF THIS SECTION AND THE ASSESSMENT WOULD PROMOTE STATEWIDE COVERAGE OF LOCAL GOVERNMENTS BY HOUSING NEEDS ASSESSMENTS WITHOUT UNNECESSARY DUPLICATION;

(b) CONDUCTING HOUSING NEEDS ASSESSMENTS AND CREATING HOUSING ACTION PLANS CONTEMPORANEOUSLY; AND

(c) ENACTING LAWS AND POLICIES TO PRESERVE OR CREATE REGULATED AFFORDABLE HOUSING, MITIGATE DISPLACEMENT, OR INCREASE OPPORTUNITIES FOR MULTIFAMILY RESIDENTIAL HOUSING NEAR MAJOR TRANSIT STOPS.

(3) (a) IN ASSISTING LOCAL GOVERNMENTS PURSUANT TO SUBSECTION (1) OF THIS SECTION, THE DIVISION OF LOCAL GOVERNMENT SHALL PROVIDE FUNDING THROUGH EITHER A GRANT PROGRAM, THE PROVISION OF CONSULTANT SERVICES, OR BOTH DIRECTLY TO LOCAL GOVERNMENTS OR THROUGH A REGIONAL ENTITY AND SHALL PRIORITIZE FUNDING AND GRANT PROGRAMS ADMINISTERED BY THE DEPARTMENT FOR THE PURPOSES OF THIS SECTION, SO LONG AS DOING SO IS NOT INCONSISTENT WITH FEDERAL OR STATE LAW.

(b) ANY CONSULTANT RETAINED BY THE DEPARTMENT TO PROVIDE TECHNICAL ASSISTANCE PURSUANT TO THIS SECTION RELATING TO HOUSING NEEDS ASSESSMENTS AND HOUSING ACTION PLANS SHALL HAVE DEMONSTRATED EXPERIENCE CONDUCTING HIGH-QUALITY HOUSING NEEDS ASSESSMENTS AND STRATEGIC HOUSING PLANS AND ENGAGING UNDERREPRESENTED COMMUNITIES, RESIDENTS, AND WORKERS WITH DISPROPORTIONATE HOUSING NEEDS AND CHALLENGES.

(c) THE DEPARTMENT SHALL REQUIRE, AS A CONDITION OF ANY FUNDING AWARDED TO A LOCAL GOVERNMENT TO CONDUCT HOUSING NEEDS ASSESSMENTS OR CREATE HOUSING ACTION PLANS PURSUANT TO THIS SECTION, THAT:

(I) UNLESS NO SUCH PERSON IS AVAILABLE, ANY PERSON PROVIDING SERVICES TO THE LOCAL GOVERNMENT THAT WILL BE FUNDED BY THE AWARD MEETS THE REQUIREMENTS OF SUBSECTION (3)(b) OF THIS SECTION; AND

(II) THE LOCAL GOVERNMENT USE A PORTION OF THE FUNDS AWARDED BY THE DEPARTMENT TO CONDUCT HOUSING NEEDS ASSESSMENTS OR CREATING HOUSING ACTION PLANS PURSUANT TO THIS SECTION TO ENGAGE UNDERREPRESENTED AND UNDERRECOGNIZED COMMUNITIES.

(4) BEGINNING JANUARY 1, 2025, AND EVERY YEAR THEREAFTER, THE DIVISION OF LOCAL GOVERNMENT SHALL PROVIDE A REPORT ON THE ASSISTANCE REQUESTED BY LOCAL GOVERNMENTS PURSUANT TO THIS SECTION, WHETHER OR NOT ADEQUATE STATE FUNDING IS AVAILABLE TO PROVIDE THE ASSISTANCE REQUESTED BY LOCAL GOVERNMENTS, AND ANY ADDITIONAL RESOURCES THAT THE DIVISION OF LOCAL GOVERNMENT OR LOCAL GOVERNMENTS HAVE IDENTIFIED THAT WOULD ASSIST LOCAL GOVERNMENTS IN IDENTIFYING AND IMPLEMENTING LAWS AND POLICIES THAT WOULD INCREASE THE AVAILABILITY OF HOUSING IN COLORADO.

(5) (a) THE DIVISION OF LOCAL GOVERNMENT SHALL SERVE AS A CLEARING HOUSE, FOR THE BENEFIT OF LOCAL GOVERNMENTS AND REGIONAL ENTITIES, OF INFORMATION RELATING TO THIS PART 37 AND SHALL REFER LOCAL GOVERNMENTS TO STATE AND FEDERAL RESOURCES AND APPROPRIATE DEPARTMENTS OR AGENCIES OF THE STATE OR FEDERAL GOVERNMENT FOR ADVICE, ASSISTANCE, OR AVAILABLE SERVICES RELATING TO THIS PART 37.

(b) THE DIVISION OF LOCAL GOVERNMENT SHALL IDENTIFY OPPORTUNITIES FOR, ENCOURAGE, AND, WHEN SO REQUESTED, ASSIST COOPERATIVE EFFORTS AMONG LOCAL GOVERNMENTS IN SOLVING COMMON PROBLEMS RELATED TO POPULATION CHANGE AND THE IMPLEMENTATION OF THIS PART 37.

(c) THE DEPARTMENT MAY ATTEMPT TO MEDIATE DISPUTES BETWEEN

LOCAL GOVERNMENTS REGARDING THE ENACTMENT OF LOCAL LAWS OR POLICIES RELATED TO THE CREATION OF HOUSING NEEDS ASSESSMENTS AND HOUSING ACTION PLANS PURSUANT TO THIS PART 37, INTERJURISDICTIONAL COORDINATION OR DISPUTES REGARDING THE DEVELOPMENT OF LAND FOR RESIDENTIAL USES, INCLUDING REGULATED AFFORDABLE HOUSING USES AND THE PROVISION OF WATER AND SEWER SERVICES, AND ANYTHING ELSE COVERED BY THIS PART 37 OR REFER LOCAL GOVERNMENTS TO THE LIST OF MEDIATORS MAINTAINED PURSUANT TO SECTION 24-32-3209 TO ASSIST IN THE RESOLUTION OF SUCH DISPUTES.

(6) (a) THE HOUSING NEEDS PLANNING TECHNICAL ASSISTANCE FUND IS CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF GIFTS, GRANTS, AND DONATIONS CREDITED TO THE FUND AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE HOUSING NEEDS PLANNING TECHNICAL ASSISTANCE FUND TO THE FUND.

(b) MONEY IN THE HOUSING NEEDS PLANNING TECHNICAL ASSISTANCE FUND IS CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT FOR THE PURPOSES OF PROVIDING TECHNICAL ASSISTANCE AND IMPLEMENTING A GRANT PROGRAM PURSUANT TO THIS SECTION.

(c) (I) ON JULY 1, 2024, THE STATE TREASURER SHALL TRANSFER TO THE HOUSING NEEDS PLANNING TECHNICAL ASSISTANCE FUND:

(A) NOTWITHSTANDING THE ALLOCATION OF FUNDS DESCRIBED IN SECTION 39-29-110, OR ANY OTHER LAW TO THE CONTRARY, TEN MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE LOCAL GOVERNMENT SEVERANCE TAX FUND CREATED IN SECTION 39-29-110; AND

(B) NOTWITHSTANDING THE ALLOCATION OF FUNDS DESCRIBED IN SECTION 34-63-102, OR ANY OTHER LAW TO THE CONTRARY, FOUR MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE LOCAL GOVERNMENT MINERAL IMPACT FUND CREATED IN SECTION 34-63-102 (5).

(II) THIS SUBSECTION (6)(c) IS REPEALED, EFFECTIVE JULY 1, 2025.

24-32-3710. Prioritization for conformity with planning expectations. (1) ON OR AFTER DECEMBER 1, 2027, ANY GRANT PROGRAM

ADMINISTERED BY THE DEPARTMENT, THE COLORADO ENERGY OFFICE, THE OFFICE OF ECONOMIC DEVELOPMENT, THE DEPARTMENT OF TRANSPORTATION, THE DEPARTMENT OF NATURAL RESOURCES, THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, OR THE DEPARTMENT OF PERSONNEL AND ADMINISTRATION THAT AWARDS GRANTS TO COUNTIES AND MUNICIPALITIES FOR THE PRIMARY PURPOSE OF SUPPORTING LAND USE PLANNING OR HOUSING, EXCLUDING LAND USE PLANNING OR HOUSING PURSUANT TO ARTICLE 32 OF TITLE 29, MUST, SO LONG AS DOING SO IS NOT INCONSISTENT WITH FEDERAL LAW OR THE STATE CONSTITUTION, INCLUDE PRIORITIZATION CRITERIA THAT CONSIDER WHETHER:

(a) A CURRENT LOCAL OR REGIONAL HOUSING NEEDS ASSESSMENT HAS BEEN COMPLETED FOR THE LOCAL GOVERNMENT AND HAS BEEN ACCEPTED BY THE DEPARTMENT PURSUANT TO SECTION 24-32-3703 OR 24-32-3704;

(b) A HOUSING ACTION PLAN HAS BEEN ADOPTED BY THE LOCAL GOVERNMENT AND ACCEPTED BY THE DEPARTMENT PURSUANT TO SECTION 24-32-3705;

(c) A REPORT HAS BEEN SUBMITTED BY THE LOCAL GOVERNMENT AND ACCEPTED BY THE DEPARTMENT PURSUANT TO SECTION 24-32-3705 (6); AND

(d) THE MASTER PLAN FOR THE LOCAL GOVERNMENT INCLUDES A WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT AS DESCRIBED IN SECTIONS 30-28-106 (3)(a.5) AND 31-23-206 (1.5).

(2) IN CONSIDERING AWARDING A GRANT TO A LOCAL GOVERNMENT THAT IS NOT SUBJECT TO ANY OF THE PROVISIONS IDENTIFIED IN THE PRIORITIZATION CRITERIA DESCRIBED IN SUBSECTION (1) OF THIS SECTION, THE DEPARTMENT SHALL TREAT THE LOCAL GOVERNMENT AS IF IT HAS SATISFIED THE PRIORITIZATION CRITERIA IN SUBSECTION (1) OF THIS SECTION.

24-32-3711. Neighborhood centers - grant program prioritization. (1) ON OR BEFORE JUNE 30, 2025, THE DEPARTMENT SHALL ADOPT REASONABLE CRITERIA FOR THE DESIGNATION OF NEIGHBORHOOD CENTERS IN ACCORDANCE WITH SECTION 24-32-3701 (10), INCLUDING CRITERIA FOR VARYING REGIONAL CONTEXTS. THE DEPARTMENT SHALL

DESIGN THE CRITERIA ADOPTED PURSUANT TO THIS SUBSECTION (1) TO MINIMIZE THE FISCAL BURDEN ON LOCAL GOVERNMENTS. THE CRITERIA ADOPTED BY THE DEPARTMENT PURSUANT TO THIS SUBSECTION (1) MUST NOT:

(a) LIMIT OR RESTRICT THE AUTHORITY OF A LOCAL GOVERNMENT, INCLUDING AUTHORITY RELATING TO ZONING, REGULATION OF THE USE OF LAND, AND THE IMPOSITION OF FEES, CHARGES, AND TAXES, NOTWITHSTANDING THE EXERCISE OF THAT AUTHORITY TO ESTABLISH A NEIGHBORHOOD CENTER; OR

(b) REQUIRE THE MODIFICATION OF A CHARTER ADOPTED PURSUANT TO ARTICLE XX OF THE STATE CONSTITUTION.

(2) A LOCAL GOVERNMENT MAY DESIGNATE A NEIGHBORHOOD CENTER PURSUANT TO THIS SECTION AND SUBMIT A REPORT TO THE DEPARTMENT IN A FORM AND MANNER DETERMINED BY THE DEPARTMENT. THE DEPARTMENT SHALL NOT ACCEPT A REPORT DESIGNATING A NEIGHBORHOOD CENTER THAT DOES NOT COMPLY WITH THE CRITERIA ADOPTED BY THE DEPARTMENT. THE DEPARTMENT SHALL NOTIFY A LOCAL GOVERNMENT IF IT DOES NOT ACCEPT THE LOCAL GOVERNMENT'S REPORT.

(3) AS OF DECEMBER 31, 2026, EXCLUDING GRANT PROGRAMS GOVERNED BY ARTICLE 32 OF TITLE 29, THE DEPARTMENTS, OFFICES, AND AGENCIES IDENTIFIED IN SECTION 24-32-3710 SHALL UPDATE GRANT AWARD CRITERIA TO INCLUDE CONSIDERATION AND PRIORITIZATION OF, TO THE EXTENT CONSISTENT WITH THE PURPOSE OF THE GRANT PROGRAM AND ANY APPLICABLE PROVISION OF FEDERAL LAW OR THE STATE CONSTITUTION, PROJECTS THAT MEET ONE OF THE FOLLOWING CRITERIA:

(a) THE PROJECT IS IN OR SUPPORTS A NEIGHBORHOOD CENTER DESIGNATED IN A REPORT ACCEPTED BY THE DEPARTMENT PURSUANT TO SUBSECTION (2) OF THIS SECTION; OR

(b) THE PROJECT CONCERNS AN AREA THAT WOULD NOT MEET THE CRITERIA FOR DESIGNATION AS A NEIGHBORHOOD CENTER.

SECTION 2. In Colorado Revised Statutes, 30-28-106, **amend** (1); **repeal and reenact, with amendments,** (3)(a); and **add** (3)(a.3), (3)(a.5), (3)(a.7), (3)(a.9), and (8) as follows:

30-28-106. Master plan - definition. (1) It is the duty of a county planning commission to make and adopt a master plan for the physical development of the unincorporated territory of the county, SUBJECT TO THE APPROVAL OF THE COUNTY COMMISSION HAVING JURISDICTION THEREOF. When a county planning commission decides to adopt a master plan, the commission shall conduct public hearings, after notice of such public hearings has been published in a newspaper of general circulation in the county in a manner sufficient to notify the public of the time, place, and nature of the public hearing, prior to final adoption of a master plan in order to encourage public participation in and awareness of the development of such plan and shall accept and consider oral and written public comments throughout the process of developing the plan.

(3) (a) THE MASTER PLAN OF A COUNTY OR REGION, WITH THE ACCOMPANYING MAPS, PLATS, CHARTS, AND DESCRIPTIVE AND EXPLANATORY MATTER, MUST SHOW THE COUNTY OR REGIONAL PLANNING COMMISSION'S RECOMMENDATIONS FOR THE DEVELOPMENT OF THE TERRITORY COVERED BY THE MASTER PLAN. THE MASTER PLAN OF A COUNTY OR REGION IS AN ADVISORY DOCUMENT TO GUIDE LAND DEVELOPMENT DECISIONS; HOWEVER, THE MASTER PLAN OR ANY PART THEREOF MAY BE MADE BINDING BY INCLUSION IN THE COUNTY'S OR REGION'S ADOPTED SUBDIVISION, ZONING, PLATTING, PLANNED UNIT DEVELOPMENT, OR OTHER SIMILAR LAND DEVELOPMENT REGULATIONS AFTER SATISFYING NOTICE, DUE PROCESS, AND HEARING REQUIREMENTS FOR LEGISLATIVE OR QUASI-JUDICIAL PROCESSES AS APPROPRIATE.

(a.3) (I) THE COUNTY OR REGIONAL PLANNING COMMISSION SHALL FOLLOW THE PROCEDURES IN SECTION 24-32-3209. FOR PURPOSES OF THIS SECTION, ANY SPECIAL DISTRICT THAT SUPPLIES WATER TO THE AREA COVERED BY THE MASTER PLAN IS A NEIGHBORING JURISDICTION AS DEFINED IN SECTION 24-32-3209 (1)(h).

(II) IN ADOPTING OR AMENDING A MASTER PLAN, THE COUNTY OR REGIONAL PLANNING COMMISSION SHALL CONSIDER THE FOLLOWING, WHERE APPLICABLE OR APPROPRIATE, AND ANY OTHER INFORMATION DEEMED RELEVANT BY THE COUNTY OR REGIONAL PLANNING COMMISSION:

(A) THE APPLICABLE HOUSING NEEDS ASSESSMENTS PUBLISHED PURSUANT TO SECTIONS 24-32-3702 (1)(b), 24-32-3703, AND 24-32-3704;

(B) THE STATEWIDE STRATEGIC GROWTH REPORT CREATED PURSUANT TO SECTION 24-32-3707;

(C) THE NATURAL LAND AND AGRICULTURAL OPPORTUNITIES REPORT PUBLISHED PURSUANT TO SECTION 24-32-3708; AND

(D) THE COLORADO WATER PLAN ADOPTED PURSUANT TO SECTION 37-60-106.3.

(a.5) THE MASTER PLAN MUST INCLUDE:

(I) A NARRATIVE DESCRIPTION OF THE PROCEDURE USED FOR THE DEVELOPMENT AND ADOPTION OF THE MASTER PLAN, INCLUDING A SUMMARY OF ANY OBJECTIONS TO THE MASTER PLAN MADE BY NEIGHBORING JURISDICTIONS AS DEFINED IN SECTION 24-32-3209 (1)(h) AND A DESCRIPTION OF THE RESOLUTION OR OUTCOME OF THE OBJECTIONS;

(II) (A) A WATER SUPPLY ELEMENT DEVELOPED IN CONSULTATION WITH ENTITIES THAT SUPPLY WATER FOR USE WITHIN THE COUNTY OR REGION TO ENSURE COORDINATION ON WATER SUPPLY AND FACILITY PLANNING. NOTHING IN THIS SECTION REQUIRES THE PUBLIC DISCLOSURE OF CONFIDENTIAL INFORMATION RELATED TO WATER SUPPLY OR FACILITIES.

(B) THE WATER SUPPLY ELEMENT MUST ESTIMATE A RANGE OF WATER SUPPLIES AND FACILITIES NEEDED TO SUPPORT THE POTENTIAL PUBLIC AND PRIVATE DEVELOPMENT DESCRIBED IN THE MASTER PLAN, AND INCLUDE WATER CONSERVATION POLICIES, TO BE DETERMINED BY THE COUNTY OR LOCAL GOVERNMENTS WITHIN A REGION, WHICH MAY INCLUDE GOALS SPECIFIED IN THE COLORADO WATER PLAN ADOPTED PURSUANT TO SECTION 37-60-106.3 AND POLICIES TO IMPLEMENT WATER CONSERVATION AND OTHER COLORADO WATER PLAN GOALS AS A CONDITION OF DEVELOPMENT APPROVAL, FOR SUBDIVISIONS, PLANNED UNIT DEVELOPMENTS, SPECIAL USE PERMITS, AND ZONING CHANGES.

(C) A COUNTY OR REGION WITH A MASTER PLAN THAT INCLUDES A WATER SUPPLY ELEMENT SHALL ENSURE THAT ITS MASTER PLAN INCLUDES WATER CONSERVATION POLICIES AT THE FIRST AMENDING OF THE MASTER PLAN, BUT NOT LATER THAN JULY 1, 2025.

(D) NOTHING IN THIS SUBSECTION (3)(a.5)(II) SUPERSEDES,

ABROGATES, OR OTHERWISE IMPAIRS THE ALLOCATION OF WATER PURSUANT TO THE STATE CONSTITUTION OR ANY OTHER PROVISION OF LAW, THE RIGHT TO BENEFICIALLY USE WATER PURSUANT TO DECREES, CONTRACTS, OR OTHER WATER USE AGREEMENTS, OR THE OPERATION, MAINTENANCE, REPAIR, REPLACEMENT, OR USE OF ANY WATER FACILITY.

(E) THE DEPARTMENT OF LOCAL AFFAIRS MAY HIRE AND EMPLOY ONE FULL-TIME EMPLOYEE TO PROVIDE EDUCATIONAL RESOURCES AND ASSISTANCE TO A COUNTY OR REGION THAT INCLUDES WATER CONSERVATION POLICIES IN THE WATER SUPPLY ELEMENTS OF MASTER PLANS AS REQUIRED BY THIS SUBSECTION (3)(a.5)(II).

(III) A STRATEGIC GROWTH ELEMENT THAT INTEGRATES ELEMENTS OF THE MASTER PLAN TO DISCOURAGE SPRAWL AND PROMOTE THE DEVELOPMENT OR REDEVELOPMENT OF VACANT AND UNDERUTILIZED PARCELS IN URBAN AREAS TO ADDRESS THE DEMONSTRATED HOUSING NEEDS OF THE COUNTY OR REGION AND MITIGATE THE NEED FOR EXTENSION OF INFRASTRUCTURE AND PUBLIC SERVICES TO DEVELOP NATURAL AND AGRICULTURAL LANDS FOR RESIDENTIAL USES. THE STRATEGIC GROWTH ELEMENT MUST INCLUDE:

(A) A DESCRIPTION OF EXISTING AND POTENTIAL POLICIES AND TOOLS TO PROMOTE STRATEGIC GROWTH AND PREVENT SPRAWL;

(B) AN ANALYSIS OF VACANT AND UNDERUTILIZED SITES THAT IDENTIFIES VACANT, PARTIALLY VACANT, AND UNDERUTILIZED LAND NEAR EXISTING OR PLANNED TRANSIT OR JOB CENTERS THAT COULD BE USED FOR INFILL DEVELOPMENT, REDEVELOPMENT, AND NEW DEVELOPMENT OF HOUSING; ASSESSES THE GENERAL FEASIBILITY OF THE DEVELOPMENT OR REDEVELOPMENT OF SUCH SITES FOR RESIDENTIAL USE BASED ON EXISTING AND NEEDED INFRASTRUCTURE, TRANSPORTATION CAPACITY, ACCESS TO PUBLIC TRANSIT, AND PUBLIC FACILITIES AND SERVICES TO SERVE SUCH SITES; DESCRIBES THE PUBLIC BENEFITS OF THE DEVELOPMENT OR REDEVELOPMENT OF SUCH SITES TO THE COUNTY OR REGION AS AN ALTERNATIVE TO THE DEVELOPMENT OF PREVIOUSLY UNDEVELOPED NATURAL OR AGRICULTURAL LAND; AND IN A MANNER THAT IS CONSISTENT WITH THE MASTER PLAN, DESIGNATES SUCH SITES FOR WHICH DEVELOPMENT OR REDEVELOPMENT IS DEEMED TO BE GENERALLY FEASIBLE FOR FUTURE USES THAT INCLUDE RESIDENTIAL USES IN A MANNER THAT ADDRESSES THE DEMONSTRATED HOUSING NEEDS OF THE COUNTY OR REGION AT ALL INCOME

LEVELS; AND

(C) AN ANALYSIS OF UNDEVELOPED SITES THAT IDENTIFIES PREVIOUSLY UNDEVELOPED PARCELS THAT ARE NOT ADJACENT TO DEVELOPED LAND, INCLUDING EXISTING NATURAL AND AGRICULTURAL LAND, UNDER CONSIDERATION FOR FUTURE DEVELOPMENT, AND, FOR A COUNTY OR REGION IN A METROPOLITAN PLANNING ORGANIZATION ESTABLISHED UNDER THE "FEDERAL TRANSIT ACT OF 1998," 49 U.S.C. SEC. 5301 ET SEQ., AS AMENDED, LAND OUTSIDE OF CENSUS URBAN AREAS AS DEFINED BY THE UNITED STATES BUREAU OF THE CENSUS; ASSESSES THE GENERAL FEASIBILITY OF THE DEVELOPMENT OF SUCH SITES FOR RESIDENTIAL USE BASED ON EXISTING AND NEEDED INFRASTRUCTURE, TRANSPORTATION CAPACITY, ACCESS TO PUBLIC TRANSIT, AND PUBLIC FACILITIES AND SERVICES TO SERVE SUCH SITES; AND DESCRIBES THE LONG-TERM FISCAL IMPACT TO THE COUNTY OR REGION OF THE CONSTRUCTION, OWNERSHIP, MAINTENANCE, AND REPLACEMENT OF INFRASTRUCTURE AND PUBLIC FACILITIES AND THE PROVISION OF PUBLIC SERVICES TO SERVE DEVELOPMENT OF SUCH SITES;

(IV) THE MOST RECENT HOUSING ACTION PLAN OR PLANS ADOPTED BY THE COUNTY OR MUNICIPALITIES WITHIN THE REGION PURSUANT TO SECTION 24-32-3705; AND

(V) FOR A MASTER PLAN BY A REGIONAL PLANNING COMMISSION, THE MOST RECENT VERSION OF THE MASTER PLAN REQUIRED BY SECTION 31-12-105 (1)(e) BY EACH MUNICIPALITY THAT IS PART OF THE REGIONAL PLANNING COMMISSION AND A DESCRIPTION OF HOW EACH JURISDICTION WILL INTEGRATE THAT PLAN INTO THE MASTER PLAN.

(a.7) (I) A COUNTY OR REGION WITH A MASTER PLAN SHALL ENSURE THAT ITS MASTER PLAN INCLUDES A WATER SUPPLY ELEMENT AND A STRATEGIC GROWTH ELEMENT AS REQUIRED BY SUBSECTION (3)(a.5) OF THIS SECTION AT THE FIRST AMENDING OF THE MASTER PLAN THAT OCCURS ON OR AFTER JANUARY 1, 2026, BUT NOT LATER THAN DECEMBER 31, 2026. THE MASTER PLAN OF A COUNTY OR REGION ADOPTED OR AMENDED AFTER DECEMBER 31, 2026, MUST INCLUDE A WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT AS REQUIRED BY SUBSECTION (3)(a.5) OF THIS SECTION. THE COUNTY OR REGION MUST UPDATE THE WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT NO LESS FREQUENTLY THAN EVERY FIVE YEARS.

(II) A COUNTY OR REGION WITH A MASTER PLAN IS NOT REQUIRED TO INCLUDE A STRATEGIC GROWTH ELEMENT, IF THE COUNTY OR REGION HAS NOT RECEIVED FUNDING TO INCLUDE THE STRATEGIC GROWTH ELEMENT PURSUANT TO SECTION 24-32-3710 AND EITHER:

(A) HAS A POPULATION OF TWENTY THOUSAND OR LESS IN THE COUNTY'S UNINCORPORATED TERRITORY AND HAS EXPERIENCED NEGATIVE POPULATION CHANGE IN THE MOST RECENT DECENNIAL CENSUS; OR

(B) HAS A POPULATION OF FIVE THOUSAND OR LESS IN THE COUNTY'S UNINCORPORATED TERRITORY.

(a.9) THE MASTER PLAN MAY INCLUDE, WHERE APPLICABLE OR APPROPRIATE:

(I) THE GENERAL LOCATION, CHARACTER, AND EXTENT OF EXISTING, PROPOSED, OR PROJECTED STREETS OR ROADS, RIGHTS-OF-WAY, VIADUCTS, BRIDGES, WATERWAYS, WATERFRONTS, PARKWAYS, HIGHWAYS, MASS TRANSIT ROUTES AND CORRIDORS, AND ANY TRANSPORTATION PLAN PREPARED BY ANY METROPOLITAN PLANNING ORGANIZATION THAT COVERS ALL OR A PORTION OF THE COUNTY OR REGION AND THAT THE COUNTY OR REGION HAS RECEIVED NOTIFICATION OF OR, IF THE COUNTY OR REGION IS NOT LOCATED IN AN AREA COVERED BY A METROPOLITAN PLANNING ORGANIZATION, ANY TRANSPORTATION PLAN PREPARED BY THE DEPARTMENT OF TRANSPORTATION THAT THE COUNTY OR REGION HAS RECEIVED NOTIFICATION OF AND THAT APPLIES TO THE COUNTY OR REGION;

(II) THE GENERAL LOCATION OF PUBLIC PLACES OR FACILITIES, INCLUDING PUBLIC SCHOOLS; CULTURALLY, HISTORICALLY, OR ARCHAEOLOGICALLY SIGNIFICANT BUILDINGS, SITES, AND OBJECTS; PLAYGROUNDS, FORESTS, RESERVATIONS, SQUARES, PARKS, AIRPORTS, AVIATION FIELDS, MILITARY INSTALLATIONS; AND OTHER PUBLIC WAYS, GROUNDS, OPEN SPACES, TRAILS, AND DESIGNATED FEDERAL, STATE, AND LOCAL WILDLIFE AREAS. FOR PURPOSES OF THIS SECTION, "MILITARY INSTALLATION" HAS THE SAME MEANING AS SPECIFIED IN SECTION 29-20-105.6 (2)(b).

(III) THE GENERAL LOCATION AND EXTENT OF PUBLIC UTILITIES, TERMINALS, CAPITAL FACILITIES, AND TRANSFER FACILITIES, WHETHER PUBLICLY OR PRIVATELY OWNED, FOR WATER, LIGHT, POWER, SANITATION,

TRANSPORTATION, COMMUNICATION, HEAT, AND OTHER PURPOSES AND ANY PROPOSED OR PROJECTED NEEDS FOR CAPITAL FACILITIES AND UTILITIES, INCLUDING THE PRIORITIES, ANTICIPATED COSTS, AND FUNDING PROPOSALS FOR SUCH FACILITIES AND UTILITIES;

(IV) THE ACCEPTANCE, WIDENING, REMOVAL, EXTENSION, RELOCATION, NARROWING, VACATION, ABANDONMENT, MODIFICATION, OR CHANGE OF USE OF ANY OF THE PUBLIC WAYS, RIGHTS-OF-WAY, INCLUDING THE COORDINATION OF SUCH RIGHTS-OF-WAY WITH THE RIGHTS-OF-WAY OF OTHER COUNTIES, REGIONS, OR MUNICIPALITIES, GROUNDS, OPEN SPACES, BUILDINGS, PROPERTIES, UTILITIES, OR TERMINALS REFERRED TO IN SUBSECTIONS (3)(a.5)(II)(C), (3)(a.9)(I), (3)(a.9)(II), AND (3)(a.9)(III) OF THIS SECTION;

(V) METHODS FOR ASSURING ACCESS TO APPROPRIATE CONDITIONS FOR SOLAR, WIND, OR OTHER ALTERNATIVE ENERGY SOURCES, INCLUDING GEOTHERMAL ENERGY USED FOR WATER HEATING OR SPACE HEATING OR COOLING IN A SINGLE BUILDING, FOR SPACE HEATING FOR MORE THAN ONE BUILDING THROUGH A PIPELINE NETWORK, OR FOR ELECTRICITY GENERATION;

(VI) THE GENERAL CHARACTER, LOCATION, AND EXTENT OF COMMUNITY CENTERS, TOWNSITES, HOUSING DEVELOPMENTS, WHETHER PUBLIC OR PRIVATE; THE EXISTING, PROPOSED, OR PROJECTED LOCATION OF RESIDENTIAL NEIGHBORHOODS AND SUFFICIENT LAND FOR FUTURE HOUSING DEVELOPMENT FOR THE EXISTING AND PROJECTED ECONOMIC AND OTHER NEEDS OF ALL CURRENT AND ANTICIPATED RESIDENTS OF THE COUNTY OR REGION; AND URBAN CONSERVATION OR REDEVELOPMENT AREAS. IF A COUNTY OR REGION HAS ENTERED INTO A REGIONAL PLANNING AGREEMENT, THE AGREEMENT MAY BE INCORPORATED BY REFERENCE INTO THE MASTER PLAN.

(VII) THE GENERAL LOCATION AND EXTENT OF FORESTS, AGRICULTURAL AREAS, FLOOD CONTROL AREAS, AND OPEN DEVELOPMENT AREAS FOR PURPOSES OF CONSERVATION, FOOD AND WATER SUPPLY, SANITARY AND DRAINAGE FACILITIES, FLOOD CONTROL, OR THE PROTECTION OF URBAN DEVELOPMENT;

(VIII) A LAND CLASSIFICATION AND UTILIZATION PROGRAM;

(IX) PROJECTIONS OF POPULATION CHANGE AND HOUSING NEEDS TO ACCOMMODATE THE PROJECTED POPULATION FOR SPECIFIED INCREMENTS OF TIME. THE COUNTY OR REGION MAY BASE THESE PROJECTIONS UPON DATA FROM THE DEPARTMENT OF LOCAL AFFAIRS AND UPON THE COUNTY'S OR REGION'S LOCAL OBJECTIVES.

(X) THE LOCATION OF AREAS CONTAINING STEEP SLOPES, GEOLOGICAL HAZARDS, ENDANGERED OR THREATENED SPECIES, WETLANDS, FLOODPLAINS, FLOODWAYS, AND FLOOD RISK ZONES, HIGHLY ERODIBLE LAND OR UNSTABLE SOILS, AND WILDFIRE HAZARDS. FOR PURPOSES OF DETERMINING THE LOCATION OF SUCH AREAS, THE PLANNING COMMISSION SHOULD CONSIDER THE FOLLOWING SOURCES FOR GUIDANCE:

(A) THE COLORADO GEOLOGICAL SURVEY FOR DEFINING AND MAPPING GEOLOGICAL HAZARDS;

(B) THE UNITED STATES FISH AND WILDLIFE SERVICE OF THE UNITED STATES DEPARTMENT OF THE INTERIOR AND THE PARKS AND WILDLIFE COMMISSION CREATED IN SECTION 33-9-101 FOR LOCATING AREAS INHABITED BY ENDANGERED OR THREATENED SPECIES;

(C) THE UNITED STATES ARMY CORPS OF ENGINEERS AND THE UNITED STATES FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY FOR DEFINING AND MAPPING WETLANDS;

(D) THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR DEFINING AND MAPPING FLOODPLAINS, FLOODWAYS, AND FLOOD RISK ZONES;

(E) THE NATURAL RESOURCES CONSERVATION SERVICE OF THE UNITED STATES DEPARTMENT OF AGRICULTURE FOR DEFINING AND MAPPING UNSTABLE SOILS AND HIGHLY ERODIBLE LAND; AND

(F) THE COLORADO STATE FOREST SERVICE FOR LOCATING WILDFIRE HAZARD AREAS.

(8) A COUNTY OR REGIONAL PLANNING COMMISSION SHALL SUBMIT THE MASTER PLAN AND ANY SEPARATELY APPROVED WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT TO THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT OF LOCAL AFFAIRS. THE DIVISION OF LOCAL GOVERNMENT SHALL REVIEW MASTER PLANS AND MAY PROVIDE

COMMENTS TO THE COMMISSION.

SECTION 3. In Colorado Revised Statutes, 31-23-206, **repeal and reenact, with amendments,** (1); and **add** (1.3), (1.5), (1.7), (1.9), and (8) as follows:

31-23-206. Master plan. (1) IT IS THE DUTY OF THE COMMISSION TO MAKE AND ADOPT A MASTER PLAN FOR THE PHYSICAL DEVELOPMENT OF THE MUNICIPALITY, INCLUDING ANY AREAS OUTSIDE ITS BOUNDARIES, SUBJECT TO THE APPROVAL OF THE GOVERNMENTAL BODY HAVING JURISDICTION THEREOF, THAT IN THE COMMISSION'S JUDGMENT BEAR RELATION TO THE PLANNING OF THE MUNICIPALITY. THE MASTER PLAN OF A MUNICIPALITY IS AN ADVISORY DOCUMENT TO GUIDE LAND DEVELOPMENT DECISIONS; HOWEVER, THE MASTER PLAN OR ANY PART THEREOF MAY BE MADE BINDING BY INCLUSION IN THE MUNICIPALITY'S ADOPTED SUBDIVISION, ZONING, PLATTING, PLANNED UNIT DEVELOPMENT, OR OTHER SIMILAR LAND DEVELOPMENT REGULATIONS AFTER SATISFYING NOTICE, DUE PROCESS, AND HEARING REQUIREMENTS FOR LEGISLATIVE OR QUASI-JUDICIAL PROCESSES AS APPROPRIATE. THE MASTER PLAN, WITH THE ACCOMPANYING MAPS, PLATS, CHARTS, AND DESCRIPTIVE MATTER, MUST SHOW THE COMMISSION'S RECOMMENDATIONS FOR THE DEVELOPMENT OF THE MUNICIPALITY AND OUTLYING AREAS.

(1.3) (a) WHEN A COMMISSION DECIDES TO ADOPT A MASTER PLAN, THE COMMISSION SHALL CONDUCT PUBLIC HEARINGS, AFTER NOTICE OF SUCH PUBLIC HEARINGS HAS BEEN PUBLISHED IN A NEWSPAPER OF GENERAL CIRCULATION IN THE MUNICIPALITY IN A MANNER SUFFICIENT TO NOTIFY THE PUBLIC OF THE TIME, PLACE, AND NATURE OF THE PUBLIC HEARING, PRIOR TO FINAL ADOPTION OF A MASTER PLAN IN ORDER TO ENCOURAGE PUBLIC PARTICIPATION IN AND AWARENESS OF THE DEVELOPMENT OF THE MASTER PLAN AND SHALL ACCEPT AND CONSIDER ORAL AND WRITTEN PUBLIC COMMENTS THROUGHOUT THE PROCESS OF DEVELOPING THE MASTER PLAN.

(b) THE COMMISSION SHALL FOLLOW THE PROCEDURES IN SECTION 24-32-3209. FOR PURPOSES OF THIS SECTION, ANY SPECIAL DISTRICT THAT SUPPLIES WATER TO THE AREA COVERED BY THE MASTER PLAN IS A NEIGHBORING JURISDICTION AS DEFINED IN SECTION 24-32-3209 (1)(h).

(c) FOR ANY MASTER PLAN ADOPTED AFTER JANUARY 1, 2026, THE COMMISSION SHALL CONSIDER THE FOLLOWING, WHERE APPLICABLE OR

APPROPRIATE, AND ANY OTHER INFORMATION DEEMED RELEVANT BY THE COMMISSION:

(I) THE APPLICABLE HOUSING NEEDS ASSESSMENTS PUBLISHED PURSUANT TO SECTION 24-32-3702 (1)(b), 24-32-3703, OR 24-32-3704;

(II) THE STATEWIDE STRATEGIC GROWTH REPORT CREATED PURSUANT TO SECTION 24-32-3707;

(III) THE NATURAL LAND AND AGRICULTURAL OPPORTUNITIES REPORT PUBLISHED PURSUANT TO SECTION 24-32-3708; AND

(IV) THE COLORADO WATER PLAN ADOPTED PURSUANT TO SECTION 37-60-106.3.

(1.5) THE MASTER PLAN MUST INCLUDE:

(a) A NARRATIVE DESCRIPTION OF THE PROCEDURE USED FOR THE DEVELOPMENT AND ADOPTION OF THE MASTER PLAN, INCLUDING A SUMMARY OF ANY OBJECTIONS TO THE MASTER PLAN MADE BY NEIGHBORING JURISDICTIONS PURSUANT TO SECTION 24-32-3209 AND A DESCRIPTION OF THE RESOLUTION OR OUTCOME OF THE OBJECTIONS;

(b) THE MOST RECENT VERSION OF THE MASTER PLAN REQUIRED BY SECTION 31-12-105 (1)(e) OR A SIMILAR MASTER PLAN FOR AREAS OF POTENTIAL GROWTH WITHIN THREE MILES OF THE MUNICIPALITY'S EXISTING BOUNDARIES AND A DESCRIPTION OF HOW THE MUNICIPALITY INTENDS TO INTEGRATE THAT PLAN INTO THE MASTER PLAN;

(c) (I) A WATER SUPPLY ELEMENT DEVELOPED IN CONSULTATION WITH ENTITIES THAT SUPPLY WATER FOR USE WITHIN THE MUNICIPALITY TO ENSURE COORDINATION ON WATER SUPPLY AND FACILITY PLANNING. NOTHING IN THIS SECTION REQUIRES THE PUBLIC DISCLOSURE OF CONFIDENTIAL INFORMATION RELATED TO WATER SUPPLY OR FACILITIES.

(II) THE WATER SUPPLY ELEMENT MUST:

(A) ESTIMATE A RANGE OF WATER SUPPLIES AND FACILITIES NEEDED TO SUPPORT THE POTENTIAL PUBLIC AND PRIVATE DEVELOPMENT DESCRIBED IN THE MASTER PLAN; AND

(B) INCLUDE WATER CONSERVATION POLICIES, TO BE DETERMINED BY THE MUNICIPALITY, WHICH MAY INCLUDE GOALS SPECIFIED IN THE COLORADO WATER PLAN ADOPTED PURSUANT TO SECTION 37-60-106.3 AND POLICIES TO IMPLEMENT WATER CONSERVATION AND OTHER COLORADO WATER PLAN GOALS AS A CONDITION OF DEVELOPMENT APPROVAL, INCLUDING SUBDIVISIONS, PLANNED UNIT DEVELOPMENTS, SPECIAL USE PERMITS, AND ZONING CHANGES.

(III) A MUNICIPALITY WITH A MASTER PLAN THAT INCLUDES A WATER SUPPLY ELEMENT SHALL ENSURE THAT ITS MASTER PLAN INCLUDES WATER CONSERVATION POLICIES AT THE FIRST AMENDING OF THE MASTER PLAN, BUT NOT LATER THAN JULY 1, 2025;

(IV) NOTHING IN THIS SUBSECTION (1.5)(c) SUPERSEDES, ABROGATES, OR OTHERWISE IMPAIRS THE ALLOCATION OF WATER PURSUANT TO THE STATE CONSTITUTION OR ANY OTHER PROVISION OF LAW, THE RIGHT TO BENEFICIALLY USE WATER PURSUANT TO DECREES, CONTRACTS, OR OTHER WATER USE AGREEMENTS, OR THE OPERATION, MAINTENANCE, REPAIR, REPLACEMENT, OR USE OF ANY WATER FACILITY; AND

(V) THE DEPARTMENT OF LOCAL AFFAIRS MAY HIRE AND EMPLOY ONE FULL-TIME EMPLOYEE TO PROVIDE EDUCATIONAL RESOURCES AND ASSISTANCE TO MUNICIPALITIES THAT INCLUDE WATER CONSERVATION POLICIES IN THE WATER SUPPLY ELEMENTS OF MASTER PLANS AS REQUIRED BY THIS SUBSECTION (1.5)(c).

(d) A STRATEGIC GROWTH ELEMENT THAT INTEGRATES ELEMENTS OF THE MASTER PLAN TO DISCOURAGE SPRAWL AND PROMOTE THE DEVELOPMENT OR REDEVELOPMENT OF VACANT AND UNDERUTILIZED PARCELS IN URBAN AREAS TO ADDRESS THE MUNICIPALITY'S DEMONSTRATED HOUSING NEEDS AND MITIGATE THE NEED FOR EXTENSION OF INFRASTRUCTURE AND PUBLIC SERVICES TO DEVELOP NATURAL AND AGRICULTURAL LANDS FOR RESIDENTIAL USES. THE STRATEGIC GROWTH ELEMENT MUST INCLUDE:

(I) A DESCRIPTION OF EXISTING AND POTENTIAL POLICIES AND TOOLS TO PROMOTE STRATEGIC GROWTH AND PREVENT SPRAWL;

(II) AN ANALYSIS OF VACANT AND UNDERUTILIZED SITES THAT:

(A) IDENTIFIES VACANT, PARTIALLY VACANT, AND UNDERUTILIZED LAND NEAR EXISTING OR PLANNED TRANSIT OR JOB CENTERS THAT COULD BE USED FOR INFILL DEVELOPMENT, REDEVELOPMENT, AND NEW DEVELOPMENT OF HOUSING;

(B) ASSESSES THE GENERAL FEASIBILITY OF THE DEVELOPMENT OR REDEVELOPMENT OF SUCH SITES FOR RESIDENTIAL USE BASED ON EXISTING AND NEEDED INFRASTRUCTURE, TRANSPORTATION CAPACITY, ACCESS TO PUBLIC TRANSIT, AND PUBLIC FACILITIES AND SERVICES TO SERVE SUCH SITES;

(C) DESCRIBES THE PUBLIC BENEFITS OF THE DEVELOPMENT OR REDEVELOPMENT OF SUCH SITES TO THE MUNICIPALITY AS AN ALTERNATIVE TO THE DEVELOPMENT OF PREVIOUSLY UNDEVELOPED NATURAL OR AGRICULTURAL LAND; AND

(D) IN A MANNER THAT IS CONSISTENT WITH THE MASTER PLAN, DESIGNATES SUCH SITES FOR WHICH DEVELOPMENT OR REDEVELOPMENT IS DEEMED TO BE GENERALLY FEASIBLE FOR FUTURE USES THAT INCLUDE RESIDENTIAL USES IN A MANNER THAT ADDRESSES THE MUNICIPALITY'S DEMONSTRATED HOUSING NEEDS AT ALL INCOME LEVELS; AND

(III) AN ANALYSIS OF UNDEVELOPED SITES THAT:

(A) IDENTIFIES PREVIOUSLY UNDEVELOPED PARCELS THAT ARE NOT ADJACENT TO DEVELOPED LAND, INCLUDING EXISTING NATURAL AND AGRICULTURAL LAND, UNDER CONSIDERATION FOR FUTURE DEVELOPMENT, AND, FOR A MUNICIPALITY IN A METROPOLITAN PLANNING ORGANIZATION ESTABLISHED UNDER THE "FEDERAL TRANSIT ACT OF 1998," 49 U.S.C. SEC. 5301 ET SEQ., AS AMENDED, LAND OUTSIDE OF CENSUS URBAN AREAS AS DEFINED BY THE UNITED STATES BUREAU OF THE CENSUS;

(B) ASSESSES THE GENERAL FEASIBILITY OF THE DEVELOPMENT OF SUCH SITES FOR RESIDENTIAL USE BASED ON EXISTING AND NEEDED INFRASTRUCTURE, TRANSPORTATION CAPACITY, ACCESS TO PUBLIC TRANSIT, AND PUBLIC FACILITIES AND SERVICES TO SERVE SUCH SITES; AND

(C) DESCRIBES THE LONG-TERM FISCAL IMPACT TO THE MUNICIPALITY OF THE CONSTRUCTION, OWNERSHIP, MAINTENANCE, AND REPLACEMENT OF INFRASTRUCTURE AND PUBLIC FACILITIES AND THE

PROVISION OF PUBLIC SERVICES TO SERVE DEVELOPMENT OF SUCH SITES; AND

(e) THE MOST RECENT HOUSING ACTION PLAN ADOPTED BY THE MUNICIPALITY PURSUANT TO SECTION 24-32-3705.

(1.7) (a) A MUNICIPALITY WITH A MASTER PLAN SHALL ENSURE THAT ITS MASTER PLAN INCLUDES A WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT AS REQUIRED BY SUBSECTION (1.5) OF THIS SECTION AT THE FIRST AMENDING OF THE MASTER PLAN THAT OCCURS ON OR AFTER JANUARY 1, 2026, BUT NOT LATER THAN DECEMBER 31, 2026. THE MASTER PLAN OF A MUNICIPALITY ADOPTED OR AMENDED AFTER DECEMBER 31, 2026, MUST INCLUDE A WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT AS REQUIRED BY SUBSECTION (1.5) OF THIS SECTION. A MUNICIPALITY SHALL UPDATE THE WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT AS REQUIRED BY SUBSECTION (1.5) OF THIS SECTION NO LESS FREQUENTLY THAN EVERY FIVE YEARS.

(b) A MUNICIPALITY WITH A MASTER PLAN IS NOT REQUIRED TO INCLUDE A STRATEGIC GROWTH ELEMENT IF THE MUNICIPALITY HAS NOT RECEIVED FUNDING TO INCLUDE THE STRATEGIC GROWTH ELEMENT PURSUANT TO SECTION 24-32-3710 AND EITHER:

(I) HAS A POPULATION OF TWENTY THOUSAND OR LESS AND HAS EXPERIENCED NEGATIVE POPULATION CHANGE IN THE MOST RECENT DECENNIAL CENSUS; OR

(II) HAS A POPULATION OF TWO THOUSAND OR LESS.

(1.9) THE MASTER PLAN MAY INCLUDE, WHERE APPLICABLE OR APPROPRIATE:

(a) THE GENERAL LOCATION, CHARACTER, AND EXTENT OF EXISTING, PROPOSED, OR PROJECTED STREETS, ROADS, RIGHTS-OF-WAY, BRIDGES, WATERWAYS, WATERFRONTS, PARKWAYS, HIGHWAYS, MASS TRANSIT ROUTES AND CORRIDORS, AND ANY TRANSPORTATION PLAN PREPARED BY ANY METROPOLITAN PLANNING ORGANIZATION THAT COVERS ALL OR A PORTION OF THE MUNICIPALITY AND THAT THE MUNICIPALITY HAS RECEIVED NOTIFICATION OF OR, IF THE MUNICIPALITY IS NOT LOCATED IN AN AREA COVERED BY A METROPOLITAN PLANNING ORGANIZATION, ANY TRANSPORTATION PLAN PREPARED BY THE DEPARTMENT OF

TRANSPORTATION THAT THE MUNICIPALITY HAS RECEIVED NOTIFICATION OF AND THAT COVERS ALL OR A PORTION OF THE MUNICIPALITY;

(b) THE GENERAL LOCATION OF PUBLIC PLACES OR FACILITIES, INCLUDING PUBLIC SCHOOLS, CULTURALLY, HISTORICALLY, OR ARCHAEOLOGICALLY SIGNIFICANT BUILDINGS, SITES, AND OBJECTS, PLAYGROUNDS, SQUARES, PARKS, AIRPORTS, AVIATION FIELDS, MILITARY INSTALLATIONS, AND OTHER PUBLIC WAYS, GROUNDS, OPEN SPACES, TRAILS, AND DESIGNATED FEDERAL, STATE, AND LOCAL WILDLIFE AREAS. FOR PURPOSES OF THIS SECTION, "MILITARY INSTALLATION" HAS THE SAME MEANING AS SPECIFIED IN SECTION 29-20-105.6 (2)(b).

(c) THE GENERAL LOCATION AND EXTENT OF PUBLIC UTILITIES TERMINALS, CAPITAL FACILITIES, AND TRANSFER FACILITIES, WHETHER PUBLICLY OR PRIVATELY OWNED OR OPERATED, FOR WATER, LIGHT, SANITATION, TRANSPORTATION, COMMUNICATION, POWER, AND OTHER PURPOSES AND ANY PROPOSED OR PROJECTED NEEDS FOR CAPITAL FACILITIES AND UTILITIES, INCLUDING THE PRIORITIES, ANTICIPATED COSTS, AND FUNDING PROPOSALS FOR SUCH FACILITIES AND UTILITIES;

(d) THE ACCEPTANCE, REMOVAL, RELOCATION, WIDENING, NARROWING, VACATING, ABANDONMENT, MODIFICATION, CHANGE OF USE, OR EXTENSION OF ANY OF THE PUBLIC WAYS, RIGHTS-OF-WAY, INCLUDING THE COORDINATION OF SUCH RIGHTS-OF-WAY WITH THE RIGHTS-OF-WAY OF OTHER MUNICIPALITIES, COUNTIES, OR REGIONS, GROUNDS, OPEN SPACES, BUILDINGS, PROPERTY, UTILITY, OR TERMINALS REFERRED TO IN SUBSECTIONS (1.5)(c), (1.7)(a), AND (1.7)(b) OF THIS SECTION;

(e) A ZONING PLAN FOR THE CONTROL OF THE HEIGHT, AREA, BULK, LOCATION, AND USE OF BUILDINGS AND PREMISES. SUCH A ZONING PLAN MAY PROTECT AND ASSURE ACCESS TO APPROPRIATE CONDITIONS FOR SOLAR, WIND, OR OTHER ALTERNATIVE ENERGY SOURCES, INCLUDING GEOTHERMAL ENERGY USED FOR WATER HEATING OR SPACE HEATING OR COOLING IN A SINGLE BUILDING, FOR SPACE HEATING FOR MORE THAN ONE BUILDING THROUGH A PIPELINE NETWORK, OR FOR ELECTRICITY GENERATION; HOWEVER, REGULATIONS AND RESTRICTIONS OF THE HEIGHT, NUMBER OF STORIES, SIZE OF BUILDINGS AND OTHER STRUCTURES, AND THE HEIGHT AND LOCATION OF TREES AND OTHER VEGETATION SHALL NOT APPLY TO EXISTING BUILDINGS, STRUCTURES, TREES, OR VEGETATION EXCEPT FOR NEW GROWTH ON SUCH VEGETATION;

(f) THE GENERAL CHARACTER, LOCATION, AND EXTENT OF COMMUNITY CENTERS, HOUSING DEVELOPMENTS, WHETHER PUBLIC OR PRIVATE; THE EXISTING, PROPOSED, OR PROJECTED LOCATION OF RESIDENTIAL NEIGHBORHOODS AND SUFFICIENT LAND FOR FUTURE HOUSING DEVELOPMENT FOR THE EXISTING AND PROJECTED ECONOMIC AND OTHER NEEDS OF ALL CURRENT AND ANTICIPATED RESIDENTS OF THE MUNICIPALITY; AND REDEVELOPMENT AREAS. IF A MUNICIPALITY HAS ENTERED INTO A REGIONAL PLANNING AGREEMENT, THE AGREEMENT MAY BE INCORPORATED BY REFERENCE INTO THE MASTER PLAN.

(g) A PLAN FOR THE EXTRACTION OF COMMERCIAL MINERAL DEPOSITS PURSUANT TO SECTION 34-1-304;

(h) A PLAN FOR THE LOCATION AND PLACEMENT OF PUBLIC UTILITIES THAT FACILITATES THE PROVISION OF SUCH UTILITIES TO ALL EXISTING, PROPOSED, OR PROJECTED DEVELOPMENTS IN THE MUNICIPALITY;

(i) PROJECTIONS OF POPULATION CHANGE AND HOUSING NEEDS TO ACCOMMODATE THE PROJECTED POPULATION FOR SPECIFIED INCREMENTS OF TIME. THE MUNICIPALITY MAY BASE THESE PROJECTIONS UPON DATA FROM THE DEPARTMENT OF LOCAL AFFAIRS AND UPON THE MUNICIPALITY'S LOCAL OBJECTIVES;

(j) THE AREAS CONTAINING STEEP SLOPES, GEOLOGICAL HAZARDS, ENDANGERED OR THREATENED SPECIES, WETLANDS, FLOODPLAINS, FLOODWAYS, AND FLOOD RISK ZONES, HIGHLY ERODIBLE LAND OR UNSTABLE SOILS, AND WILDFIRE HAZARDS. FOR PURPOSES OF DETERMINING THE LOCATION OF SUCH AREAS, THE PLANNING COMMISSION SHOULD CONSIDER THE FOLLOWING SOURCES FOR GUIDANCE:

(I) THE COLORADO GEOLOGICAL SURVEY FOR DEFINING AND MAPPING GEOLOGICAL HAZARDS;

(II) THE UNITED STATES FISH AND WILDLIFE SERVICE OF THE UNITED STATES DEPARTMENT OF THE INTERIOR AND THE PARKS AND WILDLIFE COMMISSION CREATED IN SECTION 33-9-101 FOR LOCATING AREAS INHABITED BY ENDANGERED OR THREATENED SPECIES;

(III) THE UNITES STATES ARMY CORPS OF ENGINEERS AND THE UNITED STATES FISH AND WILDLIFE SERVICE NATIONAL WETLANDS

INVENTORY FOR DEFINING AND MAPPING WETLANDS;

(IV) THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR DEFINING AND MAPPING FLOODPLAINS, FLOODWAYS, AND FLOOD RISK ZONES;

(V) THE NATURAL RESOURCES CONSERVATION SERVICE OF THE UNITED STATES DEPARTMENT OF AGRICULTURE FOR DEFINING AND MAPPING UNSTABLE SOILS AND HIGHLY ERODIBLE LAND; AND

(VI) THE COLORADO STATE FOREST SERVICE FOR LOCATING WILDFIRE HAZARD AREAS.

(8) THE COMMISSION SHALL SUBMIT THE MASTER PLAN AND ANY SEPARATELY APPROVED WATER SUPPLY ELEMENT AND STRATEGIC GROWTH ELEMENT TO THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT OF LOCAL AFFAIRS. THE DIVISION OF LOCAL GOVERNMENT SHALL REVIEW MASTER PLANS AND MAY PROVIDE COMMENTS TO THE COMMISSION.

SECTION 4. In Colorado Revised Statutes, 38-33.3-106.5, **add** (6) as follows:

38-33.3-106.5. Prohibitions contrary to public policy - patriotic, political, or religious expression - public rights-of-way - fire prevention - renewable energy generation devices - affordable housing - drought prevention measures - child care - definitions. (6) (a) AN ASSOCIATION SHALL NOT PROHIBIT OR RESTRICT THE CONSTRUCTION OF ACCESSORY DWELLING UNITS OR MIDDLE HOUSING IF THE ZONING LAWS OF THE LOCAL JURISDICTION WOULD OTHERWISE ALLOW SUCH USES ON A PROPERTY. THIS SUBSECTION (6)(a) APPLIES ONLY TO ANY DECLARATION RECORDED ON OR AFTER JULY 1, 2024, OR IN ANY BYLAWS OR RULES AND REGULATIONS OF THE ASSOCIATION ADOPTED OR AMENDED ON OR AFTER JULY 1, 2024, UNLESS THE DECLARATION, BYLAWS, OR RULES AND REGULATIONS CONTAINED SUCH A RESTRICTION AS OF THE EFFECTIVE DATE OF THIS SUBSECTION (6)(a).

(b) AS USED IN THIS SUBSECTION (6), UNLESS THE CONTEXT OTHERWISE REQUIRES:

(I) "ACCESSORY DWELLING UNIT" MEANS AN INTERNAL, ATTACHED, OR DETACHED DWELLING UNIT THAT IS LOCATED ON THE SAME LOT AS A

PROPOSED OR EXISTING PRIMARY RESIDENCE.

(II) "MIDDLE HOUSING" MEANS A RESIDENTIAL STRUCTURE OR STRUCTURES THAT INCLUDE BETWEEN TWO AND FOUR SEPARATE DWELLING UNITS IN A STRUCTURE, A TOWNHOME BUILDING, OR A COTTAGE CLUSTER OF UP TO FOUR UNITS.

SECTION 5. Appropriation. For the 2024-25 state fiscal year, $583,864 is appropriated to the office of the governor for use by the office of information technology. This appropriation is from reappropriated funds received from the department of local affairs from the housing needs planning technical assistance fund created in section 24-32-3709 (6)(a), C.R.S. To implement this act, the office may use this appropriation to provide information technology services for the department of local affairs.

SECTION 6. Safety clause. The general assembly finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety or for appropriations for

the support and maintenance of the departments of the state and state institutions.

Steve Fenberg
PRESIDENT OF
THE SENATE

Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Cindi L. Markwell
SECRETARY OF
THE SENATE

Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED Thursday May 30th 2024 at 11:20 AM
(Date and Time)

Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

Housing Needs Assessment Guide for Colorado Communities

December 2024

Legislative Requirements per SB24-174



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Acknowledgments

State of Colorado

Department of Local Affairs

KC McFerson, Senior Planner, Community Development Office
Scott Williamson, Land Use & Water Planner, Community Development Office
Robyn DiFalco, Local Planning Capacity Grant Program Manager (Prop 123), Community Development Office
Andy Hill, Director, Community Development Office
Mitch Hendrick, Senior Housing and Land Use Planner, Community Development Office

State Demography Office

Elizabeth Garner, State Demographer, State Demography Office
Caitlin McKennie, Economist, State Demography Office
Adam Bickford, Data Analyst, State Demography Office
Greg Totten, Economist, State Demography Office
Nancy Gedeon, Demographer, State Demography Office
Todd Bleess, GIS Developer, State Demography Office
Cindy DeGroen, Demographer, State Demography Office
Kate Watkins, State Demography Office

Colorado Energy Office

Kelly Blynn, Senior Policy Advisor, Colorado Energy Office

Colorado Department of Transportation

Nathan Lindquist, Land Use Planning

Governor's Office

Eleni Angelides, Legislative Director
Jonathan Moore, Senior Policy Advisor

Outreach Participants - specialists in the following fields:

Affordable Housing
Homelessness
Disability Rights
Housing Needs Assessment experts
Tenants' Rights
Metropolitan Planning Organizations
Local Governments - Rural Mountain, Urban, Suburban, Rural Plains, Resort

Technical Content

Wendy Sullivan, President, WSW Consulting, Inc.
Sarah McClain, President, Western Spaces, LLC
Rachel Shindman, Vice President, Economic & Planning Systems (EPS)
Avilia Bueno, Director, Root Policy Research
Heidi Aggeler, Managing Director, Root Policy Research
Mollie Fitzpatrick, Managing Director, Root Policy Research
Andrew Coburn, President, Urban Rural Continuum, LLC

How to Use This Guide

This document provides guidance on how to conduct a housing needs assessment (HNA), with a focus on state HNA requirements established by Senate Bill 24-174. It is organized into the following primary chapters:

- Chapter 1: Introduction to Housing Needs Assessments. Defines the purpose and recommended use of HNAs and general steps for designing a study.
- Chapter 2: Understanding HNA Requirements. An overview of HNA requirements under Senate Bill 24-174, as well as other state and federal programs to consider.
- Chapter 3: Defining the Scope of Your HNA. Includes considerations for identifying the purpose of your study, data sources and research that will be needed, the geographic scope of your study, and extent of community engagement to achieve desired results.
- Chapter 4: Housing Needs Assessment Framework. A recommended (but not required) framework for organizing an HNA, incorporating state requirements and recommended best practices to tailor analyses for your community and effectively analyze housing needs.
- Chapter 5: Definitions and Terminology. Defines common housing terms that are not specifically defined in the state legislation, but that are necessary to understand when developing an HNA pursuant to this guidance.
- Chapter 6: Data Sources. A list of data sources referenced within this document and commonly used for HNA research, including a table identifying the geographies for which each data source is available and considerations when applying the data.
- Appendix A: HNA Requirements – Quick Reference Guide. A short reference guide highlighting only the required outputs pursuant to Senate Bill 24-174. This can be used as a checklist reference to review HNAs for submission to DOLA.

This guide caters to a diverse audience, ranging from first-time HNA drafters through skilled specialists, including:

- Local and regional government staff and officials;
- Housing agencies and authorities;
- Consultants specializing in housing needs assessments;
- Community organizations and non-profits invested in housing issues; and
- Residents interested in understanding and supporting local housing initiatives.

Chapter 1: Introduction to Housing Needs Assessments

What is a Housing Needs Assessment (HNA)

A Housing Needs Assessment (HNA) identifies the type and amount of housing needed in a community or region to ensure current and future resident and employee households at all income levels have access to quality housing that they can afford. As a result, an HNA does more than estimate the number of housing units needed to accommodate projected population or job growth. An HNA evaluates demographic trends, economic characteristics, housing unit inventory, housing market conditions, development opportunities and constraints, and existing housing programs and services, combined with input from stakeholders and residents, to identify where the market is providing suitable housing and where it is not. The HNA uses this information to estimate how much additional housing is needed to address current housing shortfalls and keep up with future growth. The objective is to estimate the housing needed to ensure quality housing is available and affordable for resident and employee households at all income levels and at different life stages to sustain community and economic health and vibrancy.

It is important to understand that an HNA is an informational tool. While the state of Colorado requires each local government to complete an HNA, the state does not require jurisdictions to build a certain number of housing units or produce a certain type of affordable housing. Rather, completed HNAs are to be used for state agency planning, select grant programs, and regions and local governments to develop housing action plans tailored to the unique constraints, resources, and capacity of a community or region. Senate Bill 24-174 requirements are further described in Chapter 2.

How to Use an HNA

By identifying the current housing challenges and future housing needs in a community, an HNA serves many purposes, such as:

- **Informing Housing Policy and Programs:** An HNA guides local governments, housing service organizations, and other partners in crafting policies, programs, and partnerships to address housing shortages and affordability challenges.

- **Planning for Change:** HNAs help communities plan for evolving demographic and economic conditions by estimating how many housing units will be needed as households, housing markets, and employment levels change.
- **Accessing Funding:** HNAs can be used to inform applications for state or federal housing grants and financing. This includes Colorado's State Affordable Housing Fund (or Proposition 123), which requires detailed data on the demonstrated average housing needs for rural resort jurisdictions filing a petition.
- **Increasing Affordability and Housing Stability:** By identifying the housing needs of households at different income levels, local governments can create programs to improve the availability of housing that is secure and affordable for residents.
- **Sustaining Community and Economic Vibrancy:** HNAs identify the housing needs of resident and employee households at all life stages, helping jurisdictions develop housing strategies that support local businesses, economic development, and a generally diverse and thriving community.
- **Educating and Building Support:** HNAs can be used to educate community members and leaders on housing problems, telling the data-driven "housing story" and providing robust information for decision-making, which is necessary to build program support within communities and address housing needs.



What an HNA is Not

In addition to the benefits of an HNA, it is also important to understand its limitations. For example:

- **An HNA is Not a Market Study:** An HNA provides a high-level view of housing needs for various income levels to aid in broad-scale planning. Specific details, such as the type of unit, bedroom mix, and types of households served will be affected by the location of a development, neighborhood characteristics, other housing construction, and market conditions at the time of development, among other factors. While an HNA may be the catalyst for a project to be proposed, a market study is best suited to define the specifics of who the project should serve (e.g., families or singles), bedroom mix, unit sizes, and amenities based on market dynamics at the time of development.
- **An HNA Will Not Build Housing by Itself:** The assessment provides data to inform housing strategies. An HNA will not build housing by itself, but will provide information to educate the community and leaders, grow support for addressing local housing needs, and help communities plan for needed housing programs and development.
- **An HNA is Not for Specialized Needs:** Targeting the housing needs of households with unique needs, such as seniors, people with disabilities, and the chronically homeless, requires tailored studies beyond the scope of a general housing needs assessment. Housing products, such as assisted living facilities, senior-only developments, and supportive housing, have unique characteristics, requiring more in-depth study to pinpoint needs.



NOT a Market Study

Project-specific details come from market studies.



WON'T Build Housing

Provides data but doesn't construct housing.



NOT for Specialized Needs

Unique populations require tailored studies.

Steps to Develop an HNA

This guide provides a comprehensive overview of the HNA process, incorporating the requirements of Colorado Senate Bill 24-174. It presents a structured framework, guidance on data sources and methodologies, and best practices for conducting an effective HNA.

The HNA process involves a systematic approach with the following key steps:

1. **Understand HNA Requirements**: Review Chapter 2 to understand and align your HNA with the legislative requirements and definitions in Senate Bill 24-174, as well as considerations for other programs that may use the HNA.
2. **Define Your Study**: Determine the scope of your assessment, whether it's regional or local, how you want to use the study, and what questions you want to answer, as described in Chapter 3. Consider factors such as housing market dynamics, regional relationships, community sentiment and concerns, and data availability.
3. **Understand the HNA Framework**: Familiarize yourself with the HNA framework in Chapter 4, which includes key analysis topics such as demographic trends, economic conditions, housing market and inventory, and housing problems.
4. **Collect and Analyze Data**: Utilize the data sources and methodologies detailed in Chapter 4 and Chapter 6 to gather and analyze relevant data for your study area. Primary research, such as stakeholder interviews, community surveys, or other outreach, is recommended to supplement information from secondary data sources.
5. **Engage the Community**: Involve residents, employers, and stakeholders throughout the HNA process to ensure a comprehensive and inclusive assessment. Actively incorporate diverse perspectives and local knowledge to supplement and help interpret data trends, refine strategies, and build support for outcomes.
6. **Develop Recommendations**: Based on your HNA analysis, formulate custom recommendations for addressing housing needs and gaps in the study area.

Chapter 2: Understanding HNA Requirements

State Requirements: Senate Bill 24-174

Senate Bill 24-174 requires each local government, with some exceptions, to conduct and publish an HNA no later than December 31, 2026, and to update the HNA **at least every six years** thereafter. The bill's objective is to promote comprehensive planning for housing needs throughout Colorado, by providing accurate data for statewide, regional, and local government planning, while minimizing the fiscal impact on jurisdictions completing HNAs. Therefore, jurisdictions are not required to build a certain number of housing units or produce a certain type of affordable housing. Rather, completed HNAs are to be used as an informational tool to develop housing action plans that are tailored to the unique constraints, resources, and capacity of a community or region (see Section 24-32-3705).

Each local government must conduct and publish an HNA that adheres to the requirements established by SB 24-174, unless exempt under Section 24-32-3703(4). HNAs submitted to the Department for approval must include information outlined in Section 24-32-3702(1)(c)(I) through (VI) for a regional assessment and Section 24-32-3702(1)(d)(I) through (VI) for a local assessment. In producing these outputs, HNAs must demonstrate consideration of the baseline data specified in Section 24-32-3702(2). Requirements and timelines for completing, publishing, and submitting HNAs for review by the Department of Local Affairs ("Department") are detailed in Section 24-32-3703 for local HNAs and Section 24-32-3704 for regional HNAs.

The full bill text may be accessed at:
https://leg.colorado.gov/sites/default/files/2024a_174_signed.pdf

Required HNA Content

The state requires that HNAs submitted to the Department for approval produce certain common outputs, while allowing flexibility in how those outputs are derived. Required outputs and baseline data components that should be considered, as specified by SB 24-174, are listed below.

Required Outputs. At a minimum, housing needs assessments must include the information specified below for regional and local studies (see Sections 24-32-3702(1)(c)&(d)). Local and regional study requirements are the same for each item, except as noted in parts (II) and (V), below:

I. **Housing Stock**
Estimate existing housing stock in the region and in each local jurisdiction that forms the region.

II. **Estimate Housing Needs**
Estimate housing needs in the region and each local government's jurisdiction, sorted by income level and dwelling type, including accessible units, visitable units (local HNAs only), supportive units, for-sale units, and rental units.

III. **Number of Households**
Estimate the number of households in the region and each local government's jurisdiction that forms the region.

IV. **Jobs by Salary**
Estimate the number of jobs in the region and each local government's jurisdiction that forms the region, sorted by annual salary and wage.

V. **Allocate Housing Needs**
Distribute housing needs across jurisdictions based on job availability and local economic dependencies, among other factors. For regional HNAs, this includes promoting a balance of jobs and housing options that accommodate all income levels. Local HNAs must report the relevant portion of housing needs identified in any applicable state or regional HNA for the local government within its HNA.

VI. **Displacement Risk**
Identify areas with elevated risks of displacement in the region and each local government jurisdiction.

Housing needs assessments must also include "recommended policy and programmatic responses to the findings of the housing needs assessment, including the assessment of displacement risk." (Section 24-32-3702(1)(e)(I)). Recommendations will help guide housing action plan discussions. Pursuant to Section 24-32-3705, housing action plans must be created prior to January 1, 2028, and no less than every 6 years thereafter. Please reference the Housing Action Plan guidance for more information.

Recommended Outputs. While the following HNA outputs are not explicitly required under Sections 24-32-3703 and 3704, including them in local and regional HNAs is highly recommended (see Sections 24-32-3702(1)(c)&(d)):

VII. **Water Supply Needs**
Estimate water supply needs for existing dwelling units and estimated housing needs (reported in I and II, above), using per capita usage rates identified in consultation with the Department of Natural Resources.

VIII. **Market Limitations**
Assess market limitations on the development of for-sale multifamily housing (regional HNAs) or all types of housing (local HNAs).

Baseline Data Components (Must Consider). Section 24-32-3702(2) defines baseline data components that must be considered when estimating the required HNA outputs for each local and regional study:

(a) Existing and projected housing shortages and surpluses for different household types and income levels, including extremely low-, very low-, low, moderate-, and middle-income households as designated by the United States Department of Housing and Urban Development (HUD).
(b) Existing housing diversity and stock, capturing the range and types of available housing.
(c) Current jobs by income level to understand economic conditions and employee housing needs.
(d) Median income, providing a basis for housing affordability analysis.
(e) Population change projections, job growth projections, and demographic trends forecasted by the State Demography Office.
(f) Population and demographics, understanding age, household characteristics, and income, which affect housing needs and affordability.
(g) Measures of local resources dedicated to affordable housing development.
(h) Vacancy rates to assess housing availability and utilization.
(i) Homelessness and housing instability, indicating areas of critical need.
(j) Job-housing balance, including the availability of housing for low-income workers.

Chapter 4 provides guidance on meeting these requirements, including how the baseline data can be used to produce required outputs, recommended data sources, questions the analysis should answer, and additional information and research that may be necessary to ensure results reflect the housing needs of households and employees in the study area.

Other HNA Planning Requirements

Depending upon your community, requirements of other housing planning and financing programs should be considered when designing your HNA. Two programs are noted below: Colorado's State Affordable Housing Fund (Proposition 123) and HUD Consolidated Plans.

Colorado's State Affordable Housing Fund (Proposition 123). Communities that anticipate submitting an HNA to support a rural resort petition under Proposition 123 should reference the requirements of that program. Colorado recognizes that rural resort communities face unique housing needs. Under Proposition 123, rural resort communities may petition for funding to assist projects at higher area median income (AMI) levels if supported by the demonstrated average needs within the community identified in an HNA, taking into consideration regional workforce commuting trends.

Specifically, rural resort petitions may be required to show more AMI income categories than required by SB24-174, the weighted average of housing needs by AMI should be shown, and detailed commuting information (potentially requiring primary research to fill gaps in available secondary data) may be needed. Proposition 123 also requires housing needs to be identified pursuant to jurisdictional boundaries for submitting jurisdictions.

HUD Consolidated Plans. Several funding programs are available to support affordable housing through HUD, such as the HOME Investment Partnership, Community Development Block Grants, Housing Opportunities for Persons with AIDS, among others. Local governments that adopt a Consolidated Plan are eligible for these funds. Consolidated Plans are required to cover specific topics, many of which, but not all, will overlap with state-accepted HNAs. Consolidated Plans may need to use data provided by HUD for some information, which is often several years out of date and may not be the best source of information for many HNAs. HNAs can, however, be used to satisfy many elements of the Consolidated Plan, including the Market Analysis (MA) and portions of the Needs Assessment (NA) sections and community engagement. It may be efficient to conduct an HNA in advance of a Consolidated Plan.

Chapter 3: Defining the Scope of Your HNA

At its core, an HNA provides a holistic view of the community, economy, and housing market to determine local resident and employee housing needs across the entire income spectrum. The depth and scope of this analysis, however, varies widely across regions and jurisdictions. Knowing your community, the questions that need to be answered, and how the HNA will be used and by whom will impact the type of information needed, how the information should be presented, what geography should be included, and the scope of data sources and public involvement that will be needed.

Identify the Purpose of Your Study

Identifying the purpose of your study and what you need to understand is the first step to figuring out the scope of analysis, data collection, and appropriate geography for your study. For example:

- Is your community new to addressing housing needs and just wants to know where to start, or do you have a robust housing program that needs specific information to expand its reach? Secondary data sources may suffice to help get communities going; more expensive studies utilizing primary research may be needed to explore how well current programs are serving residents and where more can be done.
- Will you be using the information to apply for funding, or do you have funding and want to know how it should be allocated, or are you hoping to build support for local funding initiatives (e.g., sales tax, etc.)? Answers will affect the data presentation, information to include, partners to involve, and scope of public outreach.
- Are there unique characteristics of your community that will affect analysis needs and outcomes? Communities with a prevalence of second homes, seasonal or migrant workers, a large retiree community, a high rate of commuting, a concentration of jobs in one or two sectors, or other factors may require careful analysis of secondary data, plus supplemental data collection, to understand housing impacts and needs.
- Does your community support local programs and government involvement in helping to address housing concerns, or is more education needed to increase support and grow coalitions? Use the study to collect information that will resonate with the community, show how housing concerns impact the community and economy, and engage the public to help craft outcomes.
- Are there opportunities to build partnerships to help address housing needs either within the jurisdiction or between jurisdictions that an HNA could help facilitate? Involving interested and necessary partners and jurisdictions in the

HNA process helps build ownership and support of study results, as well as collaboration upon taking action.

The scope of work should also ensure that the HNA will provide the information necessary to develop a housing action plan (see Section 24-32-3705 and related Housing Action Plan guidance).

Define Your Study Area (Regional or Local)

While Senate Bill 24-174 permits HNAs to be developed either at the regional or local level, the bill also recognizes that housing and job markets do not start and stop at jurisdictional boundaries. A goal of the bill is to promote a balance of jobs and housing available for employees filling those jobs at all income levels across integrated jobs-housing market areas. As a result, regional housing needs studies are encouraged over studies that evaluate only single jurisdictions. The bill also recognizes, however, that housing needs are shaped by unique characteristics in each area, meaning that local HNAs may produce better results for some jurisdictions.

When defining the study area, multiple factors should be considered. These may include, but are not limited to:

- Market factors, such as where people live, where jobs are located, commuting patterns, transit connections, public services, and where housing is available;
- Existing regional entities, such as Council of Governments, regional planning commissions, or entities formed by inter-jurisdictional agreements;
- Relational factors, such as current housing partnerships, available resources, and beneficial coordinating partners; and
- Data availability and aligning study area boundaries with the primary data sources that will be needed to meet study goals.

This chapter provides guidance on some of the typical differences between local and regional studies as related to project scope, data sources, and data presentation, which should be considered before selecting a study area.

Regional Study Areas

Regional HNAs are generally intended to offer a broad, comprehensive view, addressing housing needs and trends across multiple jurisdictions. Regional studies typically highlight regional relationships, potential partnerships, and cross-jurisdictional planning opportunities.

- **Scope:** Regional studies may encompass multiple counties or broader Council of Government (COG) areas. Identifying trends that affect the entire region, such as migration patterns, inter-jurisdictional commuting, and housing pressures from neighboring areas are important. In some communities, this may encompass a "valley" area or other regions that are different from governmental boundaries.
- **Data Sources:** Due to the high-level scope, regional HNAs may utilize datasets that capture broad economic and demographic trends, such as data from the State Demography Office (SDO), Public Use Microdata Sample (PUMS), and other resources available to larger population areas. Local data sources and primary research may also be used, but can be very expensive for large study areas.
- **Data Presentation:** To meet state HNA requirements, regional studies must show data at the region-wide level and for every governmental jurisdiction in the region. Any assumptions needed or data source limitations, especially for smaller jurisdictions, should be noted.

Local Study Areas

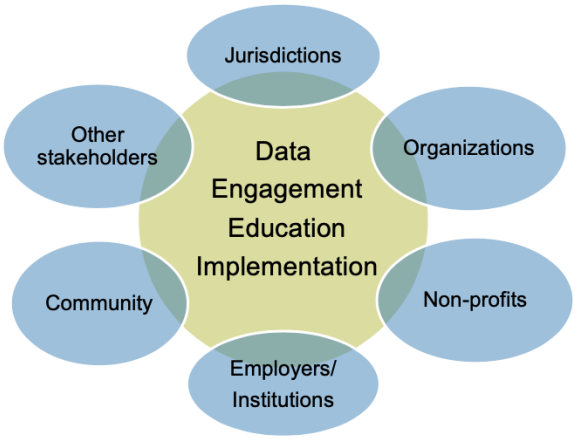
Local HNAs are designed to address housing needs within individual jurisdictions, such as a single city, town, or county. These studies emphasize the specific housing, demographic, and economic characteristics of the area under analysis, taking into consideration regional influences on housing and job markets.

- **Scope:** Local HNAs should identify trends within a single jurisdiction, such as a city or county, and relate those to the larger region, such as the county, neighboring jurisdictions, or a job-housing market area. These assessments are typically more targeted for local planning purposes, aiming to understand the specific housing needs of the community.
- **Data Sources:** Local studies should prioritize datasets that provide reliable information for the scale of the community. For many jurisdictions, state and federal data sources will need to be supplemented with local data, such as county assessor data, building permit records, current rental rates, and property sales data. For small jurisdictions, primary research (e.g., surveys, stakeholder interviews) may be necessary to supplement secondary data sources and help interpret data trends from secondary sources.

- **Data Presentation:** To meet state HNA requirements, local studies must show the housing needs reported in a regional study that included the jurisdiction, along with any estimate of housing needs from the local study. Any differences in the results, and reasons why, should be noted.

Engage the Community

Senate Bill 24-174 requires completed HNAs to be presented at a public meeting for input prior to submitting the study to the Department. For a regional study, each local jurisdiction must receive the study and review the study at a public meeting. The regional or local HNA, along with any comments received, shall then be submitted to the Department for acceptance.



It is also recommended to involve residents, employers, and community stakeholders in the HNA process prior to completion, especially if a goal of the study is to increase community support for housing programs. For smaller jurisdictions, such involvement may be necessary to collect the information needed to effectively understand housing needs. Involving community stakeholders and residents in the process helps define and explain the housing problem and refine recommendations to be more responsive to the community. Broad public participation also increases the likelihood that involved community members will support new housing strategies or developments to address housing needs.

Chapter 4: Housing Needs Assessment Framework

This section provides a framework for organizing state required outputs and recommended information into a cohesive HNA. While the legislation does not require that this exact structure be followed, using this framework will simplify the review process by the Department.

The purpose of the framework is to help regional entities, local governments, and other agencies responsible for developing HNAs understand how to organize and use data to analyze housing needs for different household types, various income levels, and households with unique needs. It also offers guidance on best practices for conducting HNAs that reflect the unique characteristics of each jurisdiction and region. This includes how data sources and analyses may differ based on local conditions and market factors, and how the information can be used to inform housing planning and policies.

The recommended framework includes the following report sections, which are commonly found in HNAs. The data and analysis from each section feeds into the next, helping to develop the data-driven housing story of the study area. This includes:

- **Demographic Trends**, which establishes the foundation for understanding changes in population, household characteristics, and income, which drive housing demand and needs.
- **Economic Trends**, which analyzes the interplay between jobs, wages, and housing to understand if the current housing supply meets the needs of employees.
- **Housing Inventory**, which evaluates the condition, diversity, and supply of housing units to identify where there may be gaps based on demographic and economic needs.
- **Housing Market Trends and Availability**, which assesses how housing market factors like rental rates, sales trends, and available supply impact housing affordability and availability for different income groups and household types.
- **Housing Problems**, which evaluates challenges such as cost burden, overcrowding, homelessness, and housing instability, providing insight into the need for targeted housing programs and unique needs.
- **Housing Resources**, which identifies available financial, institutional, and community resources that can support housing programs and the development, maintenance, and preservation of affordable housing opportunities.

- **Housing Development Challenges and Opportunities**, which examines obstacles to the development of housing, such as regulatory, cost, and community factors, as well as land and partnership opportunities to produce housing.

- **Current and Projected Housing Needs**, which ties together data from all other sections to estimate current and future housing needs across all income levels.

- **Policy and Program Recommendations**, which provides initial strategies to address identified housing needs to improve housing affordability, accessibility, and stability, and guide the development of a future housing action plan.

Each section is defined in more detail below, including their purpose, key questions to consider, and their relationship to meeting state requirements. The analyses presented in each section are more comprehensive than state requirements and are meant to help guide the production of thorough assessments that reflect each community's unique needs. When working through these sections, the following considerations should be kept in mind:

- **Data Availability.** Recommended data sources and analyses focus on the use of publicly-available data in response to the bill's objective that the use of accurate data be balanced with minimizing the fiscal impact on communities completing HNAs. Primary research in the form of surveys, focus groups, and individual interviews is expensive. Local data collection from jurisdictions or community organizations, while valuable, can also be difficult and add significant expense to larger regional studies.
  Where secondary data sources are incomplete, options for data assumptions using publicly available data are suggested within the framework. If no data is available on a topic, jurisdictions should note that in the study. HNA recommendations should recognize data gaps and encourage communities or regions to track the information for use in future HNA updates. Communities may decide to pay more for primary research to fill data gaps as part of the HNA, but this is not required by the state.

- **Alternative Data Sources.** HNA analysts are not required to use the data sources presented in the framework. Where research indicates that secondary sources of current or projected data do not represent local conditions, substitute data sources and calculations may be used. Clearly identify data sources, assumptions, and calculation methods used in the HNA. Document any data limitations to ensure proper interpretation and use of results.

- **Importance of Tenure (own/rent).** When analyzing demographic trends, housing unit trends, housing problems, and housing needs, information on tenure (rental or ownership) should be included where available. The nature of housing problems vary by tenure, as does the availability of programs or resources to address them. This will be particularly valuable when shaping housing action plans.
- **Recommended Community Comparisons.** For local analyses, comparisons to surrounding jurisdictions and areas within the same job-housing market area are beneficial; for regional assessments, intra-jurisdictional and state-level comparisons help highlight unique needs within the area. Commute patterns within and between communities are also telling and an important component of housing demand in many communities. Best practices include such comparisons to illustrate the study area's place within the region and highlight where and for whom local housing markets may be performing comparatively well or falling behind.

A. Demographic Trends

Purpose. Demographic Trends sets the foundation for understanding the study area's population and household characteristics, household income, and changes over time. These factors directly influence the demand for housing and the types and prices of housing needed in a community. Comparisons to countywide or regional totals and to surrounding jurisdictions are recommended to understand relative differences in some of the drivers behind housing needs.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing Demographic Trends. Required outputs are marked with an asterisk (*).

Required Outputs*	**Baseline Data (Must Consider)**
(III) Estimate the number of households in the region and each local government's jurisdiction that forms the region	*(d) Current median income*
	(e) Population change projections and demographic trends forecasted by the State Demography Office
	(f) Population and demographic trends

Unique Community Dynamics to Consider

Population and household dynamics may point to different challenges based on community characteristics. For example:

- The aging population may be the dominant driver of housing needs in some areas. Impacts on housing may include the need for additional smaller, lower maintenance homes to accommodate empty-nester households, programs providing technical assistance and resources to remodel homes to accommodate decreased mobility, and housing with increased care options, such as assisted living and nursing facilities. An increase in retirees can also result in lower median incomes, meaning that it is important to differentiate senior household incomes from the incomes of employed households, especially among lower income groups.
- A high proportion of renters may signal barriers to homeownership; a low proportion of renters may signal that few rental options exist in the community.
- Different household types and sizes require various housing solutions, such as affordable homes for first-time homebuyers to purchase, single-occupancy units for one-person households, or larger ownership or rental units for families.
- In high-cost communities, low population growth or declines may be related to a lack of housing supply that is affordable for residents. For example, workers may be forced to live elsewhere due to a lack of housing options near their jobs or young families may be leaving the community to find housing that they can afford to purchase.

Analysis Structure

This section provides guidance on analyzing Demographic Trends, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Population (Baseline Data (e) and (f))

- Population Size
  - What is the current population, how fast is it growing, and how does it vary in the region and across jurisdictions?
  - **Source:**
    - Population and past trend (past 10 years at least) - SDO County and Municipal timeseries.
- Age
  - What is the age distribution of the population?

- How has the age distribution been changing over time? How does this vary within the region or among jurisdictions?
- **Source:**
  - Age groups and past trends (past 10 years at least) - SDO (county only), ACS.

- Population Forecast
  - How is the population and age distribution expected to change over time?
  - What impact do projected changes have on potential housing needs?
  - **Source:**
    - 10-year forecast of total population and by age group at the county level (SDO).

2. Households (Required Output (III) and Baseline Data (f))

- **Households*** (Legislative Method (III) required)
  - What is the current total number of households in the region and its jurisdictions?
  - How has the number of households changed over at least the past 10 years?
  - **Source:**
    - Number of households and past trend (past 10 years or more recommended) - SDO (county only), ACS.

      - **Output 1* (required)**: Provide the number of households in the below format:

Total Households

	Region Total (for Regional HNA) or Local total (for a Local HNA)	**Total for each government's jurisdiction in the region**
Total Households		

- Tenure of Households (Owner and Renter)
  - What is the mix of units occupied by owners and renters?
  - Is the proportion of renters rising or declining?
  - Is there variation among jurisdictions in the region?
  - **Source:**
    - Tenure and past trends (past 10 years at least) - ACS
    - Local surveys for current estimate

- Household Size
  - What is the average household size? How has household size changed over time?
  - What is the size of owner and renter households and how does this impact housing needs? For example: Are more small rental units needed for one- or two-person households or are larger rental units needed? Are homeowners more likely than renters to be larger households, needing homes with multiple bedrooms?
  - **Source:**
    - Household Size by Tenure - ACS, local surveys.

- Household Types
  - What types of households are present (e.g., families with children, single-person households), and how does this vary across the region?
  - Have some household types been growing or declining more than others over time?
  - **Source:**
    - Households by type and past trends (past 10 years at least) - ACS, SDO (county only), local surveys (current only).

- Household Forecast
  - What is the expected number of households in the next 10 years?
  - How is the composition of households projected to change?
  - **Source:**
    - 10-year Household Forecast total and by type by county - State Demography Office (SDO).

3. Household Income Distribution (Baseline Data (d))

- Income Levels
  - What percentage of households are low-, middle-, or higher income?
  - How does income vary by tenure?

- **Source:**
  - HUD Income Limit Table (most current fiscal year) – HUD or CHFA (income limits by household size at various AMI levels).
  - Household Income Distribution by Tenure and AMI - HUD AMI combined with ACS data, published by DOLA; or CHAS.
  - Median Household and Family Income by Tenure - ACS, local surveys.

    - **Output 2 (recommended)**: Provide the household distribution by Area Median Income (AMI) in the below format:

Households by AMI

AMI Category (see Area Median Income in Definitions)	**Total Households**	**Owner Households**	**Renter Households**
Extremely Low Income (≤ 30% AMI)			
Very Low Income (31-50% AMI)			
Low Income (51-80% AMI)			
Moderate Income (81-120% AMI)			
Middle Income (120% AMI to locally-defined market rate)			
Upper Income (above "Middle Income," if needed)			
Total Households			

NOTE: This table is not required, but will be useful for creating required outputs in other sections of the HNA

Options for a Deeper Dive

The following variables are optional but can be helpful for communities as they draft housing action plans.

Income:

- Median income by household size or other demographics. Sources: ACS, Local surveys.
- Average income. Sources: ACS, Local surveys.
- Income distribution by tenure (current and trends). Sources: ACS, HUD CHAS.
- Income levels for working compared to retired households. Sources: Local surveys.
- Personal and employment income by major component. Source: Bureau of Economic Analysis (BEA)

Population and Demographic Trends:

- Population distribution by race/ethnicity. Sources: ACS. SDO (county)

- Poverty rates and by race/ethnicity and age. Sources: ACS.
- Households headed by a person age 65+. Sources: ACS, SDO (county), local surveys.
- Components of change—natural change (births minus deaths) and net migration. Sources: SDO (county only).

B. Economic Trends

Purpose: Current and projected economic conditions are essential drivers of housing needs. Jobs, employees, housing, and businesses are tied together. Businesses need employees to fill jobs and employees need housing in which to live.

This HNA section includes information on the current and projected total number of jobs, jobs and wages by sector, seasonal changes in employment, unemployment, and commuting patterns. The purpose is to illustrate the relationship between the local economy and housing needs, including whether the housing supply is keeping pace with the housing needs of employees filling jobs, whether housing affordability for employees is improving or worsening, and how future economic changes might influence housing needs.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing Economic Trends. Required outputs are marked with an asterisk (*).

Required Outputs*	**Baseline Data (Must Consider)**
(IV) Estimate the number of jobs in the region and each local government's jurisdiction that forms the region, sorted by annual salary and wage	*(c) Current jobs by income level*
	(e) Job growth projections forecasted by the State Demography Office

Unique Community Dynamics to Consider

Economic trends may point to different challenges based on community characteristics. For example:

- The mix of jobs available in an area impacts the types of housing needed and may point to unique housing needs. Lower-wage employees may need affordable rentals; higher-wage jobs may attract employees seeking homeownership. Tourism-heavy areas may need housing for seasonal workers; agricultural regions may need migrant farmworker housing. In areas where university jobs predominate, students and employees need housing.

- Whether jobs are growing or declining will impact housing needs and potential solutions. Areas where job growth has been faster than the growth in housing units may lead to a housing shortage; during recessionary periods, low employment may affect foreclosures or evictions or the need for more rental assistance programs.

- Wage trends influence housing affordability. In areas where housing prices are increasing at faster rates than wages and household incomes, housing will become more unaffordable, leading to rising problems with housing cost-burden, overcrowding, and displacement.

- Areas in which a large share of jobs are filled by employees commuting in from homes outside the area may indicate a need for more housing near job centers that employees can afford. Communities in which many residents commute out for work may struggle to house their own employees due to the competition for housing. Employers located in jurisdictions with expensive housing may pay higher wages for the same type of job than in lower-cost jurisdictions.

Analysis Structure

This section provides guidance on analyzing Economic Trends, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Job Trends and Projections (Required Output (IV) and Baseline Data (c), (e))

- **Jobs and Wages by Sector*** *(Required Output (IV)*)
  - What are the primary industries/dominant employers in the region? Are seasonal employees in demand?
  - How do the number and type of jobs vary in the region and across jurisdictions?
  - How many average annual wages does it take to afford average rents? To purchase the average priced home?
  - **Source:**
    - Jobs by sector (some sectors may be missing due to data suppression rules) and average annual wage at the county level – SDO and CDLE
    - Jobs by sector by quarter/month (for seasonality analysis) at the county level - CDLE
    - Wage and salary jobs estimates below county level - LEHD

      - **Output 1* (required)**: Provide jobs by average annual wage in the following table format.

Jobs by Sector by Average Annual Wage*

Job Sector (Report at least the top 10 job sectors in your study area, plus total jobs)	**Number of jobs (show region total and total for each county in the region)**	**Average annual wage (show for each county in the region)**	**Number of jobs for each city/town jurisdiction**
Agriculture, Forestry, Fishing, and Hunting			
Mining			
Construction			
Manufacturing			
Wholesale Trade			
Retail Trade			
Transportation and Warehousing			
Utilities			
Information			
Finance and Insurance			
Real Estate and Rental and Leasing			
Professional, Scientific and Technical Services			
Management of Companies and Enterprises			
Administrative and Waste Services			
Educational Services			
Health Care and Social Assistance			
Arts, Entertainment, and recreation			
Accommodation and Food Services			
Other Services (Except Public Administration)			
Public Administration			
Total			

Jurisdictional breakouts below county level (suggested options)

For local government jurisdictions below the county level, public data options are limited. To create this output, (1) assumptions utilizing public sources will be needed or (2) data may be purchased and/or primary research may be conducted.

1. **Example assumption:** Use LEHD data to estimate the proportion of county jobs that are in each jurisdiction. Use CDLE county-level wages by sector to represent jurisdictional wages. Other assumptions, based on community dynamics, may also be appropriate.
2. **Purchase data options:** ESRI, QCEW micro data, JobsEQ

   Primary research: Employer interviews/surveys

Note: Given the limitations of QCEW, LEHD, and other data sources, jurisdictions should validate the data for reasonability. For example, compare estimates with local insights, such as input from local employers, economic development agencies, or chamber of commerce reports and identify sectors or areas where data mismatches are likely.

- **Job and Wage Trends**
  - Is the area experiencing growth, stagnation, or decline in jobs? Do changes vary by sector?
  - Are wages keeping pace with the cost of housing, or is there a growing affordability gap?
  - **Source:**
    - Jobs by sector and average annual wage at the county level – SDO and CDLE

- **Job Projections**
  - How will projected job growth or declines in key sectors affect future housing needs?
  - Are there anticipated developments (e.g., new businesses, transportation improvements) that will affect the type and location of housing needed?
  - **Source:**
    - 10-year jobs forecast (total jobs) by county – SDO.
    - 10-year jobs forecast by sector – SDO (some counties, see Data Sources section (data table)).
    - Pending/approved development, business relocation – local planning/building departments, business organizations (primary research).

2. Commuting Patterns

- **Questions to Consider:**
  - What are regional commute patterns – where are job centers and where are employees living?
  - How do home prices or availability relate to commute patterns or access to labor?
  - How do jobs and housing locations interact, and what is the impact on housing markets?
  - **Source:**
    - Where workers live and where residents work (commute patterns) – LEHD, local employer and household surveys.
    - It is recommended to cross-check LEHD commute patterns with local research, particularly in communities with seasonal employment.

Options for a Deeper Dive

The following analyses are optional but can be helpful for some communities as they draft housing action plans.

- Seasonal employee estimates. Source: Bureau of Labor Statistics Local Area Unemployment Statistics (BLS LAUS), Industry data, local surveys.
- Unfilled jobs and offered wages on such jobs at the local level. Source: interviews, local surveys.
- Average multiple job holding rate, defined as the number of jobs divided by the number of employees holding jobs. Sources: SDO (county level), ACS, local surveys.
- Average number of workers per household, defined as the number of employed adults in a household. Sources: ACS, local surveys.
- Labor force and unemployment (adjusted for seasonality if appropriate). Sources: BLS, CDLE.
- Unfilled jobs. Sources: BLS (statewide), employer surveys, local research
- Employer surveys. Can explore challenges employers face in filling jobs through interviews or surveys. Can highlight how housing availability impacts business operations, including hiring and retaining employees. Surveys may help answer: Do employers struggle to fill jobs, and which ones – low-paying entry-level positions, higher-paying professional jobs or seasonal positions? Is employee turnover or understaffing affecting business operations? Are filling positions from retiring employees a concern? How many and what type of jobs are unfilled? To what extent does a lack of available and affordable housing opportunities near jobs contribute to these problems?

C. Housing Inventory

This analysis provides insight into the existing housing supply, including the diversity of available housing unit types, age and condition of homes, and past and planned rates of production. This section helps answer key questions about the diversity and quality of housing available to meet the needs of residents in a community. Comparing the housing inventory across regions or jurisdictions highlights important differences in the diversity and quality of the housing stock, indicating how programs and new development might be tailored to improve housing opportunities throughout the region.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing the Housing Inventory. Required outputs are marked with an asterisk (*).

Required Outputs*	**Baseline Data (Must Consider)**
(I) Estimate existing housing stock in the region and in each local jurisdiction that forms the region	*(b) Existing housing diversity and stock*
	(h) Vacancy rates

Unique Community Dynamics to Consider

The unique characteristics of a community's housing inventory and development patterns influence community demographics and potential housing needs and challenges. For example:

- Communities with a variety of housing types (e.g., single-family homes, apartments, townhomes, mobile homes, and condominiums) provide a wider range of housing opportunities for households, supporting residents and employees at different life stages. Communities with mostly single family homes may benefit from more multi-family units that provide rentals for employees filling jobs and affordable homebuyer opportunities for young families. Communities with few families may benefit from increasing their supply of larger homes.
- The age of the housing stock provides insight into the potential quality of housing available. Older housing may require rehabilitation or redevelopment to ensure that it remains safe, habitable, and energy-efficient. Poor housing conditions might indicate a need for programs to help households with necessary repairs.
- A large share of housing used as second homes or vacation rentals means less housing inventory is available for permanent residents. Resident households

must compete with higher-income second homeowners and cash buyers for existing inventory; demand for vacation rentals from visitors may affect the availability of long-term rentals.

- Monitoring development helps track whether current housing strategies are meeting a community's needs and where adjustments may be necessary. For example, if recent developments are all high-priced or second-home properties, more effort may be needed to help increase the production of housing affordable for resident and employee households.

Analysis Structure

This section provides guidance on analyzing Housing Inventory, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Housing Units (Required Output (I) and Baseline Data (b))

- **Total Housing Units*** *(Required Output (I))*
  - How many housing units are in the community or region?
  - At what rate has the number of units been changing over time?
  - **Source:**
    - Total housing units* and housing unit trends (10 years or more recommended) - SDO, can substitute/complement with CoStar data for multifamily rentals (available for purchase) and assessor data.
      - **Output 1* (required)**: Provide the number of housing units in the below format:

Total Housing Units*

	Region Total (for Regional HNA) or Local total (for a Local HNA)	Total for each government's jurisdiction in the region
Total Housing Units		

- **Housing Types**
  - What types of housing units exist, and do they provide options for a diversity of households (e.g., singles, couples, families, etc.)?
  - How has the mix of housing types changed over time?
  - **Source:**

    - Count and distribution of units by units in structure (e.g. one unit detached, one unit attached, multi-unit, mobile home units) - ACS, CoStar data for multifamily rentals (available for purchase), assessor data, Comprehensive Plan maps (if available).
    - Mobile home stock in mobile home parks (where relevant) - ACS data (units in structure, mobile homes), Colorado state database of mobile home parks.

- **Housing Condition and Age**
    - What is the age and overall condition of the housing stock?
    - How much of the housing requires significant repairs or upgrades? Are there substandard housing units that may pose health or safety risks?
    - **Sources:**
        - Housing units by year built; housing condition - ACS, local surveys, local building inspection records.

- **Regulated Affordable Housing Inventory (if applicable)**
    - How many regulated affordable housing units are available, such as Housing Choice Vouchers (formerly Section 8), LIHTC properties, deed-restricted units, and units provided by employers for employees?
    - Do they span a range of needs, including for various AMI levels, ownership and rental, larger family units, or accessible units for seniors and residents with disabilities?
    - Do units have waitlists?
    - **Sources:**
        - Local housing authority/organizations, assessor, employer interviews/surveys, CHFA, National Housing Preservation Database.

2. Housing Vacancy and Occupancy (Baseline Data (h))

- **Vacancy**
  - How do housing vacancies vary within the region?
  - Are high vacancies related to second home/vacation use or other uses? Has the share of units that are vacant for second home/vacation use been changing over time?
  - **Source:**
    - Vacant units by type of vacancy and trends – ACS Vacancy by Use, SDO, Decennial Census.
    - Note that data reflects date of collection and not current vacancy rates.

- **Occupancy**
  - How much of the housing stock is currently occupied by residents, and how does this vary by housing type and area?
  - Have the share or number of occupied units for rent or ownership been changing over time?
  - **Source:**
    - Occupancy status - ACS, local property data, SDO.

3. Development and Building Trends (Baseline Data (h))

- **Historical building permits**
  - What patterns of development have been occurring over time?
  - What types of housing developments have been built, and do they align with resident and employee housing needs?
  - **Source:**
    - Trends in building permits by unit type over at least the past 10 years. Census Building Permit Survey (can be accessed on SDO's website), local planning department records.

- **Development in the pipeline**
  - What types of housing are permitted for development in the community?
  - What development is proposed, approved, permitted, and under construction?
  - Will pending commercial projects increase the need for more housing?
  - Will new developments help address housing needs identified in the HNA? Do proposed regulated affordable developments involve properties that are contingent upon changes to income limits?

- **Source:**
  - Proposed and approved housing developments, permits, construction trends - planning department records, ACS.

Options for a Deeper Dive

The following variables are optional but can be helpful for communities as they draft housing action plans.

Housing Diversity and Stock:
- Housing units by number of bedrooms. Sources: ACS, local surveys, local planning departments, and industry data.

Housing Vacancy Rates:
- Short-term rentals inventory and trends. Sources: Local surveys, local governments, industry data.

D. Housing Market Trends

Purpose. Analyzing housing market trends provides insights into how well the housing market is meeting the needs of residents and area workers by examining factors like home values, rental rates, and sales trends. This information helps to assess how well housing supply is meeting demand, identify affordability challenges, and understand the impact of market conditions on different income groups. For local studies, comparing housing costs to neighboring areas highlights comparative affordability, while for regional studies, comparisons with state or national trends offer broader context.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing Housing Market Trends. Required outputs are marked with an asterisk (*). In this case, Housing Market data is needed to calculate estimated housing needs pursuant to the required output (II), but the calculation itself is performed and presented in the Current and Projected Housing Needs section.

Required Outputs*	**Baseline Data (Must Consider)**
(II) Estimate housing needs sorted by income level and dwelling type, including accessible units, supportive units, visitable units (local HNA only), for-sale units, and rental units	*(h) Vacancy rates: Understand how vacancy rates reflect current market demand or availability issues.*
	(j) Job-housing balance: Assess the relationship between local employment and housing options to ensure alignment.

Unique Community Dynamics to Consider

- Rental vacancy rates and for-sale inventory may vary across different price points. For example, restricted affordable rentals may have waitlists, market rentals affordable to employees may have 1% vacancy, and high-priced rentals may have 7% vacancy. These differences are important to understand - a high overall vacancy rate may not mean that units are available for resident and employee households at all income levels.

- Areas with high demand from out-of-area buyers and investors have unique challenges. Resident and employee households making their living locally must compete with higher-income buyers; investors may convert properties into short-term rentals, reducing both the for-sale and long-term rental supply; and strong demand for a limited housing supply inflates prices. Seasonal fluctuations in availability may occur in resort areas, where many units are listed as vacation rentals.

- Comparing changes in rental rates and home prices to changes in local wages and incomes over time are important indicators of relative housing affordability. When housing costs outpace changes in wages and incomes, communities become less affordable for residents and employees making their living locally.

- Understanding how development activity aligns with market trends and housing conditions can provide key insights. For example, in communities with limited new rental development, the quality of existing rental units may be poor, but rents can still be high since there is no competition to incentivize landlords/property owners to invest in the units.

Analysis Structure

This section provides guidance on analyzing Housing Market Trends, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Ownership Market (Baseline Data (j))

- **Housing Prices**
    - What is the median home sale price? How does that vary by home type, size, location, or other factors?
    - How have home prices changed over time?
    - Are housing prices increasing faster than wages? To what extent are rising prices related to supply or demand issues (e.g., strong outside-buyer interest from investors and second homeowners (demand), stagnant development (supply))?
    - What AMI level does a household need to earn to afford to purchase the median priced single family or multi-family home?

- **Source:**
  - Zillow, Redfin, American Community Survey (ACS), County Assessor, Multiple Listing Service (MLS).

- **Inventory of For-Sale Housing**
  - What is the available inventory of for-sale housing, and is it adequate for full-time residents, first-time buyers, and middle-income households?
  - How does availability vary by housing type or price point?
  - How much of the available inventory is affordable to residents and employees making their living in the region or community?
  - **Source:**
    - Multiple Listing Service (MLS), Zillow, Redfin.

2. Rental Market (Baseline Data (h))

- **Rental Rates and Market Trends**
  - How are rental rates changing across different housing types?
  - Are rents increasing faster than wages?
  - How many average or median wages are needed to afford a rental unit? What AMI level does a household need to earn to afford the average or median rent?
  - **Sources:**
    - ACS (rents at time of data collection, does not represent current market rents), Zillow, Local rental market surveys/interviews, Statewide Apartment Survey (Colorado Housing and Finance Authority), CoStar (for purchase).
    - Current market rents can be collected through local property managers, searching rental listings, or online searches for rent information, which may be necessary in some areas.

- **Rental Vacancy Rates**
  - What are the current rental vacancy rates, and how have they changed over time? How do they vary by rent rate/affordability level?
  - In seasonal and rural communities in particular: are vacancies influenced by seasonal factors or due to conversion to short-term rentals? Are vacancies related to housing conditions (e.g., uninhabitable units) or usage (e.g., non-local ownership)?
  - **Sources:**
    - ACS (reports vacancies at time of data collection, does not represent current vacancy rates), Statewide Multifamily Survey (Colorado Housing and Finance Authority), local data, State Demography Office (SDO), CoStar, Local surveys.
    - Gathering current and comprehensive vacancy data is challenging, particularly in smaller or rural communities, where accurate data is

lacking. A combination of existing public data, purchased private data, and local primary research may be necessary.
    - Vacancy rates may be best estimated by speaking with local property managers, searching rental listings, or online searches for rent information in many areas.

Options for a Deeper Dive

The following variables are optional but can be helpful for communities as they draft housing action plans:

Housing Vacancy Rates:

- Rental Turnover Rate. Sources: Local surveys.
- Months of Inventory. Sources: MLS, Local surveys, industry data.
- Short-Term Rentals. Sources: Local surveys, local governments, industry data.

Ownership Market Additional Considerations:

- Home Buyer Trends
    - What trends exist among homebuyers, including residents, local workers, investors, and second-home buyers? Is homeownership becoming less accessible, particularly for first-time buyers or lower-income households? Are investor activity and second homeownership contributing to reduced inventory for local buyers? What are the barriers to homeownership, such as high prices, limited financing, or lack of inventory?
    - **Sources:**
        - MLS, ACS, local surveys.

- Sale of Regulated Affordable Housing
    - How many regulated affordable housing units have been sold in recent years, and what are the trends? Are resale prices aligned with affordability guidelines at each AMI level? What methods are used for selecting buyers, and how transparent are these processes? Who manages the resales, and are affordability covenants enforced? What are the buyer demographics, and are these units reaching the intended populations?
    - **Sources:**
        - Local housing authorities, deed registries, MLS.

Rental Market Additional Considerations:

- Regulated Rental Units
    - How many regulated affordable rental units are available in the community, and what are the trends in occupancy? Are there waitlists for these units, and how long are they? Are the rental rates aligned with affordability standards at each Area Median Income (AMI) level? How effective are the managing organizations in maintaining affordability and

ensuring compliance with regulations? Are units reaching the intended populations?

- **Sources:**
  - Local housing authorities, property management companies, subsidized housing databases (e.g., HUD, LIHTC), ACS.

E. Housing Problems

Purpose. An analysis of housing problems—including cost burden, overcrowding, housing instability, and homelessness—provides a deeper understanding of the challenges that households face in accessing safe, stable, and affordable housing. This analysis helps to identify where housing programs are needed to improve outcomes for low- and moderate-income residents, particularly vulnerable populations. For local studies, this section can highlight immediate needs for assistance programs, while regional studies provide a broader view of challenges across multiple jurisdictions.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing Housing Problems. Required outputs are marked with an asterisk (*).

Required Outputs*	**Baseline Data (Must Consider)**
(II) Estimate housing needs in the region and each local government's jurisdiction that forms the region… including accessible units, visitable units (local HNA only), supportive units…	*(i) Measures of homelessness and housing instability*
(VI) Identify areas at elevated risk of displacement in the region and each local government's jurisdiction that forms the region	

Unique Community Dynamics to Consider

Housing problems manifest differently based on unique community characteristics. For example:

- Cost-burden is an important indicator of the relative affordability of housing in a community for its residents. Understanding the reasons behind cost-burden provides valuable context. Higher-income households may be cost-burdened by choice, opting for larger homes or more desirable neighborhoods, whereas a lack of affordable housing options for lower-income households forces them to be cost-burdened by their housing payment. Cost-burdened lower-income households must often forego other necessary expenditures (e.g. food, medical, etc.) to pay for housing.
- Overcrowding may result from limited housing availability and high housing costs, be related to changes in employment conditions, or other factors. Overcrowding may disproportionately affect certain demographics and may be a precursor to homelessness for some.
- Homelessness can take many forms, and can impact individuals or families, employed or not, who are unable to find or afford available housing. This may include, for example, those unsheltered, experiencing chronic or temporary instability due to unemployment or mental health issues, and those living in unstable or makeshift conditions, couch surfing, or camping.
- Home quality issues may present different problems among communities. In very cold climates, the quality of the home significantly affects heating costs, making insulation and adequate heating systems essential to household affordability, stability, and health. In rural or remote areas, limited access to resources may make it challenging to address substandard housing conditions.

Analysis Structure

This section provides guidance on analyzing Housing Problems, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Cost Burden by Tenure (own/rent) (Baseline Data (i))

- What percentage of households are spending more than 30% or 50% of their income on housing?
- Does cost burden affect some households more than others based on income level, household type, tenure, or other demographic?
- **Sources:**

- Housing cost burden by tenure and trends (including severe cost burden) – ACS, CHAS, local surveys.

2. Overcrowding by Tenure (own/rent) (Baseline Data (i))

- How many households are living in overcrowded conditions?
- Which populations are most affected by overcrowding?
- **Sources:**
    - Overcrowded by tenure - ACS, CHAS, local surveys (see overcrowded in the Definitions for more information).

3. Homelessness and Unstable Households (Required Output (II) and Baseline Data (i))*

- How many individuals and families are experiencing homelessness
- What are the main causes (e.g., lack of affordable housing, unemployment, mental health issues, substance abuse)?
- **Sources:**
    - Homeless count and trends (if available) - PIT counts, HMIS data, local service organizations.
    - Homeless student count and trends (if available) - Colorado Department of Education McKinney Vento counts.

- **If data is not available:** Public data may not be available for many counties and jurisdictions. If no data is available:
    - Note the lack of information in the HNA and add a recommendation for the study area to start tracking this information.
    - **Optional:** Conduct primary research as part of the HNA: Local service organizations (if any), surveys, interviews, community outreach.

4. Accessible and Visitable Unit Estimates (Required Output (II))*

- Data on existing visitable and accessible units does not exist, unless governments specifically track this information.
- **Example Estimate.** Utilize data from the Census ACS or HUD's CHAS data on households occupied by person(s) with disabilities for the geography, county or region to estimate the percentage of future housing needs that should be visitable/accessible.
- **Optional.** Local surveys of households can be used to estimate visitable/accessible unit needs, as well as the percentage of existing residents that could use assistance renovating current homes to be visitable/accessible.

5. Displacement Risk (Required Output (VI))*

- Which populations are most vulnerable to severe housing challenges, such as cost burden, overcrowding, or instability? Are racial and ethnic disparities present?
- Are displacement risks, such as those presented in the displacement risk guidance (Section 24-32-3702(3)), affecting some populations more than others? What interventions may be needed to support vulnerable populations?
- **Source:**
    - See Displacement Risk Guidance per Section 24-32-3702(3)

Options for a Deeper Dive

The following variables are optional but can be helpful for communities as they draft housing action plans.

- Cost burden by income and other household characteristics. Sources: ACS, CHAS, Local surveys.
- Foreclosures and evictions. Sources: Colorado Judicial Branch, local sources.
- Condition of home. Sources: ACS, Local Surveys.

F. Housing Resources

Purpose. This section identifies and evaluates resources available to support the development, maintenance, and accessibility of housing that is affordable for resident and employee households. Assessing housing resources includes understanding the financial, institutional, and community assets that can help address the housing needs identified in the HNA. This information will help inform housing action planning and strategy development.

Legislative Requirements. Colorado Revised Statutes Section 24-32-3702 recommends the following outputs and consideration of the following baseline data when analyzing Housing Resources. Outputs from this section are recommended, but not required.

Recommended Outputs	Baseline Data (Must Consider)
Section 24-32-3702(1)(e)(I) *A requirement that housing needs assessments include recommended policy and programmatic responses to the findings of the housing needs assessment, including the assessment of displacement risk*	*(g) Measures of local resources dedicated to the development of affordable housing*

Unique Community Dynamics to Consider

Understanding community dynamics is essential for evaluating current programs and identifying gaps to address unmet needs effectively. For example:

- In communities nearing buildout, where developable land is scarce and expensive, publicly-owned land may provide opportunities for expanding affordable housing. Infill, redevelopment, and repurposing existing structures, among other options, should also be explored.
- Partnerships with school districts, hospitals, and other institutional landowners may provide housing development options. Engaging these institutions in housing solutions can benefit both the organization and the broader community.
- Housing assistance should align with the income distribution of households and needs of each community. By understanding the scope of available resources, local governments and housing organizations can identify gaps in services, allocate funding more effectively, and develop targeted policies to ensure that all residents have access to safe and affordable housing.

Analysis Structure

This section provides guidance on analyzing Housing Resources, suggesting data sources and questions to answer for each topic. State-required outputs are marked with an asterisk (*). Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Housing Assistance Programs (Baseline Data (g))

- What types of rental assistance, homebuyer support, and homeowner assistance programs are available?
- How many households benefit from these programs, and are funding sources (federal, state, or local) sufficient to meet demand?
- Are there enough income-restricted or subsidized units (e.g., vouchers, public housing) to serve low- and moderate-income residents?
- How effective are these programs in serving and reaching households?
- **Sources:**
    - Local and regional housing authorities, HUD LIHTC database, CHFA, local planning and housing departments.

2. Affordable Housing Management, Development, and Service Organizations (Baseline Data (g))

- Which organizations are involved in managing, developing, and servicing affordable housing in the community (e.g., housing authorities, CHDOs, homeless service organizations, land trusts)?

- What roles do these organizations play in developing new units, managing existing affordable housing, or providing support services like housing counseling or homeless outreach?
- Are there gaps in organizational capacity, collaboration, or resources?
- **Sources:**
    - Local planning departments, housing service organizations, housing authorities, CHDOs, community land trusts.

3. Local Funding Resources (Baseline Data (g))

- What local funds are available to help produce, purchase, or assist with affordable housing development and programs?
- How have local funds been used and how much has been spent? Have they effectively leveraged additional housing investments (e.g., local matching for grants, financing, programs, etc.)?
- **Sources:**
    - Local government, housing service organizations.

4. Resources for Homelessness Prevention (Baseline Data (g))

- Are there enough emergency shelters, transitional housing, and permanent supportive housing units to serve homeless individuals and families?
- How effective are current homeless prevention programs (e.g., rapid rehousing, outreach programs) and what gaps exist in helping individuals transition to stable housing?
- Are there specialized resources available for chronically homeless individuals, families with children, and those dealing with mental health or substance abuse issues?
- **Sources:**
    - Local service organizations, Continuum of Care programs, PIT counts, HMIS data, Colorado Department of Human Services.

5. Public and Institutionally Owned Land (for Development) (Baseline Data (g))

- What public or institutionally owned land is available for housing development, and which entities own these parcels (e.g., local governments, universities, hospitals)?
- How suitable are these parcels for residential use, considering zoning, location, and infrastructure access?
- Are there opportunities for partnerships to leverage this land?
- **Sources:**
    - Local planning and building departments, County assessor records, state land records, institutional landowners (e.g., school districts, universities, hospitals, etc.), zoning and infrastructure maps.

Options for a Deeper Dive

The following variables are optional but can be helpful for communities as they draft housing action plans.

- Employer-assisted housing. Sources: Local sources.

G. Housing Development Challenges and Opportunities

Purpose. Understanding market limitations on housing development helps identify challenges and opportunities for expanding housing options within a community. In addition to a review of local zoning and subdivision regulations, planning processes, and infrastructure limitations, this section may also include information on the cost of development, construction labor and materials supply challenges, and other factors affecting affordable housing production. Due to data limitations and the expertise required for a detailed analysis of this topic, this component of an HNA is typically qualitative in nature.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 recommends the following outputs and consideration of the following baseline data when analyzing Housing Development Challenges and Opportunities. While the information in this section will be useful for housing action planning, the state does not require information from this section to be included in HNAs.

Recommended Outputs	**Baseline Data (Must Consider)**
(VIII) Assess market limitations on the development of for-sale multifamily residential housing (regional HNA) or the development of housing (local HNA)	*(None specified)*

Unique Community Dynamics to Consider

- In communities where there is resistance to higher-density housing or affordable units, successful engagement and education efforts can help address concerns and build support for diverse housing options.
- In regions with harsh climates or short building seasons, the feasibility of housing development can be constrained. Short construction windows due to extreme temperatures or weather events may require additional measures, such as prefabrication of structures or other approaches to reduce on-site building time.
- Access to skilled labor may be a significant barrier to development. Addressing this challenge may involve partnerships with local training programs or incentives to attract construction workers to the area.
- Limited transportation infrastructure may affect development feasibility or practicality in some areas.
- Access to water and sewer taps can be a significant barrier to housing development, particularly in areas where existing infrastructure is limited or nearing capacity.

Analysis Structure

This section provides guidance on analyzing Housing Development Challenges and Opportunities, suggesting data sources and questions to answer for each topic. State-recommended outputs are identified, but are not required. Other topics should be considered in the analysis, but how and what information is reported may vary depending upon study area dynamics.

1. Development Costs

- How much does it cost to develop housing, including materials, labor, infrastructure, and land prices?
- What is the gap between the cost to build and what residents can afford to pay to rent or buy homes?
- Are incentives, land, or subsidies available to help build affordable housing?
- **Sources:**
    - Construction industry reports, local developers, planning and building departments, economic development departments.

2. Regulatory Environment

- How do zoning regulations, subdivision rules, or permitting processes impact housing development?
- Are there opportunities to streamline the development process?

- Do statewide requirements affect housing construction (e.g., construction defects requirements, etc.)?
- **Sources:**
    - Zoning and planning departments, state and municipal regulations, comprehensive plans, building permit records.

3. Infrastructure

- How do the availability and condition of infrastructure such as roads, water, and sewer systems impact housing construction?
- Are investments in infrastructure planned or needed to support housing?
- **Sources:**
    - Utility providers, municipal infrastructure reports, local planning departments.

4. Community Sentiment

- Does the community support or resist new affordable housing development and programs?
- What opportunities exist to engage and educate the community to increase support?
- **Sources:**
    - Community feedback, public meeting records, surveys.

H. Current and Projected Housing Needs

Purpose. This section utilizes information from the other sections of the HNA to estimate what types of housing (e.g., rental vs. ownership, affordable vs. market-rate) are most needed to address housing deficiencies for current residents and support future economic and community vibrancy. Estimates illustrate the relative need across the full spectrum of housing for various household types, ranging from extremely low-income and vulnerable populations through middle- and upper-income households. Estimates will be utilized during housing action plan formation to help regions and jurisdictions understand priority needs that are not being met by the current housing market, communicate those needs to the public, and better plan for appropriate resources, programs, and policies to address identified needs.

It is important to note that communities typically do not address 100% of identified needs. By understanding the different components of need, however, each region and jurisdiction can set informed goals and priorities and target available resources. How much housing is addressed within the region and each jurisdiction ultimately depends upon regional and local capacity, resources, partnerships, and policy.

Legislative requirements. Colorado Revised Statutes Section 24-32-3702 requires the following outputs and consideration of the following baseline data when analyzing Housing Needs. Required outputs are marked with an asterisk (*).

Requirements related to rural resort petitions and funding requests through Colorado's Proposition 123 should also be considered when crafting this section. Specifically, additional AMI categories, assessing "average AMI" of need, and detailed commuting information (potentially requiring local research to fill gaps in available public data) may be needed. Proposition 123 also requires housing needs to be identified pursuant to jurisdictional boundaries for submitting jurisdictions.

Required Outputs*	**Baseline Data (Must Consider)**
(II) Estimate housing needs in the region and each local government's jurisdiction that forms the region, sorted by income level and dwelling type, including accessible units, visitable units (local HNA only), supportive units, for-sale units, and rental units	*(a) Existing and projected housing shortages and surpluses for different household types and income levels, including extremely low-, very low-, low, moderate-, and middle-income households as designated by the United States Department of Housing and Urban Development*
(V) Estimate an allocation of housing needs to each local government in the region or contributing to housing needs in the region based on the number of jobs and each local government's dependence on jobs in the region, among other factors, to promote a balance of jobs at all salary levels and homes affordable to persons in the region holding jobs at all income levels in the region	*(e) Population change projections, job growth projections, and demographic trends forecasted by the State Demography Office* *(i) Measures of homelessness and housing instability*
Recommended Output	
(VII) Estimate water supply needs for the dwelling units identified in subsections (1)(c)(I) and (1)(c)(II) of this section using per capita water use rates identified in consultation with the department of natural resources	*(j) Job-housing balance, including the availability of housing for low-income workers*

Analysis Structure

This section provides guidance on how to use data from other sections of the HNA to estimate current and future housing needs for residents and employees, pursuant to state requirements. This includes guidance to:

- Estimate existing housing shortages by tenure and AMI categories;
- Estimate projected housing needs by tenure and AMI categories;
- Allocate estimated needs within regions in relation to where jobs are located;

- Estimate at which AMI levels the market will help fill needs, and at which levels subsidies or programs are necessary;
- Estimate supportive, accessible, and visitable unit needs; and
- Estimate water supply needs for dwelling units.

1. Existing Housing Shortage ("catch up" housing needs)*

Existing housing shortages estimates the number of new dwelling units, by tenure and income level, that are needed to improve housing availability, stability, and affordability for existing households. The housing shortage calculation includes variables for which new units are needed to address current deficiencies (e.g. overcrowding, low vacancy rates), as opposed to measures that generally reflect the magnitude of the housing problem and/or those that can be mitigated through housing programs or assistance (e.g. cost burden).

At a minimum, existing housing shortages should include alleviating overcrowding, plus ensuring a functional vacancy rate, as specified below. Other considerations may also be included and may replace the measures below if they adequately cover needs defined by overcrowding and vacancy rate adjustments.

- Overcrowded units (Housing Problems section). This includes estimates of dwelling units needed to alleviate current overcrowding of units. Overcrowded units are indicators of unhealthy housing conditions and high housing costs relative to incomes, and may be a precursor to homelessness for some households.

  Calculation: Additional housing units are needed to help alleviate overcrowding at a rate of one (1) new housing unit for every two (2) overcrowded units.

- Vacancy rate adjustments (Housing Market section). A healthy vacancy rate ensures that housing choices are available for existing and new households and helps retain affordability. Adjustments are needed in localities where long-term rental vacancy rates (i.e., excluding short-term and vacation rentals) are below 5% and the owner vacancy rate for units affordable for resident households (e.g., excluding second homes, vacation homes, investment homes, etc.) is below 2% or, alternatively, the for-sale inventory at prices affordable for resident households is below 6-months.

  Calculation: Where relevant:

- Add more rental units to increase current long-term rental vacancy rates to 5%.

- Add more ownership units to increase current vacancy rates to 2% (exclusive of homes for vacant/seasonal use), or for-sale availability to 6-months.
- Other adjustments (Various sections – optional). Where information is available, and as necessitated by the study area, additional housing needs for current resident and employee households may be identified. If overcrowding and vacancy rate adjustments are also applied, care should be taken to ensure additional needs estimates are not duplicative. Examples may include, but are not limited to:

- Recent loss of units due to natural disasters (e.g., fire, flood) or other reasons, if units have not yet been replaced (Housing Inventory section, requires local research);
- Households with employees who commute in for jobs, but would prefer to live in the jurisdiction in which they work, particularly in communities seeking to reduce commuting (Employment Trends or Housing Problems section, requires local research);
- Additional housing that is needed to help address high rates of unfilled jobs in jurisdictions with severe housing shortages (Employment Trends section, requires local research);
- Populations in temporary living arrangements, like couch-surfing (Housing Inventory section or Housing Problems section, requires local research); and
- Other considerations, as relevant to the community.

- **Allocating catch-up needs by tenure.**

  - Allocate overcrowded units based on the proportion of overcrowded households that consist of homeowners and renters, as reported by the ACS or CHAS.
  - Allocate vacancy rate adjustments based on the relevant rental and ownership vacancy adjustments calculated above.
  - **Allocating catch-up needs by AMI.** Allocating needs by AMI requires assumption(s) about that need. These may include:

  - **Example assumption**. New housing units needed based on overcrowding and vacancy rate adjustments may be allocated within the region (or jurisdiction for a Local HNA) based on the existing distribution of resident households by AMI. Source: Demographic Trends section.
  - Alternative assumptions may be used as applicable and relevant to the jurisdiction and available data. For example:
    - Allocate units needed to address overcrowding by AMI based on the percentage of households within each AMI category that is experiencing overcrowding. Source: CHAS, local surveys.

- Allocate units needed to address ownership and rental vacancy rate adjustments among below-market AMI categories only based on the distribution of current households within below-market AMI categories.

- **Output 1* (required)**. Provide the sum of existing housing needs estimates in the below format.

Existing Housing Needs*

AMI Category (see Area Median Income in Definitions)	**Total Units Needed**[1]	**Owner Units Needed**	**Renter Units Needed**
Extremely Low Income (≤ 30% AMI)			
Very Low Income (31-50% AMI)			
Low Income (51-80% AMI)			
Moderate Income (81-120% AMI)			
Middle Income (120% AMI to locally defined market rate)			
Upper Income (above "Middle Income," if needed)			
Total Catch-Up Units Needed			

[1]Total units needed should be reported for the regional study area (for a regional study) or the local study area (for a local study).

2. Projected Housing Need ("keep up" housing needs)*

Projected housing needs estimates the number of dwelling units by income level that are needed to ensure housing availability, stability, and affordability for future resident and employee households. Projections must be reported for a 10-year timeframe. HNA reports may also include projections on shorter (e.g., 5-year) or longer (e.g., 20-year or more) timeframes, depending upon the needs of the study area.

At a minimum, projected housing needs should include the number of new units needed to meet projected household growth or to house employees filling projected jobs, plus a vacancy allowance to permit movement within the housing market.

- 10-year projected new households (Demographic or Economic Trends). Typically derived from SDO job projections converted to households or SDO household projections. Where research indicates future household changes may differ from SDO projections (e.g., new large employer moving into the area, etc.), comparisons to SDO projections should be shown and deviations should be documented.

- Vacancy allowance. Estimated future resident and employee housing needs are adjusted upward by 5% for rentals and 2% for ownership to ensure a

healthy vacancy rate, support price stability, and promote household mobility and choice.

- Other adjustments. Additional adjustments may be included as necessitated by region or study specifics. Care should be taken to ensure additional needs estimates are not duplicative of units required to meet projected growth. Examples may include, but are not limited to:
  - Replacing units anticipated to be lost due their age, condition, expiring affordability covenants, or redevelopment (Housing Inventory section). Sources: HUD national estimates, assessor data, planning and building departments, modeling.
  - Replacing units anticipated to be lost due to conversion to vacation or second home use in areas with high second homeowner and visitor demand (Housing Inventory section). Sources: assessor data, local government vacation rental permitting/data records, AirDNA, modeling.
  - Housing units needed to accommodate employees filling jobs that are vacated by retirees. Employers filling existing jobs that are vacated by retirees do not result in net job growth. If retirees stay in their homes, or their homes are sold at prices higher than what local employee households can afford, employees filling retiree jobs will need housing (Economic Trends section). Sources: estimate from SDO age projections, ACS age trends, employer surveys, household/employee surveys.
  - Adjusting housing units needed to accommodate job growth by region and jurisdiction based on commuting patterns and housing preferences. Because not every employee working in a community will want to reside within that community and, conversely, not every commuter wants to live outside the community in which they work, adjustments that reflect housing location preferences may be incorporated. Sources: LEHD (commuting patterns), employer surveys, household surveys.
  - Other considerations, as relevant.

- **Allocating projected needs by tenure.** There is no firm formula or definitive data for determining how projected units should be allocated by tenure; assumptions are required.

- **Example assumption**. Distribute projected needs based on the existing ratio of owner and rental units in the region or jurisdiction (Demographic Trends section).
- Alternative assumptions may be used. When determining the appropriate mix for a region or jurisdiction, current housing conditions, drivers of projected needs, current housing opportunities, and local policies are important considerations. For example:

- Rentals are needed to help recruit new workers and residents to the region. Jurisdictions in which projected needs are mostly driven by local job growth and communities that currently have a small supply of multi-family rental housing opportunities would benefit from increasing the share of rental housing.
- Ownership housing is needed to retain year-round residents and support community stability. Jurisdictions in which families are leaving to purchase homes elsewhere, renters are unable to find homes to purchase, or seniors need smaller, lower maintenance homes, for example, would benefit from providing affordable units for ownership.

- **Allocating projected needs by AMI.**

- **Example assumption**. Projected housing needs may be allocated based on the existing distribution of resident households by AMI within the study region (or jurisdiction for a local study). Source: Demographic Trends section.

  NOTE: This assumption recognizes that the mix of households by AMI in the study area resulted from the interaction of demographic characteristics; housing market prices, availability, and choices; economic conditions, including the mix of jobs and wages; infrastructure and services availability; climate and topography; among other factors. Using the current mix of households by AMI assumes that, absent a significant (and typically unpredictable) change in area housing markets, job conditions, demographics or other factors (e.g., recession, etc.), these relationships, and the relative AMI distribution, will show little change over the projection period.

- Alternative assumptions may be used, and should be considered, where indicated by market and demographic trends in the jurisdiction and available data. For example:
  - Allocate projected housing needs based on the existing distribution of resident households by AMI within the primary commute shed for the region or jurisdiction. For a jurisdiction as part of a local HNA, this may mean having to calculate the distribution of households by AMI within a multi-county region, for example, to apply to projected needs.
  - Allocate projected housing needs based on the existing income distribution of employee households by AMI that are filling local jobs. Assumptions from public data sources are required, which may also need to be supplemented with local research. Example sources: PUMS data (PUMA boundaries for population areas >100,000, PUMS data allow users to create custom tables not available through the ACS); local surveys.

- **Output 2* (required)**. Provide projected housing needs estimates in the below format.

10-Year Projected Housing Needs*

AMI Category (see Area Median Income in Definitions)	**Total Units Needed**[1]	**Owner Units Needed**	**Renter Units Needed**
Extremely Low Income (≤ 30% AMI)			
Very Low Income (31-50% AMI)			
Low Income (51-80% AMI)			
Moderate Income (81-120% AMI)			
Middle Income (120% AMI to locally defined market rate)			
Upper Income (above "Middle Income," if needed)			
Total Keep-Up Units Needed (10 years)			

[1]Total units needed should be reported for the regional study area (for a regional study) or the local study area (for a local study).

*3. Allocating Needs Within Regions**

Regional and Local HNAs are required to allocate estimated future housing needs in relation to the number of jobs in each government jurisdiction (see Sections 24-32-3702 (1)(c)(V) & (d)(V)). While the required allocation method illustrates the relative extent to which jobs within each jurisdiction contribute to future housing needs within a region, the method does not necessarily represent where new housing development to meet future needs can practically or feasibly occur.

Alternative calculations of need distributions may also be provided within the report that better reflect where development addressing projected housing needs can practically and feasibly occur, taking into consideration, for example, land and development capacity, available infrastructure and resources, existing and potential partnerships, regional relationships, and housing market dynamics.

Having comparative calculations will be useful for Housing Action Planning. The required distribution based on job locations will illustrate how much each job center contributes to future housing needs in the region. Secondary distributions that consider on-the-ground and functional job and housing market realities will help facilitate regional shared resource and partnership discussions centered on practical outcomes.

- Required Method to Allocate Needs by Jurisdiction*

  Pursuant to Sections 24-32-3702 (1)(c)(V) & (d)(V), allocations of need should be estimated for jurisdictions within regions to promote a balance of jobs and housing affordable to persons holding jobs at all income levels.

- **Allocating existing housing shortages (catch up).** Distribute existing housing shortages calculated in Output Table 1 based on the needs identified for each government's jurisdiction as indicated by the data sources utilized (e.g. share of overcrowding, vacancy adjustment).
- **Allocating projected housing needs (keep up).** Distribute projected housing needs calculated in Output Table 2 based on the share of regional study jobs that are estimated to be in each government's jurisdiction, as applicable to the study scope, or identified primary job market area within the study region. Because most housing and job markets do not start and end at jurisdictional boundaries, defining broader job market areas often better reflect the job and housing pressures felt within jurisdictional boundaries. Source: Economic Trends section.
- **Output 3* (required).** Show the allocation of housing needs estimates identified in the Output 1 and Output 2 tables, above, by region and applicable jurisdiction in the following format.

Allocation of Existing and 10-Year Projected Housing Needs*

	Regional Study Total[1]			**Regional HNA:** Repeat for each County and each government jurisdiction in the region, as applicable. **Local HNA:** Show estimated needs for the local study area.		
AMI Category (see Area Median Income in Definitions)	**Existing housing needs**	**Projected housing needs**	**Total Units Needed**	**Existing housing needs**	**Projected housing needs**	**Total Units Needed**
Rentals						
Extremely Low Income (≤ 30% AMI)						
Very Low Income (31-50% AMI)						
Low Income (51-80% AMI)						
Moderate Income (81-120% AMI)						
Middle Income (120% AMI to locally defined market rate)						
Upper Income (above "Middle Income," if needed)						
Total Rental Units needed						
Ownership						
Extremely Low Income (≤ 30% AMI)						
Very Low Income (31-50% AMI)						
Low Income (51-80% AMI)						
Moderate Income (81-120% AMI)						
Middle Income (120% AMI to locally defined market rate)						
Upper Income (above "Middle Income," if needed)						
Total Ownership Units needed						

[1]Regional study total refers to the estimated housing needs for the regional study area that is applicable to the current regional study being conducted, or, for a Local HNA, the estimated housing needs that was allocated to the jurisdiction in a completed Regional HNA that included the Local HNA study area (see Section 24-32-3702(1)(d)(V)).

- **Secondary Allocation of Needs (optional).** Allocate projected housing needs among governmental jurisdictions or primary job market areas that consider multiple local and regional factors.
    - **Allocating existing housing shortages.** Distribute existing housing needs calculated in Output Table 1 based on the needs identified for each government's jurisdiction as indicated by the data sources utilized.
    - **Allocating projected housing needs.** Distribute projected housing needs calculated in Output Table 2 among governmental jurisdictions or identified job market areas, considering a broad range of factors. Factors in addition to job location may include, but are not limited to:
        - Land and development capacity
        - Available or pending infrastructure and resources
        - Existing and potential partnerships
        - Current housing programs, organizations and regional relationships
        - Housing market dynamics, including employee housing location preferences (e.g., not all employees want to live in the community in which they work)
        - Other factors

*4. Estimating Market and Below-Market Needs**

The purpose of this step is to identify the AMI levels for which the private market is supplying units for rent and for purchase and the below-market price points at which financial subsidies, land, incentives or other actions are necessary to produce units. This step will help identify how and where the housing market will help meet identified housing needs and, therefore, where housing resources should be prioritized to address below-market needs.

This step is also required for jurisdictions submitting rural resort petitions and funding requests through Colorado's Proposition 123.

- **Analysis approach.** Compare the AMI distribution of ownership units and rental units needed in Output Table 3 by region and applicable jurisdiction or job market area to relevant data from the Housing Market analysis and Development Challenges and Opportunities, including:

- The AMI level needed to afford the median market-rate multi-family and single-family home sold in the past year (Housing Market – ownership).
- The AMI level needed to afford the median market-rate multi-family and single-family home currently listed on the MLS (Housing Market – ownership).
- The distribution of homes sold by type or homes listed for sale by type by AMI affordability to illustrate the relative availability or scarcity of homes on the market to each AMI affordability category (Housing Market – ownership).

- The AMI level needed to afford the average or median market-rate long-term rental (Housing Market – rental).
- The distribution of rentals available by AMI affordability to illustrate the relative availability or scarcity of rentals on the market to each AMI affordability category (Housing Market – rental).
- The cost to build attached for-sale and rental units compared to affordable purchase prices and rents at various AMI levels (as data allows) (Development Challenges and Opportunities).

*5. Estimate Supportive, Accessible and Visitable Unit Needs**

Sections 24-32-3702 (1)(c)(II) & (d)(II) additionally require that housing needs be sorted by income level and dwelling type, including accessible, visitable, and supportive units.

Supportive units (Housing Problems section). The existing shortage of supportive units can be roughly estimated from data on persons and families experiencing homelessness. This data is not available in sufficient detail for many counties and jurisdictions.

Supportive unit estimates should be calculated and provided separately from the existing and total housing need calculated above, given the uniqueness of this type of housing product and funding sources. Given the broad scope of most HNAs, supportive housing needs will be ballpark estimates – a specialized study is recommended to target specific needs.

Visitable and accessible units (Housing Problems section). Data on existing visitable and accessible units does not exist, unless local governments specifically track this information.

- **Example assumption.** Apply the percentage of households with persons with disabilities for the geography as reported by ACS or CHAS data to the projected housing needs reported in Output Table 2 (see Housing Problems section).
- More specific data that is collected through local resources (governments, non-profits, etc.) or local surveys, may be used to estimate future visitable and accessible unit needs. Local research may also provide insight on existing resident households that could use assistance renovating current homes to be visitable and accessible.

- **Output 4* (required).** Show the allocation of supportive, accessible and visitable unit needs in the following format.

Estimated Current Supportive Housing Needs*

	Supportive Units
Total Estimated Units Needed[1]	

[1]Supportive units are in addition to current needs presented in Output 3

Estimated Accessible and Visitable Housing Needs*

	Accessible and Visitable Units
Total Estimated Units Needed[1]	

[1]Accessible and visitable units are a subset of housing needs presented in Output 3

6. Estimate Water Supply Needs for Dwelling Units

- **Option 1: Calculation.** For the purposes of HNAs, local and regional governments may use a simple formula for calculating residential water supply needs: gallons per capita per day (GPCD) multiplied by population. This method is only a first step, however, in assessing the magnitude and range of potential water supply needs related to housing.

Residential Water Demand = (residential population) x (residential GPCD)

It is recommended that local governments and regional entities use this calculation to estimate housing water supply needs but also acknowledge that local governments and regional entities will need to consider a range of water supply needs to fully evaluate their total water needs/demands (e.g. commercial, industrial, and institutional water demands). To understand a range of future needs, local governments and regional entities need to consider their baseline conditions, what they expect to change, and expected success rate of water conservation efforts in reducing demands. Additionally:

- **This initial HNA calculation should not be relied on for determining the feasibility of providing water for housing.** Nor should it be the sole basis for considering water supply options, nor the rationale for determining the adequacy of water supply for a given development. Such analysis should be done in the context of a comprehensive plan, water supply master plan, and a local water supply adequacy policy, respectively. These plans, in addition to information from local water provider metering/billing data and applicable water efficiency plan(s), are resources and data sources to consider related to water supply needs of existing and needed dwelling units.

Following the generalized analysis in the HNA, we strongly recommend a more rigorous analysis as part of the comprehensive plan's water supply element that takes into account the "range of water supplies and facilities needed to support the potential public and private development described in the master plan" and the impact of including "water conservation policies" as required in C.R.S. 30-28-106(3)(a.5)(II) and 31-23-206(1.5)(c). In addition, comprehensive planning allows the community to analyze the relative share of household water use in comparison to other municipal and industrial (M&I) water demands, as well as the water use from services that support people who live in the community (e.g., schools, parks, etc.).

Furthermore, there may be factors that would lead to water stress and contribute to water supply challenges in specific local communities or regions that need to be considered via comprehensive planning. By considering the Colorado Water Plan scenarios, local governments and regional entities can also incorporate drivers such as economic growth/non-growth and climate change considerations that get to a system wide approach versus a sole focus on residential housing when considering overall water demand.

While many documents exist that can guide development of a robust water supply element in a comprehensive plan, DOLA will provide a new guidance document designed to support the new requirements in C.R.S. 30-28-106(3)(a.5) and 31-23-206(1.5). Local and regional governments may also contact DOLA's Land Use and Water Planner for direct technical assistance.

- **Impacts of Water Conservation.** To estimate the impacts of water conservation on reducing overall water demand from new and existing housing, consider the following steps:
    1) Define a baseline, understand average outdoor irrigation, average parcel size and average indoor use.
    2) Then make estimates based on efficiencies your community can achieve from either reduced lot size/increased density, outdoor efficiencies or indoor efficiencies. To do so, consider:
    - As of 2016, new housing will have higher indoor water efficiency due to requirements to include EPA WaterSense plumbing fixtures (SB14-103).
    - Efficiencies tied to landscape/irrigation standards, building codes and plumbing codes.
    - Whether adoption of more stringent standards might improve water conservation outcomes compared to existing standards

    3) Vary scenarios based on 25%, 50%, 100% success in implementing these efficiencies

    - When determining potential success rates, consider whether or not the local government a) incentivizes or b) mandates these efficiencies in new housing and whether these incentives are monitored and mandates enforced.

- **Option 2: Alternative Local or Regional Methodology.** As an alternative to the Standard HNA Water Supply Needs Methodology above, a local or regional entity may provide its own community-specific water supply needs calculations. Alternative methodologies must include a range of water supply needs that consider impacts of water conservation. The State of Colorado may request additional information from the local or regional entity to evaluate the results of the alternative local or regional water supply needs methodology.

- **Option 3: Alternative to a Calculation.** Local governments can cite their water efficiency plan (within the last 7 years, per C.R.S 37-60-126(4)(d)) and/or their water supply plan (within the last 10 years, per C.R.S. 29-20-304(3)) in lieu of the formula provided above.

Suggested Data Sources:

- **Comprehensive and Water Supply Master Plans**: Provide context for determining water supply adequacy and planning for future housing growth.
- **Polaris Tool.** The One Water Solutions Institute (OWSI) at Colorado State University develops and supports the Polaris tool which characterizes the relationship between land use and water consumption to enable water demand management and supply scenario planning. This tool can help communities with water smart land use planning. OWSI provides technical support services including training workshops for using Polaris in communities across Colorado.
- **DOLA.** Water and Land Use Integration for Local Governments. Land Use and Water Planning Primer.
- **Colorado Water Conservation Board.** CWCB supports the following tools that may be helpful in determining water supply needs related to a housing action plan:
    - Water Efficiency Plan
    - Drought Plans
    - 1051 Reporting for larger municipal retail water providers
    - Colorado Water Loss Initiative
    - Growing Water Smart
    - Water Plan Grants

CDPHE Resources

- CDPHE grants, including small communities water and wastewater grants

    - Water reuse rules/regulations, including reclaimed water (reuse), direct potable reuse and graywater
- **Additional Water Supply Resource Considerations.** AWWA, EPA WaterSense, Water Research Foundation, Other Trade Organizations like IAPMO; Irrigation Association, etc.), IAPMPO Water Demand Calculator, Other Green Building Codes & Organizations (e.g. LEED; WELL, etc.)

Options for a Deeper Dive

The following analyses are optional, but can be helpful for some communities as they draft housing action plans. The below assumes that the HNA has provided the necessary analysis and data in other sections of the report to permit more in depth analysis on the following topics.

Seasonal housing unit estimates. HNA Sections: Economic Trends, Housing Inventory.

- Seasonal employment (e.g., migratory farmworkers, resort/tourism industries, etc.) comes with unique housing challenges. The private housing market cannot afford to provide seasonal housing that is occupied only part of the year; often employers of seasonal workers need to help provide this product. In resort destinations, visitor housing demand for vacation rentals competes with seasonal and year-round employee housing needs.

Senior housing estimates, insights, or projected changes. HNA Sections: Demographic Trends, Housing Inventory, Housing Resources.

- Seniors and related housing needs are a growing segment in most jurisdictions. Specialized housing studies are recommended to thoroughly analyze the existing and future housing needs of seniors, ranging from smaller, lower maintenance homes to rent or purchase through full-service assisted living and skilled nursing care. The HNA can, however, provide general observations regarding the status and unmet needs of seniors that are important to consider during Housing Action Planning.

Households with unique needs and vulnerable populations insights, unmet needs, or projected changes. HNA Sections: Demographic Trends, Housing Inventory, Housing Resources.

- While specialized housing studies may be needed to understand the depth of needs from vulnerable populations, the HNA can provide general observations regarding the status and unmet needs of vulnerable populations given the dynamics of the study area. This may include the comparative housing health of Hispanic/Latino headed households, migrant workers, single parent households, low-income families, homeless/near homeless, and others that are important to consider as the region develops housing action plans.

Housing program needs. HNA Sections: Demographic Trends, Housing Market, Housing Problems.

- Many housing problems experienced by households may be best addressed through housing programs and assistance rather than building new units. For example, many cost-burdened households reside in satisfactory housing, but rent assistance programs to lower housing costs could improve their housing stability. Seniors living in homes that do not meet their accessibility needs may benefit from renovation programs. First-time homebuyer programs can help renters move into more stable housing through homeownership, freeing up their current rental for another household that needs it. This will benefit the housing action plan process by calling attention to housing programs that could help address some housing issues within the region and its jurisdictions.

I. Policy Programs and Recommendations

Policy and program recommendations responding to the findings of the housing needs assessment, including the assessment of displacement risk, are a recommended outcome of the HNA. This section provides a foundation for shaping a housing action plan for the region or jurisdiction to address identified housing needs. While recommendations will not be as detailed as those that come out of the housing action plan process, this section can highlight potential strategies for each regional entity and local government to consider as they work to improve housing affordability, accessibility, and stability within the community or region.

Recommended Outputs	**Baseline Data (Must Consider)**
Section 24-32-3702(1)(e)(I) *A requirement that housing needs assessments include recommended policy and programmatic responses to the findings of the housing needs assessment, including the assessment of displacement risk*	*(None specified)*

Unique Community Dynamics to Consider

- The availability of local funds can significantly influence which housing strategies are feasible. Communities with limited funding may need to prioritize lower cost options, such as policy reforms or partnerships, while others may leverage local resources for direct program assistance and development incentives.
- Land availability, particularly in communities with severely constrained developable land, may drive the need to focus on creative approaches, such as adaptive reuse of buildings to create more affordable housing opportunities within their community, and regional partnerships to more broadly address needs.
- The success of policies and programs often depends upon political will and community support. In areas with strong resistance to change, efforts should include education, community engagement, and the alignment of policy recommendations with local values and goals to build support.

Analysis Structure

1. Financing and Incentives

- Are financing options (e.g., local subsidies, tax credits) needed to support affordable housing development?
- Are feasible incentives needed to encourage the development of regulation affordable housing, such as density bonuses, fee waivers, or expedited permitting?

2. Preservation and Management

- Are programs to preserve existing affordable housing needed, such as purchasing deed restrictions or rehabilitation assistance?
- Are rental assistance or foreclosure prevention programs needed to support at-risk households?
- How will regulated affordable housing that is produced be managed, including qualifying occupants, regulating rentals and sales, and maintaining units?

3. Land Use and Zoning Incentives, Mandates, Reforms

- Does zoning support a variety of housing and mixed use developments or are changes needed?
- Are there opportunities to use public land for regulated affordable housing development or increase opportunities through rezoning land?
- Would mandates or incentives help diversify housing development?

4. Partnerships and Collaboration

- What opportunities exist for fostering public, private, and non-profit partnerships to develop workforce and affordable housing?
- How can local employers be encouraged to participate in employer-assisted housing initiatives?

5. Housing Programs

- Should supportive housing programs for homeless and other vulnerable populations be expanded or improved?
- Are displacement protection programs needed, such as tenant rights education or legal assistance?
- Would housing programs (e.g., rehabilitation/renovation, first-time homebuyer assistance, rental assistance) benefit the community?

Suggested Data Sources

All recommendations are derived directly from the data and findings presented in the housing needs assessment. No additional data sources are required.

Chapter 5: Definitions and Terminology

Section 24-32-3701 of Senate Bill 24-174 contains several definitions applicable to terms used in this guidance document. The following section defines additional common housing terms that are not specifically defined in the legislation, but that are necessary to understand when developing an HNA pursuant to this guidance. The definitions are consistent with those utilized by the US Department of Housing and Urban Development (HUD), US Census, and other state or national sources, as referenced.

Affordable Housing

Affordable housing is generally defined by the US Department of Housing and Urban Development (HUD) as housing for which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities.

Area Median Income Limits (AMIs)

A term that generally refers to the median income limits published annually for counties by the US Department of Housing and Urban Development (HUD). HUD calculates median family income, adjusted for inflation, for annual updates. AMI varies by household size and is used to set income and rent limits for affordable housing programs statutorily linked to HUD income limits (e.g. low-income housing tax credit rentals). Section 24-32-3702(2)(a) requires that housing shortages and surpluses be identified by extremely low-, very low-, low-, moderate- and middle-income households as designated by HUD. HUD definitions used for moderate- and middle-income may vary and sometimes may be used interchangeably. For purposes of SB24-174, income levels are defined based on AMI limits, as follows:

- Extremely low income: <=30% AMI
- Very low income: 31-50% AMI
- Low income: 51-80% AMI
- Moderate Income: 81-120% AMI (HUD varies)
- Middle Income: 121% to the lower of market rate or 200% AMI (see below).
- Upper Income: All incomes above the “Middle Income” range (if applicable).

HUD does not clearly define Middle Income. High-cost jurisdictions may have housing needs up to 150-200% AMI or more. Middle income should, therefore, range above 120% to the lower of 200% AMI or the income level at which housing units are undersupplied and where the market needs help to provide units. For example:

- For jurisdictions in which the market is sufficiently providing housing for households earning over 120% AMI, Middle Income may be “>120% AMI.” In this case, “Upper Income” will not be needed.

- For jurisdictions in which the market is not producing sufficient housing for households earning up to 150% AMI, Middle Income should be “121% - 150% AMI.” Upper Income will then be “>150% AMI.”
- For jurisdictions in which the market is not producing sufficient housing for households earning up to 250% AMI, Middle Income will be “121% - 200% AMI” and Upper Income will be “>200% AMI.”

Chapter 4, part H (4) (pp. 51-52) provides additional information for understanding the AMI level at which the market is and is not sufficiently supplying housing.

Cost Burden

Households are considered cost-burdened when they spend more than 30% of their income on rent, mortgage payments, and other housing costs, according to HUD. Households spending more than 50% of their income on housing costs are considered severely cost-burdened.

Disability

Disability data from the American Community Survey (ACS), the Survey of Income and Program Participation (SIPP), and the Current Population Survey (CPS) ask about six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report anyone of the six disability types are considered to have a disability. Persons with any disability may need to make modifications or special adjustments to their home to accommodate their disability.

Dwelling Type

Pursuant to SB 24-174, Sections 24-32-3702(1)(c)(2) and (d)(2), dwelling type refers to accessible units, supportive units, visitable units, for-sale units and rental units. See the legislation for definitions of these specific dwelling types.

Dwelling Unit

See definition in SB 24-174, Section 24-32-3701(6).

Household

A household consists of all the people who occupy a housing unit (US Census Bureau). A household is equivalent to an occupied housing unit.

Household Type

Household type refers to the differentiation of households on whether they are a family household or non-family household, as defined by the US Census. The Colorado State Demography Office (SDO) provides projections at the county

level for the following household types broken into four age cohorts: one adult with no children, one adult with children, more than one adult with no children, more than one adult with children. SDO household type projections are part of the demographic and housing needs analysis in the HNA methodology.

Housing Instability

Housing instability is variably defined as having difficulty paying rent, living in poor or overcrowded conditions, moving frequently, or spending the majority of household income on housing costs.

Housing Market Study

A housing market study reviews the feasibility and design of a specific housing project on a specific site. It assesses the demand for a certain type of housing product at a specified price and location, and helps target project design. An HNA may be the catalyst for a project to be proposed, but the market study determines the specifics of who the project should serve (e.g., families or singles; ownership or rental) on the specified location, bedroom mix, unit sizes, and amenities.

Housing Needs Assessment

A study that identifies how much and generally what type (ownership or rental) of housing is needed in a region or community to ensure current and future households at all income levels have access to quality housing that they can afford. An HNA provides a comprehensive view of housing needs and conditions in a community. An HNA is less specific than a housing market study (defined above).

While an HNA is required to be conducted by the state of Colorado for each local government, the state does not require that jurisdictions build a certain number of housing units or produce a certain type of affordable housing as a result of conducting an HNA.

Housing Unit

A housing unit, as defined by the US Census, is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied, or, if vacant, is intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

A housing unit as represented in US Census data sources is defined more broadly than a dwelling unit in SB 24-174. Identifying the inventory of existing housing units that may not be suitable as a dwelling unit pursuant to SB 24-174 is part of the HNA analysis.

Income

All earnings received by an individual or household, including wages, salaries, bonuses, rental income, investment income, and other sources. Household income is the combined gross income before taxes of all related and unrelated members of a household.

Job-Housing Balance

A ratio that is used to understand the relative distribution of households to jobs in a region. The objective is to understand areas where the number of housing opportunities for employees match the job opportunities, where housing opportunities far exceed job opportunities, and where housing opportunities are in short supply compared to the number of jobs.

Job-housing balance is calculated as a ratio between the total job count in an area and the total household count (i.e., occupied housing units) in the same area. See Baseline Component (j) for more information.

Occupied Housing Unit

A housing unit is occupied if a person or group of persons is living in it at the time of the Census or if the occupants are only temporarily absent (for example, on vacation). The persons living in the unit must consider it their usual place of residence or have no usual place of residence elsewhere.

The number of occupied housing units is the same as the number of households. Occupied housing units/household estimates are used to represent the number of households that are full-time residents of the study area.

Overcrowded Unit

The U.S. Census defines an overcrowded unit as one that is occupied by 1.01 persons or more per room (excluding bathrooms and kitchens). Units with more than 1.5 persons per room are considered severely overcrowded. Occupants per room by tenure can be found in ACS table “B25014 Tenure by Occupants per Room.”

Salary (or Wage)

Compensation received by an employee for their labor, usually calculated on an hourly basis or as a fixed salary.

Supportive Units

This type of housing combines housing and services in a cost-effective way to help people live more stable and productive lives. Typically, it pairs affordable

housing with intensive, coordinated services to assist people in maintaining stable housing and receiving appropriate health care.

This means that supportive units are specifically designed to provide both housing and the services required by individuals who may need assistance in staying stably housed, including support for health or other personal needs.

Units in Structure

Data are available through the US Census and American Community Survey. Refers to the number of housing units (occupied + vacant) in the various structures by type and size. A structure is a separate building which either has open space on all four sides or is separated from other structures by dividing walls that extend from ground to roof. The data set presents data for structures that range from single family units (1-unit, detached) through multi-family buildings with 50-or-more units, mobile homes, and boat, RV, van, etc. (if used as a residence).

Vacant Housing Unit

The US Census defines a vacant housing unit as one that no one was living in at time of the Census. The Census classifies vacant units as vacant for rent, vacant for sale, vacant units rented or sold by not yet occupied, new units not yet occupied, and units for occasional use and occupied by persons with a usual residence elsewhere (e.g., second home).

NOTE: in communities with high second homeownership rates, vacant housing counts (regardless of how the Census classifies them) are functionally second home counts and need to be interpreted differently than in other communities.

Vacancy Rate (Rental)

The percentage of rental housing that is vacant for rent. This is a standard measure used to understand whether rentals are over- or under-supplied in a study area. Rental vacancy rates should focus on the vacancy rate for rentals that are available for residents to occupy and exclude properties that are rented for seasonal, recreational or occasional use (e.g., short-term/vacation rentals).

Vacancy Rate (Owner)

The percentage of for sale, owner-occupied housing that is vacant (for-sale only).

Wage (or Salary)

Compensation received by an employee for their labor, usually calculated on an hourly basis or as a fixed salary.

Chapter 6: Data Sources

American Water Works Association — Provides resources on water industry standards. https://www.awwa.org/

Assessor — Managed at the county level. The county assessors are responsible for managing and operating the assessor's office. Their goal is to produce a tax warrant with fair and equalized property values. An assessor's major duties can be discovering, listing, classifying, and valuing all taxable real and personal property and all property granted exemption by the Division of Property Taxation located within the county on the assessment date.

Colorado Department of Education — The McKinney-Vento Homeless Assistance Act is the primary piece of legislation related to the education of children and youth experiencing homelessness. Every school district has a designated McKinney-Vento Homeless Education Liaison responsible for identifying MKV students and providing resources to help these students. https://www.cde.state.co.us/studentsupport/homeless_index

Colorado Department of Labor and Employment, Labor Market Information — The Office of Labor Market Information (LMI) collects and analyzes information about labor market trends throughout Colorado. https://cdle.colorado.gov/dlss/labor-market-information-lmi

Colorado Department of Local Affairs (water resources) — Water and Land Use Integration for Local Governments provides resources and tools to assist local governments in aligning water planning with land use decisions, including fact sheets, self-assessment guides, and best practice examples. https://dlg.colorado.gov/water-and-land-use-integration

Land Use and Water Primer provides resources designed to assist local governments in integrating water and land use. planning https://dlg.colorado.gov/land-use-and-water-primer

Colorado Department of Public Health and Environment — Provides information on water reuse rules/regulations, including reclaimed water (reuse), direct potable reuse and graywater. https://cdphe.colorado.gov/

Colorado Homeless Management Information System (HMIS) — The Colorado Homeless Management Information System (COHMIS) is a statewide database used to collect client-level data related to the provision of housing and services to persons experiencing homelessness and persons at risk of experiencing homelessness. https://www.cohmis.org/

Colorado Housing and Finance Authority — Provides information on programs and resources on investments in affordable housing and community

development. CHFA also provides AMI income limits but these may differ slightly from HUD, as well as the Colorado Statewide Apartment Survey.

Colorado Judicial Branch — Each fiscal year, the Colorado Judicial Branch Annual Statistical Report is issued to provide information about Colorado state courts. The reports contain statistics of foreclosures and evictions by court county location. https://www.coloradojudicial.gov/court-services/research-and-data

Colorado State Database of mobile home parks — The Division of Housing's Mobile Home Oversight Program conducts outreach and education on mobile home park laws and provides an annual park registration system. The program also receives and investigates complaints, facilitates dispute resolution, and takes enforcement actions. https://doh.colorado.gov/mobile-home-parks

Colorado State Demography Office (SDO) — The State Demography Office provides population, household, and job estimates and forecasts for Colorado's regions and counties; and population estimates and guidelines for municipal forecasts developed by the State Demography Office. https://demography.dola.colorado.gov/

Colorado Water Conservation Board — Provides comprehensive information on the state's water management initiatives, including the Colorado Water Plan, funding opportunities, and resources for water supply planning, ecosystem health, and hazard mitigation. https://cwcb.colorado.gov/

Comprehensive and Water Supply Master Plans — Local plans that outline long-term plans for managing a community's water resources.

Home Mortgage Disclosure Act Data (HMDA) — Mortgage lending data reported in accordance with the Home Mortgage Disclosure Act (HMDA), commonly called "HMDA data," is the largest source of publicly available data on mortgage lending in the United States, available from the Consumer Financial Protection Bureau. https://ffiec.cfpb.gov/

International Association of Plumbing and Mechanical Officials (IAPMO) — Provides information on their development of plumbing and mechanical codes, product testing and certification services, training programs, and industry research aimed at ensuring public health and safety. https://www.iapmo.org/

Water demand calculation tool provided by IAPMO that estimates peak water demand in residential buildings, aiding in the accurate sizing of plumbing systems to enhance efficiency and safety. https://www.iapmo.org/we-stand/water-demand-calculator/

Irrigation Association — Provides resources on efficient irrigation technologies, certification programs, educational materials, industry events, and advocacy

initiatives aimed at promoting effective water management practices. https://www.irrigation.org/

Polaris Tool —The One Water Solutions Institute (OWSI) at Colorado State University develops and supports the Polaris tool which characterizes the relationship between land use and water consumption to enable water demand management and water supply scenario planning. This tool can help communities across the state with water smart land use planning. OWSI provides technical support services including training workshops for using Polaris in communities across Colorado. https://erams.com/catena/tools/urban-planning/polaris/

U.S. Bureau of Labor Statistics Local Area Unemployment Statistics (BLS LAUS) — The Local Area Unemployment Statistics (LAUS) program produces monthly and annual employment, unemployment, and labor force data for Census regions and divisions, States, counties, metropolitan areas, and many cities, by place of residence. https://www.bls.gov/lau/

U.S. Census Bureau American Community Survey (ACS) —The American Community Survey (ACS) releases new data every year on detailed population and housing estimates. ACS 1-year estimates are data that have been collected over a 12-month period and are available for geographic areas with at least 65,000 people. The Census Bureau combines 5 consecutive years of ACS data to produce multiyear estimates for geographic areas with fewer than 65,000 residents. These 5-year estimates represent data collected over a period of 60 months. https://www.census.gov/programs-surveys/acs/data.html

U.S. Census Bureau Census Building Permit Survey (BPS) —The Building Permits Survey (BPS) provides national, state, and local statistics on new privately-owned residential construction. https://www.census.gov/construction/bps/index.html

U.S. Census Bureau Decennial Census — Includes basic demographic information. https://data.census.gov/

U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) — LEHD Origin-Destination Employment Statistics (LODES) provides annual employment statistics linking home and work locations at the census block level. https://lehd.ces.census.gov/

U.S. Department of Housing and Urban Development Area Median Income (HUD AMI) —The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs including the Public Housing, Section 8 project-based, Section 8 Housing Choice Voucher, Section 202 housing for the elderly, and Section 811 housing for persons with disabilities programs. HUD develops income limits based on Median Family Income estimates and Fair Market Rent area definitions for each metropolitan

area, parts of some metropolitan areas, and each non-metropolitan county. https://www.huduser.gov/portal/datasets/il.html

U.S. Department of Housing and Urban Development Comprehensive Housing Affordability Data (HUD CHAS) — The U.S. Department of Housing and Urban Development (HUD) receives custom tabulations of American Community Survey (ACS) data from the U.S. Census Bureau. These data, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low-income households. Local governments use the CHAS data to plan how to spend HUD funds, and may also be used by HUD to distribute grant funds. https://www.huduser.gov/portal/datasets/cp.html

U.S. Department of Housing and Urban Development Point in Time Homeless Counts — The Point-in-Time (PIT) Count is a count of sheltered and unsheltered people experiencing homelessness on a single night in January. HUD requires that Continuum of Cares (CoCs) conduct an annual count of people experiencing homelessness who are sheltered in emergency shelter, transitional housing, and Safe Havens on a single night. https://www.hudexchange.info/programs/coc/

U.S. Environmental Protection Agency Water Sense — Provides information on water-saving products, homes, and services, and offers resources to help consumers and businesses conserve water. https://www.epa.gov/watersense

Water Research Foundation — Provides comprehensive resources on water research. https://www.waterrf.org/

Industry data, local surveys, and primary research can be used to supplement or substitute the previous public data sources when coverage and/or reliability are insufficient to produce a useful metric.

AirDNA —Tracks the performance data of Airbnb & VRBO vacation rentals. This data source is available for purchase. https://www.airdna.co/

ATTOM — Real estate data provider. Data include property tax, deed, mortgage, foreclosure. https://www.attomdata.com/

CHMURA (JobsEQ) — Chmura's JobsEQ labor market research software platform provides data for standard and custom regions (including sub-county level data), industry groups, occupation groups, and forecasts. https://www.chmura.com/

CoreLogic — Platform providing property data insights, reports, and more. https://www.corelogic.com/

CoStar — Platform of commercial real estate information, analytics and data-driven news across office, industrial, retail, multifamily, hospitality and land sectors. This data source is available for purchase. https://www.costar.com/

Esri — Geographic information system (GIS) software, location intelligence, and mapping. This data source is available for purchase. https://www.esri.com/en-us/

Multiple Listing Service (MLS) — Databases that real estate agents and brokers use to share information about properties for sale.

National Housing Preservation Database (NHPD) — Compiles data on the publicly supported housing property inventory. The database is available for purchase; the NHPD mapping tool can be used to display publicly supported properties without payment. https://preservationdatabase.org/

Redfin — Housing market data from Redfin includes home prices, sales, inventory, new listings, and days on market. This data source is available for free. Inconsistent quality and availability for smaller geographies. https://www.redfin.com/news/data-center/

Ribbon Demographics, LLC — Data and market analysis for housing development, including HISTATM data (households by income, size, tenure, and age). https://www.ribbondata.com/

Zillow — The Zillow Economic Research team publishes a variety of real estate metrics, including median home values and rents, inventory, sale prices, and volumes. This data source is available for free. Not available for some geographies and inconsistent quality for smaller geographies. https://www.zillow.com/research/data/

Local Surveys and Primary Research are critical when conducting housing needs assessments in small communities. While secondary data sources (e.g., census data) offer valuable information, they usually do not capture the specific nuances of small communities.

Data Sources and Availability by Geography (County and Municipality)

Source	Web Link	Data Variable	County	Municipality	Considerations
Publicly Available					
Assessor	County-specific URL	Detailed Property Information	Address specific	Address specific	Assessor recording practices and code structures can vary by county. Working cooperatively with Assessor offices is advised to ensure data analysis accuracy.
Colorado Association of Realtors	https://coloradorealtors.com/market-trends/	Housing Market Trends Reports by Month (single family and townhome/condo markets)	x	x	Make sure to understand how the boundaries are defined and what MLS you are getting data from. There is some overlap. Use cautiously for small areas or time periods with few sales.
Colorado Department of Education	https://www.cde.state.co.us/studentsupport/homeless_index	McKinney-Vento Homeless Students	School District-specific	School District-specific	Identifying the number of homeless students in a region or local government jurisdiction may not be possible due to differing geographies.

Source	Web Link	Data Variable	County	Municipality	Considerations
Colorado Department of Labor and Employment (CDLE), Local Area Unemployment Statistics (LAUS)	https://cdle.colorado.gov/dlss/labor-market-information-lmi	Labor force; employed/unemployed; unemployment rate	x		Monthly data with seasonal adjustments for larger areas only; excludes underemployment; subject to revisions; limited to county/metropolitan statistical areas; using a six month moving average or annual data is recommended due to the small sample, unless data are used to analyze seasonal variations.
Colorado Department of Labor and Employment (CDLE), Occupational Employment and Wage Statistics (OEWS))	https://cdle.colorado.gov/dlss/labor-market-information-lmi	Employment and Wages by Occupation	x		These are estimates of the number of people employed in certain occupations, and estimates of the wages paid to them. Self-employed persons are not included in the estimates.
Colorado Department of Labor and Employment (CDLE), Quarterly Census of Employment and Wages (QCEW)	https://cdle.colorado.gov/dlss/labor-market-information-lmi	Employment and Annual Average Pay (Overall and by sector)	x		Very useful for sector-level data. This data excludes proprietors, certain national security agencies, the unincorporated self-employed, unpaid family members, certain farm and domestic workers, and railroad workers covered by the railroad unemployment insurance system; data may be suppressed to protect the identity, or identifiable information, of cooperating employers; data is subject to revisions.

Source	Web Link	Data Variable	County	Municipality	Considerations
Colorado Department of Local Affairs, Division of Housing (DOH)	https://doh.colorado.gov/mobile-home-parks	Mobile Home Parks	Address specific	Address specific	This information assists with mobile home park location identification. This housing type is often part of an area's naturally occurring affordable housing stock.
Colorado Homeless Management Information System	https://www.cohmis.org/	People Experiencing Homelessness or at Risk			Covers four Continuum of Care regions. Data at the CoC regional level is too coarse for most of Colorado's counties. Obtaining in-depth data usually requires a data sharing and confidentiality agreement.
Colorado Housing and Finance Authority (CHFA)	https://www.chfainfo.com/rental-housing/asset-management/rent-income-limits	Income limits	x		May differ slightly from HUD Income Limits
Colorado Judicial Branch	https://www.coloradojudicial.gov/court-services/research-and-data	Foreclosures, evictions	Judicial District	Judicial District	Data is available by judicial district rather than by county or municipality, which may require districts to be mapped to local jurisdictions; frequency of updates can vary; coverage and data granularity depend on court reporting practices; includes historical data on foreclosure and eviction trends, but may not provide real-time insights.

Source	Web Link	Data Variable	County	Municipality	Considerations
Consumer Financial Protection Bureau, Home Mortgage Disclosure Act (HMDA)	https://www.consumerfinance.gov/data-research/hmda/	Mortgage Data	x	Census Tracts	Provides detailed mortgage data, including applicant demographics, loan terms, and approval rates; valuable for assessing lending trends and identifying disparities but does not capture private cash transactions or certain small lenders.
Jurisdiction Planning / Building Departments	Jurisdiction-specific URL	Residential Building Permits and Certificates of Occupancy	x	x	Many building departments do not post permits or Certificates of Occupancy online so outreach may be required; it is important to identify whether permits are recorded as "permits" or "number of units" (e.g., one permit could be for a 50-unit apartment building); multifamily permits are often recorded as "commercial"
Redfin	https://www.redfin.com/news/data-center/?msockid=1d39f1132a856a050630fdf32b3b6b4d	Housing Data (e.g., homes sold, median sale price, pending sales, new listings)	x	x	Redfin pulls data directly from the Multiple Listing Service (MLS). Their direct MLS integration provides more accurate, up-to-date listings, as MLS feeds are frequently updated in real time. This also allows Redfin to display information like "days on market" or "price reductions" with a higher level of reliability. Data available from the Redfin Data Center differs by geography.

Source	Web Link	Data Variable	County	Municipality	Considerations
State Demography Office	https://demography.dola.colorado.gov/	Household Estimates and Projections (total and by four household types and four age cohorts)	x		Reflect July 1 estimates and projections; updated annually, but current estimates lag real time.
State Demography Office	https://demography.dola.colorado.gov/	Total Job Estimates (includes proprietors) and Forecasts ; Jobs by Sector; Jobs by Base Industries; Labor Force Participation and Forecasts by County, Age Group, and Sex	x		County-level jobs forecasts are unavailable for the seven counties comprising the Denver Metro Region, which is forecast as a single entity FIPS 500 Denver-Boulder Metro. Sector categorization may differ from QCEW; for example, public-sector employment, including public school district jobs, are categorized as "Government" jobs, which differs from QCEW categorization of such jobs by the type of goods or services provided (school district jobs are categorized under Educational Services).
State Demography Office	https://demography.dola.colorado.gov/	Total Population; Households (occupied housing units); Household Size; Housing Units; Vacant Housing Units; Vacancy Rate	x	x	Estimates as of July 1 annually, but the most current year lags real time; vacancy rate is a modeled output and may not reflect the actual on-the-ground vacancy rate.

Source	Web Link	Data Variable	County	Municipality	Considerations
State Demography Office	https://demography.dola.colorado.gov/	Total Population and Projections by Age; Components of Change (Births, Deaths, Net Migration); Census Building Permits; Households (occupied housing units); Household Size; Total Housing Units; Vacant Housing Units; Vacancy Rate	x		Estimates are as of July 1 annually, but the most current year lags real time; vacancy rate is a modeled output and may not reflect the actual on-the-ground vacancy rate.
United States Bureau of Economic Analysis	https://www.bea.gov/data/by-place-county-metro-local	Income by source (wage and salary; dividends, interest, rent; transfers)	x		Useful in understanding the distribution of income by source.
United States Bureau of Labor Statistics (BLS), Job Openings and Labor Turnover Survey (JOLTS)	https://www.bls.gov/jlt/	Job openings, hires, separations	Statewide only	Statewide only	JOLTS does not produce county or city level data.
United States Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS)	https://www.bls.gov/lau/	Labor force; employed/unemployed; unemployment rate	x	x (Denver and Colorado Springs only)	Monthly data with seasonal adjustments; limited to counties and very large cities; undercounts some subgroups; revised estimates possible over time; using a six-month moving average or annual data is recommended due to the small sample.
United States Bureau of Labor Statistics (BLS), Quarterly Census of Employment and Wages (QCEW)	https://www.bls.gov/cew/	Employment; Number of Establishments; and Annual Average Pay (Overall and by sector)	x		Helpful for identifying total employment (jobs) and average annual wage for counties. Excludes proprietors, certain national security agencies, the unincorporated self-employed, unpaid family members, certain farm and domestic workers,

Source	Web Link	Data Variable	County	Municipality	Considerations
					and railroad workers covered by the railroad unemployment insurance system; data may be suppressed to protect the identity, or identifiable information, of cooperating employers; data is subject to revisions.
United States Census Bureau, American Community Survey (ACS) 1-year	https://www.census.gov/programs-surveys/acs/data.html	ACS Tables/Variables	Geographies with 65,000 people or more	Geographies with 65,000 people or more	Best used when current data is more important than precision; data is collected over a calendar year; ACS data include a margin of error to represent the range of responses, given the limitations of the sampling size; geographic boundaries can change over time.
United States Census Bureau, American Community Survey (ACS) 5-year	https://www.census.gov/programs-surveys/acs/data.html	ACS Tables/Variables	x	x	Useful for analyzing trends, not designed for counts; data is collected over a five-year period which is then pooled together to provide a snapshot of average demographic characteristics across that timeframe; ACS 5-year estimates are not comparable to ACS 1-year estimates; ACS data include a margin of error, given the limitations of the sampling size, which may be large for small or low population areas; consider margins of error when analyzing trends; special considerations apply for rural communities with large seasonal populations--in particular, college towns and resort areas; geographic boundaries can change over time.

Source	Web Link	Data Variable	County	Municipality	Considerations
United States Census Bureau, Building Permit Survey (BPS)	https://www.census.gov/construction/bps/index.html	Building Permits (new housing units authorized by valuation and structure type)	x	x	Most useful when data cannot be obtained directly from local jurisdictions; may include imputed data; note that building permit valuation and property value may not be the same.
United States Census Bureau, Decennial Census	https://www.census.gov/programs-surveys/decennial-census/data.html	All Decennial Census Tables/Variables	x	x	Includes basic demographic information. More detailed information available from the ACS. Geographic boundaries may differ between decennial Census years.
United States Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), LEHD Origin Destination Employment Statistics (LODES)	https://lehd.ces.census.gov/data/	Annual employment statistics linking home and work locations at the census block-level (demographic characteristics and commute patterns)	x	x	Excludes some employees and workers, including self-employed individuals; less reliable in locations with a sizeable seasonal workforce, such as resort communities; unpublished margin of error; data lags real time; may not capture large employers with satellite locations (e.g., school district).
United States Census Bureau, Public Use Microdata Sample (PUMS)	https://www.census.gov/programs-surveys/acs/microdata.html	Based on ACS data; allows for creation of custom estimates and tables.	NA (only Public Use Microdata Areas (PUMA) with 100,000 people or more)	NA (only Public Use Microdata Areas (PUMA) with 100,000 people or more)	Data is only provided for PUMA boundaries, not county or municipal boundaries. PUMS data can be used at the larger regional or state level to create data tabulations not provided by the ACS.

Source	Web Link	Data Variable	County	Municipality	Considerations
United States Department of Housing and Urban Development (HUD)	https://www.huduser.gov/portal/datasets/cp.html	Comprehensive Housing Affordability Strategy (CHAS) data (Income Distribution by AMI and housing problems, including cost burden)	x	x	Data lags real time.
United States Department of Housing and Urban Development (HUD)	https://www.hudexchange.info/homelessness-assistance/data/	Homelessness Point-In-Time Survey	x		Areas with large or hidden homeless populations are susceptible to undercounts.
United States Department of Housing and Urban Development (HUD)	https://www.huduser.gov/portal/datasets/il.html	Income limits	x		Updated annually; used to determine eligibility for various housing assistance programs
United States Department of Housing and Urban Development (HUD)	https://lihtc.huduser.gov/	Low Income Housing Tax Credit (LIHTC) properties	Address-specific	Address-specific	Property data may lag due to annual updates; includes property location and funding details but may lack real-time unit availability or recent affordability status; useful for identifying long-term affordable housing stock but limited in dynamic market contexts.

Source	Web Link	Data Variable	County	Municipality	Considerations
Zillow, Inc.	https://www.zillow.com/research/data/?mockid=1d39f1132a856a050630fdf32b3b6b4d	Home Value Index, Observed Rent Index	x	x (some)	Use cautiously for smaller geographies where data may be limited, particularly for rent information. Zillow only has data on listings they house, and many smaller communities use different methods/sources. Zillow uses a combination of data scraping, public records, and MLS syndication where available.
Sample of Fee-For-Service Providers *					
AirDNA	https://www.airdna.co/	Short-term rental data	Address-specific	Address-specific	Primarily targeted to short-term rental investors and operators, but may assist with understanding short-term rental market attributes (e.g., counts, occupancy, pricing). Limited data is provided free of charge with fee-for-service options. Some variables are available by ZIP code.
ATTOM	https://www.attomdata.com/	Foreclosure data, property analytics, and market trends	x	x	Offers comprehensive foreclosure and property data with analytics; subscription-based; valuable for trend analysis and current market conditions but may not cover all smaller municipalities consistently.

Source	Web Link	Data Variable	County	Municipality	Considerations
CHMURA	https://www.chmura.com/	Fee-for-service company that provides detailed labor market data and forecasts, including sub-county data.	x	x	Provides highly-detailed labor market and economic data, including regional employment trends, industry breakdowns, proprietor estimates, wage data, and job forecasts; useful for in-depth economic and workforce studies, but may not include hyper-local data in smaller or rural areas. Subscription required.
Corelogic	https://www.corelogic.com/	Fee-for-service company that provides detailed market data and comparable sites based on real estate transaction data and landlord surveys	x	x	Offers extensive property transaction data and rental market insights; useful for property valuations, market trends, and comparable analysis; highly detailed but may be limited in areas with fewer transactions or where data collection is restricted. Subscription required.
CoStar	https://www.costar.com/	Fee-for-service company that provides detailed market data and comparable sites based on real estate transaction data and landlord surveys	x	x	Best for larger metropolitan areas and commercial hubs. Rental market data may be limited or unavailable in smaller housing markets.
Esri	https://www.esri.com/en-us/home	A provider of both software and data with multiple platforms, including Community Analyst and Business Analyst products with built-in market analysis tools.	x	x	Provides extensive GIS-based tools and demographic data through Community Analyst and Business Analyst platforms; valuable for spatial and market analysis, allowing customized geographic insights; subscription-based with specialized training needed for advanced features; very limited historical data.

Source	Web Link	Data Variable	County	Municipality	Considerations
Multiple Listing Service (MLS)	Location-specific URL	Past home sales	Address-specific	Address-specific	Detailed property sales data; may be available without a fee from a cooperating Realtor/Realtors Association
National Housing Preservation Database (NHPD)	https://preservationdatabase.org/	Affordable housing properties (location, funding stream, subsidy end date). Fee-for-service access to the database; the NHPD mapping tool can be used to display publicly supported properties without payment.	Address-specific	Address-specific	Provides location, funding type, and subsidy timelines for affordable housing properties; essential for tracking at-risk affordable units as subsidies expire but may have limited real-time updates on property status or occupancy.
Ribbon Demographics, LLC	https://ribbondata.com/index.html	Fee-for-service housing market analysis and data services. Data includes HISTA™ reports (households by income, size, tenure, and age)	x	x	Provides detailed household demographic and housing data, including income segmentation and tenure; useful for targeted housing studies, especially in assessing affordability and demographic trends; data may have limited geographic granularity in very small areas.
Other Sources					
Employer Survey	Jurisdiction-specific	Jurisdiction-specific	x	x	Developing clear questions to achieve desired objectives is important, along with gathering an appropriate and representative sample, among other considerations.

Source	Web Link	Data Variable	County	Municipality	Considerations
Housing Professionals (e.g., realtors, appraisers, landlords, developers/builders)	Entity-specific	Entity-specific	x	x	Speaking with housing professionals about the local housing market, including home prices (for sale and for rent), availability, cost to develop/build, and changes over time provides market context unavailable from public and private data sources.
Public Housing Authority / Housing Agency	Authority or agency-specific	Authority or agency-specific	x (if applicable)	x (if applicable)	Many local jurisdictions are served by public housing authorities or housing agencies that help provide affordable housing and administer housing programs and services. Understanding their services (e.g., housing choice vouchers) and the existing and planned housing in their portfolio helps to develop a complete picture of the housing market and identify where gaps may exist.
Resident Survey	Jurisdiction-specific	Jurisdiction-specific	x	x	Developing clear questions to achieve desired objectives is important, along with gathering an appropriate and representative sample, among other considerations.

Note: this table does not represent all data sources or all available data provided by identified sources.
* the included fee-for-service/private data providers list is not exhaustive

Appendix A: HNA Requirements – Quick Reference Guide

HNA Framework

Using this framework will facilitate a smoother review process by the Department of Local Affairs (DOLA).

1. Demographic Trends

Establishes the foundation for understanding changes in population, household characteristics, and income, which drive housing demand and needs.

2. Economic Trends

Analyzes the interplay between jobs, wages, and housing to understand if the current housing supply meets the needs of employees.

3. Housing Inventory

Evaluates the condition, diversity, and supply of housing units to identify where there may be gaps based on demographic and economic needs.

4. Housing Market Trends

Assesses how housing market factors like rental rates, sales trends, and available supply impact housing affordability and availability for different income groups and household types.

5. Housing Problems

Evaluates challenges such as cost burden, overcrowding, homelessness, and housing instability, providing insight into the need for targeted housing programs and unique needs.

6. Housing Resources

Identifies available financial, institutional, and community resources that can support housing programs and the development, maintenance, and preservation of affordable housing opportunities.

7. Housing Development Challenges and Opportunities

Examines obstacles to the development of housing, such as regulatory, cost, and community factors, as well as land and partnership opportunities to produce housing.

8. Current & Projected Housing Needs

Ties together data from all other sections to estimate current and future housing needs across all income levels.

9. Policy Programs & Recommendations

Provides initial strategies to address identified housing needs to improve housing affordability, accessibility, and stability, and guide the development of a future housing action plan.

Demographic Trends

Demographic trends provide a foundation for understanding the study area's population, household characteristics, and income changes over time. These factors shape housing demand, including type and price. Comparing countywide or regional totals and nearby jurisdictions helps clarify differences in housing needs drivers.

Required Output

- [x] (III) Estimate the number of households in the region and each local government's jurisdiction that forms the region (regional HNA), or for the local governments jurisdiction only (local HNA).

Baseline Data (must consider)

(d) Current median income
(e) Population change projections and demographic trends forecasted by the State Demography Office
(f) Population and demographic trends

KEY COMPONENTS

Population (Baseline Data (e) and (f))

- [ ] Population Size: Current size, growth trends, and variation across jurisdictions.
- [ ] Age: Age distribution and changes over time.
- [ ] Population Forecast: Expected population and age distribution changes.

Households (Required Output (III) and Baseline Data (f))

- [x] Total Households (Required)*: Current households and trends over at least 10 years.
- [ ] Tenure of Households (Owner and Renter)
- [ ] Household Size: Average size by tenure.
- [ ] Household Types: Types of households (e.g., family, couple) and regional variation.
- [ ] Household Forecast: Expected changes in household numbers and type over 10 years.

Household Income Distribution (Baseline Data (d))

- [ ] Income Levels: Percentage of households by AMI category; variations by tenure.

OPTIONS FOR A DEEPER DIVE

- Median income by household size and changes in income distribution.
- Population by race/ethnicity, poverty rates, and households headed by older adults.
- Components of change, including natural increase and net migration

■ Required Ouptput ☐ Needed for Required Output [ ] Must Consider

Economic Trends

Current and projected economic conditions are essential drivers of housing needs. Jobs, employees, housing, and businesses are tied together. Businesses need employees to fill jobs and employees need housing in which to live.

Required Output

■ (IV) Estimate the number of jobs in the region and each local government's jurisdiction that forms the region (regional HNA), or for the local governments jurisdiction only (local HNA), sorted by annual salary and wage.

Baseline Data (must consider)

(c) Current jobs by income level
(e) Job growth projections forecasted by the State Demography Office

KEY COMPONENTS

Job Trends and Projections (Required Output (IV) and Baseline Data (c), (e))

- ■ **Jobs and Wages by Sector (Required)***: Primary industries, regional variation.
- □ Job and Wage Trends: Job growth, stagnation, or decline; wages relative to housing costs.
- □ Job Projections: Impact of projected job growth or decline on future housing needs.

Labor Force and Unemployment Rate

- [ ] Labor Force Trends: Regional unemployment rates and labor force changes.

Commuting Patterns

- [ ] Commute Trends

OPTIONS FOR A DEEPER DIVE

- Seasonal employee estimates.
- Local-level unfilled job analysis.
- Multiple job-holding rates and average number of workers per household.
- Employer surveys to understand hiring challenges tied to housing availability.

■ Required Output □ Needed for Required Output [ ] Must Consider

Housing Inventory

This analysis examines the existing housing supply, including unit diversity, age, condition, and production rates. It addresses questions about housing quality and availability for residents. Comparing inventories across regions or jurisdictions highlights differences, guiding programs and new development to enhance housing opportunities.

Required Outputs

- [x] (I) Estimate existing housing stock in the region and in each local jurisdiction that forms the region (regional HNA), or for the local governments jurisdiction only (local HNA).

Baseline Data (must consider)

(b) Existing housing diversity and stock
(h) Vacancy rates

KEY COMPONENTS

Housing Units (Baseline Data (b) and Required Output (I))

- [x] Total Housing Units (Required)*
- [ ] Housing Types
- [ ] Housing Condition and Age: Age and condition of housing stock; extent of repairs needed and presence of substandard units.

Regulated Affordable Housing Inventory (if applicable)

- [ ] Affordable Units: Availability of regulated affordable units, including Housing Choice Vouchers, LIHTC, deed-restricted units, and employer-provided units.

Housing Vacancy and Occupancy (Baseline Data (h))

- [ ] Vacancy: Variation in housing vacancies, causes (e.g., second home/vacation use), and trends over time.
- [ ] Occupancy: Occupancy rates by housing type and area; trends in occupancy for rent or ownership.

Development and Building Trends (Baseline Data (h))

- [ ] Historical Building Permits
- [ ] Development in the Pipeline

OPTIONS FOR A DEEPER DIVE

- Housing units by number of bedrooms.
- Short-term rental inventory and trends.

[x] Required Ooutput [ ] Needed for Required Output [ ] Must Consider

Housing Market

Analyzing housing market trends reveals how well the market meets residents' and workers' needs by examining home values, rental rates, and sales trends. This helps assess supply vs. demand, affordability challenges, and impacts on different income groups. Local comparisons show affordability relative to nearby areas, while regional studies compare to state or national trends for broader context.

Required Output

■ (II) Estimate housing needs sorted by income level and dwelling type, including accessible units, supportive units, visitable units (local HNA only), for-sale units, and rental units

Baseline Data (must consider)

(h) Vacancy rates: Understand how vacancy rates reflect current market demand or availability issues.
(j) Job-housing balance: Assess the relationship between local employment and housing options to ensure alignment.

KEY COMPONENTS

Ownership Market (Baseline Data (j))

⛶ Housing Prices: Trends in housing prices versus wages; supply and demand dynamics affecting housing prices.

☐ Inventory of For-Sale Housing: Availability for full-time residents, first-time buyers, and middle-income households; inventory type and price point variation.

Rental Market (Baseline Data (h))

⛶ Rental Rates and Market Trends: Changes in rental rates, affordability compared to wages, and impact of short-term rentals on long-term availability.

☐ Rental Vacancy Rates: Current vacancy rates, trends, and implications for affordability and rental market health.

OPTIONS FOR A DEEPER DIVE

- Housing Vacancy Rates (h): Rental turnover rate, months of inventory, short-term rental trends.
- Ownership Market Additional Considerations: Homebuyer trends, sale of regulated affordable housing units.
- Rental Market Additional Considerations: Availability and trends of regulated affordable rental units.

■ Required Output ☐ Needed for Required Output ⛶ Must Consider

Housing Problems

Analyzing housing issues—such as cost burden, overcrowding, instability, and homelessness—provides insight into challenges households face in accessing safe, stable, affordable housing. This helps identify where programs are needed to improve outcomes for low- and moderate-income residents, especially vulnerable groups. Local studies highlight immediate needs, while regional analyses show broader challenges across jurisdictions.

Required Outputs

- (II) Estimate housing needs in the region and each local government's jurisdiction that forms the region..., including accessible units, visitable units (local HNA only), supportive units...
- (VI) Identify areas at elevated risk of displacement in the region and each local government's jurisdiction that forms the region.

Baseline Data (must consider)

(i) Measures of homelessness and housing instability

KEY COMPONENTS

[ ] Cost Burden by Tenure (own/rent) (Baseline Data (i)): Percentage of households spending over 30% or 50% of income on housing; groups most affected by cost burden.

☐ Overcrowding by Tenure (own/rent) (Baseline Data (i)): Number of households in overcrowded conditions, affected populations, and implications for housing adequacy.

■ Homelessness & Unstable Households (Required Output (II), Baseline Datat (i)): Number of homeless individuals and families, main causes, availability of emergency and supportive housing, and effectiveness of current prevention programs.

■ Accessible and Visitable Unit Estimates (Required Output (II)): Estimate of future housing needs for accessible/visitable units using ACS data; optional local surveys for more detailed needs assessment.

■ Displacement Risk (Required Output (VI)): Populations at risk of severe housing challenges (e.g., cost burden, overcrowding, homelessness), racial and ethnic disparities, and targeted interventions to support at-risk groups.

OPTIONS FOR A DEEPER DIVE

- Cost burden by income and other household characteristics.
- Foreclosures and evictions.
- Condition of housing.

■ Required Output. ☐ Needed for Required Output [ ] Must Consider

Housing Resources

This section focuses on identifying and evaluating the resources available to support the development, maintenance, and accessibility of housing that is affordable for resident and employee households. Assessing housing resources includes understanding the financial, institutional, and community assets that can help address the housing needs identified in the HNA.

Recommended Ouptut

☐ Section 24-32-3702(1)(e)(I)
A requirement that housing needs assessments include recommended policy and programmatic responses to the findings of the housing needs assessment, including the assessment of displacement risk.

Baseline Data (must consider)

(g) Measures of local resources dedicated to the development of affordable housing

KEY COMPONENTS

⛶ Housing Assistance Programs (Baseline Data (g)): Types of programs available, number of beneficiaries, and sufficiency of funding to meet demand.

⛶ Affordable Housing Management, Development, and Service Organizations (Baseline Data (g)): Roles of housing authorities, CDHOs, land trusts, and service organizations; gaps in capacity, collaboration, or resources.

⛶ Local Funding Resources (Baseline Data (g)): Local funds used to produce, purchase, or assist affordable housing development and effectiveness in addressing resident needs.

⛶ Resources for Homelessness Prevention (Baseline Data (g)): Availability of shelters, transitional housing, and supportive housing; effectiveness of services like rapid rehousing and outreach programs.

⛶ Public and Institutionally Owned Land (for Development) (Baseline Data (g)): Public or institutional land ownership, suitability for residential use, and opportunities for development partnerships.

OPTIONS FOR A DEEPER DIVE

- Employer-assisted housing.

■ Required Output ☐ Needed for Required Output ⛶ Must Consider

Development Challenges & Opportunites

Understanding market limitations helps identify challenges and opportunities for expanding housing options. This includes reviewing zoning, planning, infrastructure, development costs, labor, and material supply issues. Given data limitations and the expertise needed, this analysis is typically qualitative.

Recommended Output

☐ (VIII) Assess market limitations on the development of for-sale multifamily residential housing (regional HNA) or the development of housing (local HNA)

Baseline Data (must consider)

None specified

KEY COMPONENTS

[ ] Development Costs (Required Output (VIII)): Impact of materials, labor, infrastructure, and land prices; gap between development costs and what residents can afford; availability of incentives and subsidies.

[ ] Regulatory Barriers: Zoning, subdivision, and permitting regulations that restrict housing development; opportunities to streamline regulations.

[ ] Infrastructure Limitations: Availability and condition of infrastructure (roads, water, sewer); opportunities for investments to facilitate development.

[ ] Community Sentiment: Impact of resistance to higher-density or affordable housing; opportunities for education and community engagement.

■ Required Output ☐ Needed for Required Output [ ] Must Consider

Housing Needs

This section utilizes information from the other sections of the HNA to estimate what types of housing (e.g., rental vs. ownership, affordable vs. market-rate) are most needed to address housing deficiencies for current residents and support future economic and community vibrancy.

Required and Recommended Outputs

- ■ (II) Estimate housing needs in the region and each local government's jurisdiction that forms the region, sorted by income level and dwelling type, including accessible units, visitable units (local HNA only), supportive units, for-sale units, and rental units.
- ■ (V) Estimate an allocation of housing needs to each local government in the region or contributing to housing needs in the region based on the number of jobs and each local government's dependence on jobs in the region, among other factors, to promote a balance of jobs at all salary levels and homes affordable to persons in the region holding jobs at all income levels in the region.
- □ (VII) Estimate water supply needs for the dwelling units identified in subsections (1)(c)(I) and (1)(c)(II) of this section using per capita water use rates identified in consultation with the department of natural resources.

Baseline Data (must consider)

(a) Existing and projected housing shortages and surpluses for different household types and income levels, including extremely low-, very low-, low, moderate-, and middle-income households as designated by HUD
(e) Population change projections, job growth projections, and demographic trends forecasted by the State Demography Office
(i) Measures of homelessness and housing instability
(j) Job-housing balance, including the availability of housing for low-income workers

KEY COMPONENTS

- ■ Existing Housing Shortage ("catch up" housing needs): New units needed to improve availability, stability, & affordability for existing residents, including overcrowding alleviation and achieving healthy vacancy rates.
- ■ Projected Housing Needs ("keep up" housing needs): Number of units needed for future resident & employee households over a 10-year period, including vacancy allowances & possible adjustments for unit losses.
- ■ Allocate Needs Within Regions: Allocate needs based on regional job distribution, recognizing the relationship between job locations and housing requirements.
- ■ Estimate Market and Below-Market Needs: Identify AMI levels for which private market units are feasible and where subsidies or incentives are needed to meet housing needs.
- ■ Estimate Supportive, Accessible, and Visitable Unit Needs: Estimate housing needs for homeless populations, other supportive needs, and accessible/visitable units based on the percentage of residents with disabilities.
- □ Estimate Water Supply Needs for Dwelling Units: Calculate residential water supply needs using gallons per capita per day multiplied by population.

OPTIONS FOR A DEEPER DIVE

- Seasonal housing needs, senior housing insights, vulnerable populations' needs, and housing program options (e.g., rental assistance, renovation, first-time homebuyer programs).

■ Required Output. □ Needed for Required Output ⛶ Must Consider

Policy Programs & Recommendations

Policy and program recommendations from the housing needs assessment, including displacement risk, form a foundation for a housing action plan. While not as detailed as action plan outputs, these recommendations highlight strategies for regional and local governments to address housing affordability, accessibility, and stability.

Recommended Output

☐ Section 24-32-3702(1)(e)(I)
A requirement that housing needs assessments include recommended policy and programmatic responses to the findings of the housing needs assessment, including the assessment of displacement risk

Baseline Data (must consider)

None specified

KEY COMPONENTS

[ ] Financing and Incentives: Expand financing options like local subsidies and tax credits; explore incentives such as density bonuses and expedited permitting.

[ ] Preservation and Management: Use deed restrictions, rehabilitation funding, rental assistance, and foreclosure prevention to preserve and manage affordable units.

[ ] Land Use and Zoning Incentives, Mandates, Reforms: Support higher-density, mixed-use developments, facilitate public land use, and introduce mandates or incentives for diverse housing development.

[ ] Partnerships and Collaboration: Encourage public, private, and non-profit collaboration, including employer-assisted housing and engagement with local nonprofits.

[ ] Housing Programs: Increase supportive housing, displacement protections, and other initiatives like renovation, first-time homebuyer assistance, and rental assistance.

■ Required Output ☐ Needed for Required Output [ ] Must Consider

Required Checklist

This checklist provides the minimum required outputs, intended to assist DOLA staff during the review process.

Required Outputs

(I) Estimate existing housing stock in the region and in each local jurisdiction that forms the region;

	Region Total for Regional HNA) or Local total (for a Local HNA)	Total for each government's jurisdiction in the region
Total Housing Units		

(III) Estimate the number of households in the region and each local government's jurisdiction that forms the region;

	Region Total for Regional HNA) or Local total (for a Local HNA)	Total for each government's jurisdiction in the region
Total households		

(IV) Estimate the number of jobs in the region and each local government's jurisdiction that forms the region, sorted by annual salary and wage;

Job Sector (include at least the top ten sectors in the study area)	Number of jobs (show region total and total for each county in the region)	Average annual wage (show for each county in the region)	Number of jobs by city/town jurisdiction
A row for each: Agriculture, Forestry, Fishing, and Hunting; Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Transportation and Warehousing; Utilities; Information; Finance and Insurance; Real Estate and Rental and Leasing; Professional, Scientific and Technical Services; Management of Companies and Enterprises; Administrative and Waste Services; Educational Services; Health Care and Social Assistance; Arts, Entertainment, and Recreation; Accommodation and Food Services; Other Services (Except Public Administration); Public Administration;			
Total			

Required Checklist

This checklist provides the bare minimum of legislative requirements. The intent is to help DOLA staff in the review process.

Required Outputs

- [ ] (II) Estimate housing needs in the region and each local government's jurisdiction that forms the region, sorted by income level and dwelling type, including accessible units, supportive units, for-sale units, and rental units;

Existing Housing Needs

AMI Category	Total Units Needed*	Owner Units Needed	Renter Units Needed
Extremely Low Income (≤ 30% AMI)			
Very Low Income (31-50% AMI)			
Low Income (51-80% AMI)			
Moderate Income (81-120% AMI)			
Middle Income (120% AMI to locally defined market rate)			
Upper Income (above "Middle Income," if needed)			
Total Catch-Up Units Needed			

10 yr Projected Housing Needs

AMI Category	Total Units Needed*	Owner Units Needed	Renter Units Needed
Extremely Low Income (≤ 30% AMI)			
Very Low Income (31-50% AMI)			
Low Income (51-80% AMI)			
Moderate Income (81-120% AMI)			
Middle Income (120% AMI to locally defined market rate)			
Upper Income (above "Middle Income," if needed)			
Total Keep-Up Units Needed (10 years)			

Estimated Current Supportive Housing Needs

	Supportive Units
Total Estimated Units Needed	

Accessible and Visitable Units

	Total Units
Total Estimated Units Needed	

Required Checklist

This checklist provides the bare minimum of legislative requirements. The intent is to help DOLA staff in the review process.

Required Outputs

- [ ] (V) Estimate an allocation of housing needs identified in subsection (1)(c)(II) of this section to each local government in the region or contributing to housing needs in the region based on the number of jobs and each local government's dependence on jobs in the region, among other factors, to promote a balance of jobs at all salary levels and homes affordable to persons in the region holding jobs at all income levels in the region;

Allocation of Existing and 10-Year Projected Housing Needs*	**Regional Study** *Total Regional study total refers to the estimated housing needs for the current regional study area, or for a Local HNA, the housing needs allocated to the jurisdiction in a prior Regional HNA covering the Local HNA area (see Section 24-32-3702(1)(d)(V)).*			Regional: Repeat for each county and jurisdiction or job market area in the region, as applicable. Local: Show estimated needs for the local area.		
AMI Category	Existing Housing Needs	Projected Housing Needs	Total Units Needed	Existing Housing Needs	Projected Housing Needs	Total Units Needed
Rentals						
Extremely Low Income (≤ 30% AMI)						
Very Low Income (31-50% AMI)						
Low Income (51-80% AMI)						
Moderate Income (81-120% AMI)						
Middle Income (120% AMI to locally defined market rate)						
Upper Income (above “Middle Income,” if needed)						
Total Rental Units Needed						
Ownership						
Extremely Low Income (≤ 30% AMI)						
Very Low Income (31-50% AMI)						
Low Income (51-80% AMI)						
Moderate Income (81-120% AMI)						
Middle Income (120% AMI to locally defined market rate)						
Upper Income (above “Middle Income,” if needed)						
Total Ownership Units Needed						

- [ ] (VI) Identify areas at elevated risk of displacement in the region and each local government's jurisdiction that forms the region (no chart format).

Item Number 10

Information for Meeting of the Superior Town Council

Agenda Item Name:	**Resolution – Adopting the Vision Zero Action Plan**
Meeting Date:	**August 11, 2025**
Presented by:	**Alex Bullen, Public Works & Utilities Program Supervisor** **Brannon Richards, Public Works & Utilities Director**
Presented for:	**Adoption of the Town of Superior Vision Zero Action Plan**

BACKGROUND

Vision Zero is a comprehensive strategy to improve road safety by focusing on system design, data-driven decision-making, and equitable community engagement. Rooted in the principle that no loss of life is acceptable on our roadways, the Vision Zero approach prioritizes human life and health in all aspects of transportation planning.

In 2023, Superior partnered with Boulder County and City of Lafayette to develop separate Vision Zero Action Plans (VZAP) for each jurisdiction, receiving grant funding from the USDOT to complete the VZAP. Over the past 18 months staff have collaborated with community members, transportation experts, and key stakeholders to identify goals, strategies, and performance measures tailored to the needs and specific crash types in Superior

The proposed VZAP outlines a series of actionable steps across five key areas: safe streets and mobility, safe speeds, safe people, safe vehicles, and institutional accountability. The plan includes:

- Targeted infrastructure improvements
- Speed management strategies
- Enhanced traffic enforcement policies
- Public education campaigns
- Equity-focused initiatives

The plan also outlines safety impact of each type of improvement, ensuring that funds may be used in ways that maximize safety benefit for the most users.

BUDGET IMPLICATIONS

Adoption of the plan itself does not have a direct fiscal impact as it primarily provides guidance for potential transportation projects and improvements. However, formal adoption of the Plan will allow the Town to apply for grant funding through the federal government's Safe Streets For All program. Many of the recommendations in the Plan such as signal timing changes may be completed with current funds however larger scale projects such as geometry improvements to intersections or larger signal poles will need to be budgeted for, designed, and ultimately approved by Council before proceeding with construction.

RECOMMENDATION

Staff recommends Town Council adopt the Superior Vision Zero Action Plan to guide Town-wide efforts towards eliminating traffic-related fatalities and serious injury crashes through systematic improvements and location-specific upgrades.

MOTION

Move to adopt a Resolution adopting the Superior Vision Zero Action Plan.

ATTACHMENTS

- Resolution
- Presentation
- Vision Zero Action Plan

TOWN OF SUPERIOR
RESOLUTION NO. R-58
SERIES 2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SUPERIOR ADOPTING THE 2025 TOWN OF SUPERIOR VISION ZERO ACTION PLAN

WHEREAS, the Town of Superior is committed to ensuring the safety and well-being of all roadway users, including pedestrians, bicyclists, transit riders, and motorists;

WHEREAS, the 2025 Town of Superior Vision Zero Action Plan, attached hereto and incorporated herein by this reference (the "Vision Zero Action Plan"), sets forth a data-driven, equity-centered framework to eliminate traffic fatalities and serious injuries on Town roadways by prioritizing safe street design, speed management, community engagement, and systemic policy changes;

WHEREAS, the Vision Zero Action Plan was developed through robust public outreach, interdepartmental collaboration, and analysis of crash data to identify high-injury networks and actionable strategies for implementation;

WHEREAS, the Town Council finds it is in the best interest of the public health, safety, and welfare to adopt the Vision Zero Action Plan and affirm the Town's commitment to achieving zero traffic deaths and serious injuries; and

WHEREAS, adoption of the Vision Zero Action Plan supports the Town's broader transportation, equity, and sustainability goals.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Vision Zero Action Plan is hereby adopted.

ADOPTED this 11th day of August, 2025.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

SUPERIOR VISION ZERO ACTION PLAN

Town Council

August 11, 2025



Project Background

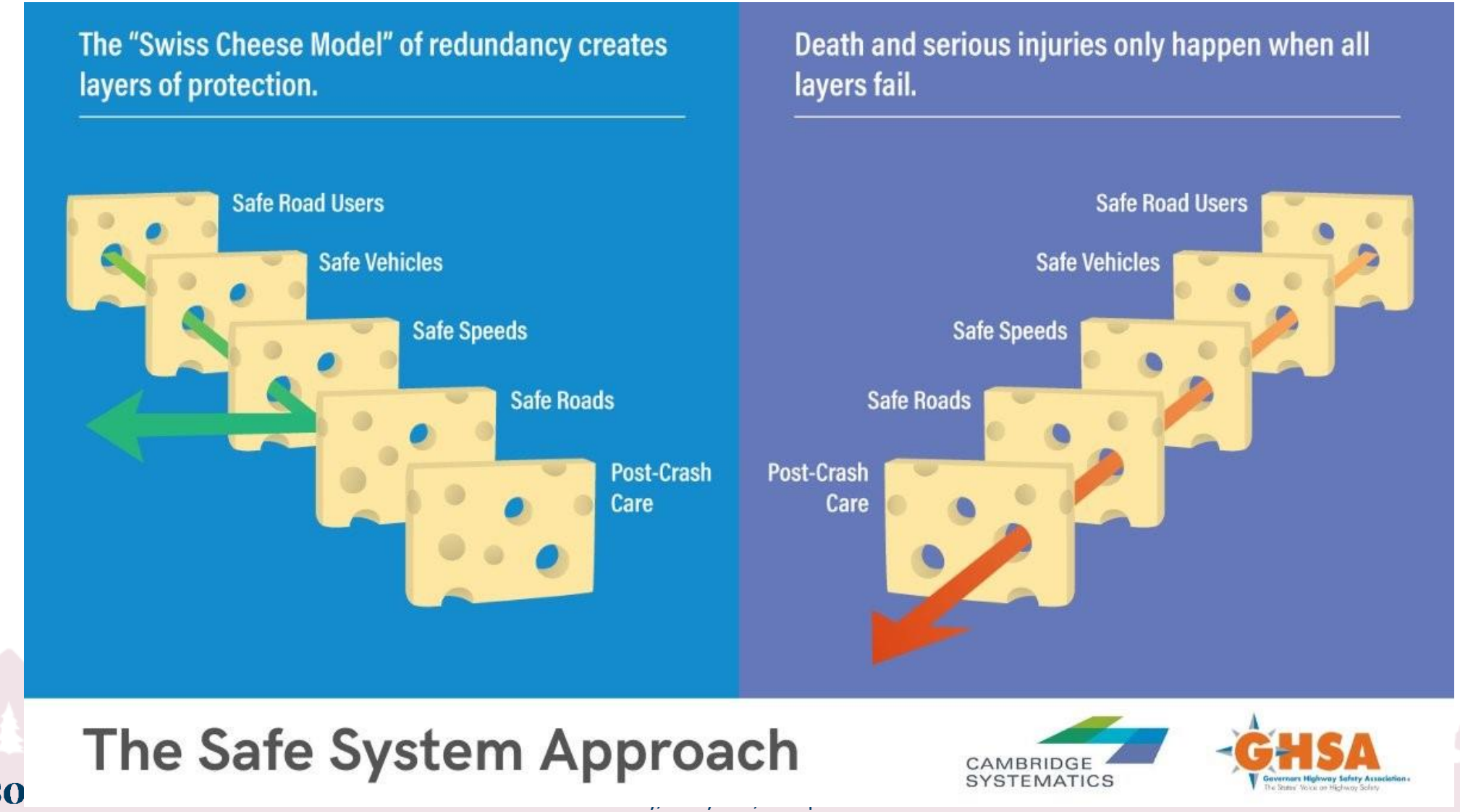
Vision Zero & Safe System Approach

Goal: Eliminate all traffic fatalities and serious injury crashes

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**



Vision Zero & Safe System Approach



The Safe System Approach

Action Plan Development

- Deliver three standalone Vision Zero Action Plans:
  1. **Boulder County** – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
  2. **City of Lafayette**
  3. **Town of Superior**
- Create list of specific actions, noting responsibility and potential funding sources for implementation.



Vision Zero Action Plan Schedule

Spring-Summer 2024

- Phase 1 community engagement
- Safety analysis & crash summary

Fall-Winter 2024/2025

- Phase 2 community engagement
- Countermeasures & recommendations development

Spring 2025

- Phase 3 community engagement
- Action Plan development

Summer 2025

- Adoption will occur for each agency



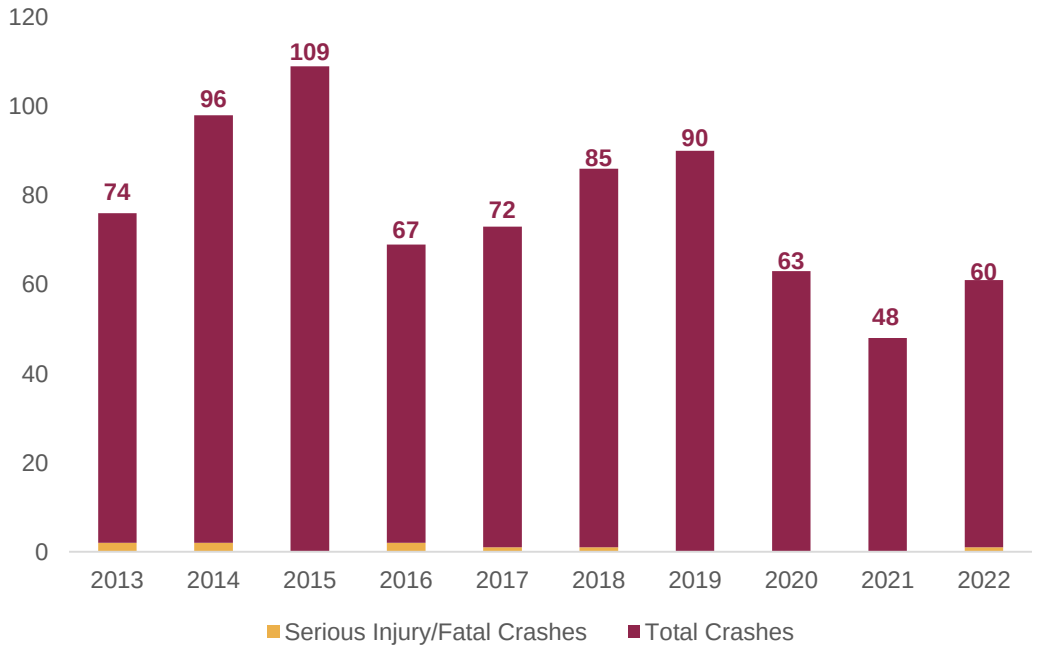




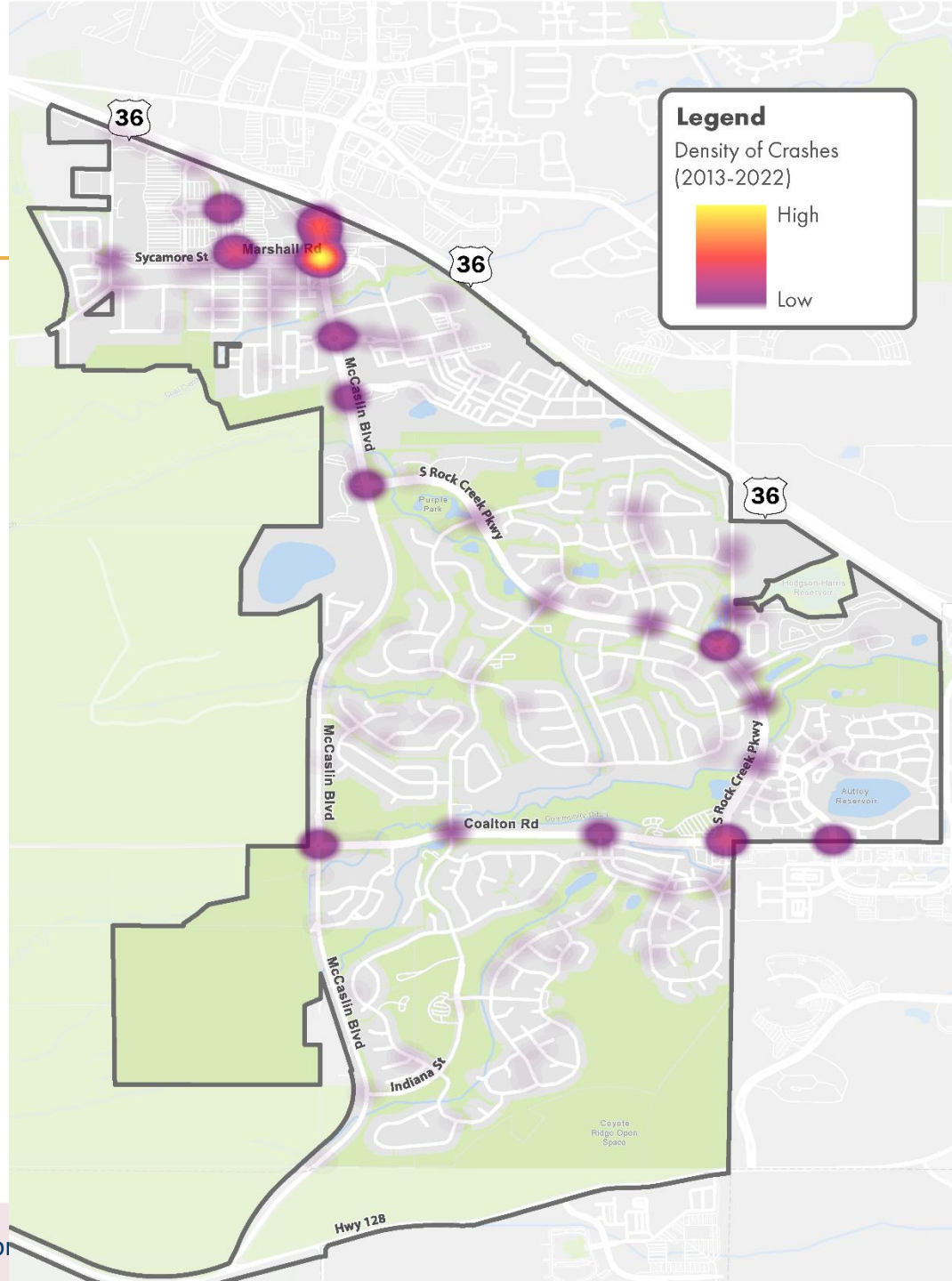
Safety Analysis

Safety Analysis

Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



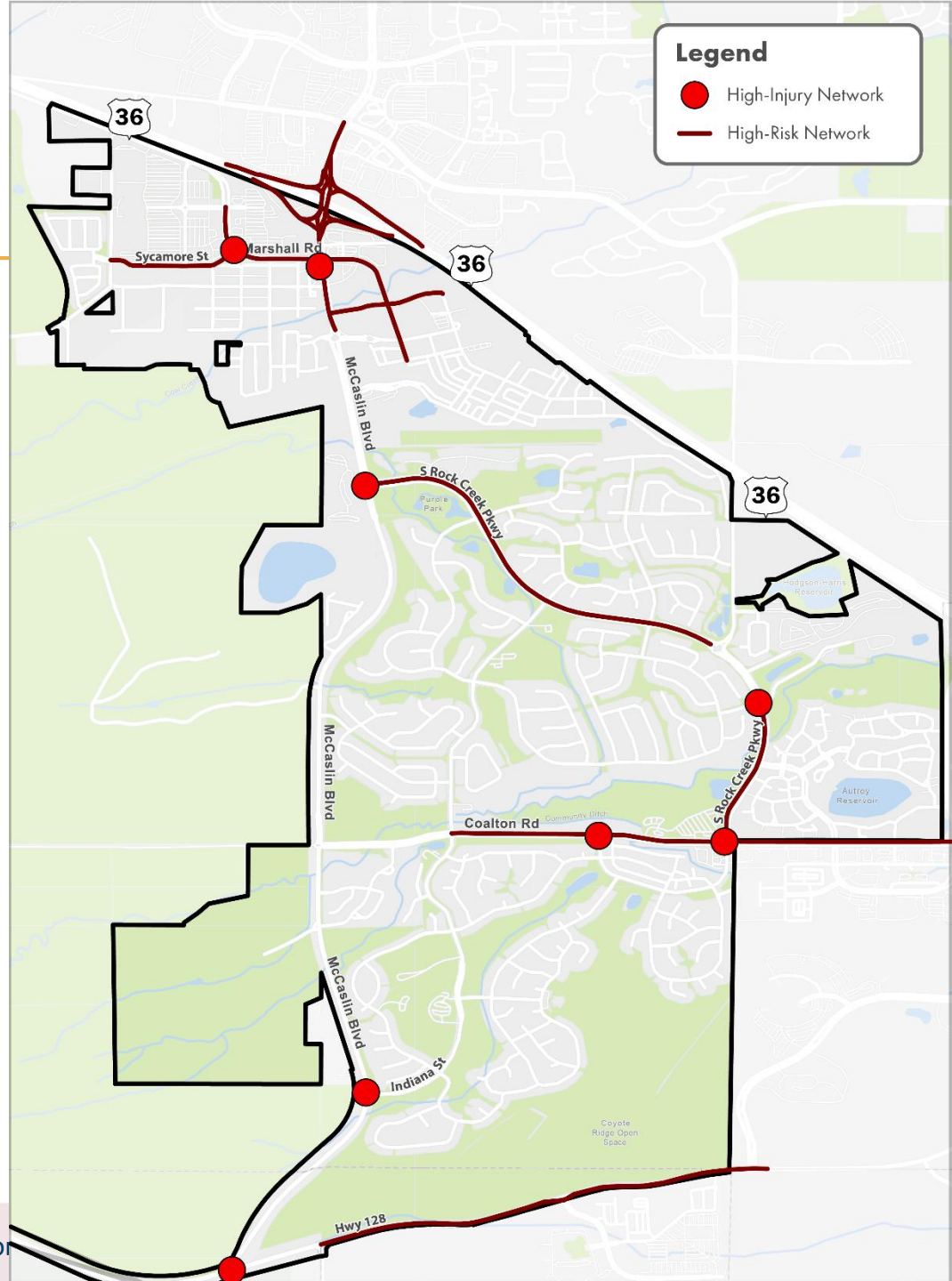
Source: Colorado Department of Transportation (CDOT) crash data



Comprehensive Safety Network

The most common crash types resulting in an injury in Superior were:

- ***Approach Turn*** (21% of all crashes)
- ***Bicycle Crashes*** (19% of all crashes)
- ***Broadside Crashes*** (13% of all crashes)
- ***Fixed-Object Crashes*** (11% of all crashes)
- ***Rear-End*** (9% of all crashes)
- ***Pedestrian*** (6% of all crashes)



Community Outreach

Community Outreach

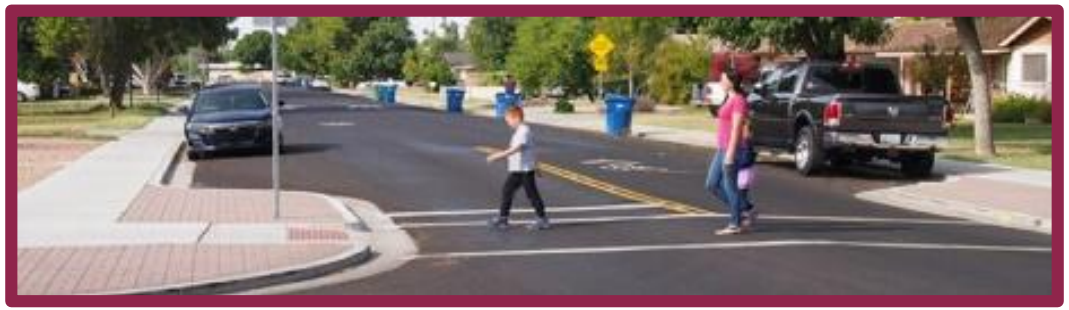
- **Phase 1 (Summer 2024)**
- **Phase 2 (Winter 2024/2025)**
- **Phase 3 (Spring 2025)**





Countermeasures

Toolbox of Safety Countermeasures





Pedestrian Refuge Islands

Description: Medians or pedestrian crossing islands should be considered along multi-lane roads, particularly in areas with a significant mix of pedestrian and vehicle traffic and intermediate or high travel speeds. Some example locations that may benefit from raised medians or pedestrian crossing islands include, mid-block areas, approaches to multi-lane intersections, and areas near transit stops or other pedestrian-focused sites.

Crash Type it Addresses:

Pedestrian, Bicycle

Cost:

$ (Paint and post)
$$$ (Concrete/ permanent)

Safety Impact:





Town-wide Strategies and Actions

Strategy/Action Development

- Organized by Safe System Focus Areas
- Designed to address the top crash types resulting in injuries or fatalities
- Overarching Strategies with tangible Actions
  - Next Steps
  - Safety Benefit
  - Planning-level Cost
  - Level of Effort
  - Time Frame



Safer Roads

- **Strategy 1:** Implement identified safety improvements on the Comprehensive Injury & Risk Network.
- **Strategy 2:** Reduce risk factors on the transportation network.
- **Strategy 3:** Upgrade pedestrian/bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.

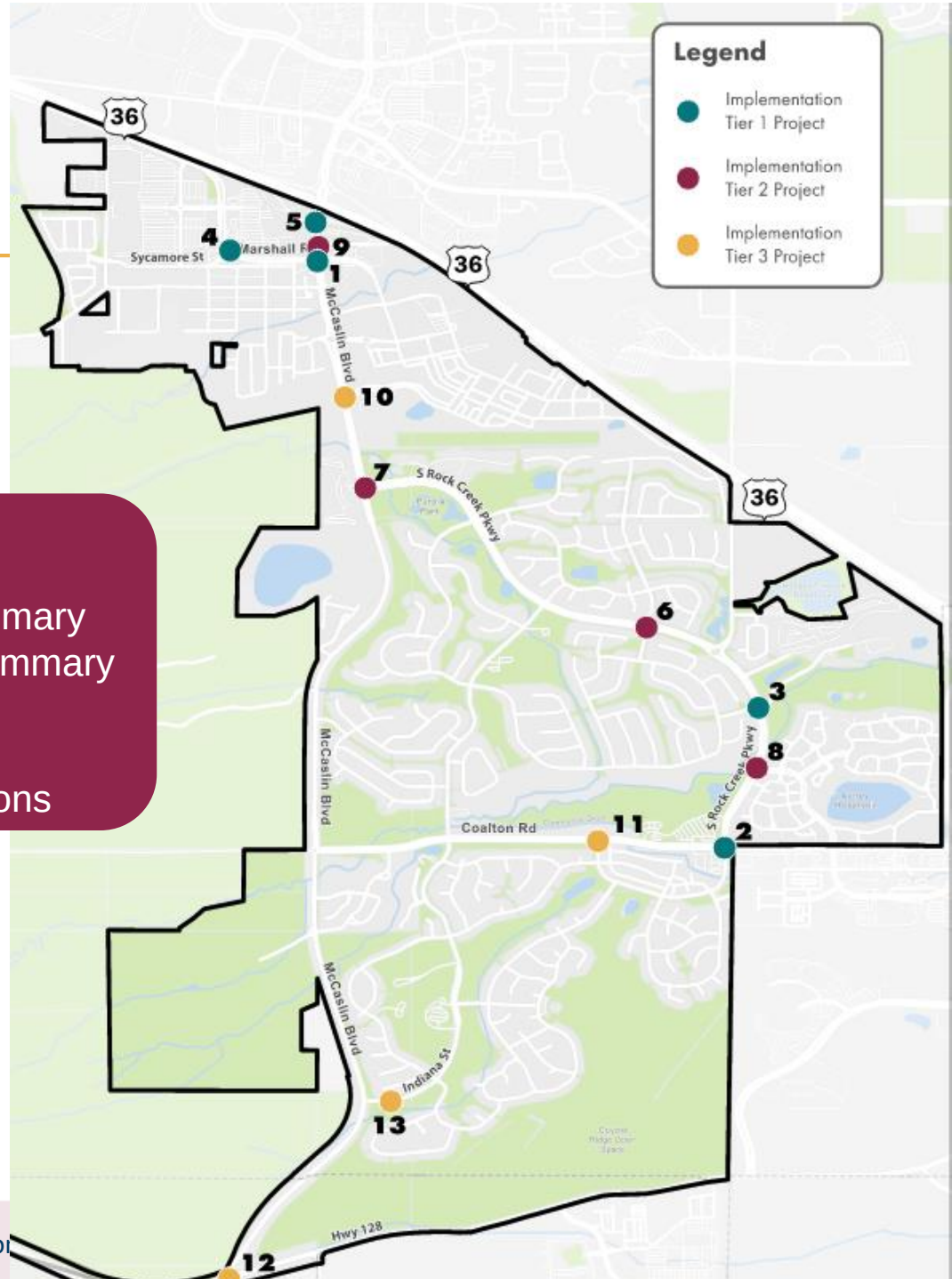


Location-Specific Projects

Prioritization Factors

- Vulnerable Populations
- Comprehensive Injury and Risk Network
- Community Feedback
- Walking/Bicycle Safety

Project Analysis
- Crash type summary
- Driver action summary
- Crash type directionality
- Recommendations



Safer Roads

- **Strategy 4:** Determine signage standards for improved road user clarity.
- **Strategy 5:** Enhance intersection operations and visibility where conditions have been or could be a crash factor.
- **Strategy 6:** Enhance infrastructure for pedestrians and cyclists throughout the Town.



Safer People

- **Strategy 1:** Raise community awareness of multimodal safety programs, policies, and treatments.

Safer Speeds

- **Strategy 1:** Manage speeds effectively through engineering, education, and enforcement.



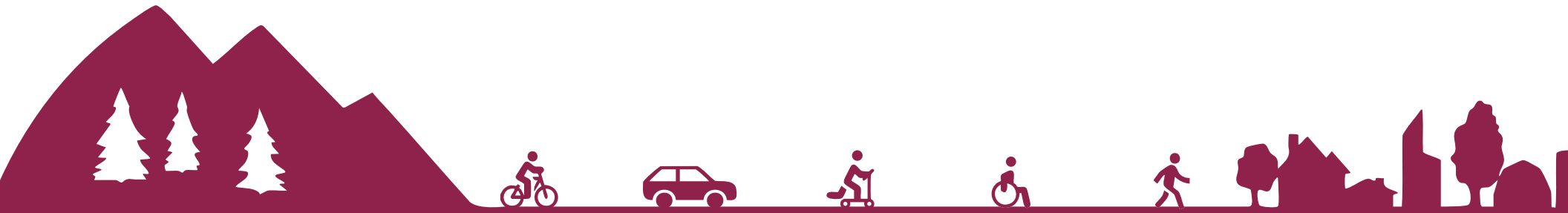
Implementation

Next Steps

- **Seek grants and funding partnerships**
- **Evaluate effectiveness of implementation**
  - Reducing crash risks
  - Improving conditions for all users
  - Addressing community concerns

VISION ZERO ACTION PLAN

June 2025



ACKNOWLEDGEMENTS



Town Council

Mayor Mark Lacis
Mayor Pro-Tem Jason Serbu
Heather Cracraft
Mike Foster
Jenn Kaaoush
Stephanie Miller
Neal Shah

Town of Superior

Alex Bullen, Public Works & Utilities Program Supervisor
Geoffrey Weathers, Planner I

Stakeholder Groups

Boulder County Sheriff's Office
Boulder Valley School District
Colorado Department of Transportation
Colorado State Patrol
Coalition 4 Cyclists
Community Cycles
Denver Regional Council of Governments
Mountain View Fire Rescue
Town of Superior residents

Consultant Team

Consor North America, Inc.
Y2K Engineering, LLC.

GLOSSARY

ADA – Americans with Disabilities Act.

Approach Turn Crash – a crash that occurs when someone turns left in front of oncoming traffc without yielding the right-of-way.

Bicycle Crash – a crash that involves a motor vehicle and at least one person who is biking.

Broadside Crash – also known as a T-bone crash or an angle collision, a broadside crash occurs when the front end of one car crashes into the side of another car at a signalized location.

CDOT – Colorado Department of Transportation.

Comprehensive Injury & Risk Network (CIRN) – the combination of the High-Injury Network and High-Risk Network, used to prioritize safety projects where they will have the greatest impact.

Countermeasure – an engineering solution that can be implemented to correct a crash problem or mitigate the likelihood of a crash occurring.

Crash Reduction Factor – used to compute the expected percentage reduction in crashes after implementing a countermeasure on a road or at an intersection.

Fatal Crash – a crash resulting in one or more deaths.

FHWA – Federal Highway Administration.

Fixed-Object Crash – a crash that involves a motor vehicle and a stationary object such as a utility pole, guardrail, tree, or building.

Injury Crash – a traffic crash that results in one or more individuals sustaining injuries, ranging from minor injury to fatal.

High-Injury Network (HIN) – identifies the locations with the highest concentrations of crashes resulting in an injury or fatality.

High-Risk Network (HIN) – identifies the locations with the highest risk for future severe crashes.

Minor Injury Crash – a crash that results in an injury that does not preclude the person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred.

MUTCD – Manual on Uniform Traffic Control Devices.

Parked Motor Vehicle Crash – a crash that occurs when a motor vehicle in motion strikes a stationary motor vehicle.

Pedestrian Crash – a crash that involves a motor vehicle and at least one person who is walking.

Rear-End Crash – a crash that occurs when the front of one vehicle collides with the back of another vehicle.

Rear-End Crash – a crash that occurs when the front of one vehicle collides with the back of another vehicle.

Safe Streets for All (SS4A) – a federal, discretionary grant program providing $5 billion in grants from 2022 through 2026 to prevent road deaths and serious injuries.

Serious Injury Crash – a crash that results in an incapacitating (life altering) injury.

Severe Crash – a general term encompassing both fatal and serious injury crashes.

Sideswipe Crash – a crash that occurs when a driver departs from their expected path of travel and the side of their vehicle strikes the side of another vehicle. This can occur in the same direction of travel or in opposite directions of travel.

Transportation System – the entire network of elements facilitating the movement of people, including roads, sidewalks, bicycle facilities, and trails.

Vision Zero – a transportation strategy to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, equitable mobility for all. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.

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PURPOSE OF THE PLAN

The **Superior Vision Zero Action Plan (VZAP)** is a data-driven, community-informed strategy designed to eliminate serious injury and fatal crashes on the Town of Superior's transportation system. Funded through the Safe Streets and Roads for All (SS4A) grant, this plan provides a clear framework for safety improvements that align with regional and state transportation goals.

Recognizing the need for a coordinated approach to road safety, the Town of Superior, Boulder County, and the City of Lafayette jointly applied for SS4A grant funding to develop individual VZAPs tailored to each community while maintaining a shared commitment to reducing severe crashes and improving multimodal safety. By working together, these partners are ensuring a cohesive regional strategy that prioritizes data-driven interventions, infrastructure improvements, and policy measures to make transportation safer for all.

The VZAP identifies key safety challenges and outlines targeted Strategies to create a safer, more connected, and multimodal transportation system.

UNDERSTANDING THE SAFETY CHALLENGES

Crash Trends & Risk Factors

A detailed safety analysis was conducted using 10 years of crash data (2013-2022) to identify trends and high-risk areas. Key findings include:

- 744 total crashes were reported, averaging 74 crashes per year.
- 1 fatal crash and 8 serious injury crashes occurred during this period.
- 55% of crashes occurred at intersections, with rear-end, broadside, and approach-turn crashes among the most common.
- Pedestrian and bicycle crashes, while less frequent, were disproportionately severe, representing 25% of injury crashes.

This analysis informed the development of the High-Injury Network (HIN), which identifies intersections with the highest concentration of serious and fatal crashes, and the High-Risk Network (HRN), which highlights road segments with risk factors associated with future severe crashes. These tools, known together as the Comprehensive Injury & Risk Network (CIRN) were used to prioritize safety projects where they will have the greatest impact.

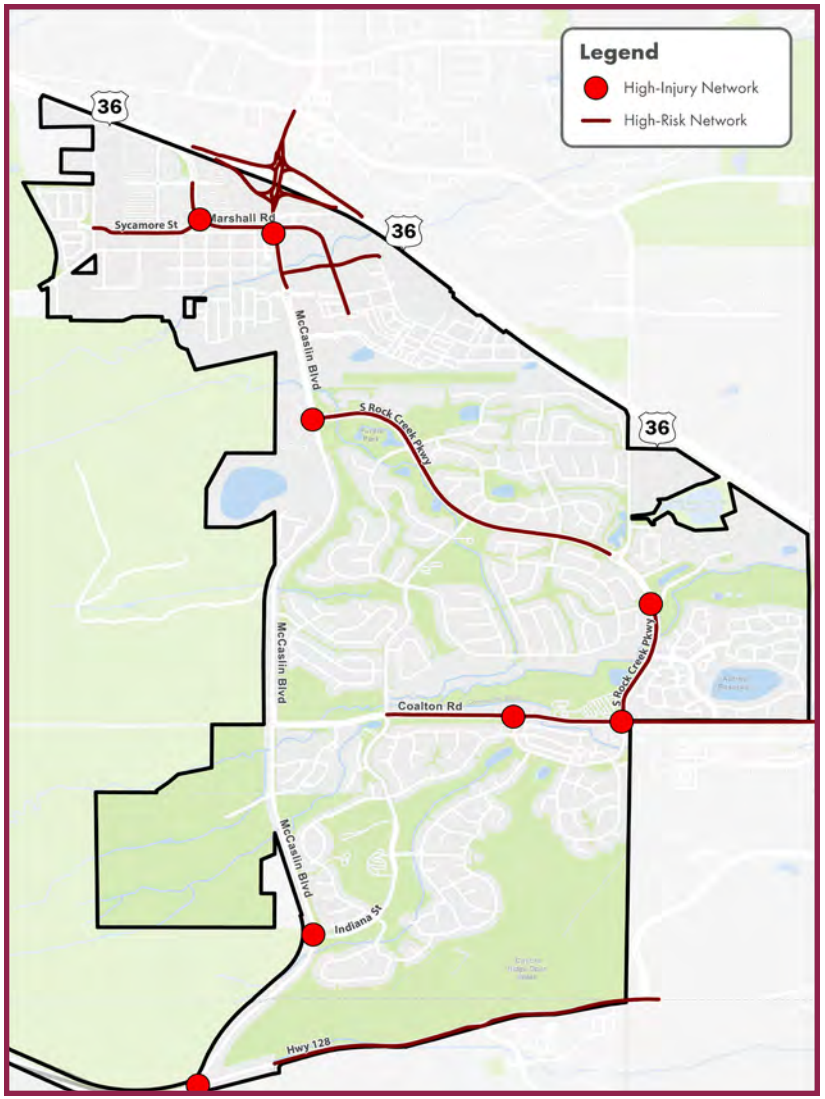


Figure 1. Comprehensive Injury & Risk Network

COMMUNITY-IDENTIFIED SAFETY CONCERNS

The VZAP was shaped by extensive public and stakeholder input through in-person events, online surveys, and targeted discussions. Key themes included:

- Concerns about speeding on McCaslin Boulevard and Rock Creek Parkway.
- Unsafe intersections and crossings, particularly at McCaslin & Marshall Road, Rock Creek Parkway & Coal Creek Drive, and Rock Creek Parkway & 88th Street.
- Desire for improved pedestrian and bicycle safety, including protected bike lanes and enhanced crosswalks.
- Challenges navigating roundabouts, leading to conflicts between drivers, pedestrians, and cyclists.
- Interest in increased enforcement of traffic laws, including red-light running and speeding violations.

This feedback was directly integrated into the plan, ensuring that proposed Strategies and Actions reflect community priorities.

SAFETY IMPLEMENTATION FOCUS AREAS

The plan is structured around three core focus areas of the Federal Highway Administration (FHWA) Safe Systems Approach to support Vision Zero – Safer Roads, Safer Speeds, and Safer People. In each focus area, a comprehensive set of Strategies and Actions are identified to reduce crash severity, enhance mobility, and improve road safety.

SAFER ROADS

A focus on ***Safer Roads*** emphasizes the need for infrastructure that safely accommodates multiple modes across the entire transportation network.

Key Metrics:

- Decrease the number of fatal and injury crashes Town-wide.
- Decrease in number and rate of total crashes at intersections on the High-Injury Network.
- Decrease in number and rate of crashes involving people walking and biking Town-wide.

Strategy 1: *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action
SR1.1	Implement McCaslin Boulevard & Marshall Road improvements
SR1.2	Implement Rock Creek Parkway & Coalton Road improvements
SR1.3	Implement Rock Creek Parkway & Honey Creek/Coal Ridge improvements
SR1.4	Implement McCaslin Boulevard & Rock Creek Parkway improvements
SR1.5	Implement Sycamore Street & Marshall Road improvements
SR1.6	Improve the existing on-street bicycle facility at the US 36 interchange
SR1.7	Implement Rock Creek Circle & Coalton Road improvements
SR1.8	Implement McCaslin Boulevard & CO 128 improvements

Note: Safer Roads Strategy 1 and 3 include recommendations for specific project locations. The detailed analysis and recommended improvements for each location can be found in ***Appendix D****.*

SAFER ROADS

Strategy 2: *Reduce risk factors on the transportation network.*

#	Action
SR2.1	Implement safety improvements on the HRN to proactively prevent severe crashes
SR2.2	Ensure new road construction reduces and mitigates risk factors as practicable

Strategy 3: *Upgrade pedestrian/bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.*

#	Action
SR3.1	Install crossing improvements at Rock Creek Parkway & Coal Creek Drive
SR3.2	Install crossing improvements at Rock Creek Parkway & Tyler Drive
SR3.3	Install crossing improvements at McCaslin Boulevard & Superior Plaza Way
SR3.4	Install crossing improvements at McCaslin Boulevard south of Discovery Parkway
SR3.5	Install crossing improvements on Indiana Street east of McCaslin Boulevard

Strategy 4: *Determine signage standards for improved road user clarity.*

#	Action
SR4.1	Identify standard signage for Rectangular Rapid Flashing Beacon (RRFB)* crossings to improve pedestrian and bicycle crossings and deploy Town-wide
SR4.2	Upgrade dual lane roundabout signage, lane markings, and visibility to improve safety and comfort for all users traveling through roundabouts

Note: Safer Roads Strategy 1 and 3 include recommendations for specific project locations. The detailed analysis and recommended improvements for each location can be found in ***Appendix D.***

** Defined in* ***Chapter 4: Toolbox of Safety Countermeasures.***

SAFER ROADS

Strategy 5: *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action
SR5.1	Restrict permissive left-turns at signalized intersections to reduce left-turn crashes where opposing left-turn lanes are misaligned and are creating a sight distance challenge for left-turning vehicles to see oncoming traffic
SR5.2	Implement protected left turns when a push button is pressed at high pedestrian conflict intersections to improve pedestrian safety and minimize conflicts between pedestrians and vehicles
SR5.3	Maintain vegetation in known areas where visibility is poor at intersections to confirm there is adequate sight distance
SR5.4	Maintain retroreflective backplates* to improve traffic signal head visibility
SR5.5	Update yellow and red clearance intervals* to reduce red-light running and rear-end crashes
SR5.6	Install traffic signal indications over each travel lane to improve traffic signal head visibility and meet current Manual on Uniform Traffic Control Devices (MUTCD) requirements
SR5.7	Replace “doghouse” style signal heads with 4-section flashing yellow arrows (FYAs) to meet current MUTCD requirements

Strategy 6: *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action
SR6.1	Upgrade all pedestrian curb ramps to be Americans with Disabilities Act (ADA) compliant to improve pedestrian safety and accessibility
SR6.2	Reallocate road space to enhance bicycle and pedestrian safety and comfort and reduce vehicle speeds
SR6.3	Implement pedestrian and bicycle accessibility improvements in commercial areas to improve comfort and access to key destinations

** Defined in **Chapter 4: Toolbox of Safety Countermeasures.***

SAFER ROADS

Strategy 6 (cont.): *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action
SR6.4	Implement protected bike lanes* to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles
SR6.5	Implement locations for multi-use paths* to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles
SR6.6	Complete missing sidewalk gaps throughout the Town to improve pedestrian connectivity
SR6.7	Implement pedestrian refuge islands* where feasible at multilane road crossings to shorten crossing distances and increase visibility
SR6.8	Reduce curb radii* and implement bulbouts* where feasible to reduce vehicle turning speeds, slow traffic, and improve pedestrian crossing safety
SR6.9	Install raised crossings* at channelized right turns to improve pedestrian and bicycle crossing visibility
SR6.10	Implement traffic signal improvements to signalized crossings such as installing a pedestrian push button in a pedestrian refuge island, implementing Leading Pedestrian Interval (LPI)*, and/or extending the pedestrian walk phase timing to improve pedestrian safety and comfort
SR6.11	Enhance bicycle and pedestrian scale wayfinding signage throughout Town and create branded signage for additional routes on existing paths to improve bicycle and pedestrian safety and comfort

** Defined in **Chapter 4: Toolbox of Safety Countermeasures.***

SAFER PEOPLE

A focus on ***Safer People*** sets the framework for education and awareness, fostering a community of shared responsibility among all road users.

Key Metrics:

- ↑ Increase in the number of safety education and engagement activities.
- ↑ Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: *Raise community awareness of multimodal safety programs, policies, and treatments.*

#	Action
SP1.1	Write and publish a quarterly multimodal article in the Sentinel newsletter paired with educational campaigns to educate and encourage the public about multimodal safety
SP1.2	Champion a Safe Routes to School (SRTS)* study for each school (BVSD) to improve pedestrian and bicycle safety, comfort, and access around schools

SAFER SPEEDS

A focus on ***Safer Speeds*** identifies measures to reduce excessive speeds, a key contributor to the severity of traffic crashes.

Key Metrics:

- ↓ Decreasing speeding on arterial and collector roads.
- ↓ Decreasing red-light running crashes at signalized intersections.

Strategy 1: *Manage speeds effectively through engineering, education, and enforcement.*

#	Action
SS1.1	Implement road diets on roads where analysis shows excess capacity to reduce vehicle speeds
SS1.2	Install safety cameras* at signalized intersections and arterial corridors to reduce red-light running and speeding
SS1.3	Publicize the traffic calming program and the process for submitting a request to educate the public about the existing program

** Defined in **Chapter 4: Toolbox of Safety Countermeasures.***

IMPLEMENTATION & NEXT STEPS

Achieving Vision Zero requires a combination of local, state, and federal funding sources to support safety improvements. The Town of Superior will actively seek grants and partnerships to fund projects, including:

- Safe Streets and Roads for All (SS4A) grant funding
- State and regional transportation safety programs
- Local capital improvement funding

A table of funding opportunities is included in **Appendix F** to guide future investment in safety projects.

Tracking the effectiveness of the VZAP is essential to ensuring that safety Strategies, projects, and policies are leading to measurable improvements in road safety. The Town of Superior will regularly evaluate whether implemented Actions are reducing crash risks, improving conditions for all road users, and addressing community concerns.

Evaluation efforts will include ongoing data collection, crash trend analysis, and public feedback to assess the impact of safety interventions. Regular reporting will help identify successes, challenges, and areas where adjustments may be needed to ensure continuous progress toward Vision Zero goals.

By committing to a structured monitoring process, the Town will be able to refine Strategies over time, prioritize high-impact projects, and align safety initiatives with evolving transportation needs.

CONCLUSION

The Superior VZAP provides a clear roadmap for eliminating serious and fatal crashes while improving transportation safety for all users. By prioritizing data-driven investments, engaging the community, and leveraging funding opportunities, the Town of Superior is taking proactive steps toward a safer, more accessible transportation system.

Through sustained implementation, monitoring, and funding Strategies, the Town will work toward its Vision Zero goals, ensuring that all road users—whether walking, biking, driving, or using any other mode—can travel safely in Superior.



CHAPTER 1

INTRODUCTION

PROJECT OVERVIEW

The Town of Superior strives to make meaningful progress in creating a safe and connected transportation system. Recognizing the importance of implementing a regional approach to road safety, Superior, in collaboration with Boulder County and the City of Lafayette, applied and received funding for the 2023 Safe Streets and Roads for All (SS4A) grant to develop a Vision Zero Action Plan (VZAP). This initiative includes the creation of three standalone VZAPs for Boulder County, Lafayette, and Superior to improve road safety and ensure a cohesive regional strategy to enhance road safety. By fostering inter-agency collaboration and aligning safety priorities across jurisdictions, the plan will maximize its effectiveness and implementation potential.

The Town's recent and ongoing planning efforts, policy, and infrastructure investments demonstrate Superior's commitment to a transportation system that safely accommodates travel for all modes, ages, and abilities. Superior recognizes that all traffic-related injuries or fatalities are preventable and is committed to providing a safer transportation environment for all users.

The Superior VZAP provides a data-driven, community-informed strategy to address road safety concerns and implement targeted solutions. The Plan covers all roads within the Town, including local, collector, and arterial roads, as well as state-managed roads under the jurisdiction of the Colorado Department of Transportation (CDOT). Boulder County and the City of Lafayette have also developed separate VZAPs tailored to their local needs.

The goal of these plans is to equitably prioritize safety improvements, ensuring that road users—regardless of mode, ability, or location—can travel safely throughout the county. The plan identifies key high-risk areas based on crash data analysis and community feedback to prioritize safety improvements in critical locations.

WHAT IS VISION ZERO?

Vision Zero is a national initiative based on the principle that no loss of life on our roads is acceptable. It aims to create a transportation system that prioritizes safety, equity, and mobility for all road users.

WHAT IS A VISION ZERO ACTION PLAN (VZAP)?

A **VZAP** is a strategic document that evaluates historic crash data and system challenges and identifies Strategies and Actions to reduce the potential for significant injuries and fatalities in the future.

SAFE STREET AND ROADS FOR ALL (SS4A) GRANT PROGRAM

In 2021, the Bipartisan Infrastructure Law established the **SS4A program** with $5 billion in appropriated funds between 2022 and 2026. The program provides financial support for the planning and infrastructure initiatives to prevent death and serious injuries on roads involving all users.

WHAT IS VISION ZERO AND THE SAFE SYSTEM APPROACH?

Vision Zero is a global movement focused on **eliminating all traffic-related deaths and serious injuries.** It recognizes that human error is inevitable and that the transportation system should be designed to minimize the consequences of these mistakes. The goal of Vision Zero is to create a transportation system that prioritizes safety above all else, using data-driven analysis to identify the root causes of traffic crashes and addressing them with comprehensive Strategies rooted in a Safe System Approach.

Traditional Approach	VS	Vision Zero
Traffic deaths are ***inevitable***		Traffic deaths are ***preventable***
Perfect human behavior		Integrate ***human failing*** in approach
Prevent ***crashes***		Prevent ***fatal and severe crashes***
Individual responsibility		***Systems*** approach
Saving lives is ***expensive***		Saving lives is ***not expensive***

Figure 2. Traditional Approach vs Vision Zero

The Safe System Approach is based on six key principles*:

1. **Death and serious injuries are unacceptable:** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans make mistakes:** Road designs must anticipate and accommodate human error.
3. **Humans are vulnerable:** The transportation system should protect users from fatal or serious injuries.
4. **Responsibility is shared:** Government agencies, policymakers, engineers, and road users all play a role in safety.
5. **Safety is proactive:** Risks should be identified and mitigated before crashes occur.
6. **Redundancy is crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

* *Source: U.S. Department of Transportation*



Figure 3. The Safe System Approach to Eliminating Traffic Deaths

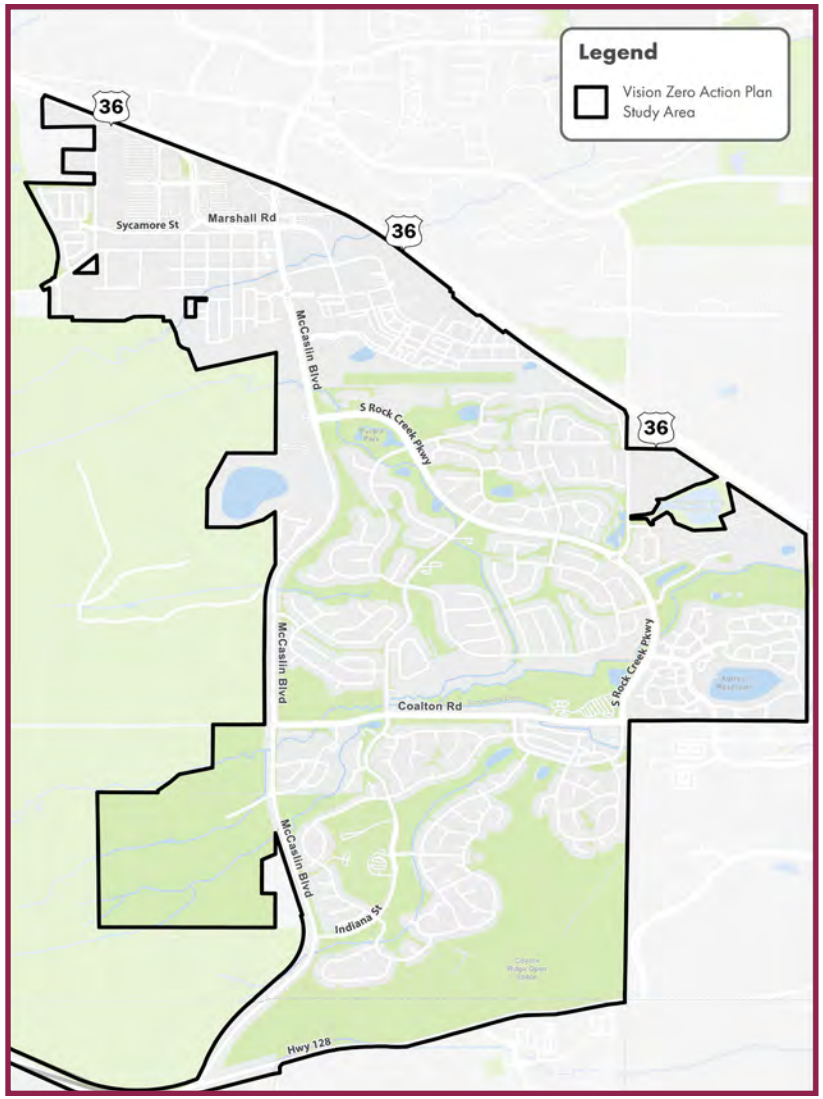


Figure 4. VZAP Study Area

ABOUT SUPERIOR

The **Town of Superior** is a rapidly growing community located in southeastern Boulder County, Colorado, approximately 20 miles northwest of Denver and adjacent to the cities of Louisville and Broomfield. Originally established as a coal-mining town, Superior is an expanding and innovative community, offering new development opportunities and established neighborhoods as well as exceptional mountain views, local businesses, and community events.

Superior's transportation network includes a mix of local (residential) roads, collector (side) roads, and arterial (major) corridors, many of which serve both local and regional travel demands. The Town is bordered by US 36, a major highway that provides direct access to Boulder and Denver, making Superior an attractive location for commuters. Additionally, the Town is committed to supporting multimodal transportation through an extensive network of bike lanes, sidewalks, and trails that connect neighborhoods to parks, schools, and commercial centers.

As Superior continues to grow, traffic safety has become an increasing concern, particularly at major intersections and high-traffic corridors. The VZAP seeks to address these challenges by identifying areas where safety improvements are most needed and implementing Strategies that align with broader regional and state transportation goals.

GOALS OF THE VISION ZERO ACTION PLAN

The Superior VZAP is centered around equity, safety, and data-driven decision-making. The plan's primary goals include:

- **Supporting Boulder County's Vision Zero goal to eliminate serious injuries and fatal traffic crashes in Boulder County by 2035.**
- Reducing serious and fatal crashes across all transportation modes.
- Analyzing and mapping crash data from the last ten years of available information to identify crash trends and hot spots.
- Using a systemwide analysis method, identify locations where the likelihood of crashes is greater in the future.
- Engaging community members to understand needs, concerns, and priorities for transportation safety.
- Prioritizing safety improvements in high-risk locations, particularly for vulnerable road users.
- Identifying data-driven safety countermeasures to address crash hot spots and locations where future crashes are more likely.
- Identifying sustainable funding sources for long-term safety investments.
- Ensuring that transportation safety efforts are equitable and benefit historically underserved communities.

SCHEDULE

The Superior VZAP process began in **Spring of 2024.** Key stages of the project included:

Data Analysis:
Documenting major crash trends, developing the high-injury network (locations where the most crashes are occurring), and identifying risk factors.

Project Prioritization:
Identifying and prioritizing specific projects to address existing issues and proactive measures to address risk.

Town-wide Recommendations:
Developing systemwide recommendations designed to eliminate the most prevalent crash types resulting in serious injuries or fatalities.

Action Plan:
Creating to-do lists of specific Actions (both infrastructure, such as road improvements, and non-infrastructure, such as educational campaigns), noting responsibility and potential funding sources for implementation.

Throughout the process, community members and stakeholders were consulted to ensure that recommended Strategies are coordinated, feasible, and aligned with regional safety goals. Key milestones include:

- **Phase 1 Outreach (Summer 2024):** Initial engagement through the Superior 4th of July Festival and an online survey.
- **Phase 2 Outreach (Winter 2024/2025):** Further engagement through gathering feedback on proposed safety solutions at the Superior Winter Festival and with an online survey.
- **Phase 3 Outreach (Spring 2025):** Community feedback on the draft plan before finalization.
- **Final VZAP (Summer 2025):** Adoption by Superior Town Council.



PREVIOUS AND ONGOING PLANS

The Superior VZAP builds upon the Town's previous and ongoing efforts to enhance road safety and multimodal connectivity.

- **Past Safety Initiatives –** The Town has previously implemented intersection safety enhancements, pedestrian crossing improvements, and multimodal connectivity projects to support safer travel for all users. These efforts have included trail connections, crosswalk upgrades, and traffic signal adjustments to improve visibility and reduce conflicts.
- **Ongoing Comprehensive Plan & Transportation Plan Updates –** Superior is currently updating its Comprehensive Plan and Transportation Plan, which will guide future development and transportation priorities. The Transportation Plan will outline long-term mobility Strategies to enhance walking, biking, and transit options, improve traffic flow, and support safer road designs.
- **Neighborhood Traffic Calming Program –** Recognizing the importance of speed management, Superior's Neighborhood Traffic Calming Program provides a structured approach to reducing vehicle speeds in residential areas through measures such as speed humps, bulbouts, and road narrowing. This program is a key tool in addressing speeding concerns and ensuring neighborhood roads remain safe for all users.

By incorporating findings from these previous and ongoing efforts, the VZAP will align with existing priorities while advancing new, data-driven Strategies to eliminate severe and fatal crashes in Superior.

CHAPTER 2

UNDERSTANDING THE SAFETY FACTS

OVERVIEW

The Federal Highway Administration recommends that municipalities take a holistic view of Vision Zero plans to create a safe system that anticipates human mistakes and keeps a crash's impact energy on the human body at tolerable levels. The safety analysis for the Superior VZAP is based on ten years of crash data (2013-2022) provided by the CDOT. This analysis aims to identify key crash trends, high-risk locations, and systemwide risk factors that contribute to serious and fatal crashes in Superior. The Superior VZAP relies on a thorough understanding of motor vehicle, bicycle, and pedestrian crash trends to inform strategic investments in safety improvements aimed at decreasing fatal and severe injuries on the Town's transportation network.

The findings from this analysis serve as the foundation for developing the **High-Injury Network (HIN)** and **High-Risk Network (HRN)**—two tools that are used to prioritize safety improvements. The safety analysis identifies trends common amongst all crashes, but focuses more specifically on crashes resulting in minor injury, serious injury, or fatality. Reviewing these more severe crash trends is critical and aligns with the Vision Zero model of aiming to reduce fatalities and serious injuries. Additionally, community feedback from public outreach was integrated to ensure alignment between the data analysis and lived experiences of Superior residents. Understanding this data will allow Superior to direct resources where they are needed the most for improving safety and best address the root causes of crashes.

SAFETY ANALYSIS KEY TAKEAWAYS

Between **2013 and 2022,** there were **744 total crashes** reported in Superior, averaging 74 crashes per year. Of these:

- **1 fatal crash** was recorded.
- **8 crashes** resulted in serious injuries.
- **94.2%** of all crashes resulted in no injury or possible injury.
- **5.8%** resulted in minor or severe injuries.

Appendix B includes a detailed safety analysis investigating additional crash trends.

Superior Crashes by Year and Severity

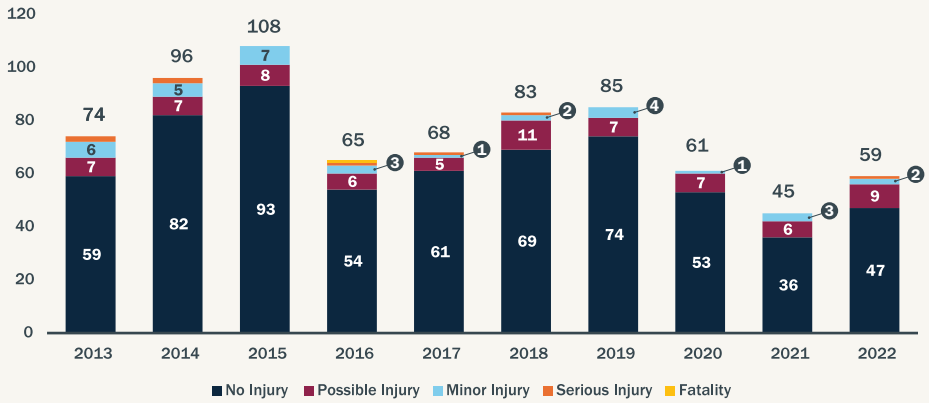


Figure 5. Superior Crashes by Year and Severity

TOP TRENDS

Throughout the data analysis process, several trends emerged that give insight into the current state of road safety in Superior. These trends provide specific issues for the VZAP to address.

The analysis identified the top crash types that result in an injury crash (minor injuries, serious injuries, or fatalities), revealing that some crash types, while less frequent, are disproportionately involved in injury crashes. For example, although pedestrian and bicycle crashes made up only 2% of all crashes, they accounted for 25% of injury crashes, highlighting their disproportionate severity. Similarly, approach turns only account for 9% of all crashes, but they account for 21% of all injury crashes. Rear-end crashes are the most common crash type for all crashes, but are less likely to result in an injury crash as they account for 33% of all crashes, but only 9% of injury crashes. **Appendix A** includes heatmaps displaying the locations of each crash type listed to the right.



What Types of Crashes are Occurring in Superior?

The most common crash types in Superior were:	The most common crash types resulting in an injury in Superior were:
Rear-End Crashes (33% of all crashes)	***Approach Turn*** (21% of all crashes)
Parked Motor Vehicle Crashes (13% of all crashes)	***Bicycle Crashes*** (19% of all crashes)
Broadside Crashes (11% of all crashes)	***Broadside Crashes*** (13% of all crashes)
Fixed-Object Crashes (10% of all crashes)	***Fixed-Object Crashes*** (11% of all crashes)
Sideswipe (Same Direction) Crashes (10% of all crashes)	***Rear-End*** (9% of all crashes)
	Pedestrian (6% of all crashes)

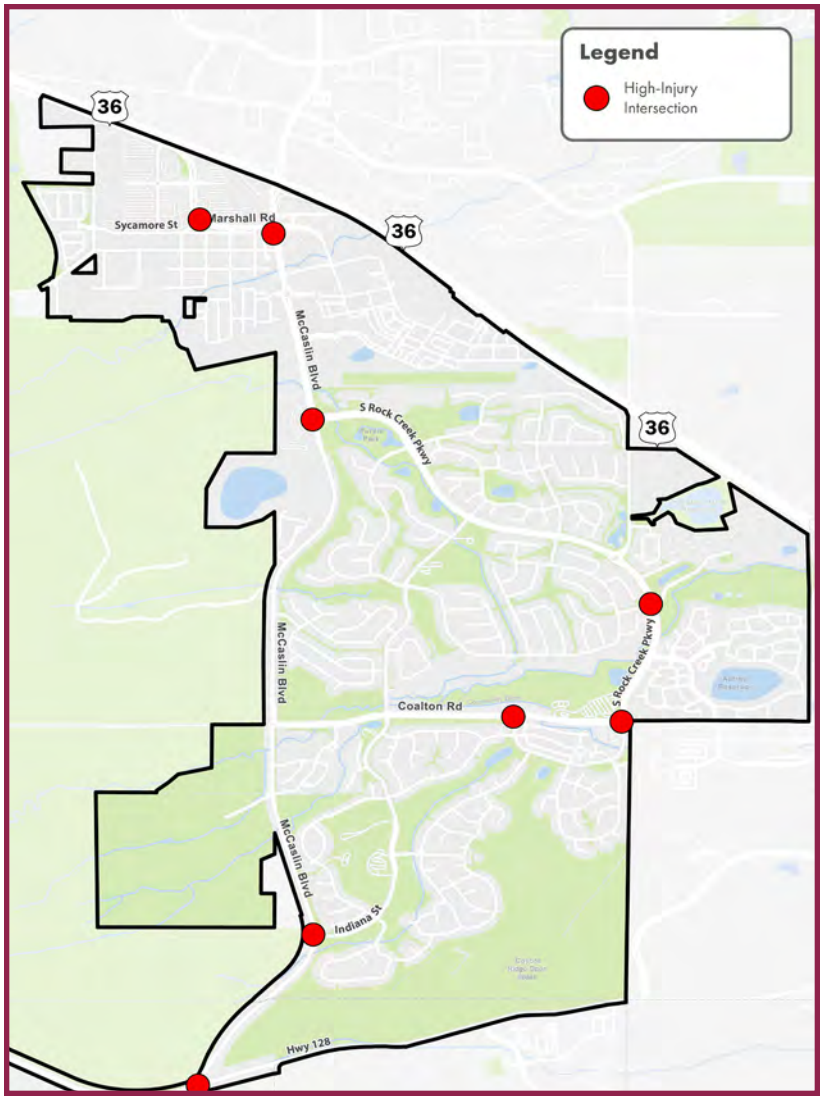


Figure 6. Superior High-Injury Network

HIGH-INJURY NETWORK (HIN) DEVELOPMENT

The **High-Injury Network (HIN)** is a mapping tool to identify where the highest number of people are being killed or seriously injured on Superior's transportation system. This data-driven approach provides a foundation for Superior staff to focus resources in areas where safety improvements are most critical. The most recently available ten years of crash data (2013-2022) were used to create the HIN. Due to the relatively low number of serious injury and fatal crashes, minor injury crashes were included in the analysis to improve statistical reliability.

The HIN includes only intersections, as no significant concentrations of injury crashes were found along road segments. ***Eight intersections were identified as high-injury locations, accounting for 1.9% of the total intersection network.*** Further data analysis of road characteristics along the HIN allows for identification of appropriate safety countermeasures.

High-Injury Intersections

- McCaslin Boulevard & Marshall Road
- McCaslin Boulevard & Rock Creek Parkway
- Marshall Road & Sycamore Street
- Rock Creek Parkway & 88th Street
- Coal Ridge Drive & Rock Creek Parkway
- Coalton Road & Rock Creek Parkway
- Indiana Street & McCaslin Boulevard
- McCaslin Boulevard & Discovery Drive

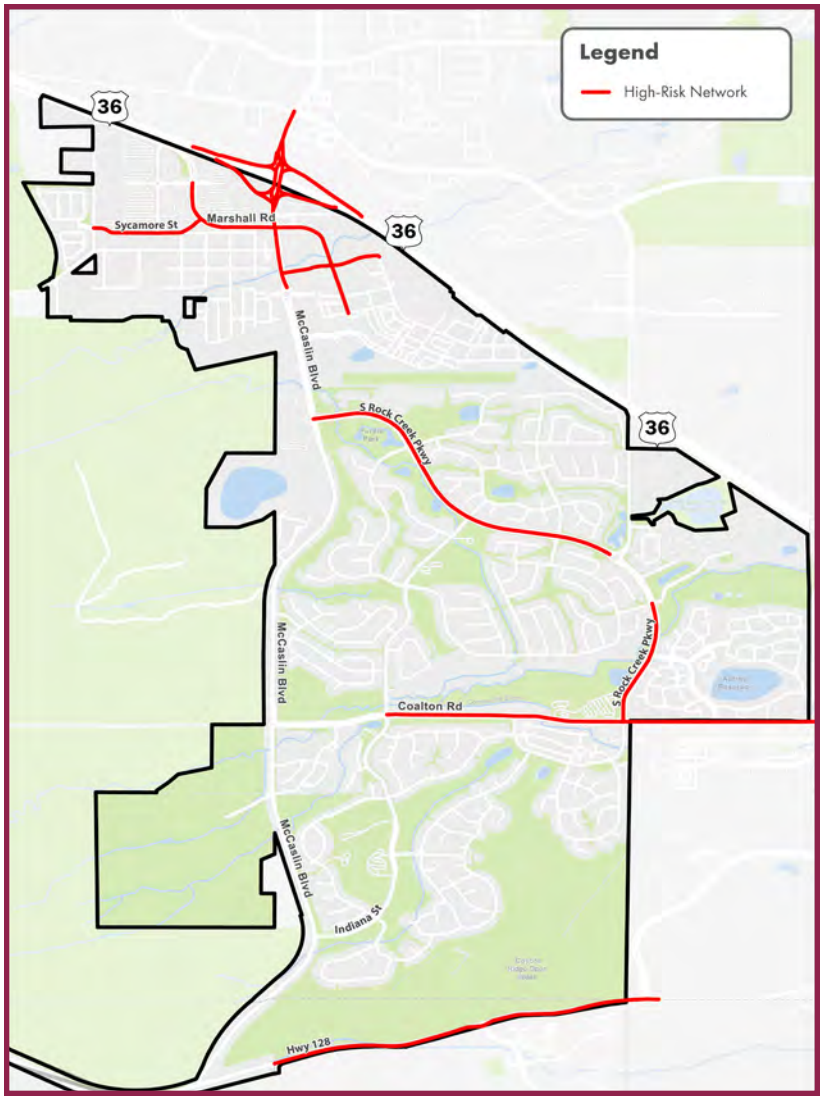


Figure 7. Superior High-Risk Network

HIGH-RISK NETWORK (HRN) DEVELOPMENT

The HIN is based on historical crash data, which is very useful in addressing existing problems. However, given that fatal and injury crashes are a small share of total vehicle crashes and near-misses are not a reportable metric, some of the locations with the highest safety concern may not be represented in the HIN. Acknowledging the types of crashes, contributing factors, and road characteristics where injury crashes historically occur presents the opportunity to proactively address future crashes. The **High-Risk Network (HRN)** identifies roads where crashes may occur in the future based on contextual risk factors. The HRN focuses on areas where preventative safety improvements can be implemented before serious crashes happen.

The HRN identified 7.4 miles of road as high-risk representing 12% of total road network miles in Superior.

Risk Factors Considered

- Collector or arterial roads
- Speed limit 30+ mph
- Four or more travel lanes
- Lack of bicycle facility or sidewalk
- Proximity to schools or commercial areas
- Unmarked or poorly marked crosswalks

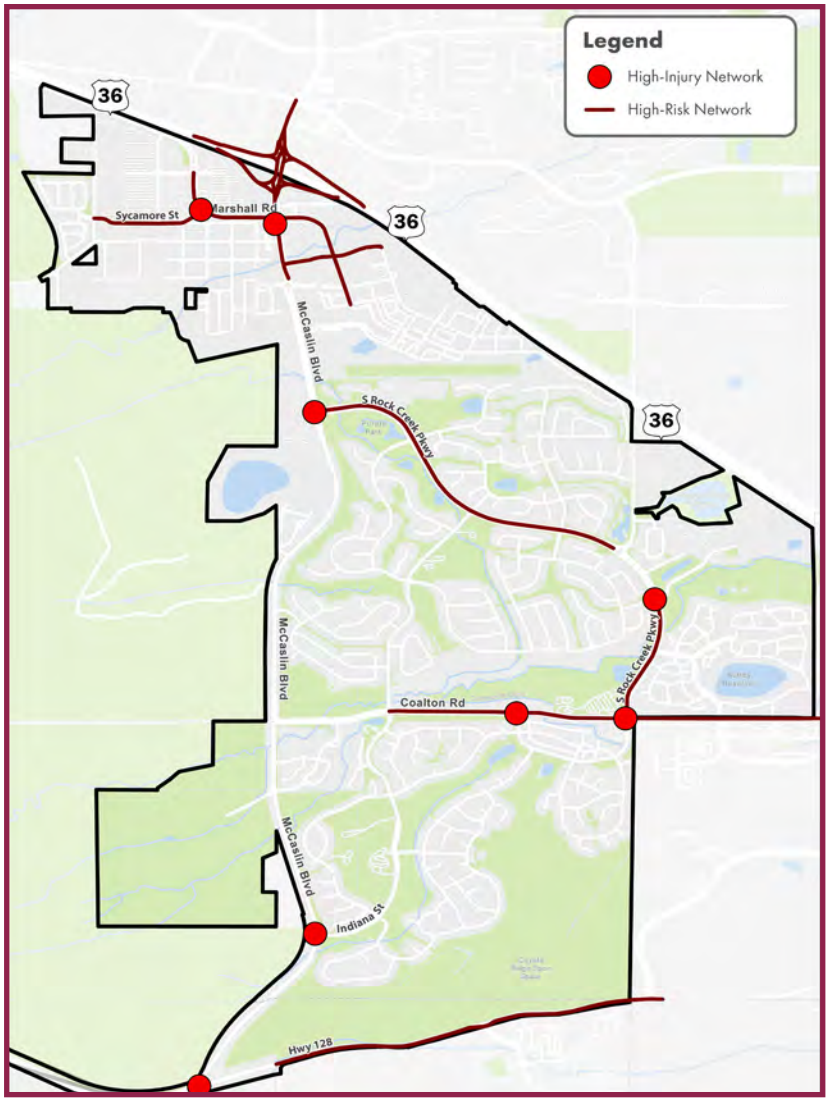


Figure 8. Superior Comprehensive Injury & Risk Network

COMPREHENSIVE INJURY & RISK NETWORK

The **Comprehensive Injury and Risk Network (CIRN)** integrates both the **High-Injury Network (HIN)** and the **High-Risk Network (HRN)** to provide a holistic approach to transportation safety in Superior. By combining historical crash data with predictive risk analysis, the CIRN identifies both locations where serious injury crashes have occurred, and areas where future crashes are more likely based on road conditions and usage patterns. This data-driven framework ensures that safety improvements are prioritized in locations with the greatest need, allowing the Town to proactively implement measures that enhance mobility and protect all road users.

By leveraging insights from both networks, the CIRN enables a strategic and equitable distribution of resources, focusing on high-priority intersections and corridors that pose the most significant safety concerns. This approach allows the Town of Superior to improve locations where there is already a known crash trend and implement targeted safety enhancements—such as traffic calming measures, improved crossings, and enhanced road design—before crashes occur, ultimately fostering a safer and more accessible transportation system for all residents and visitors.

A safety analysis was completed for each CIRN intersection and segment that included determining the number of crashes, level of severity, types of crashes that were occurring, and contributing factors to identify if there were safety trends. Recommendations were identified in locations with correctable crash trends or opportunities for safety improvements based on existing field conditions. Specific project recommendations for locations on the CIRN can be found in Safer Roads: Strategies 1 and 2 within **Chapter 5: Action Plan**. Additionally, the detailed safety analysis and recommendations for each HIN location can be found in **Appendix D**.

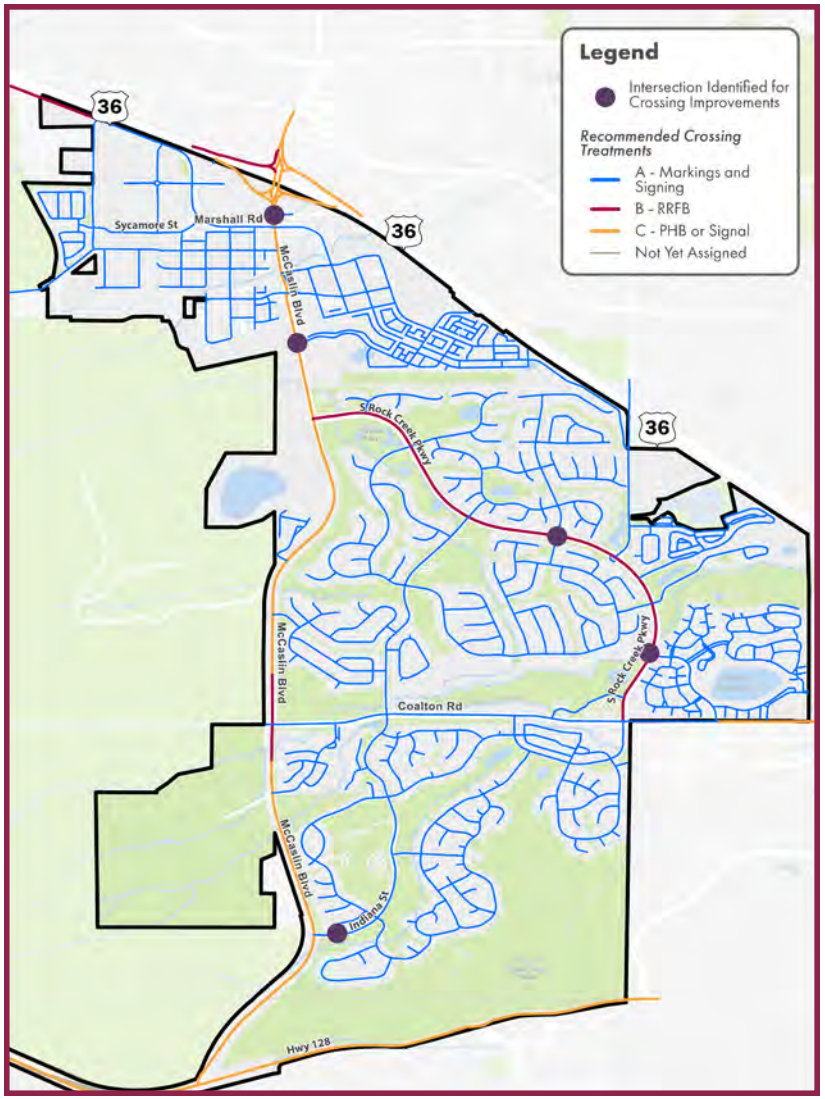


Figure 9. Systemic Crossing Analysis Results

SYSTEMIC CROSSING ANALYSIS

Ensuring safe and accessible pedestrian and bicycle crossings is a key component of creating a walkable and bikeable community. To systemically assess crossing types and identify how to improve an uncontrolled crosswalk within Town, a crossing analysis was conducted for the Town of Superior. This analysis built on best practices for appropriate crossing treatments outlined in Denver's Uncontrolled Pedestrian Crossing Guidelines and the Colorado Department of Transportation Design Guide to evaluate existing crossing treatments and determine whether they meet recommended safety thresholds or are recommended for upgrades.

The evaluation considered key factors such as the number of travel lanes, vehicle average daily traffic (ADT), and posted speed limits. Based on these inputs, each crossing was assessed and categorized according to the appropriate treatment level, ranging from basic markings and signage to more advanced measures such as Rectangular Rapid Flashing Beacons (RRFBs)* or Pedestrian Hybrid Beacons (PHBs)*.

As development occurs and future road improvements are implemented, the recommended crossing treatments can inform the inclusion of appropriate crossings Town-wide. For the more immediate term, the following intersections were identified for crossing improvements:

- McCaslin Boulevard & Superior Plaza Way
- McCaslin Boulevard & Discovery Parkway
- Indiana Street east of McCaslin Boulevard
- Rock Creek Parkway & Coal Creek Drive
- Rock Creek Parkway & Tyler Drive

Specific project recommendations for each location can be found in Safer Roads: Strategy 3 within **Chapter 5: Action Plan**. Additionally, further details for each crossing improvement location can be found in **Appendix D**.

** Defined in **Chapter 4: Toolbox of Safety Countermeasures.***

CHAPTER 3

INTEGRATING WHAT WE HEARD FROM THE COMMUNITY

WHO WAS ENGAGED

Community and stakeholder input was a key component of the Superior VZAP. Engagement efforts included in-person events, online surveys, focused stakeholder work sessions, and a virtual public meeting. These efforts gathered feedback from residents, business owners, decision-makers, and other stakeholders who live, work, or travel through Superior.

WHEN AND HOW WE ENGAGED

- **Phase 1 (Summer 2024):** The purpose of this phase was to identify how people travel in Superior and areas where they feel unsafe. Engagement took place at the Superior 4th of July Festival, an online survey with an interactive map, and a virtual public meeting.
- **Phase 2 (Winter 2024/2025):** In this phase, feedback was gathered on draft safety recommendations through an online survey with informational videos, in-person outreach at the Superior Winter Festival, and stakeholder discussions.
- **Phase 3 (Spring 2025):** Finally, the public reviewed the draft plan and provided feedback through the project website and an online survey.



Superior 4th of July Festival Pop-Up



Superior Winter Festival Pop-Up

WHAT WE HEARD

PHASE 1

During ***Phase 1,*** community members shared feedback about road safety in Superior, particularly locations and road characteristics that feel unsafe. Key themes from community and stakeholder input included:

- **Intersections and crossings feel unsafe –** McCaslin & Marshall, Rock Creek Parkway & Coal Creek Drive, and other key intersections were identified as high-risk due to red-light running, poor yielding, and difficult pedestrian/bike crossings.
- **Speeding is a major concern –** McCaslin Boulevard and Rock Creek Parkway were highlighted as problem areas where excessive speeds create safety risks for all road users.
- **Pedestrian & bicycle infrastructure needs improvement –** Residents called for safer crossings, protected bike lanes, and better facilities at roundabouts to improve multimodal safety.
- **Roundabouts are difficult to navigate –** Many drivers struggle to yield properly, creating conflicts with pedestrians and cyclists, and there is interest in education and clearer signage.
- **Stronger traffic enforcement is desired –** Community members support increased enforcement of speeding, red-light running, and driver compliance at key intersections.

PHASE 2

During ***Phase 2,*** community members reacted to proposed safety solutions and shared feedback about prioritizing implementation of countermeasures. Key themes from community and stakeholder input included:

- **Support for safety solutions improving walking and biking –** The majority of participants were supportive of solutions such as Leading Pedestrian Intervals (LPI)*, Raised Crossings*, or Pedestrian Refuge Islands*, particularly at high-volume locations.
- **Mixed response to red-light and speed cameras* –** Many participants supported automated speed and red-light running enforcement, while others were doubtful about the efficacy of such measures and concerned about privacy.
- **Focus on areas with known crash history –** Participants expressed a desire for improvements to center on areas with concentrations of historic crashes, as well as improvements making it safer for walking and biking.

Appendix E contains the full summaries of each phase of outreach efforts and results.

PHASE 3

During ***Phase 3,*** community members reviewed the draft VZAP and provided feedback on the Plan's effectiveness, as well as overall comments. The limited number of responses did not yield shared themes. However, some individual responses included:

- **Concern that low numbers of severe crashes do not warrant significant roadway changes –** Two participants questioned significant investment addressing a perceived low quantity of severe crashes.
- **Support for the VZAP, with requests for additional focus areas –** Several participants expressed support for the VZAP, with suggestions for additional focus areas including the other Safe System Approach areas (Safer Vehicles and Post-Crash Care), or increased focus on the more common, less severe crash types (such as rear-end crashes).

** Defined in **Chapter 4: Toolbox of Safety Countermeasures**.*

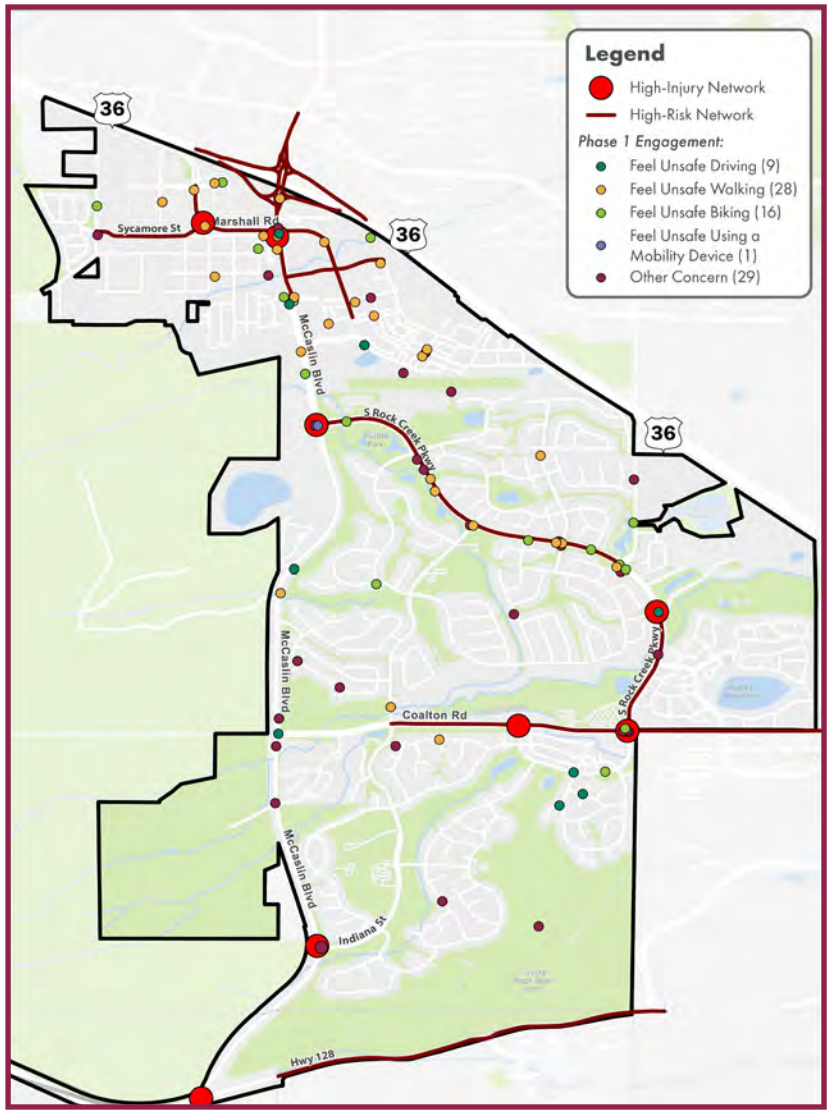


Figure 10. Safety Data Overlaid with Public Input

OVERLAYING SAFETY DATA WITH PUBLIC INPUT

To ensure alignment between quantitative crash data and community concerns, the Comprehensive Safety Network was compared to public input from the Phase 1 outreach survey and interactive map. The feedback from the community about locations feeling unsafe shares significant overlap with locations identified as having historic crash trends or risk for future crashes. Locations where the community identified potential risk areas that were not captured in crash data include McCaslin Boulevard between Main Street and Rock Creek Parkway, McCaslin Boulevard near Coalton Road, and Downtown Superior. These community insights highlight conditions that make users feel unsafe and may lead to future crashes, even if there have not been high concentrations historically.

CHAPTER 4

TOOLBOX OF SAFETY COUNTERMEASURES

OVERVIEW

The Town of Superior has created a toolbox of infrastructure countermeasures, from engineering design solutions to behavioral solutions that raise awareness about safe road behaviors and encourage safe driving habits. With this toolbox, Superior can tailor its approach to specific crash types, locations, and conditions, ensuring holistic and effective Strategies towards Vision Zero. For each countermeasure, the cost, safety benefit, and crash type it addresses is identified.

PLANNING LEVEL COSTS:

Costs are estimated in 2025 dollars, with the levels as follows:	
$	Under $50,000
$$	$50,001 - $100,000
$$$	$100,001 – $500,000
$$$$	$500,001 - $1,000,000
$$$$$	Over $1,000,000

SAFETY IMPACT:

Safety impact ratings for different types of countermeasures are based on the **Federal Highway Administration (FHWA) Crash Reduction Factor (CRF)**. A CRF represents the expected percentage change in crash frequency due to the implementation of a specific treatment or traffic control change, assuming all other conditions remain constant. The higher the percentage of the CRF, the higher the expected reduction in crashes, thus resulting in a higher safety impact. Some countermeasures are effective at reducing all types of crashes and are recommended, whenever possible. If an 'all crashes' countermeasure is not feasible, then ones specifically designed to increase pedestrian safety should be used.



Very High Safety Impact



High Safety Impact



Medium Safety Impact



Low Safety Impact

ROAD & GEOMETRIC COUNTERMEASURES

Traffic Calming

Description: Traffic calming refers to a set of design and engineering strategies implemented on roads that aims to slow down vehicle speeds and improving safety for all road users—particularly pedestrians and bicyclists. These measures introduce physical changes to the road (such as speed humps, chicanes, bulbouts, raised crosswalks, or road narrowing). They help create a safer, more livable road by encouraging responsible driving behavior. The Town of Superior currently has a Neighborhood Traffic Calming Program.

Crash Type it Addresses:

Pedestrian, Bicycle, Speed-related

Cost:

$$-$$$

Safety Impact:

Varies depending on traffic calming treatment



Street Lighting

Description: Street lighting enhances safety and accessibility by illuminating key areas and improving visibility to decrease crash risk. Road lighting is particularly effective at controlled and uncontrolled intersections, at midblock crossings, along sidewalks, and in areas with high pedestrian volumes like commercial zones, schools, parks, and transit stops.

Crash Type it Addresses:

Pedestrian, Bicycle, Speed-related

Cost:

$$

Safety Impact:



ROAD & GEOMETRIC COUNTERMEASURES

Pedestrian Refuge Islands

Description: Medians or pedestrian crossing islands should be considered along multi-lane roads, particularly in areas with a significant mix of pedestrian and vehicle traffic and intermediate or high travel speeds. Some example locations that may benefit from raised medians or pedestrian crossing islands include, mid-block areas, approaches to multi-lane intersections, and areas near transit stops or other pedestrian-focused sites.

Crash Type it Addresses:

Pedestrian, Bicycle

Cost:

$ (Paint and post)
$$$ (Concrete/ permanent)

Safety Impact:





Roundabouts

Description: Roundabouts are circular intersections designed to improve traffic flow and enhance safety by reducing conflict points and lowering vehicle speeds. Unlike traditional signalized intersections, roundabouts promote continuous movement and minimize the risk of severe crashes, such as approach turn and broadside crashes.

Crash Type it Addresses:

Pedestrian, Bicycle, Speed-related

Cost:

$$$$-$$$$$

Safety Impact:





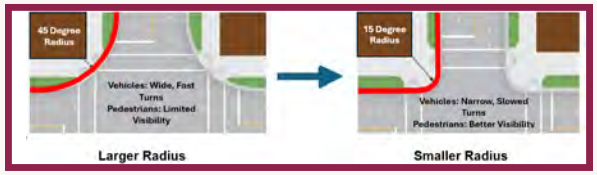
ROAD & GEOMETRIC COUNTERMEASURES

Curb Radius Reduction

Description: Reducing the radius of a curb at an intersection helps to reduce the speed of turning vehicles and shorten the crossing distance. This also improves visibility for pedestrians and bicyclists at these intersections, improving safety both inside and outside of vehicles. Considerations include material type, maintenance needs, ensuring compliance with design standards, and minimizing disruption during installation.

Crash Type it Addresses:

Pedestrian, Bicycle, Speed-Related, Broadside



Cost:

$$$

Safety Impact:

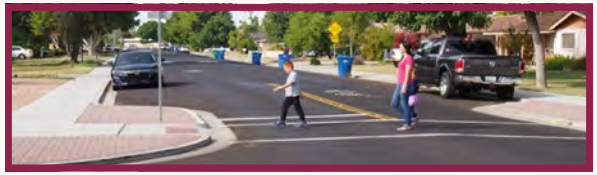


Bulbouts

Description: Bulbouts (also called curb extensions) extend the curb line at intersections through paint and flexible delineators or concrete construction to physically and visually narrow the road. This slows down drivers and gives extra space to pedestrians to view oncoming traffic.

Crash Type it Addresses:

Pedestrian, Bicycle, Speed-Related, Broadside



Cost:

$ (Paint and post)

Safety Impact:



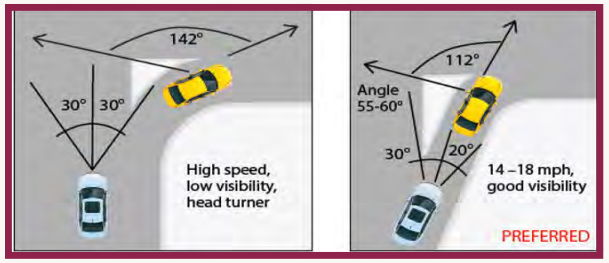
ROAD & GEOMETRIC COUNTERMEASURES

Improve Channelized Right-Turn Lane Geometry

Description: A channelized right-turn lane can be designed to improve safety by adjusting its geometry to benefit driver and pedestrian safety. This includes sharpening the turn angle and repositioning the corner island to encourage a slower, more controlled vehicle turn. These changes help drivers approach the main road at a more perpendicular angle, improving their line of sight for oncoming traffic. Additionally, shifting the crosswalk makes pedestrians more visible and allows drivers to focus separately on pedestrians and traffic gaps, reducing potential conflicts.

Crash Type it Addresses:

Broadside, Right-Turn



Cost:

$$$$

Safety Impact:

TRAFFIC SIGNAL COUNTERMEASURES

Upgrade Left-Turn Signal Operations

Description: Upgrading left-turn signal operations to protected-only or permitted-protected will help reduce left-turn crashes.

1. Protected left-turn (green left-turn arrow): “Protected-only" phasing consists of providing a separate phase for left-turning traffic and allows left-turns to be made only on a green left arrow signal indication, with no pedestrian movement or vehicular traffic conflicting with the left turn. Drivers are not allowed to pass through the intersection without a green arrow even if there is no oncoming traffic.
2. Protected left-turn When Push Button is Pressed: Left turns are protected when the pedestrian push button is pressed to eliminate vehicle left-turns and pedestrian crossing movements from occurring simultaneously.
3. Permitted-protected left-turn: Permissive-protected left-turn phasing is a left-turn movement of traffic at a signalized intersection having a separate left-turn phase in the signal cycle to provide a protected green arrow interval as well as a non-protected circular green ball or flashing yellow interval where left-turning vehicles must yield to opposing traffic. Permitted-protected left-turns provide more vehicular capacity at the intersection than a protected left-turn but have safety tradeoffs.

Crash Type it Addresses:

Approach Turn, Bicycle, Pedestrian

Cost:

$

Safety Impact:



TRAFFIC SIGNAL COUNTERMEASURES

Update Clearance Intervals
(Yellow Change Interval + Red Clearance Interval)

Description: The clearance interval should provide an adequate amount of time to transition between two conflicting phases and consists of a yellow change interval and a red clearance interval. The intent of the yellow change interval is to warn traffic of an impending change to the right-of-way assignment. The red clearance interval is an interval after the yellow change interval in which the phase has a red signal display before the display of the green for the opposing phase. The intent of the red clearance interval is to allow time for vehicles that entered the intersection during the yellow change interval to clear the interval prior to the opposing phase.

Crash Type it Addresses:

Broadside, Red-light running, Rear end

Cost:

$

Safety Impact:



Automated Enforcement for Speeding

Description: An automated speed enforcement camera is a type of traffic enforcement camera that uses radar or sensor to detect and capture photographs of vehicles exceeding the posted speed limit, helping to reduce speeding-related crashes. The cameras capture license plate information to identify the vehicle/driver at fault. They help with compliance with speed limits and protect vulnerable road users in high-risk areas such as school zones or areas with known speeding problems.

Crash Type it Addresses:

Speed-related, Broadside, Pedestrian, Bicycle

Cost:

$$

Safety Impact:



TRAFFIC SIGNAL COUNTERMEASURES

Automated Enforcement for Red-light Running

Description: A red-light camera is a type of traffic enforcement camera that photographs a vehicle that has entered an intersection after the traffic signal controlling the intersection has turned red. The system activates when motion is detected just prior to the stop bar (location where vehicles must stop approaching an intersection) after the traffic signal has turned red. The camera automatically programs vehicles that run red lights, and captures a video and a photo of the license plate and driver that assists authorities in their enforcement of traffic laws.

Crash Type it Addresses:

Broadside, Red-light running

Cost:

$$

Safety Impact:





Traffic Signal Backplates with Retroreflective Borders

Description: Enhances traffic signal visibility, especially in low-light or high-glare conditions. Backplates help reduce unintentional red-light running and improve driver awareness at intersections.

Crash Type it Addresses:

Broadside, Red-light running, Rear end

Cost:

$

Safety Impact:





BICYCLE AND PEDESTRIAN COUNTERMEASURES

Bicycle Lanes

Description: Bicycle lanes are dedicated facilities on or along roads that prevent interactions, conflicts, and crashes between bicyclists and vehicles. Standard bicycle lanes are typically established through paint striping. These types of bicycle lanes provide a dedicated space for bicyclists but still runs alongside motor vehicle traffic.

Crash Type it Addresses:

Bicycle

Cost:

$$

Safety Impact:



Protected Bicycle Lanes

Description: Protected bicycle lanes establish physically separated spaces for bicyclists, substantially reducing bicyclist-vehicle conflicts. With a physical barrier, these lanes enhance safety by preventing risky interactions, thus curbing severe injuries and fatalities. In general, these bicycle facilities are more comfortable for average bicycle riders.

Crash Type it Addresses:

Bicycle

Cost:

$$$

Safety Impact:



BICYCLE AND PEDESTRIAN COUNTERMEASURES

Protected Intersections

Description: Protected bicycle intersections, like protected bicycle lanes, establish physically separated spaces using bulbouts, corner islands, and colored paint for bicyclists at and through intersections. These dedicated paths separate bicyclists from traffic through intersections and improve connectivity to the rest of the bicycle network, encouraging cycling as a mode of transportation.

Crash Type it Addresses:

Bicycle

Cost:

$$$$

Safety Impact:



Bicycle Boulevards or Neighborhood Bikeways

Description: Bicycle boulevards (also called “neighborhood bikeways”) are roads with low motorized traffic volumes and speeds, designed to offer priority for bicyclists operating within a road shared with motor vehicle traffic. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to create safe, convenient bicycle crossings of busy arterial roads.

Crash Type it Addresses:

Bicycle, Pedestrian, Speed-related

Cost:

$

Safety Impact:



BICYCLE AND PEDESTRIAN COUNTERMEASURES

Improve Bicycle Lane Crossing

Description: Alert left-turning and right-turning vehicles of a bicycle crossing within a bicycle lane through the intersection. The bicycle lane crossing increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. There are two main types of intersection bicycle lane crossings:

1. Green bicycle striping conflict markings
2. Chevron striping conflict markings

Crash Type it Addresses:

Bicycle

Cost:

$$

Safety Impact:





Rectangular Rapid Flashing Beacon (RRFB)

Description: An RRFB is a pedestrian/bicyclist-activated safety enhancement that combines a marked crosswalk with pedestrian warning signs and flashing lights at intersections and midblock. Compliance rates vary by posted speed limit, crossing distance, and one-way versus two-way roads. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph.

Crash Type it Addresses:

Bicycle, Pedestrian

Cost:

$$

Safety Impact:





BICYCLE AND PEDESTRIAN COUNTERMEASURES

Pedestrian Hybrid Beacon (PHB)

Description: A PHB is a type of signal at an uncontrolled marked crossing at intersections or midblock that remains dark until activated by a user wanting to cross. Once activated, the signal cycles to yellow and then red during the walk phase.

Crash Type it Addresses:

Bicycle, Pedestrian

Cost:

$$$$

Safety Impact:



Leading Pedestrian Interval (LPI)

Description: A LPI gives pedestrians and people on bikes the opportunity to enter an intersection 3-7 seconds before vehicles are given the green indication, meaning all traffic directions have a red light while pedestrians have the right-of-way to cross. LPIs increase visibility of crossing pedestrians, reduce conflicts between pedestrians and vehicles, and increase likelihood of motorists yielding to pedestrians.

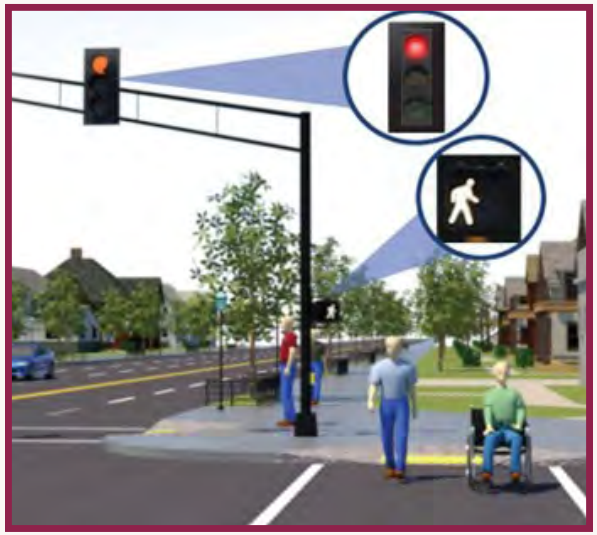
Crash Type it Addresses:

Bicycle, Pedestrian

Cost:

$$

Safety Impact:



BICYCLE AND PEDESTRIAN COUNTERMEASURES

Raised Crossings in Channelized Right-turn Islands or at Mid-block Locations

Description: Raised crosswalks in channelized right-turn islands or at mid-block locations are ramped speed tables (longer and flatter speed bumps) spanning the entire width of the channelized right-turn lane or mid-block road cross section. These crosswalks increase visibility of pedestrian crossing areas and allow them to cross at grade with the sidewalk. They also act as traffic-calming measures to slow turning vehicles.

Crash Type it Addresses:

Bicycle, Pedestrian, Speed-related

Cost:

$$

Safety Impact:



Multi-Use Path

Description: Off-street multi-use paths designate paths outside the curb and away from potential conflict with vehicles. These paths are typically shared between bicyclists and pedestrians and are wide enough to account for both modes and bi-directional movement along the path.

Crash Type it Addresses:

Bicycle, Pedestrian

Cost:

$$$$-$$$$$

Safety Impact:



BEHAVIORAL COUNTERMEASURES

Speed Feedback Signs

Description: Speed feedback signs, posted alongside the posted speed limit, are illuminated live-speed displays that register and show approaching drivers' speeds as they approach the sign. The intention of these signs is to make drivers aware of their current speed, and if the driver's speed is above the posted speed limit, the displayed speed numbers will flash. Speed feedback signs can be temporarily or permanently installed.

Crash Type it Addresses:

Speed-related, Broadside, Approach turn, Bicycle, Pedestrian

Cost:

$

Safety Impact:



Safe Routes to School

Description: Safe Routes to Schools is a federal program that facilitates the planning, development, and implementation of projects that supports healthy, active, and safe walking and biking habits for children. Some example projects include assemblies, poster contests, pedestrian safety walks, bike lessons and safety training (BLAST), bicycle rodeos, bicycle gardens, bicycle buses/trains, and relevant quick-build projects.

Crash Type it Addresses:

Speed-related, Bicycle, Pedestrian

Cost:

$$-$$$

Safety Impact:



BEHAVIORAL COUNTERMEASURES

Slow Zones

Description: Slow zones are areas that designate lower speeds for drivers than other areas nearby. This helps to create safe spaces for vulnerable populations (e.g., children, seniors, pedestrians, and bicyclists) that frequent these areas, such as parks, school zones, work zones, senior areas, neighborhoods, and downtown areas. These areas typically are signed for 15 or 20 miles per hour.

Crash Type it Addresses:

Speed-related, Broadside, Approach turn, Pedestrian, Bicycle

Cost:

$



Safety Impact:

CHAPTER 5

ACTION PLAN

STRATEGY & ACTION ORGANIZATION

Strategies are categorized by three crucial categories of the **Safe System Approach:**

- ***Safer Roads –*** emphasizing the need for transportation infrastructure that safely accommodates multiple transportation modes.
- ***Safer People –*** setting the framework for education and awareness, fostering a community of shared responsibility among all road users.
- ***Safer Speeds –*** identifying measures to reduce excessive speeds, a key contributor to the severity of traffic crashes.

Each overarching Strategy includes key targeted metrics and identifies tangible Actions which are accompanied by next steps, estimated safety benefit, planning level cost, level of effort, and time frame, defined below. Where possible, the Town will advance parts or all of Actions ahead of the proposed time frame and/or at a lower cost.

Unique Action Identifier

Proposed process for completing the Action, including detailed recommendations for location-specific Actions.

Estimated Cost to Completion:

$	Under $50,000
$$	$50,001 - $100,000
$$$	$100,001 – $500,000
$$$$	$500,001 - $1,000,000
$$$$$	Over $1,000,000

Estimated Time Frame for Completion:

Short	1 - 3 years
Medium	3 - 5 years
Long	5 - 10 years

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame

Specific effort to be undertaken by Town staff to achieve Strategy.

Estimates the potential safety benefit of implementing the Action, with 1 being low and 5 being high. Page 48 provides more information about Safety Benefit factors.

Describes the level of effort from low to high to implement the actions, which can include additional engineering design, staff time, public outreach, coordination with utility providers, right of way acquisition, grant application and funding, etc.

SAFETY BENEFIT

The Safety Benefit value associated with each Action estimates the potential effect of implemention. When considered in conjunction with Planning-Level Cost and Level of Effort, this estimate serves as a decision-making tool for prioritizing investment into safety projects. Due to the range in types and breadth of Actions, the Safety Benefit was determined by considering four factors for location-specific Actions and two factors for systemwide Actions.

LOCATION-SPECIFIC ACTION FACTORS

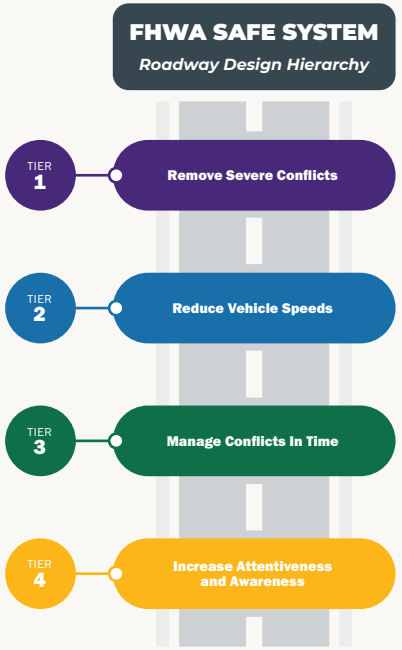
- **Vulnerable populations –** locations where safety projects could provide the highest benefit to vulnerable populations based on a segment-level equity index (displayed in **Appendix C**), such as locations with high concentrations of low-wage jobs, locations in close proximity to school, transit, or public services, and locations with concentrations of historically disadvantaged populations.
- **Comprehensive Injury & Risk Network –** locations on the HIN and HRN, focusing safety projects where they will have the greatest impact on eliminating serious injury and fatal crashes.
- **Community Feedback –** locations with concentrations of people reporting feeling unsafe during Phase 1 of engagement.
- **Walking/Bicycle Safety –** location-specific actions that include enhancements to pedestrian and bicycle safety and comfort.

SYSTEMWIDE ACTION FACTORS

- **Safety Impact –** defined for most infrastructure Actions within Chapter 4: Toolbox of Safety Countermeasures.
- **Walking/Bicycle Safety –** Actions that include enhancements to pedestrian and bicycle safety and comfort.

OR

- Safe System Roadway Design Hierarchy - applied to Actions without a specific infrastructure countermeasure such as education and enforcement.
- **Walking/Bicycle Safety –** Actions that include enhancements to pedestrian and bicycle safety and comfort.



SAFER ROADS

Superior's approach to ***safer roads*** acknowledges the critical role transportation system design plays into providing a comfortable environment for all travel modes. Safer roads are those that mitigate human mistakes, are self-enforcing by design, reduce the risk for high severity crashes, encourage road users to exhibit safe travel behaviors, and protect the most vulnerable users such as people walking and people biking.

Key Metrics:

- Decrease the number of fatal and injury crashes Town-wide.
- Decrease in number and rate of total crashes at intersections on the High-Injury Network.
- Decrease in number and rate of crashes involving people walking and biking Town-wide.

Strategy 1: *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR1.1	Implement McCaslin Boulevard & Marshall Road improvements *(Project Analysis Available in **Appendix D**)*	• Modify signal to install one traffic signal head indication over each travel lane for northbound and southbound approaches • Upgrade intersection lane control signs to have one R3-5 over for each left-turn lane • Evaluate upgrading pedestrian ramps to directional pedestrian ramps on SW corner • Evaluate raised pedestrian crossing across channelized right-turn lane • Check northbound/southbound left-turn phasing • Implement LPI or "No Right Turn on Red" sign (similar to Louisville) for south crosswalk (north crosswalk to be removed) • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***5***	***$$$$***	***High***	***Long-Term***

SAFER ROADS

Strategy 1 (cont.): *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR1.2	Implement Rock Creek Parkway & Coalton Road improvements *(Project Analysis Available in **Appendix D**)*	• Upgrade eastbound and westbound "doghouse" style signal heads to 4-section FYA • Install left-turn (R3-5) signage on eastbound, westbound, and southbound approaches • Install raised crossings at channelized right-turn islands in northeast and northwest corners • Evaluate protected-only by time of day for dual southbound left-turn • Install ADA-compliant and directional curb ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***4.5***	***$$$***	***High***	***Long-Term***
SR1.3	Implement Rock Creek Parkway & Honey Creek/ Coal Ridge improvements *(Project Analysis Available in **Appendix D**)*	• Install standard RRFB signage • Install ADA-compliant curb ramps on the northwest and southwest corners • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***4***	***$$***	***Medium***	***Long-Term***

SAFER ROADS

Strategy 1 (cont.): *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR1.4	Implement McCaslin Boulevard & Rock Creek Parkway improvements *(Project Analysis Available in **Appendix D**)*	• Update "doghouse" style signal heads to 4-section FYA • Install raised crossings at channelized right-turn islands on northeast, northwest, southeast, and southwest corners • Install additional traffic signal head to northbound through lane • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***4***	***$$***	***High***	***Long-Term***
SR1.5	Implement Sycamore Street & Marshall Road improvements *(Project Analysis Available in **Appendix D**)*	• Update southbound, eastbound, and westbound left-turn "doghouse" style signal heads to 4-section FYA • Add left-only signage for westbound • Shift traffic signal indications to be over the center of the northbound receiving lanes • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***3.5***	***$***	***Low***	***Short-Term***
SR1.6	Improve the existing on-street bicycle facility at the US 36 interchange	• Construct a bicycle/pedestrian shared use path at the US 36 interchange and connect it to the McCaslin Boulevard shared use path underpass	***3.5***	***$$$$$***	***High***	***Long-Term***

SAFER ROADS

Strategy 1 (cont.): *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR1.7	Implement Rock Creek Circle & Coalton Road improvements *(Project Analysis Available in **Appendix D**)*	• Install directional and ADA-compliant ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***1.5***	***$$***	***Medium***	***Mid-Term***
SR1.8	Implement McCaslin Boulevard & CO 128 improvements *(Project Analysis Available in **Appendix D**)*	• Update "doghouse" style signal head to 4-section FYA • Update mast arm signal • Change geometry of southbound slip lane to 30-60-90 • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	***1***	***$$$$$***	***High***	***Long-Term***

SAFER ROADS

Strategy 2: *Reduce risk factors on the transportation network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR2.1	Implement safety improvements on the HRN to proactively prevent severe crashes	• Prioritize road segments according to number of risk factors • Identify countermeasures to reduce or mitigate risk factors • Implement countermeasures identified	***4.5***	***Varies***	***Varies***	***Mid-Term***
SR2.2	Ensure new road construction reduces and mitigates risk factors as practicable	• Assess proposed roads for risk factors • Reduce and mitigate risk factors prior to road construction	***4.5***	***Varies***	***Varies***	***Ongoing***

SAFER ROADS

Strategy 3: *Upgrade pedestrian/bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR3.1	Install crossing improvements at Rock Creek Parkway & Coal Creek Drive *(Project Analysis Available in **Appendix D**)*	• Install standard RRFB signage • Add "Arrow Down Right" sign under the RRFB located on the center median • Remove existing crosswalk on the south leg or install RRFB on south crosswalk	***3.5***	***$***	***Medium***	***Mid-Term***
SR3.2	Install crossing improvements at Rock Creek Parkway & Tyler Drive *(Project Analysis Available in **Appendix D**)*	• Install bulbouts (using paint and post or concrete) on the northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Extend concrete median to provide pedestrian refuge area for a two stage crossing • Add stop bar for westbound approach	***3***	***$ (paint & post)*** ***$$$ (concrete)***	***High***	***Long-Term***

SAFER ROADS

Strategy 3 (cont.): *Upgrade pedestrian/bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR3.3	Install crossing improvements at McCaslin Boulevard & Superior Plaza Way *(Project Analysis Available in **Appendix D**)*	• Reduce curb radii on northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Install pedestrian refuge island on the east leg to allow pedestrians to cross in two stages	***3***	***$$$***	***High***	***Long-Term***
SR3.4	Install crossing improvements at McCaslin Boulevard south of Discovery Parkway *(Project Analysis Available in **Appendix D**)*	• Install a PHB	***2***	***$$$$***	***Medium***	***Mid-Term***
SR3.5	Install crossing improvements on Indiana Street east of McCaslin Boulevard *(Project Analysis Available in **Appendix D**)*	• Install median refuge island and crossing markings at location of existing midblock pedestrian ramps • Consider installation of RRFB and standard signage	***1***	***$***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 4: *Determine signage standards for improved road user clarity.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR4.1	Identify standard signage for RRFB crossings to improve pedestrian and bicycle crossings and deploy Town-wide	• Create an engineering design standard for RRFB signage • Identify locations with RRFBs Town-wide • Deploy standard signage at RRFB locations	***2***	***$$***	***Low***	***Short-Term***
SR4.2	Upgrade dual lane roundabout signage, lane markings, and visibility to improve safety and comfort for all users traveling through roundabouts	• Create an engineering design standard for dual lane roundabout signage and sight distances • Identify locations with dual lane roundabouts Town-wide • Deploy standard signage at dual lane roundabout locations	***1.5***	***$$ (per intersection)***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 5: *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR5.1	Restrict permissive left-turns at signalized intersections to reduce left-turn crashes where opposing left-turn lanes are misaligned and are creating a sight distance challenge for left-turning vehicles to see oncoming traffic	• Identify locations with misaligned left-turn lanes with sight distance challenges • Upgrade traffic signal operations to be protected only	***4***	***$ – $$$ (per intersection)*** ***Note: Cost is higher if upgrades to traffic signal mast arms or traffic signal controllers are needed***	***Low***	***Short-Term***
SR5.2	Implement protected left turns when a push button is pressed at high pedestrian conflict intersections to improve pedestrian safety and minimize conflicts between pedestrians and vehicles	• Identify signalized locations that would be candidate locations for protecting left turns when push button is pressed • Confirm traffic operations analysis for upgrading signal timing phasing • Update phasing, including upgrades to 4-section FYA signal heads as needed	***3***	***$*** ***(per location)***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 5 (cont.): *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR5.3	Maintain vegetation in known areas where visibility is poor at intersections to confirm there is adequate sight distance	• Cut back vegetation in the spring and early fall in areas that have known visibility issues or sight obstructions • Respond promptly to requests when a new location with a sight obstruction arises • Promote an educational campaign to remind all road users to slow down and travel cautiously in locations with impaired visibility	***1.5***	***$ (per location)***	***Low***	***Ongoing***
SR5.4	Maintain retroreflective backplates to improve traffic signal head visibility	• Perform annual assessment of all locations with retroreflective backplates and determine if they need to be repaired	***1***	***$ (per intersection)***	***Low***	***Ongoing***
SR5.5	Update yellow and red clearance intervals to reduce red-light running and rear-end crashes	• Confirm yellow and red clearance intervals Town-wide are in compliance with the MUTCD • Adjust signal timing as necessary	***1***	***$ (per intersection)***	***Low***	***Short-Term***

SAFER ROADS

Strategy 5 (cont.): *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR5.6	Install traffic signal indications over each travel lane to improve traffic signal head visibility and meet current MUTCD requirements	• Identify signalized intersection locations that do not have traffic signal indications over each travel lane • Determine if mast arm can accommodate an additional traffic signal head (i.e., is the mast arm long enough and can it structurally support additional infrastructure) • Install additional traffic signals if mast arm is viable • Replace traffic signal mast arm and include appropriate traffic signal heads over each travel lane as needed	***1***	***$ – $$$ (per intersection)*** ***Note: Cost is higher if upgrades to traffic signal mast arms or are needed***	***Medium***	***Short/Mid-Term***
SR5.7	Replace “doghouse” style signal heads with 4-section flashing yellow arrows (FYAs) to meet current MUTCD requirements	• Identify locations with "doghouse" style signal heads • Replace "doghouse" style signal heads with 4-section FYA heads	***1***	***$*** ***(per intersection)***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 6: *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR6.1	Upgrade all pedestrian curb ramps to be ADA compliant to improve pedestrian safety and accessibility	• Complete ADA assessment of all pedestrian curb ramps • Identify opportunities for upgrades through existing or ongoing projects or upcoming re-development • Prioritize remaining locations for implementation	***5***	***$ (per curb ramp)***	***Medium***	***Short-Term***
SR6.2	Reallocate road space to enhance bicycle and pedestrian safety and comfort and reduce vehicle speeds	• Identify upcoming opportunities for restriping through pavement overlay program • Evaluate reducing lane width and reallocating space to support buffered bike lanes and/or pedestrian refuge islands • Perform traffic operations analysis to determine impacts of potential reallocation of space	***5***	***$ Note: Cost is higher if concrete pedestrian refuge islands are implemented***	***Medium***	***Short-Term***
SR6.3	Implement pedestrian and bicycle accessibility improvements in commercial areas to improve comfort and access to key destinations	• Update Town code to include standards for pedestrian and bicycle facilities for new development • Evaluate existing pedestrian and bicycle facilities located in commercial areas against updated town code standards • Identify private property locations (i.e. parking lots) that are in need of improved pedestrian or bicycle facilities and coordinate with property owners to upgrade to Town standards	***5***	***$$$***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 6 (cont.): *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR6.4	Implement protected bike lanes to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles	• Identify locations for new or upgraded protected bicycle lanes • Produce engineering design drawings for protected bicycle lane projects	***5***	***$$$ (per mile)***	***High***	***Long-Term***
SR6.5	Implement locations for multi-use paths to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles	• Identify locations through the Transportation Plan Update for multi-use paths • Produce engineering design drawings for multi-use path projects	***5***	***$$$ – $$$$ (per mile)***	***High***	***Long-Term***
SR6.6	Complete missing sidewalk gaps throughout the Town to improve pedestrian connectivity	• Identify sidewalk gaps through the Transportation Plan Update • Identify opportunities for upgrades through existing or ongoing projects or upcoming redevelopment • Prioritize remaining locations for implementation	***5***	***$$$$$***	***High***	***Long-Term***

SAFER ROADS

Strategy 6 (cont.): *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR6.7	Implement pedestrian refuge islands where feasible at multilane road crossings to shorten crossing distances and increase visibility	• Identify locations with multilane crossings, particularly those with high speeds and volumes • Evaluate feasibility of implementation of pedestrian refuge islands based on analysis of geometry and traffic operations impacts	***4***	***$$ (per location)***	***High***	***Mid-Term***
SR6.8	Reduce curb radii and implement bulbouts where feasible to reduce vehicle turning speeds, slow traffic, and improve pedestrian crossing safety	• Identify locations with large curb radii • Evaluate feasibility of reducing curb radii and implementing bulbouts based on turning operation analysis	***4***	***$$$ (per location)***	***Medium***	***Mid-Term***
SR6.9	Install raised crossings at channelized right turns to improve pedestrian and bicycle crossing visibility	• Identify locations with channelized right-turn islands for upgrading pedestrian crossings to include raised crossings • Confirm that the design includes a raised crossing when reviewing design plans that include installation of a channelized right turn island	***4***	***$$$ (per location)***	***Medium***	***Mid-Term***

SAFER ROADS

Strategy 6 (cont.): *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SR6.10	Implement traffic signal improvements to signalized crossings such as installing a pedestrian push button in a pedestrian refuge island, implementing LPI, and/or extending the pedestrian walk phase timing to improve pedestrian safety and comfort	• Identify locations adjacent to land use generators attracting pedestrians crossing at slower speeds or locations that have high pedestrian demand • Determine appropriate countermeasures to improve pedestrian safety and comfort on a site-by-site basis based on traffic operations and intersection geometry	***2***	***$ – $$ (per location)***	***Low***	***Short-Term***
SR6.11	Enhance bicycle and pedestrian scale wayfinding signage throughout Town and create branded signage for additional routes on existing paths to improve bicycle and pedestrian safety and comfort	• Identify locations for additional bicycle and pedestrian wayfinding • Use existing engineering design standards for wayfinding signage and existing trail wayfinding signage to design, fabricate, and implement additional signage	***2***	***$$***	***Low***	***Mid-Term***

SAFER PEOPLE

Superior's approach to ***safer people*** includes empowering the community to practice safe and responsible travel behaviors through education and encouragement campaigns.

Key Metrics:

- ↑ Increase in the number of safety education and engagement activities.
- ↑ Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: *Raise community awareness of multimodal safety programs, policies, and treatments.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame

SP1.1	Write and publish a quarterly multimodal article in the Sentinel newsletter paired with educational campaigns to educate and encourage the public about multimodal safety	• Work with Communications & Community Engagement Department to identify a multimodal topic, write article, and publish into Sentinel along with social media promotions and signage at public locations. Topics could include:
		  • The Town's sidewalk riding policy
		  • Appropriate usage and regulations for E-bikes
		  • Multimodal routes and signage within the Town
		  • Bicycle maintenance best practices
		  • Navigating Pedestrian Hybrid Beacons (paired with installation of PHB on McCaslin Blvd)
		  • How all users should navigate roundabouts
			2	***$ (per article)***	***Low***	***Short-Term/ Ongoing***

SP1.2	Champion a Safe Routes to School (SRTS) study for each school (BVSD) to improve pedestrian and bicycle safety, comfort, and access around schools	• Coordinate with BVSD to develop a Safe Routes to School Plan	***2***	***$$$***	***Medium***	***Mid-Term***

SAFER SPEEDS

Speed is a leading factor of the severity of crashes and the chances of survival of a person walking or biking decreases significantly when struck at a faster vehicle speed. Superior's approach to achieving ***safer speeds*** relies on designing our roads for slower travel speeds and using traffic safety cameras where they are needed.

Key Metrics:

- Decrease in speeding on arterial and collector roads.
- Decrease red-light running crashes at signalized intersections.

Strategy 1: *Manage speeds effectively through engineering, education, and enforcement.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame
SS1.1	Implement road diets on where analysis shows excess capacity to reduce vehicle speeds	• Collect speed and volume data to Identify non-local roads with high speed limits and/or high numbers of speeding vehicles • Analyze traffic operations at identified locations • Perform engineering design and develop public-facing concepts • Conduct public outreach gathering feedback about proposed concepts	***3.5***	***$$$$$***	***High***	***Long-Term***
SS1.2	Install safety cameras at signalized intersections and arterial corridors to reduce red-light running and speeding	• Identify potential signalized intersections or arterial corridors to implement automated enforcement • Conduct community outreach and education to inform the community about the potential enforcement changes	***3 (red-light cameras)*** ***4 (speed cameras)***	***$$ (per location)***	***Medium***	***Mid-Term***

SAFER SPEEDS

Strategy 1 (cont.): *Manage speeds effectively through engineering, education, and enforcement.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning–Level Cost	Level of Effort	Time Frame

SS1.3	Publicize the traffic calming program and the process for submitting a request to educate the public about the existing program	• Strategies to publicize could include:
		  • Signage at public locations (recreation centers, parks, library, transit stops, etc)
		  • Social media promotions
		  • Newsletter in the Sentinel
			1	*$*	*Low*	*Short-Term*

CHAPTER 6

A PATH FORWARD

OVERVIEW

Achieving Vision Zero in Superior requires a sustained commitment to funding, implementation, and continued evaluation. Securing financial resources for safety projects and continuously monitoring progress will ensure that Strategies effectively reduce crashes and improve road safety. By leveraging available funding and assessing the impact of implemented Actions, the Town of Superior can make targeted, data-driven investments that move the community toward its Vision Zero goals.

FUNDING PATHWAYS FOR SAFETY IMPROVEMENTS

Implementing the Superior VZAP will require a combination of local, state, and federal funding sources to support infrastructure improvements, policy initiatives, and safety programs. The Town of Superior will pursue funding opportunities that align with identified safety priorities, leveraging available grants and partnerships to maximize the impact of Vision Zero investments.

A list of potential funding sources, including federal programs such as the Safe Streets and Roads for All (SS4A) grant, state-level transportation safety funds, and regional opportunities, is included in **Appendix F**. This list provides an overview of eligible programs, application timelines, and funding scopes to guide future investment in road safety. By proactively seeking funding and aligning projects with available financial resources, the Town can accelerate the implementation of high-impact safety improvements that move Superior toward its Vision Zero goals.

MONITORING & EVALUATION

Monitoring and evaluating the effectiveness of the Superior VZAP is essential to ensuring progress toward eliminating traffic-related fatalities and serious injuries. By systematically assessing the impact of implemented Actions, the Town of Superior can make data-driven decisions and adjust Strategies as needed to achieve Vision Zero goals.

Performance Metrics and Data Collection

Each Strategy within the VZAP has key metrics to measure its effectiveness. These metrics may include:

- Crash reduction trends, particularly serious injury and fatal crashes
- Compliance rates with traffic laws and safety measures
- Public perception of safety through surveys and feedback

Data will be collected from crash reports, speed studies, and community engagement efforts to assess the impact of implemented projects. Additionally, the Town of Superior will continue to explore supplemental methods of data collection, particularly to track shifts in travel modes.

Continuous Improvement

By evaluating performance metrics as Actions are completed, the Town of Superior will continuously refine all aspects of the transportation system. Evaluation findings will guide ongoing refinements to the VZAP and recommended countermeasures, ensuring that Strategies remain effective and responsive to evolving safety challenges. By identifying successful initiatives and areas requiring enhancement, Superior will continuously improve its approach to achieving a safer, more accessible transportation system for all road users.

APPENDICES



APPENDIX A: CRASH TYPE HEATMAPS

APPENDIX B: SAFETY ANALYSIS TECHNICAL MEMORANDUM

APPENDIX C: SEGMENT-LEVEL EQUITY INDEX

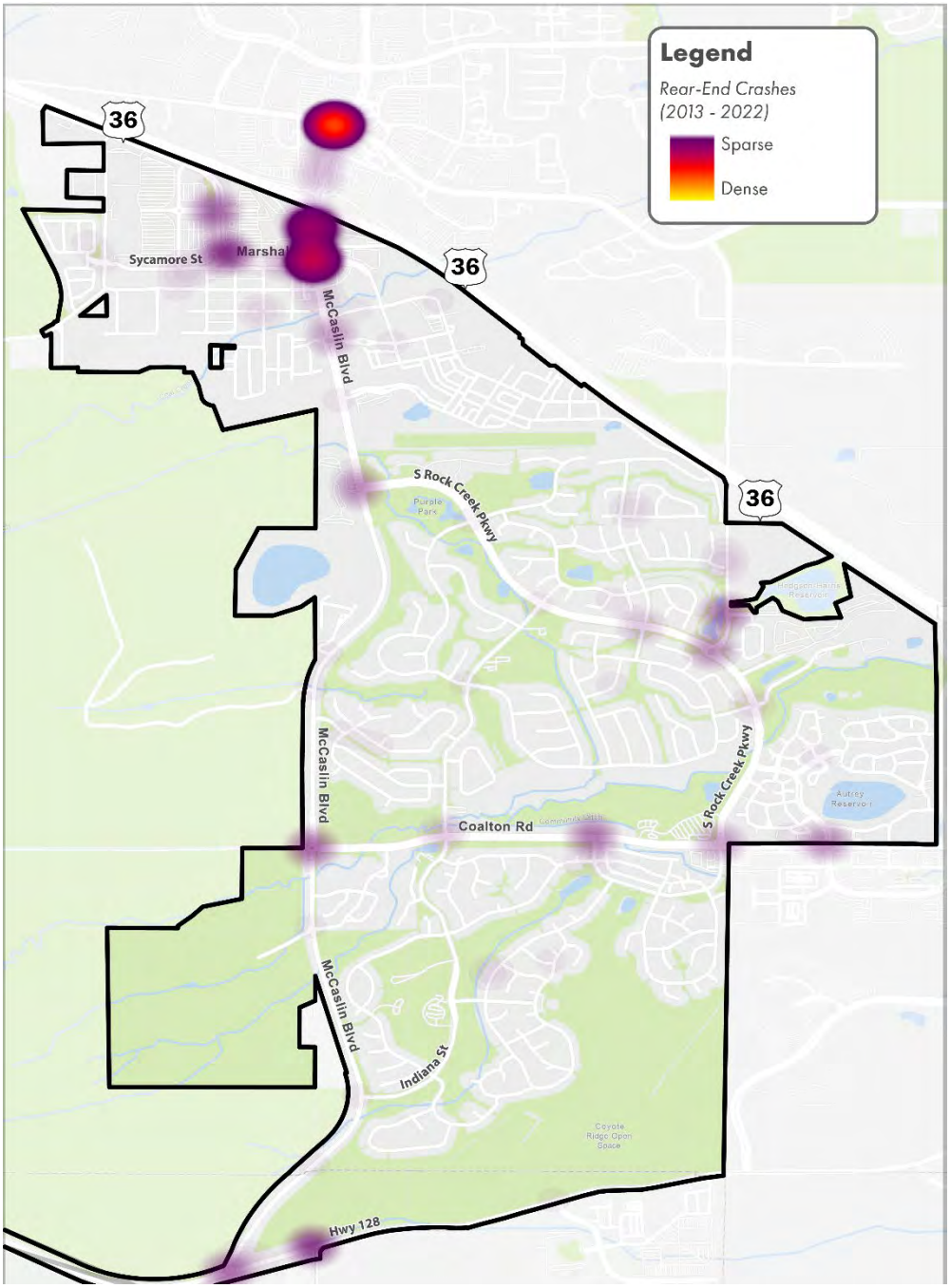
APPENDIX D: PROJECT ANALYSIS SHEETS

APPENDIX E: COMMUNITY OUTREACH SUMMARIES

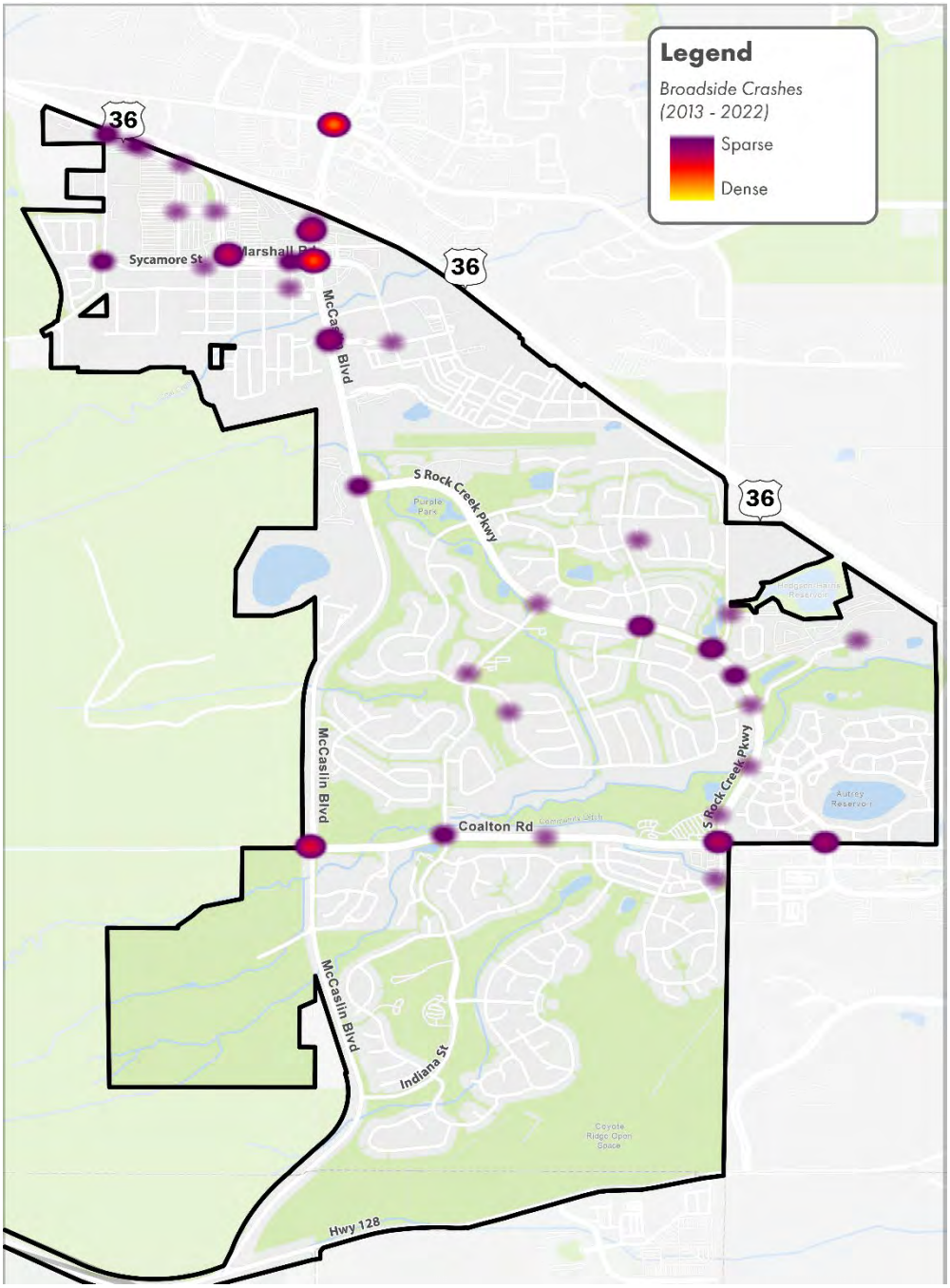
APPENDIX F: FUNDING OPPORTUNITIES SUMMARY

APPENDIX A

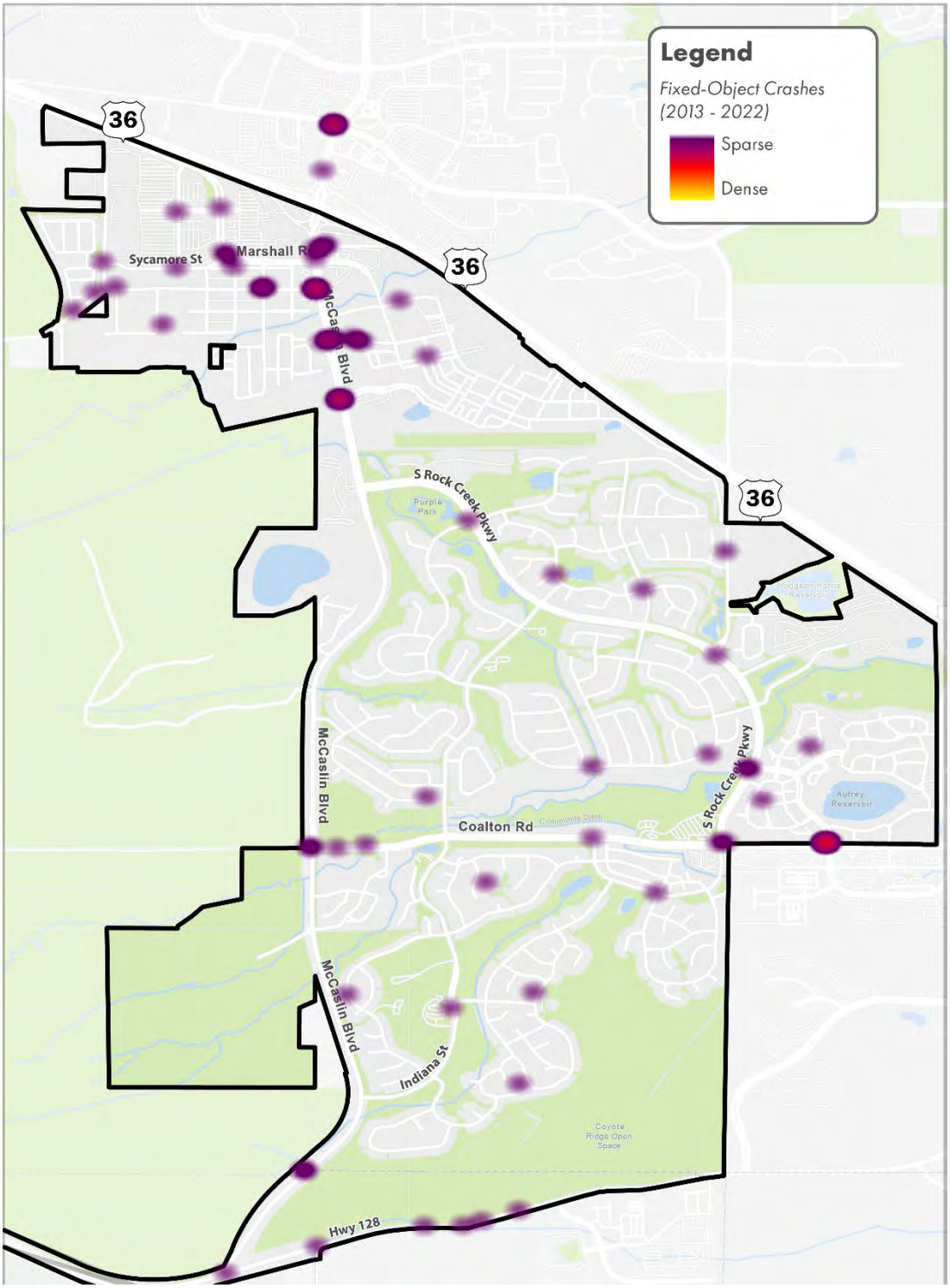
CRASH TYPE HEATMAPS



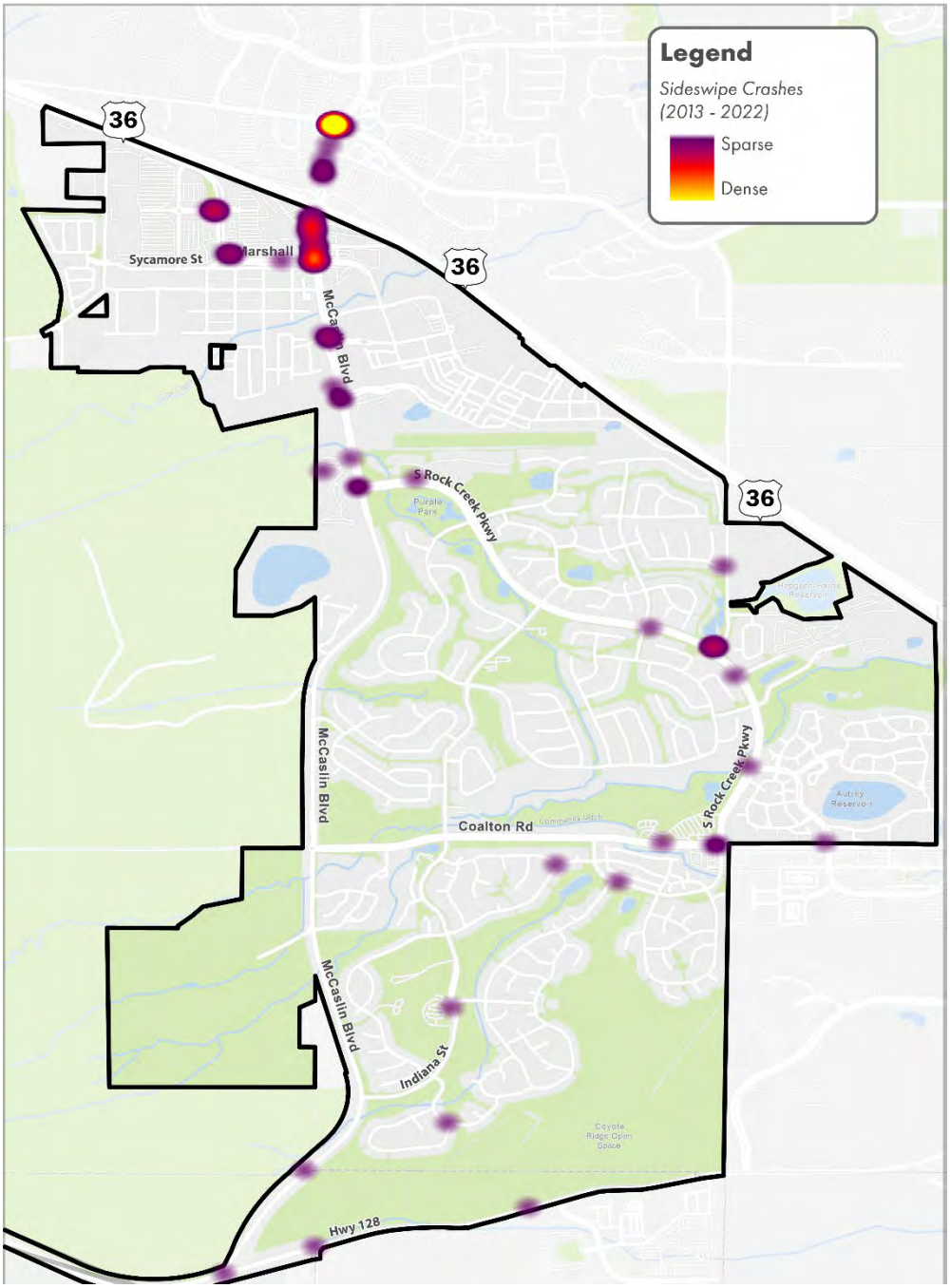
Town of Superior – Rear End Crashes (All Injury Level)



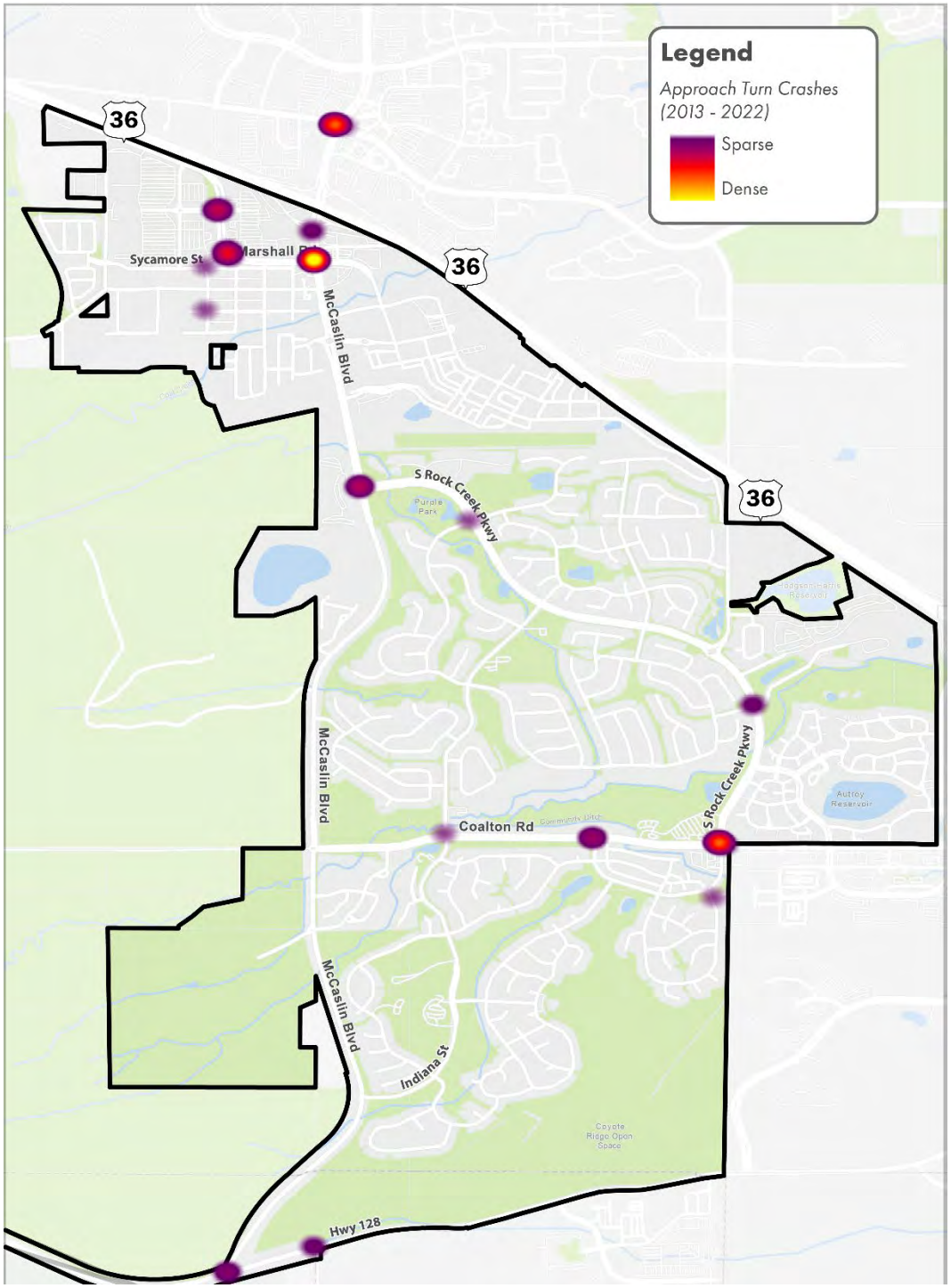
Town of Superior – Broadside Crashes (All Injury Level)



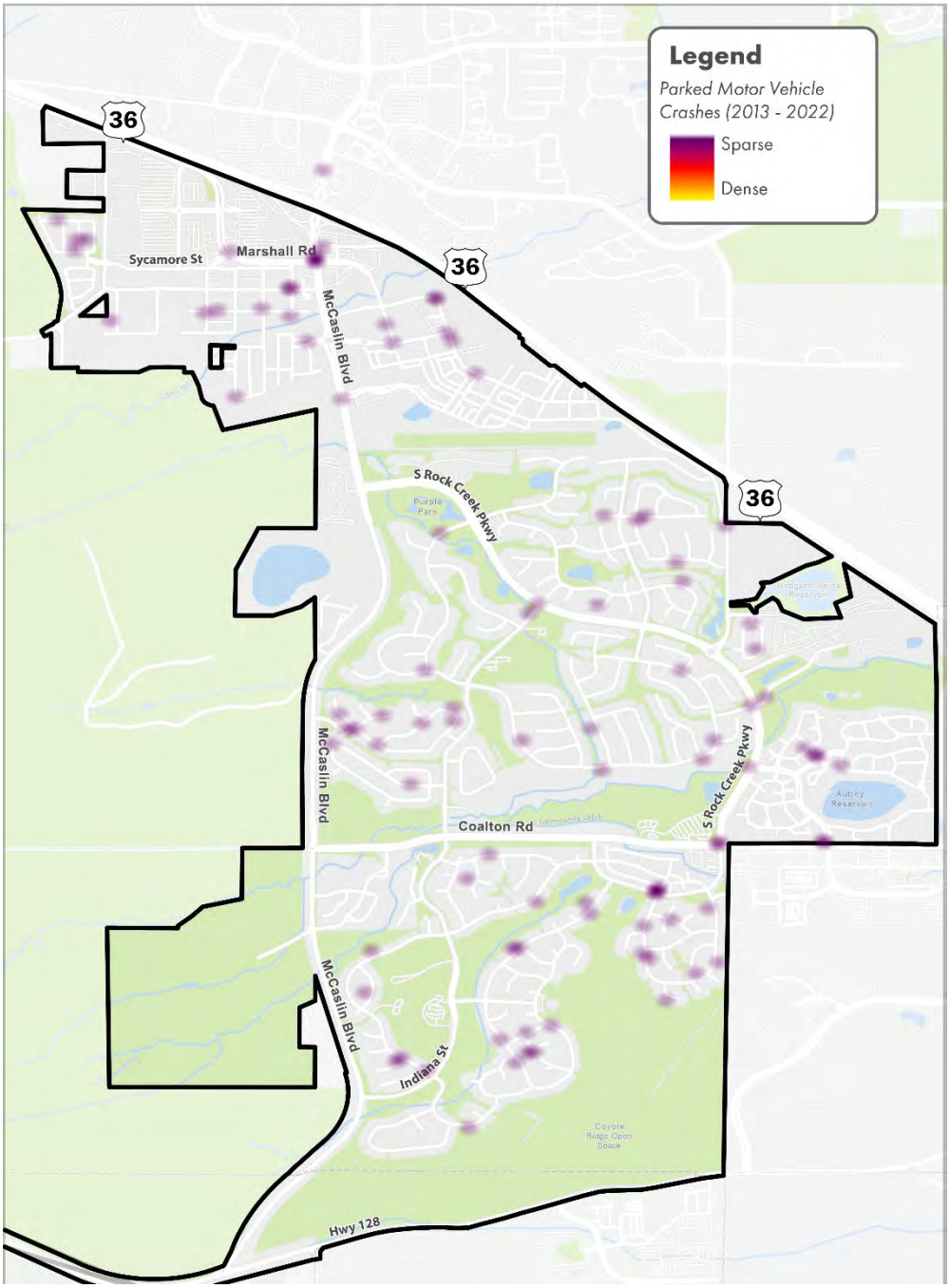
Town of Superior – Fixed Object Crashes (All Injury Level)



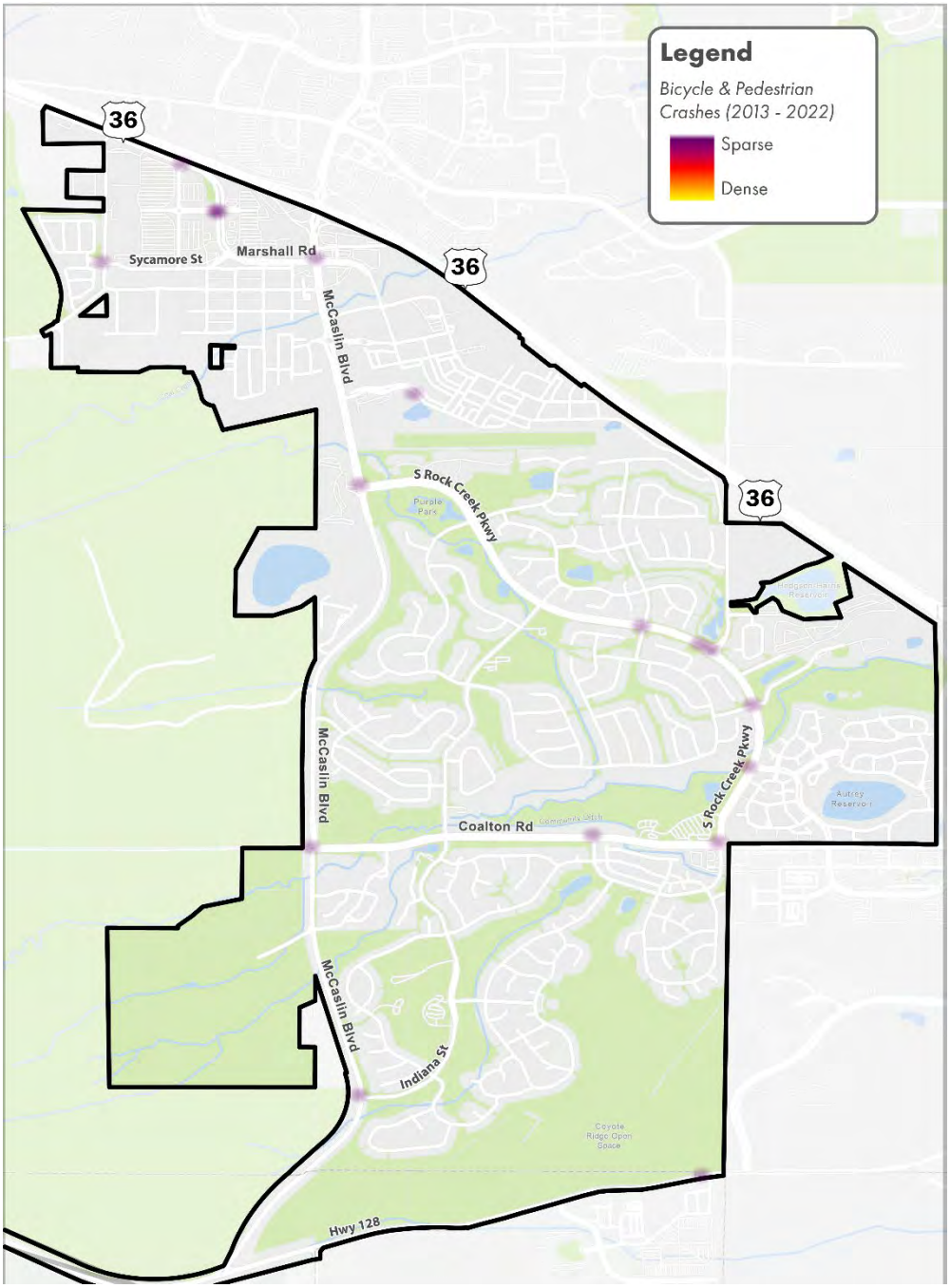
Town of Superior – Sideswipe Crashes (All Injury Level)



Town of Superior – Approach Turn Crashes (All Injury Level)



Town of Superior – Parked Vehicle Crashes (All Injury Level)



Town of Superior – Bicycle & Pedestrian Crashes (All Injury Level)



APPENDIX B

SAFETY ANALYSIS TECHNICAL MEMORANDUM

Memorandum

Date: December 10, 2024

To: Alex Bullen, Superior

Geoffrey Weathers, Superior

From: Consor Engineers

Subject: Town of Superior Vision Zero Action Plan – Safety Analysis & HIN/HRN Methodology

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Introduction

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior joined forces and successfully applied for Safe Streets and Roads for All (SS4A) grant funding to create a Vision Zero Action Plan for each agency. Specific to Superior, this project has analyzed historic crash activity on Superior roadways to current safety trends and incorporated community input gathered in summer 2024 to characterize roadway safety and develop a vision and plan for improving safety. The Federal Highway Administration recommends that municipalities take a holistic view of Vision Zero plans to create a safe system that anticipates human mistakes and keeps impact energy on human body at tolerable levels. The Superior Vision Zero Action Plan relies on a thorough understanding of motor vehicle, bicycle, and pedestrian crash trends to inform strategic investments in safety improvements aimed at decreasing fatal and severe injuries on roadways throughout the Town. This memorandum documents the overview of historical crash trends within Superior and development of the High-Injury Network (HIN) and High-Risk Network (HRN).

Definitions

The list below provides definitions for terms that are used throughout the memorandum.

First Harmful Event: The first harmful event is the first point of injury or damage in the sequence of events in a crash.

Approach Turn Crash: Crashes that occur when someone turns left in front of oncoming traffic without yielding the right-of-way.

Pedestrian and Bicycle Involved Crash: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.

Broadside Crash: Also known as a T-bone crash, a broadside crash happens when the front end of one car crashes into the side of another car.

Fixed Object Crash: This crash type involves a motor vehicle and a stationary object such as utility poles, guardrails, trees, or buildings

Rear-end Crash: This crash type occurs when the front of one vehicle collides with the back of another vehicle

High Injury Network: a roadway network that identifies locations where the most injury crashes are occurring based on historical crash data.

High Risk Network: identifies contextual factors related to historical crashes to identify locations where there is a high risk for potential crashes in the future based on roadway characteristics.

Methodology: Data Collection & Study Area

Crash data within Superior was obtained from January 1, 2013 to December 31, 2022 from crash data provided by Colorado Department of Transportation (CDOT). At the time of analysis, 2023 crash data was not available. The study area included an analysis of all Town of Superior roadways and intersections which consist of approximately 63 centerline miles. This excludes crashes on Highway 128, with the exception of the segment that is in Jefferson County.

Other areas of Highway 128 in Boulder County were included in the Unincorporated Boulder County analysis and Action Plan. Highway 128 is a CDOT-owned roadway and requires coordination with CDOT Region 1. The data presented in this memorandum is the latest available data, however, it is subject to change as new information is obtained in the years to come and traffic safety trends should be monitored in future years beyond the scope of this project.

Safety Analysis Summary

This section provides a summary of reported crashes within the ten-year data for the motor vehicle, bicycle, and pedestrian crashes in study area using CDOT data. The primary goal of this analysis is to identify trends and high-risk factors that are associated with injury and fatal crashes. During the ten-year period from January 2013 to December 2022, there were a total of 744 crashes in the Superior study area. Of the 744 total crashes, there were 8 serious injury crashes and 1 fatal crash. **Figure 1** displays the number of all crashes and breakdown by severity for each year.

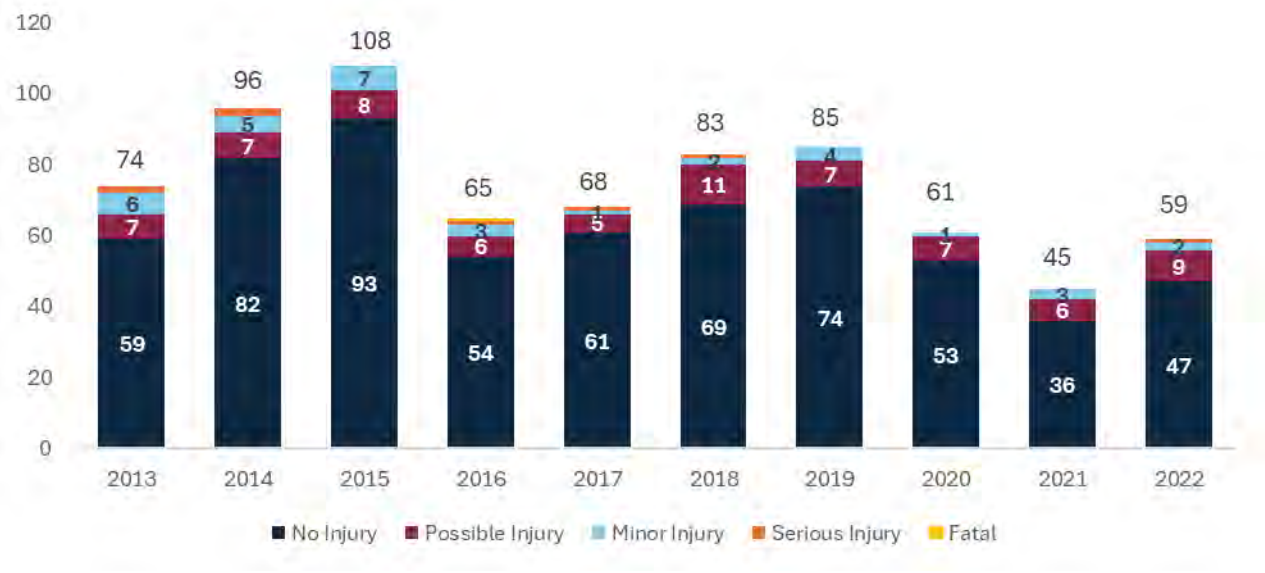


Figure 1. All Crashes by year and Severity in Town of Superior

Crash Types

Table 1 shows the distribution of crashes in Superior by crash type from highest. The most frequently reported crash type was rear-end crashes (33% of all reported crashes) followed by parked motor vehicle crashes (13% of all reported crashes) and broadside crashes (11% of all reported crashes). Together, these three crash types make up over half of all crashes. Pedestrian and bicycle crashes made up approximately 2% of all crashes.

Table 1. Town of Superior – Summary of Crash Types (All Crashes)

Crash Type	% of All Crashes
Rear End	33%
Parked Motor Vehicle	13%
Broadside	11%
Fixed Object	10%
Sideswipe (Same Direction)	10%
Approach Turn	9%
Curb/Median	3%
Overtaking Turn	2%
Overturning	2%
Bicycle	1%
Animal	1%
Pedestrian	1%
Guard Rail	1%
Head On	1%
Sideswipe (Opposite Direction)	1%
Other/Unknown	0.39%
Barricade/Traffic Barrier	0.26%
Embankment/Ditch	0.26%
Large Boulder	0.26%
Road Maintenance Equipment	0.13%
Vehicle Cargo/Debris	0.13%

Top crash types were also identified based on the injury crashes (minor injury, serious injury, and fatal). 78% of all injury crashes were from approach turn crashes, bicycle/pedestrian involved crashes, broadside crashes, fixed object crashes, and rear-end crashes. Table 2 summarizes the distribution of top injury crashes. Approach turns, broadside, and bicycle/pedestrian crashes are overrepresented in the injury crash type data. Although bicycle and pedestrian crashes only account for 2% of all crashes, they account for 25% of injury crashes. Similarly, approach turns only account for 9% of all crashes, but they account for 21% of all injury crashes. Rear-end crashes are the most common crash type for all crashes, but are less likely to result in an injury crash as they account for 33% of all crashes, but only 9% of injury crashes. Reviewing crash trends that result in injury is critical and aligns with the Vision Zero model of aiming to reduce fatalities and serious injuries on roadways.

Table 2. Town of Superior – Summary of Top Crash Types (Injury Crashes)

Crash Type	% of Injury Crashes
Approach Turn	21%
Bicycle	19%
Broadside	13%
Fixed Object	11%
Rear End	9%
Pedestrian	6%

Where Crashes Are Occurring

A heatmap of all crashes in Superior from 2013 to 2022 is shown in Figure 2. Most crashes are concentrated in the northern part of the town near the US 36 interchange. Figure 3 displays the locations where injury crashes are occurring by minor injury, serious injury, and fatal crashes. Figure 4 describes the summary of location where all crashes are occurring. The majority of the crashes are occurring at intersections with 55% occurring at intersections (signalized, two-way stop controlled, or all-way stop controlled), 27% occurring at non-intersections, and 9% occurring at roundabouts.

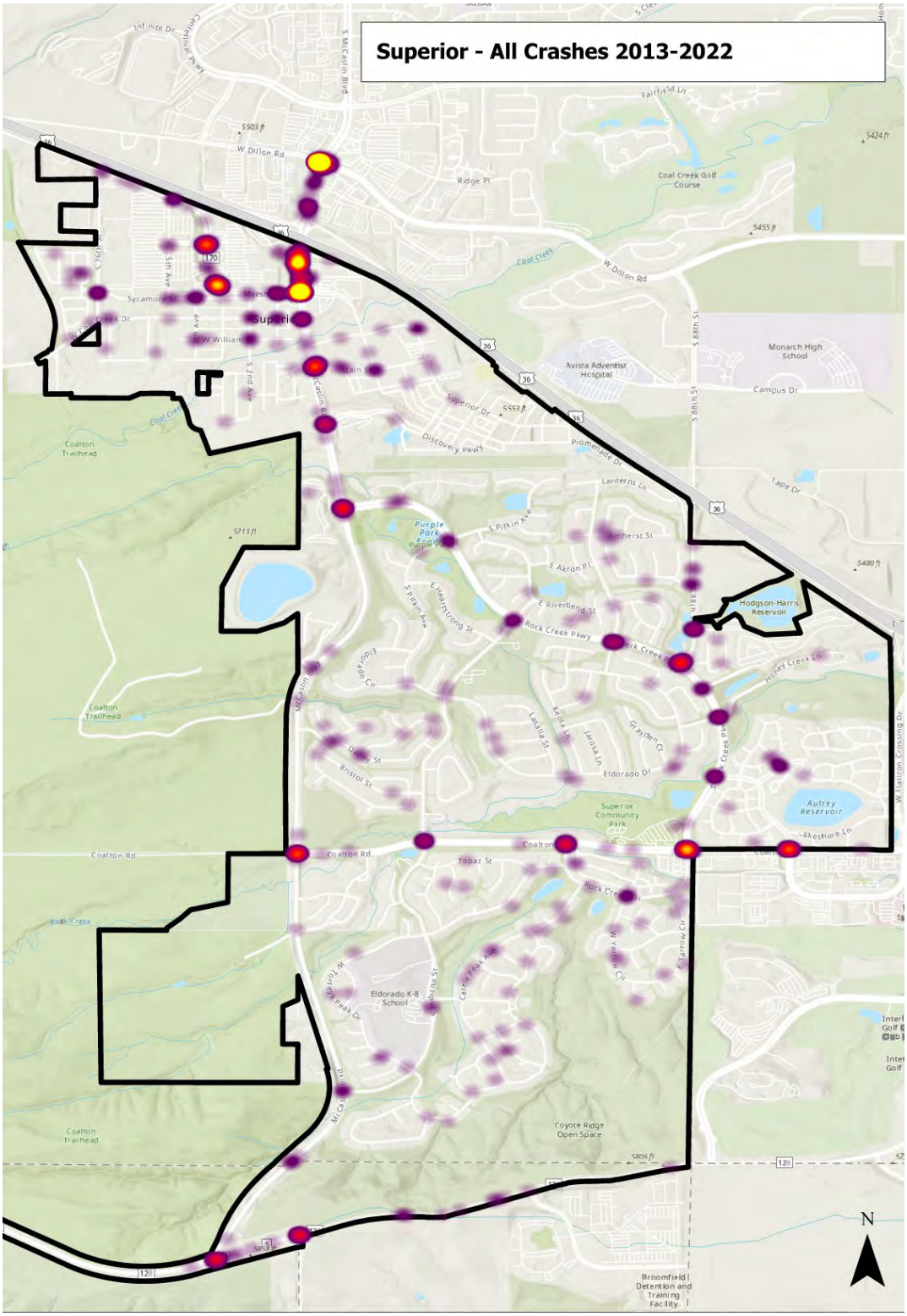


Figure 2. Town of Superior – All Crashes

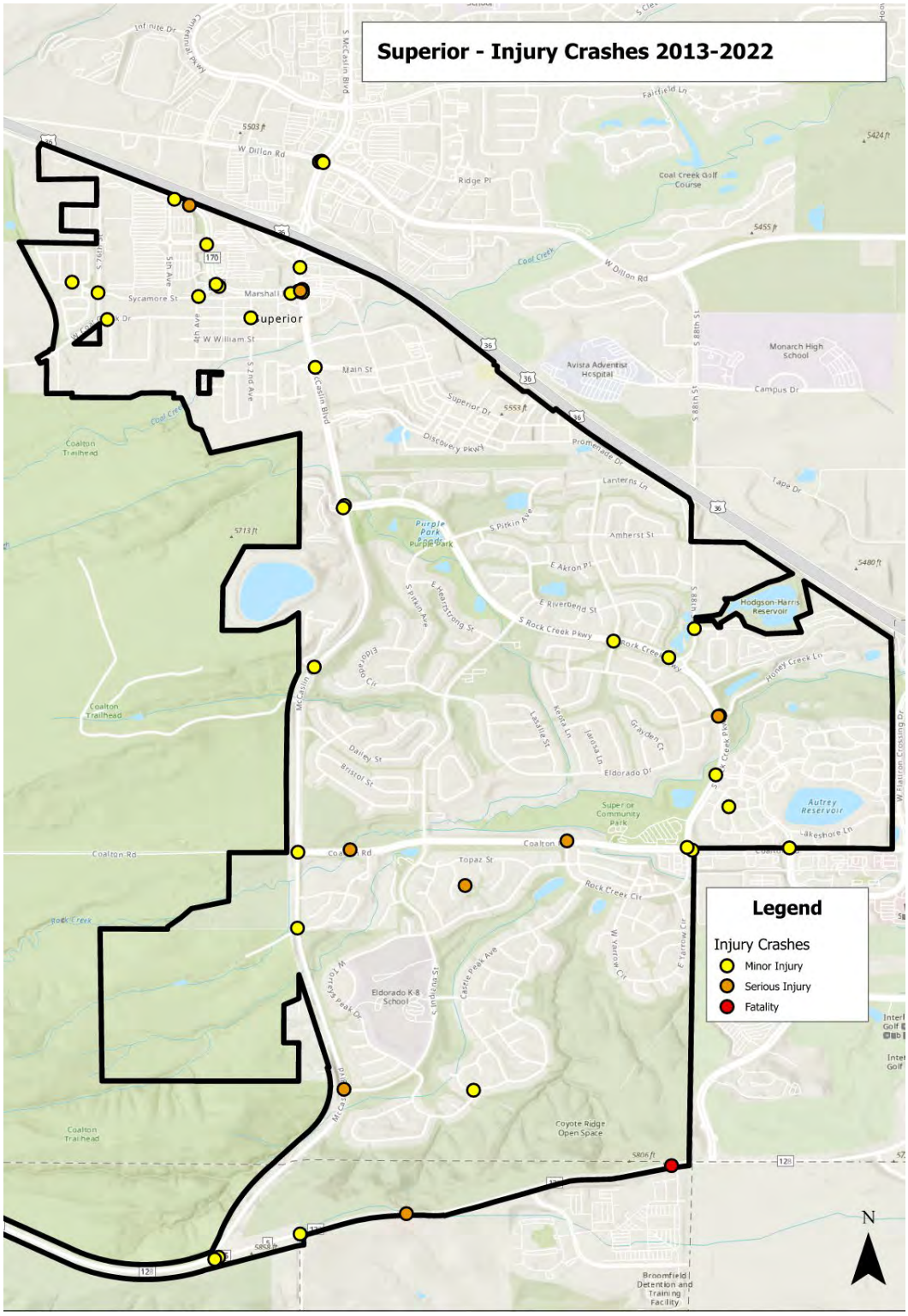


Figure 3.Town of Superior – Injury Crashes

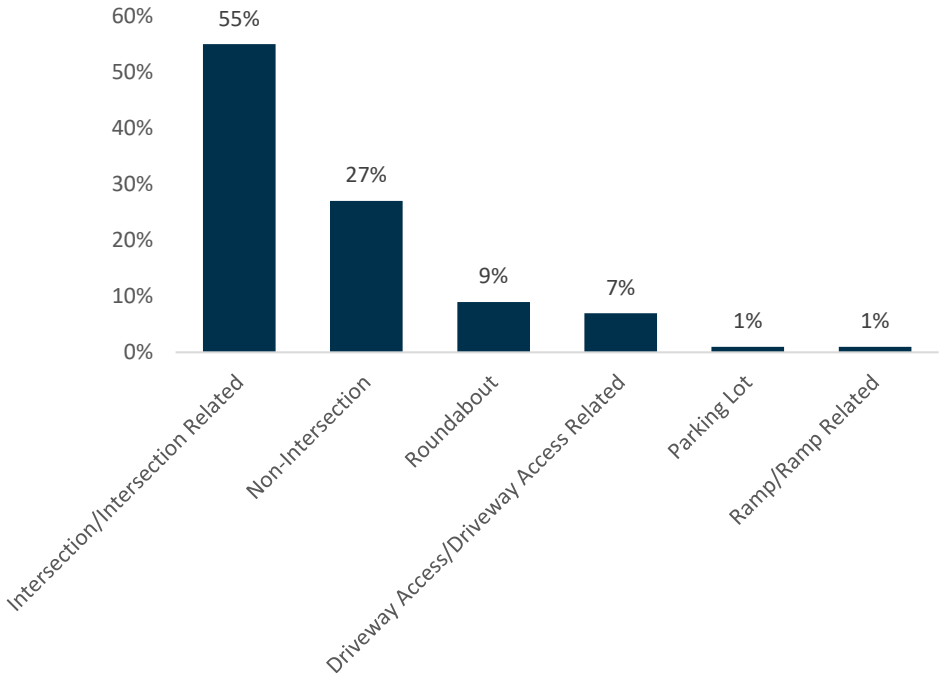


Figure 4. Town of Superior – Location Description (All Crashes)

When Crashes Are Occurring

Figure 5 shows the frequency of crashes in Superior by month. The months with the greatest percentage of crashes are October through February. From March to September, there was a decrease in the frequency of crashes. Increased crashes in the winter months may coincide with snow and ice on the roadways and increased hours of dark light road conditions. Figure 6 displays the road conditions for all crashes. Most crashes were occurring in dry roadway conditions whereas 12% of crashes were occurring when it was snowy, slushy, or icy and 8% of crashes were occurring when the road was wet.

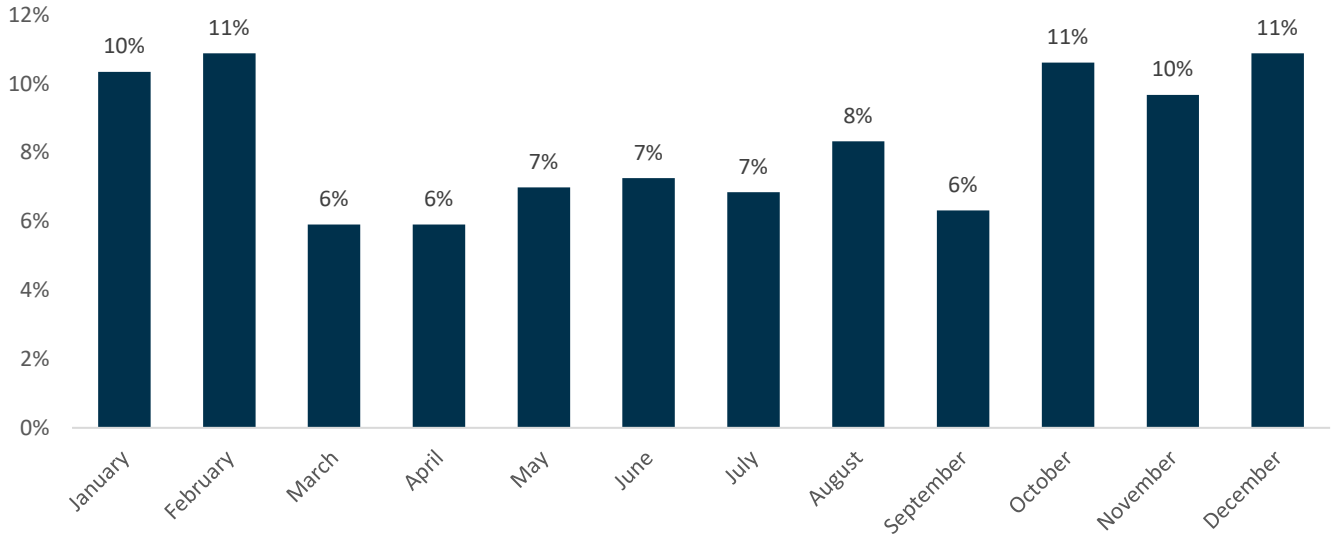


Figure 5. All Crashes by Month in Town of Superior

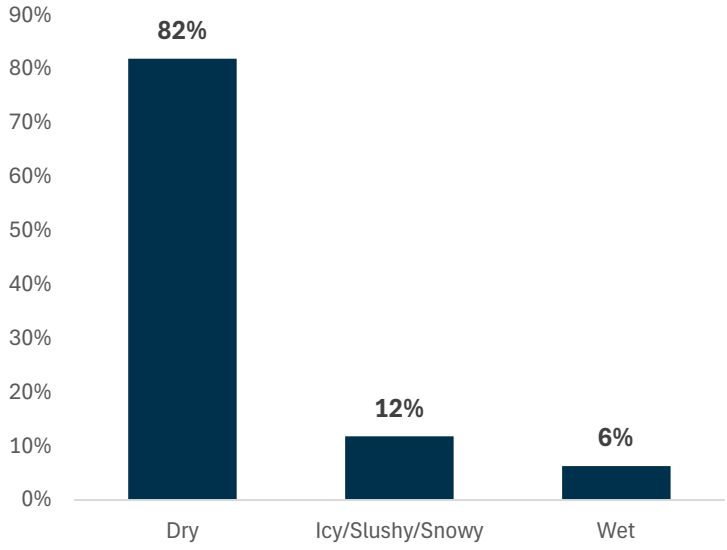


Figure 6. Town of Superior – Road Condition

Figure 7 displays the summary of all crashes by time of day. Most crashes in Superior occur from 12PM-3PM (29% of all crashes) with the second highest time period being 3PM-6PM with 26% of all crashes. **Figure 8** displays how the crashes are distributed by lighting conditions over the course of a day. Most crashes occur in the daylight (70% of all crashes). However, 23% of crashes are occurring when the lighting conditions are dark lighted or dark unlighted and 8% of crashes are occurring during dusk/dawn.

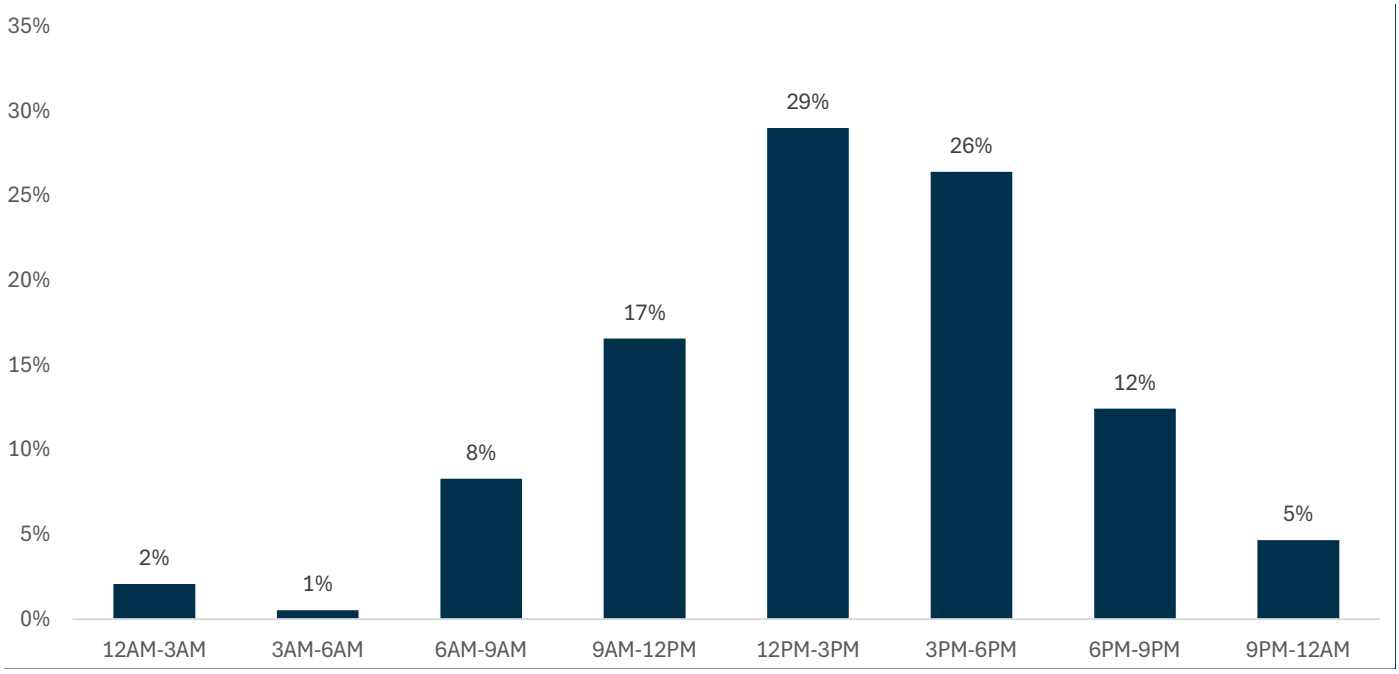


Figure 7. All Crashes by Time of Day in Town of Superior

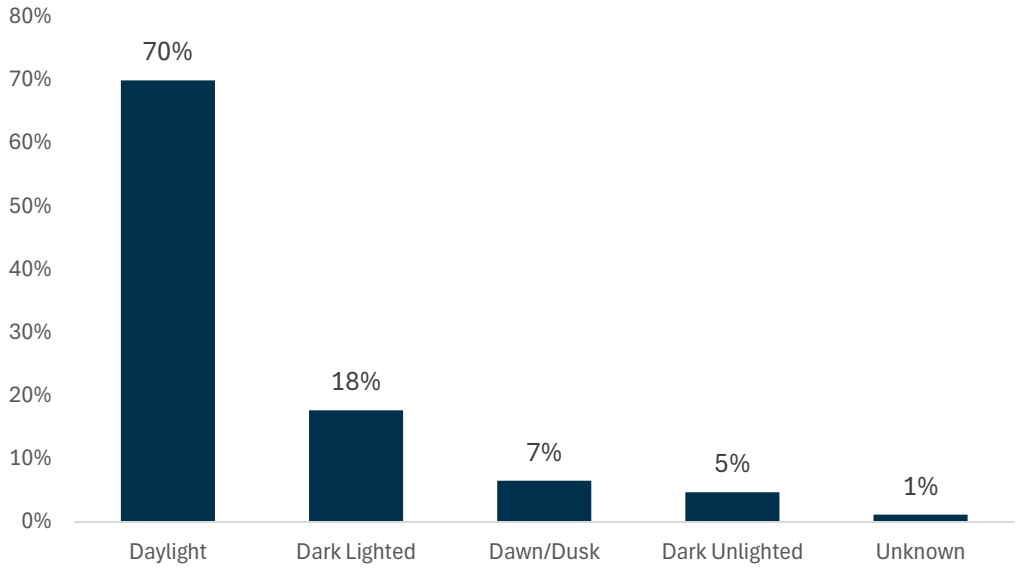


Figure 8. Town of Superior – Lighting Condition

Crash Characteristics and Contributing Factors

Figure 9 displays the vehicle type for the vehicle at fault. The majority of the vehicles at fault include a passenger car or an SUV. Figure 10 displays the movement of the vehicle at fault. The top two movements are going straight (36%) and making a left-turn (16%).

The top driver actions for the vehicles at fault include:

- Carless Driving – 43%
- Followed Too Closely – 7%
- Driver Under Influence of Alcohol – 3%
- Unsafe Backing – 3%
- Left-turn/Oncoming Traffic – 2%

The top human contributing factor for the vehicles at fault include:

- No Apparent Contributing Factor – 36%
- Unknown – 24%
- Driver Inexperience – 14%
- Driver Preoccupied – 14%
- Driver Unfamiliar with Area – 7%

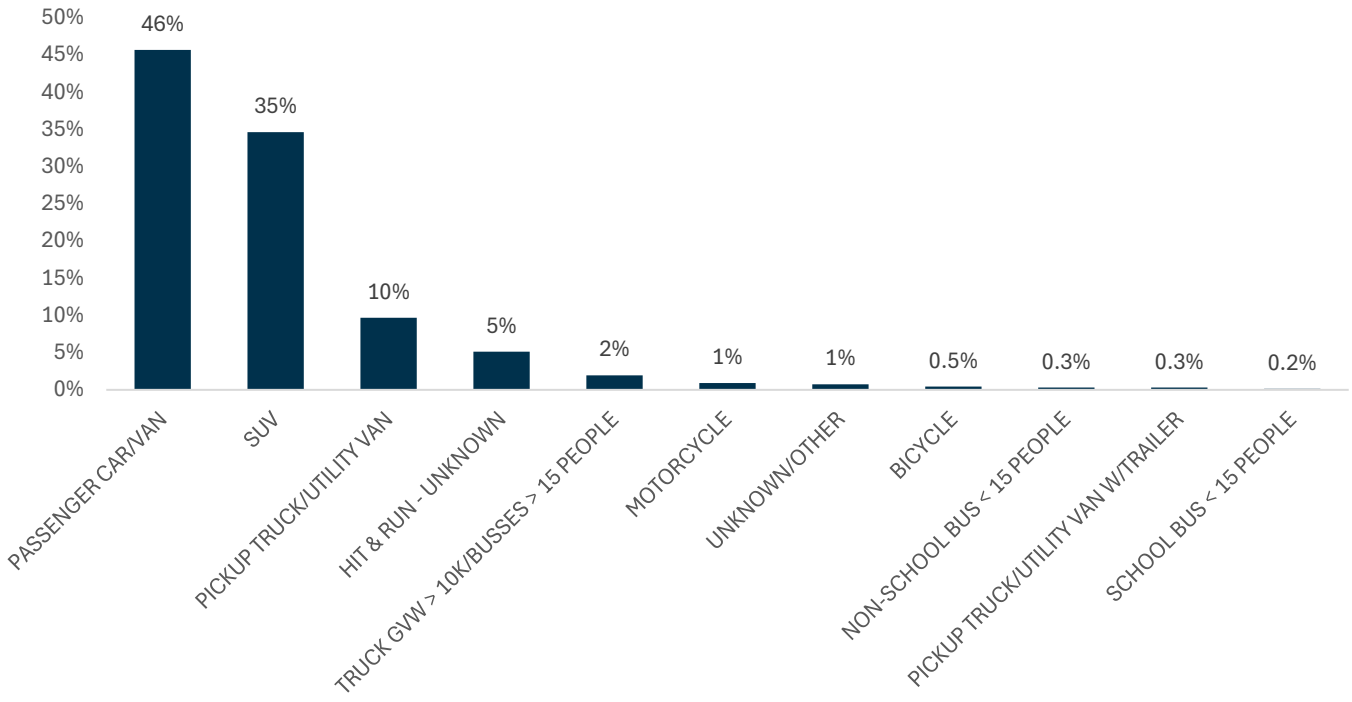


Figure 9. Town of Superior – Vehicle Type of Vehicle at Fault

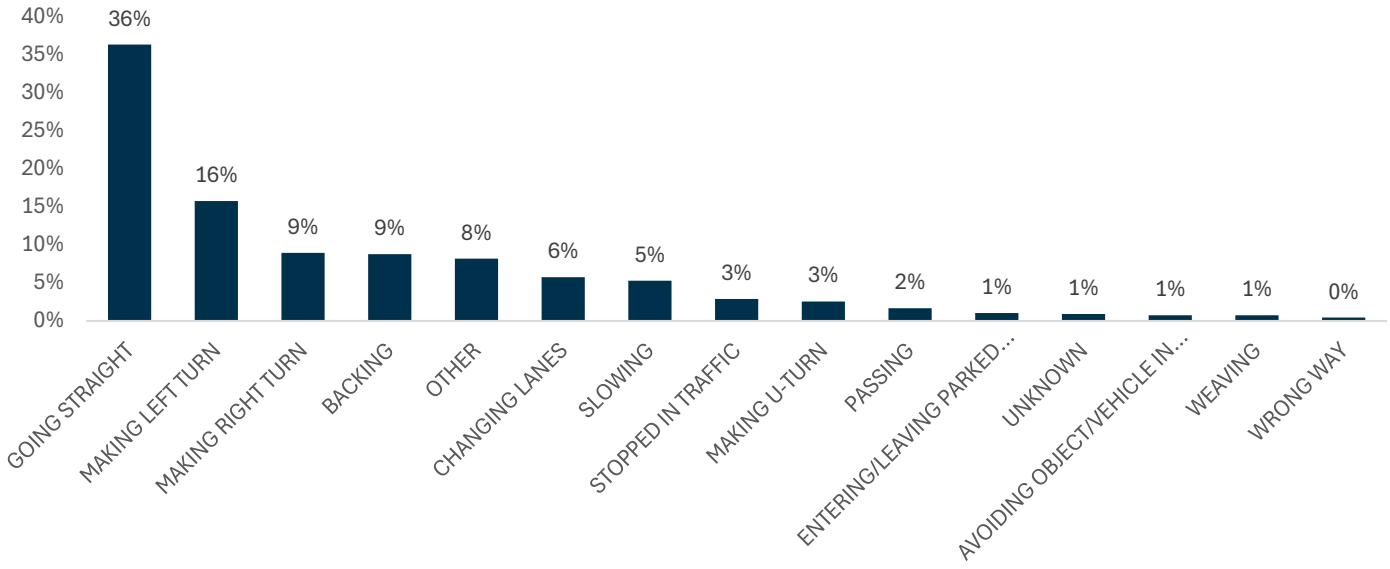


Figure 10. Town of Superior – Movement of Vehicle at Fault

High Injury Network (HIN) Development

The ten-years of CDOT crash data in Town of Superior was utilized to develop a High Injury Network (HIN), which is a network of roadway segments and intersections that historically show a higher concentration of crashes resulting in injury. The HIN provides a framework for identifying high priority locations to focus improvements designed to address traffic fatalities and injuries. Development of a HIN assists Superior staff focus resources on where safety improvements are most critical. Further data analysis of roadway characteristics along the HIN allows for identification of appropriate safety countermeasures.

Due to the relatively small dataset of fatalities and serious injuries in Superior (8 serious injury and 1 fatality in the ten-year data set), minor injury crashes were also included in the analysis to improve the ability to reach meaningful conclusions. To maintain a focus on areas with high rates of fatalities and serious injuries, crashes were weighted according to their severity with minor injuries having a weight of 1, serious injuries having a weight of 2, and fatalities having a weight of 4.

To avoid roadway segments where most injury crashes were occurring at intersections appearing on the high injury network, it was decided to analyze intersection crashes separately from segments. This separation of injury crashes allowed the project team to more clearly pinpoint locations where injury crashes are occurring and improve the accuracy of the HIN. Following this separation, the project team determined that there were not any significant concentrations of injury crashes occurring along segments. As such, the high injury network analysis was focused only on intersections with high concentrations of injury crashes.

Intersection points were created at the intersections of each roadway segment. Intersection points that included only local roadway segments were buffered by 50ft, while intersection points with non-local roadway segments were buffered by 75ft. These two buffer layers were combined into one full dataset comprising the buffers for all intersections.

The total number of crashes as well as the sum of the crash weights occurring within each intersection was summarized. Intersections with 2 or more weighted crashes were selected to be included on the HIN. In summary, 413 total intersections were analyzed and the HIN consists of 8 intersections, resulting in the HIN consisting of only 1.9% of the total intersection network in Superior. **Figure 11** displays the High Injury Network in Superior.

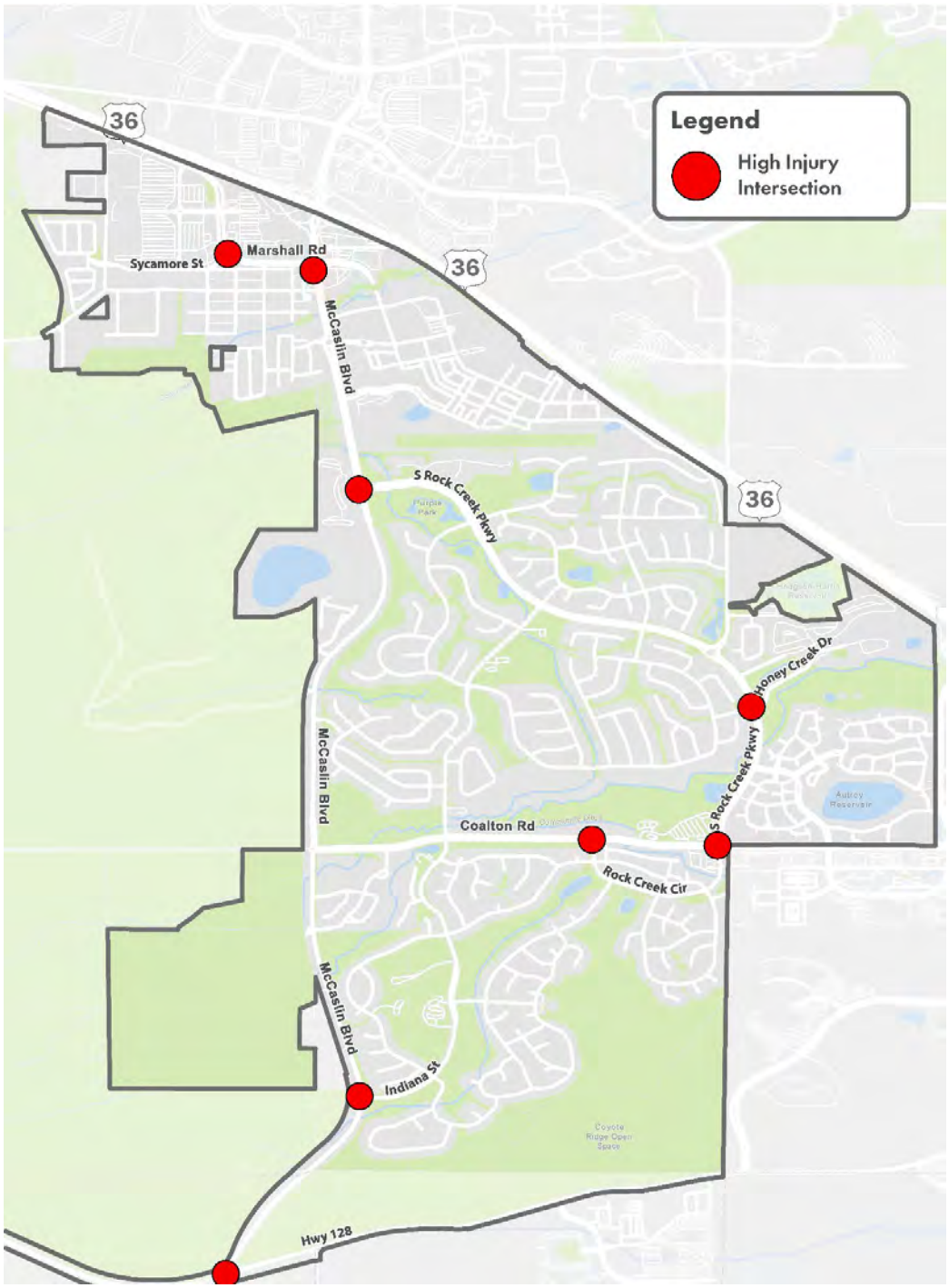


Figure 11. High Injury Intersections in Superior

High Risk Network (HRN) Development

Crash data and roadway characteristics were used to develop a High Risk Network (HRN), which is a network identifying areas where conditions may increase the risk of serious injury or fatality crashes occurring. The HRN can be used to proactively address locations that have risk of future serious injury or fatality crashes, rather than implementing safety measures reactively following such incidents.

Determination of risk factors along Superior roadways was somewhat constrained by data availability. Data regarding roadway functional classification, speed limit, crossing type, sidewalk presence, signal timing, streetlights, transit facilities, trailheads, and schools was available at the onset of this effort. Aerial imagery was used to verify and update this existing data, as well as to create new layers displaying the number of travel lanes and locations of medians in Superior.

The relatively small number of injury crashes in Superior limited the accuracy of identification of risk factors based on historic crash data. Instead, the project team focused on known risk factors based on engineering judgement to determine appropriate risk factors to apply to the Superior network. The risk factors used for this analysis were:

Risk Factor	Thresholds
Functional Classification	Collector/Arterial
Speed Limit	30 MPH or Greater
Number of Lanes	4 or more Travel Lanes
Presence of Bicycle Lane	No
Sidewalk	No
Zoning/Land Uses	Commercial/Downtown
Zoning/Land Uses	Access to School (1/4 mile)
Crosswalk	Unmarked or Partially Marked

To apply these risk factors to the Superior network, street centerline data was broken into segments, with each segment being assigned a score depending on the number of risk factors present. Visual analysis of the existing available centerline data showed roadway segments broken into varying lengths, primarily split at intersections. In order to connect roadways across intersections and provide more control over segment length, centerlines were dissolved using the roadway name. Centerlines with collector or arterial functional classification were then split at intersections with other arterials and collectors. Segments were manually divided further to account for transitions in speed limit or number of travel lanes. All segments were assigned a unique segment ID. Individual layers were created displaying the locations of each risk factor, and then spatially joined to segments meeting those factors. Segments were assigned a value of “1” for each risk factor they met, and then those values were summed to determine the overall risk score for each segment. Figure 12 displays the number of risk factors for each segment of roadways in Superior. Segments with 4 or more risk factors were selected to be included on the High Risk Network. Figure 13 displays the proposed high-risk network including the roadways that had 4 or more risk factors.

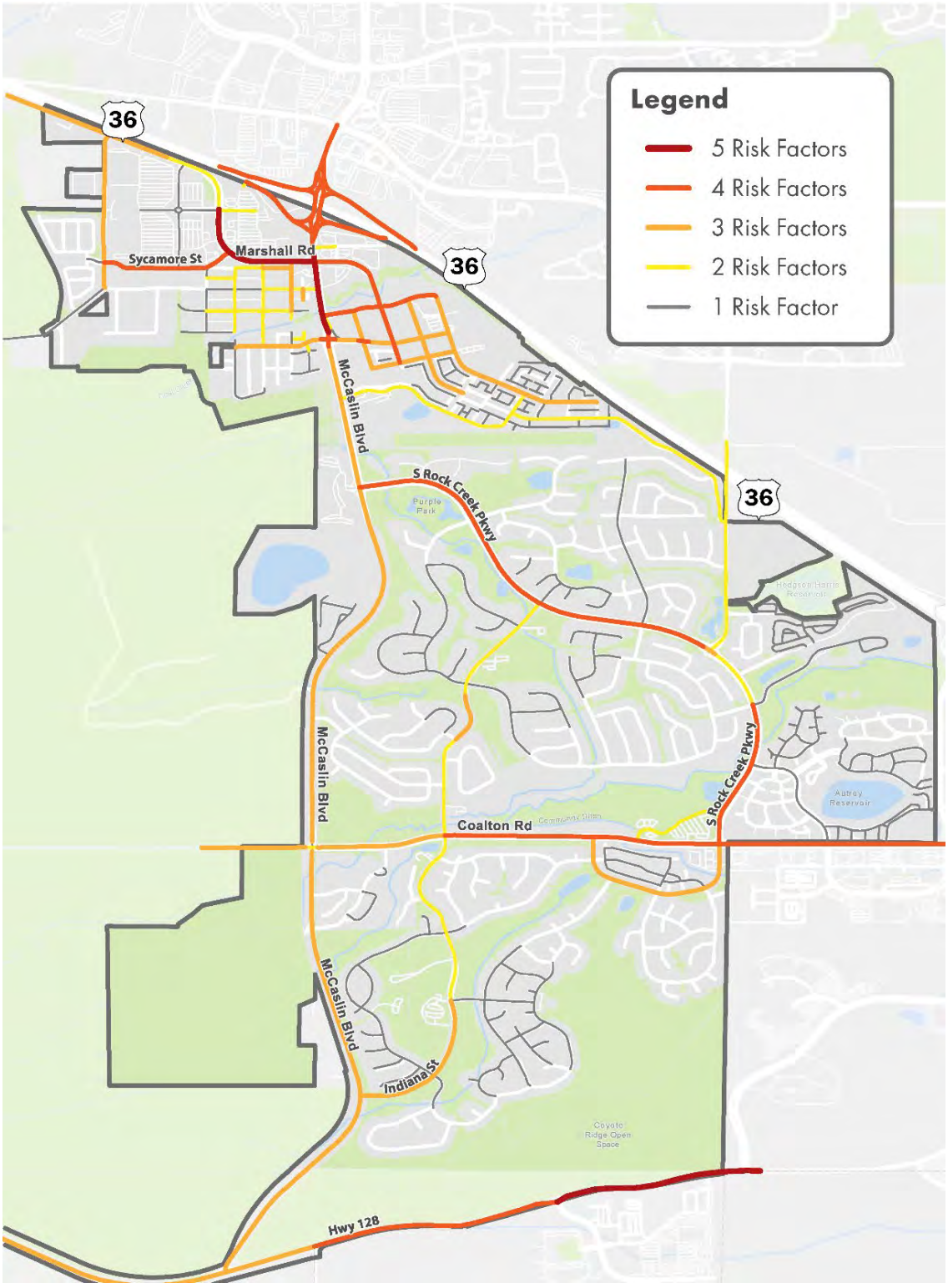


Figure 12. Superior Risk Network by of Number of Factors

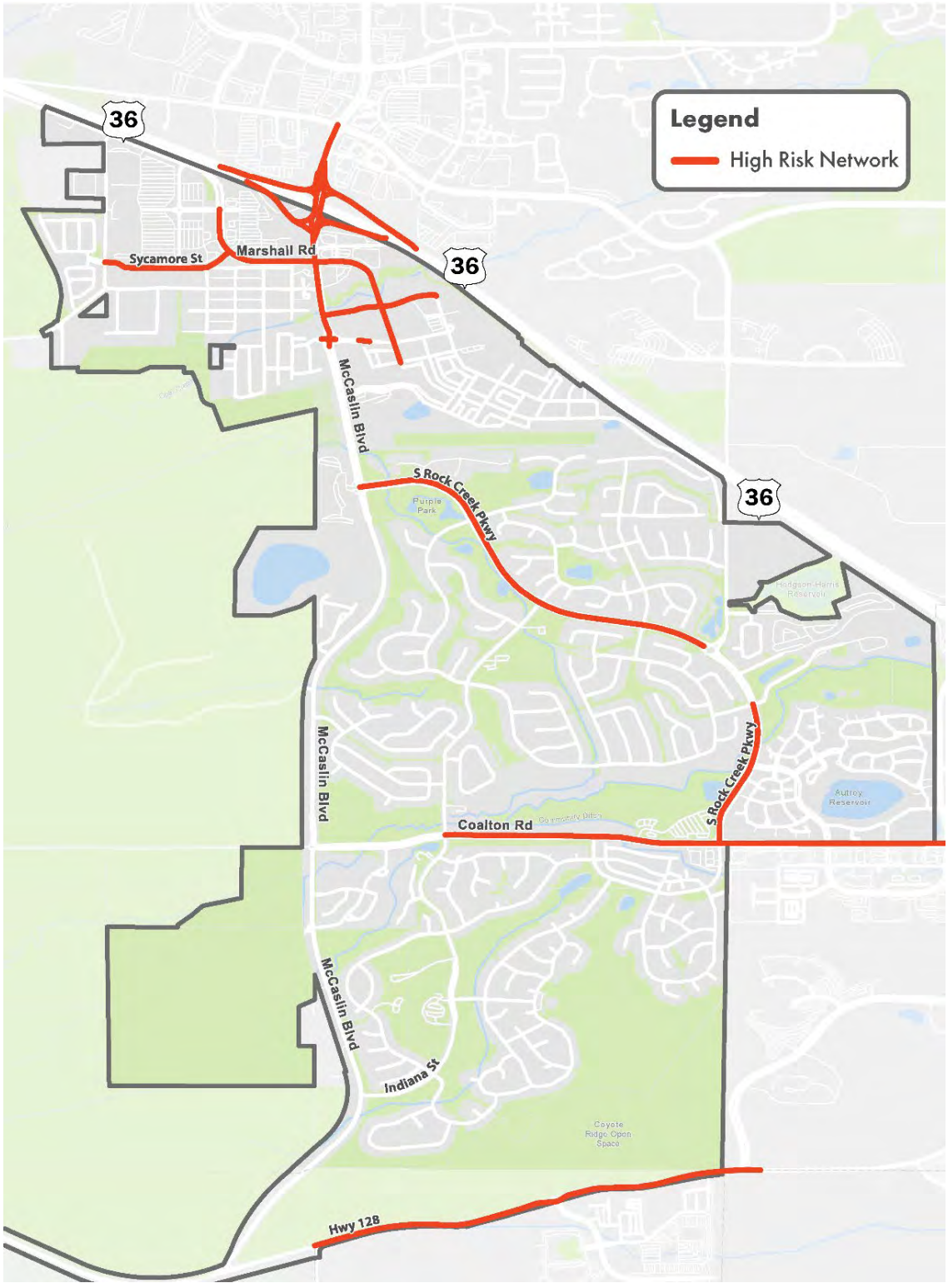


Figure 13. Town of Superior High Risk Network

High Injury Network, High Risk Network, and Public Outreach Overlay

The HIN, HRN, and Phase 1 public outreach comments were overlayed with each other to understand if there were gaps with the HIN and HRN and where the public left comments. Figure 14 displays the HIN, HRN, and outreach overlayed onto one map to help identify gaps. Locations that received comments, but weren't on the HIN or HRN:

- McCaslin Boulevard between Main Street and Rock Creek Parkway
- McCaslin Boulevard near Coalton Road
- Downtown Superior

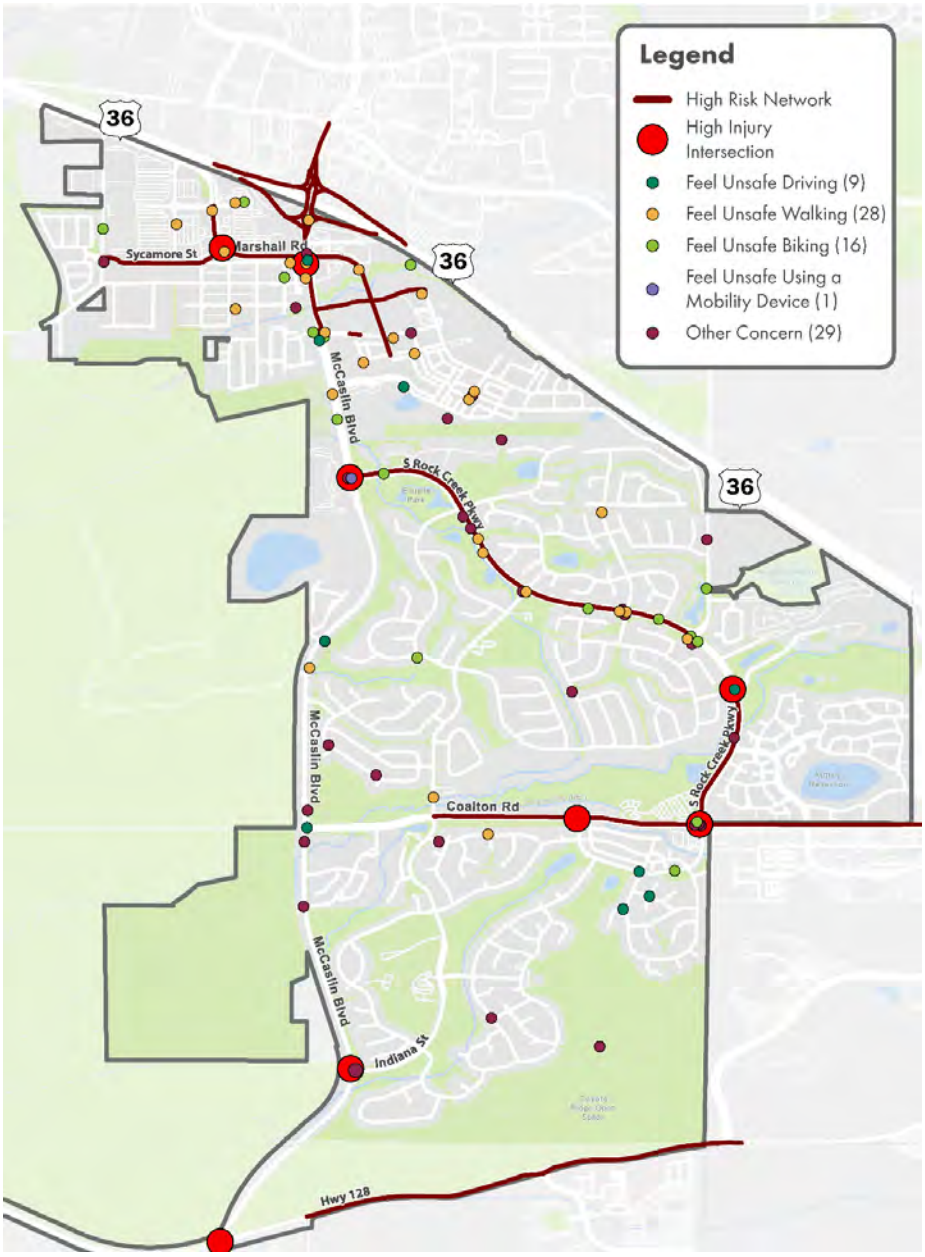


Figure 14. Town of Superior HIN, HRN, and Public Outreach Overlay

National and Statewide Road Safety Context

National and statewide statistics were analyzed to better understand Superior's crash statistics compared to regional and national trends. The Colorado Crash Data Dashboard developed by CDOT summarizes statewide crash data from 2010 to 2024 and was used as the source for statewide data[1]. National crash data was obtained from the National Highway Traffic Safety Administration's annual crash reports which contain data from 1988 to 2021[2]. The total amount of crashes for each analysis year was compared between Superior, Colorado statewide, and national data. Figure 15 displays the growth rate between the last five successive years calculated for Superior, Statewide, and National.

The growth rates for the national and statewide data follow similar trends. Superior generally follows the same trends except for 2021 and 2022. This is potentially because statewide and nationally, traffic crashes likely increased correlating with increasing traffic volumes in 2021 after the after Covid-19, where Superior's traffic crashes remained lower in 2021 and grew in 2022. Additionally, since Superior's data set is much smaller sample size than the national or statewide data sets, percentages are subject to significant variability.

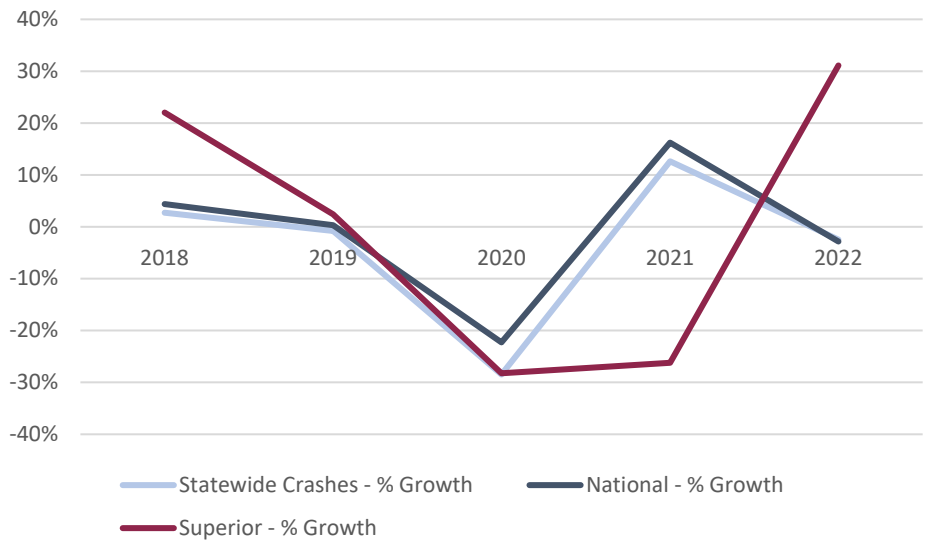


Figure 15. Crash Growth Rate for Superior, Statewide, and National , 2016-2022

Figure 16 displays the severity of crashes for all three sets of data. The Superior and state data classifies injury severity into five categories: no injury, possible injury, minor injury, serious injury, fatal. Whereas the national data separates into three categories, no injury, injury, and fatal.

[1] Colorado Department of Transportation - Colorado Crash Data Dashboard

[2] National Highway Traffic Safety Administration - Traffic Safety Facts Annual Report Tables

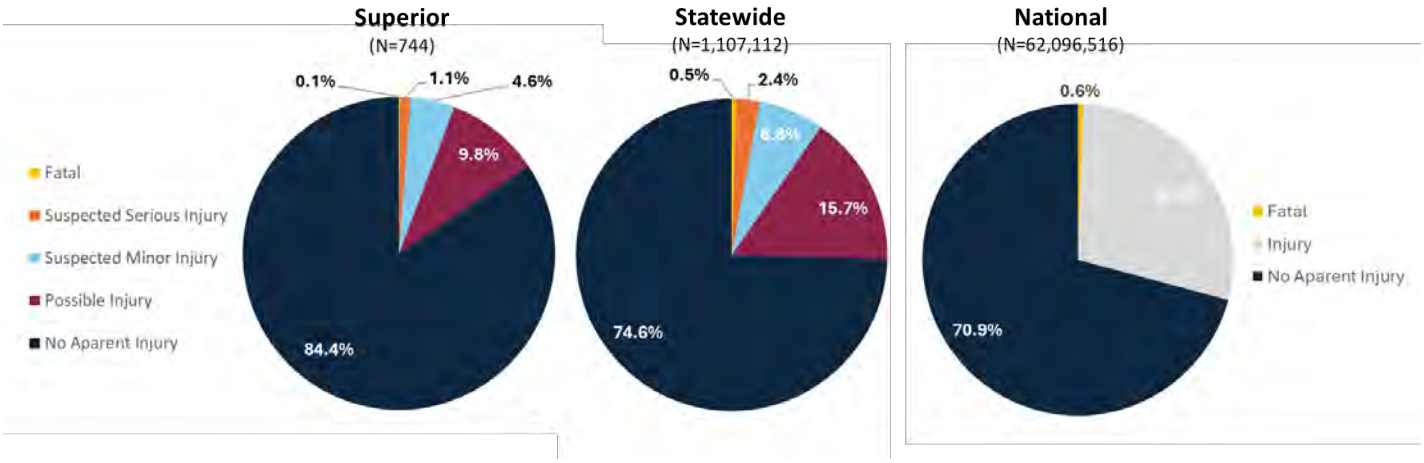


Figure 16. Crash Severity Comparison of Superior, Statewide, and National Crashes, 2013-2022

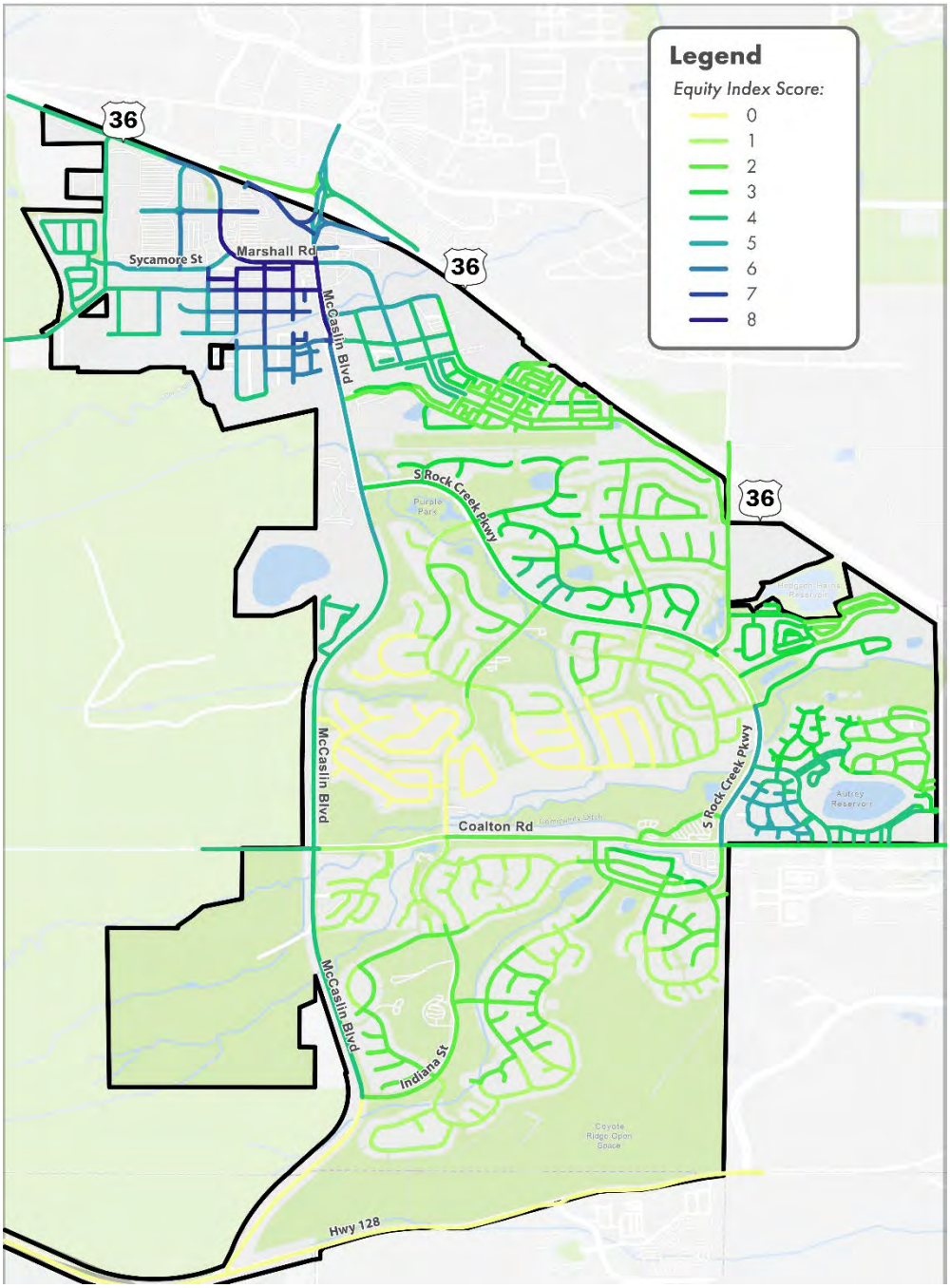
Conclusion

Ten years of crash data was obtained from CDOT from January 1, 2013 to December 31, 2022 for completion of the safety analysis and developments of the HIN and HRNs. The following key findings are based on a review of crash data from 2013 to 2022:

- Over the January 2013 to December 2022 ten-year analysis period, 1 person died and 8 were seriously injured in traffic crashes in Superior.
- A total of 744 crashes were reported in the ten year study period, which is an average of 74 crashes per year.
- Most crashes result in no injury (84.4%), 4.6% result in minor injury, 1.1% result in serious injury, and 0.1% result in fatality.
- Majority of crashes (55%) are occurring at intersections.
- Rear-end crashes were the most common crash type, followed by parked motor vehicles crashes. These two crash types account for almost half of the total crashes (46%).
- Approach turns, pedestrian/bicycle, broadside, fixed object, and rear-end crashes make up 78% of injury crashes.
- A high-injury network (HIN) identifying locations where the highest number of injury crashes have been occurring based on historical crash data has been developed to assist Superior in **prioritizing locations with highest need for safety improvements.**
- A high-risk network (HRN) identifying locations where the highest potential for crashes based on roadway characteristics has been developed to assist Superior in **proactively and systemically addressing locations with safety improvements before serious crashes occur.**
- Superior experiences a smaller percentage of fatal and serious injury crashes compared to statewide and national averages.

APPENDIX C

SEGMENT-LEVEL EQUITY INDEX



Town of Superior – Roadway Segment-Level Equity Index

This index was developed Town-wide based on available federal and state Census block-level tools, as well as high concentrations of low-wage jobs and locations in close proximity to schools and transit.

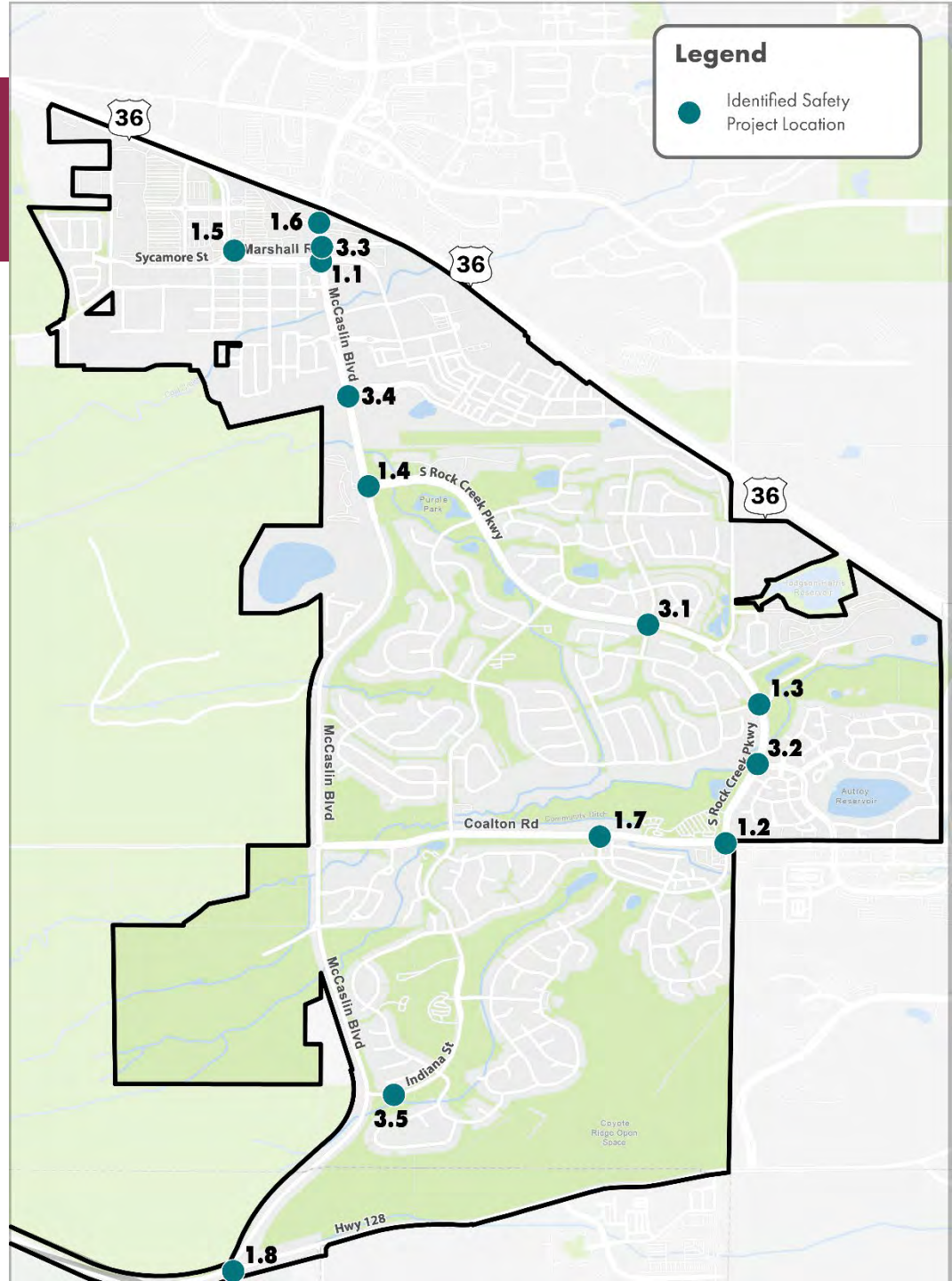
APPENDIX D

PROJECT ANALYSIS SHEETS

Location-Specific Projects

The subsequent Project Sheets detail the recommendations at each location identified in Safer Roads Strategy 1 and Strategy 3. A crash analysis was completed and is presented as part of the Project Sheets for each location on the High Injury Network.

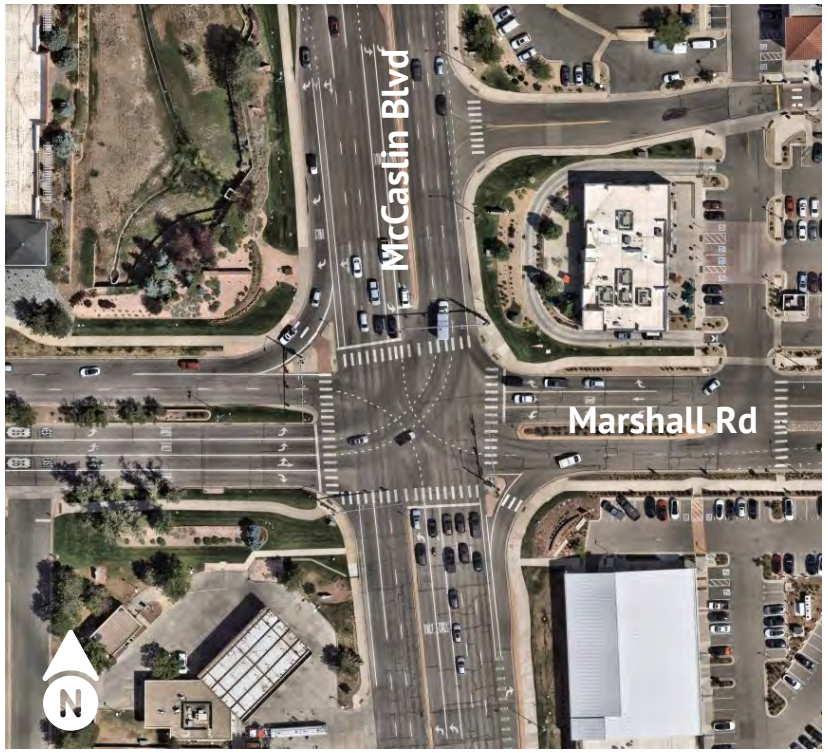
1.1 McCaslin Blvd & Marshall Rd..... 2
1.2 Rock Creek Pkwy & Coalton Rd..... 5
1.3 Rock Creek Pkwy & Honey Creek/Coal Ridge..... 8
1.4 McCaslin Blvd & Rock Creek Pkwy..... 10
1.5 Sycamore Rd & Marshall Rd..... 13
1.6 US 36 Interchange..... 15
1.7 Rock Creek Cir & Coalton Rd..... 16
1.8 McCaslin Blvd & CO 128..... 18
3.1 Rock Creek Pkwy & Coal Creek Dr..... 20
3.2 Rock Creek Pkwy & Tyler Dr..... 21
3.3 McCaslin Blvd & Superior Plaza Way..... 22
3.4 McCaslin Blvd south of Discovery Pkwy..... 23
3.5 Indiana St east of McCaslin Blvd..... 24



SR1.1 McCaslin Boulevard & Marshall Road

Observations/Analysis

Traffic Control: Signal



Total Crashes: 93

Serious Injury Crashes: 1

Minor Injury Crashes: 4

- A serious injury approach turn crash occurred at McCaslin Boulevard & Marshall Road on October 25, 2013 when a northbound left-turning vehicle failed to yield right-of-way and was struck by a southbound vehicle traveling straight.
- **Northbound – six lane approach**
  - Two left-turn lanes
  - Three thru lanes
  - One right-turn lane
- **Southbound – six lane approach**
  - Two left-turn lanes
  - Three thru lanes
  - One right-turn lane
- **Eastbound – four lane approach**
  - Two left-turn lanes
  - One left/thru lane
  - One right-turn lane
- **Westbound – three lane approach**
  - Left-turn lane
  - Thru lane
  - Right-turn lane

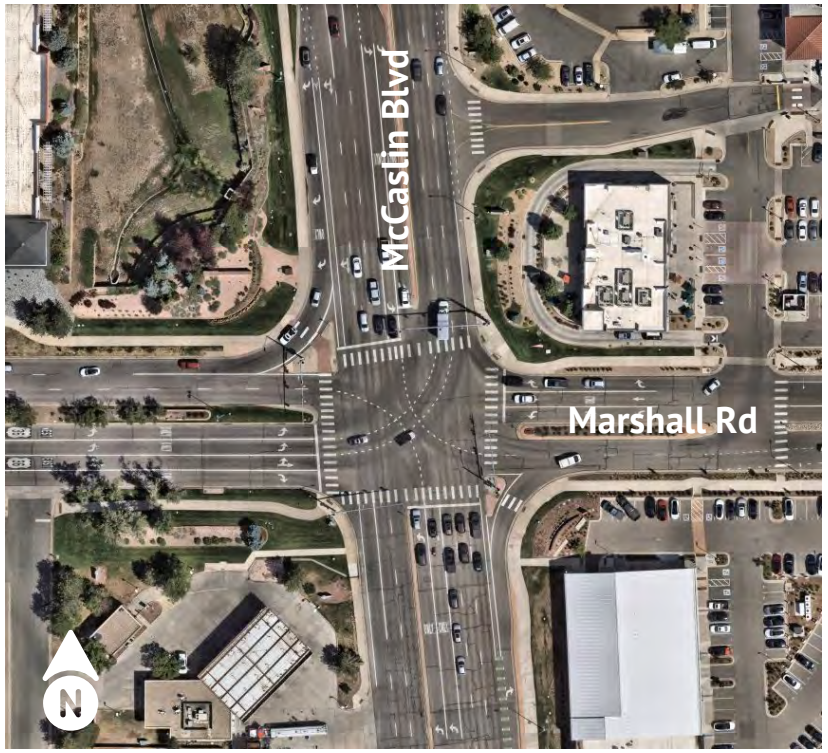
Left-turn Operations:

Northbound	Southbound	Eastbound	Westbound
Protected	Protected	Protected	Protected

SR1.1 McCaslin Boulevard & Marshall Road

Observations/Analysis

Traffic Control: Signal

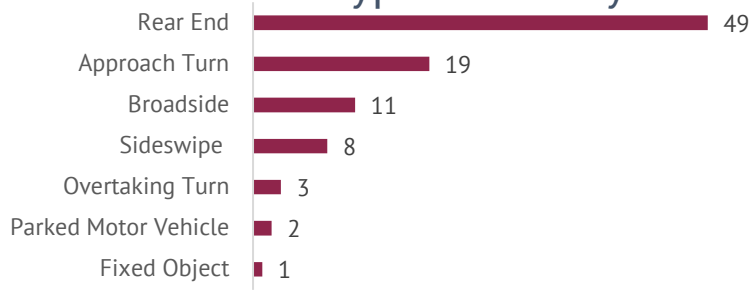


Total Crashes: 93

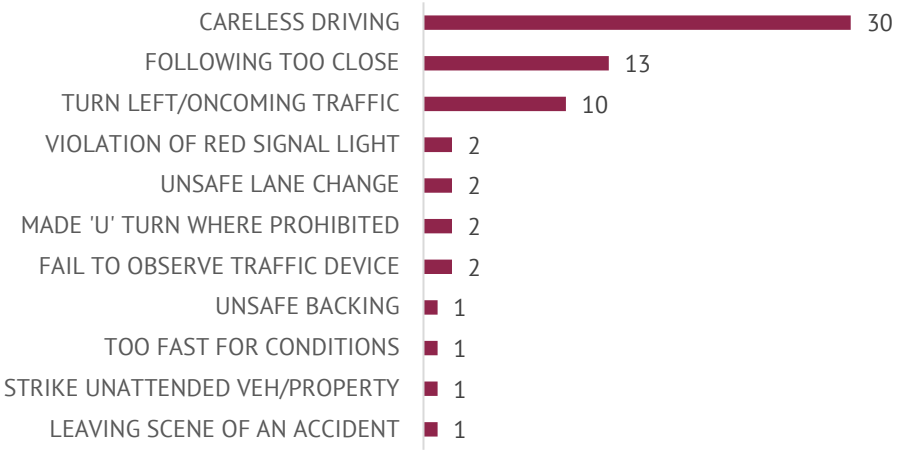
Serious Injury Crashes: 1

Minor Injury Crashes: 4

Crash Type Summary



Driver Action Summary



Crash Type Directionality

Crash Type	Direction	# Crashes
Rear End	East	22
	North	12
	South	14
	West	1

Crash Type	Direction	# Crashes
Broadside	East	3
	North	1
	South	6
	West	1

Crash Type	Direction	# Crashes
Approach Turn	North	15
	South	3
	West	1

Note: 12 out of 15 approach turn crashes occurred in 2013 and 2014; the other 3 were in 2018 and 2019. The northbound and southbound AM and PM signal operations are operating as protected in Spring 2025.

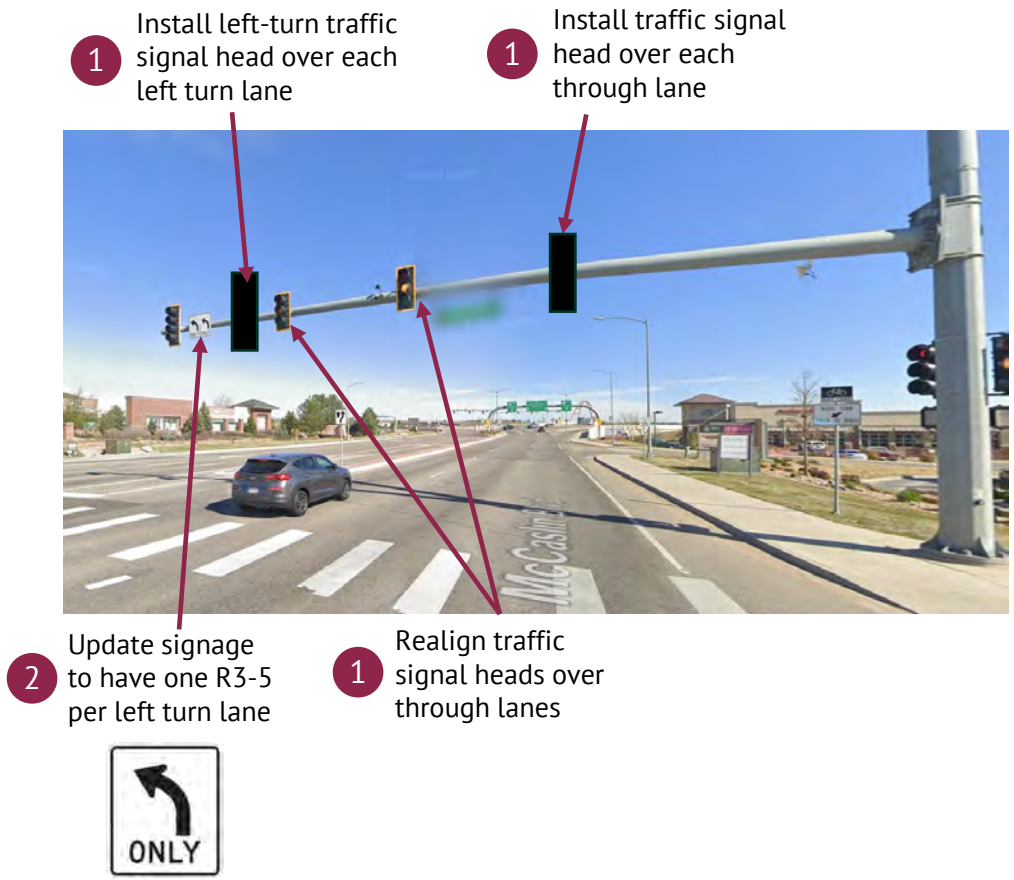
Left-turn Operations

Northbound	Southbound	Eastbound	Westbound
Protected	Protected	Protected	Protected

SR1.1 McCaslin Boulevard & Marshall Road

Recommendations

1. Modify signal to install one traffic signal head indication over each travel lane for northbound and southbound approaches
2. Upgrade intersection lane control signs to have one R3-5 over for each left-turn lane
3. Evaluate upgrading pedestrian ramps to directional pedestrian ramps on SW corner
4. Evaluate raised pedestrian crossing across channelized right-turn lane
5. Check northbound/southbound left-turn phasing
6. Implement Leading Pedestrian Interval or "No Right Turn on Red" sign (similar to Louisville) for south crosswalk (north crosswalk to be removed)
7. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures



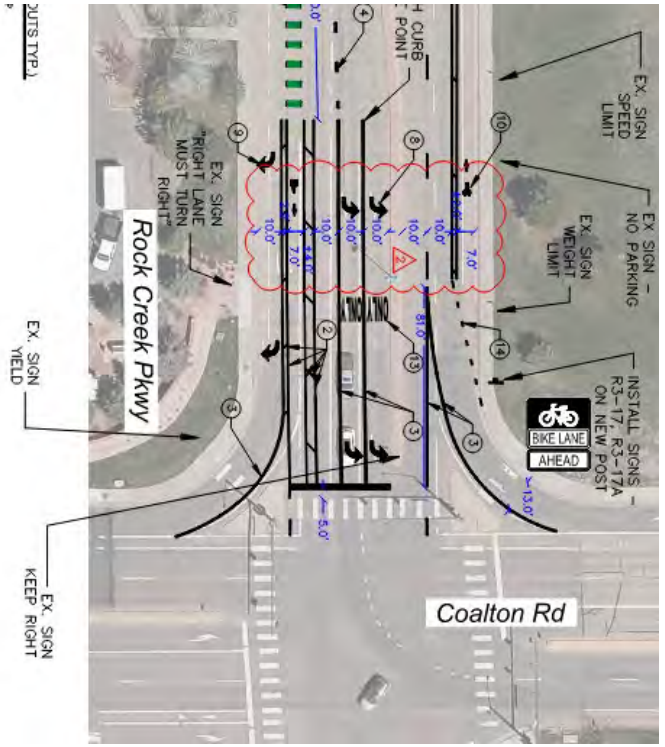
SR1.2 Rock Creek Parkway & Coalton Road

Observations/Analysis

Traffic Control: Signal



Rock Creek Parkway Design Plans



- **Northbound – three lane approach**
  - Left-turn lane
  - Thru lane
  - Right-turn lane
- **Southbound – four lane approach**
  - Dual left-turn lane
  - Thru lane
  - Right-turn lane
- **Eastbound – five lane approach**
  - Left-turn lane
  - Two thru lanes
  - Right-turn lane
- **Westbound – five lane approach**
  - Left-turn lane
  - Two thru lanes
  - Right-turn lane

Total Crashes: 26

Serious Injury Crashes: 0

Minor Injury Crashes: 4

Left-turn Operations:

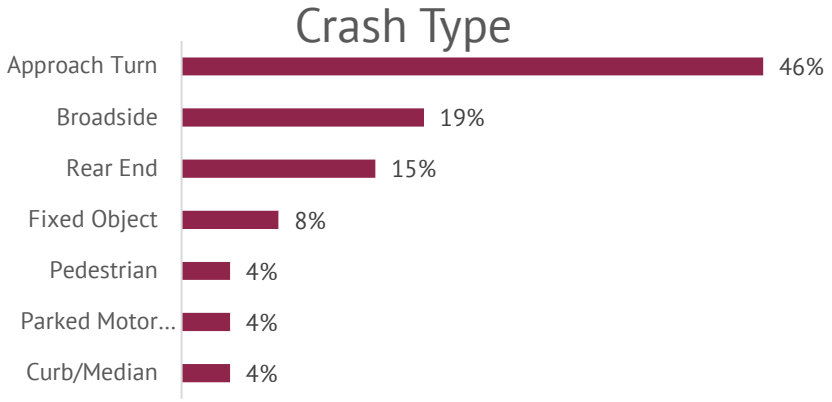
Northbound	Southbound	Eastbound	Westbound
Permitted/Protected	Permitted/Protected	Permitted/Protected	Permitted/Protected

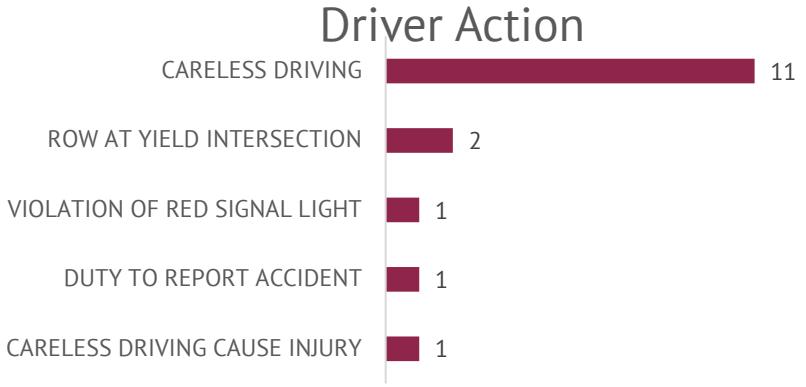
SR1.2 Rock Creek Parkway & Coalton Road

Observations/Analysis

Traffic Control: Signal







Crash Type Directionality

Crash Type	Direction	# Crashes
Approach Turn	East	4
	North	1
	South	7

Crash Type	Direction	# Crashes
Broadside	East	2
	South	2
	West	1

Crash Type	Direction	# Crashes
Rear End	South	2
	West	2

Total Crashes: 26

Serious Injury Crashes: 0

Minor Injury Crashes: 4

Left-turn Operations:

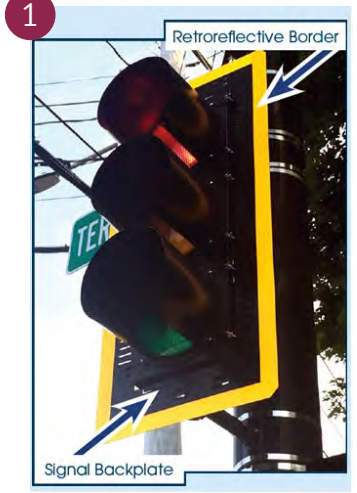
Northbound	Southbound	Eastbound	Westbound
Permitted/Protected	Permitted/Protected	Permitted/Protected	Permitted/Protected

SR1.2 Rock Creek Parkway & Coalton Road

Recommendations

1. Upgrade eastbound and westbound "doghouse" style signal heads to 4-section FYA
2. Install left-turn (R3-5) signage on eastbound, westbound, and southbound approaches
3. Install raised crossings at channelized right-turn islands in northeast and northwest corners
4. Evaluate protected-only by time of day for dual southbound left-turn
5. Install ADA-compliant and directional curb ramps
6. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures

1



2



3



SR1.3 Rock Creek Parkway & Honey Creek/Coal Ridge

Observations/Analysis

Traffic Control: Unsignalized with Rectangular Rapid Flashing Beacon (RRFB)

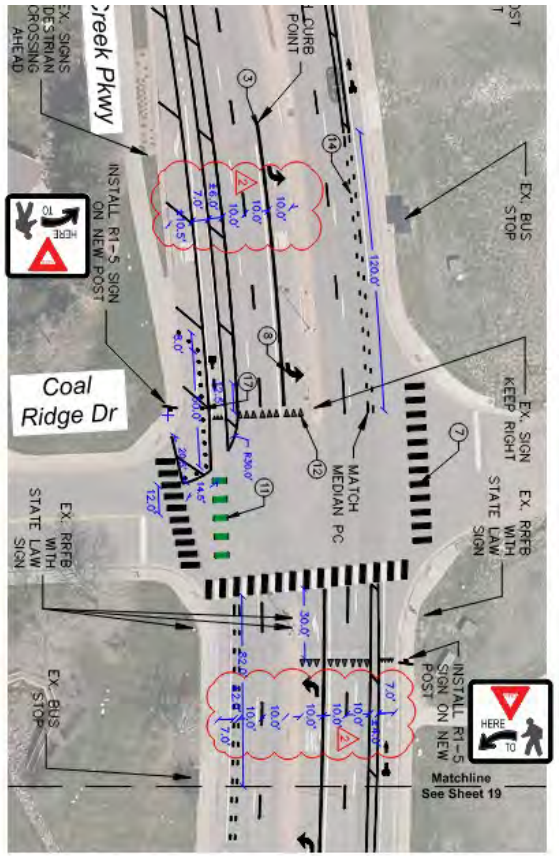


Total Crashes: 7

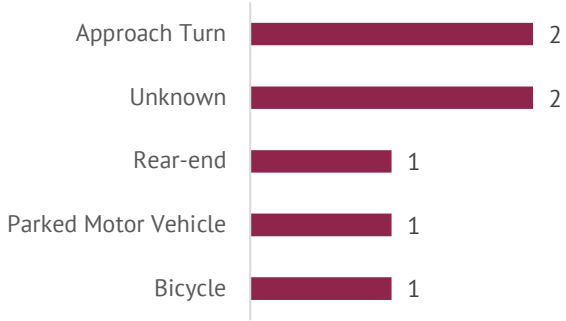
Serious Injury Crashes: 1

Minor Injury Crashes: 1

Rock Creek Parkway Design Plans



Crash Type



- **Northbound – three lane approach**
  - Left-turn lane
  - Thru lane
  - Thru/right
- **Westbound – one lane approach**
  - Left/thru/right
- **Southbound – three lane approach**
  - Left-turn lane
  - Thru lane
  - Thru/right
- **Eastbound – one lane approach**
  - Left/thru/right

SR1.3 Rock Creek Parkway & Honey Creek/Coal Ridge

Recommendations

1. Remove "State Law Yield" signs and install W11-15 (combined bicycle/pedestrian warning sign) with W16-7PL/W16-7PR (down left/down right warning sign) at Rectangular Rapid Flashing Beacon crossing location
2. Install ADA-compliant curb ramps on the northwest and southwest corners
3. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures

1



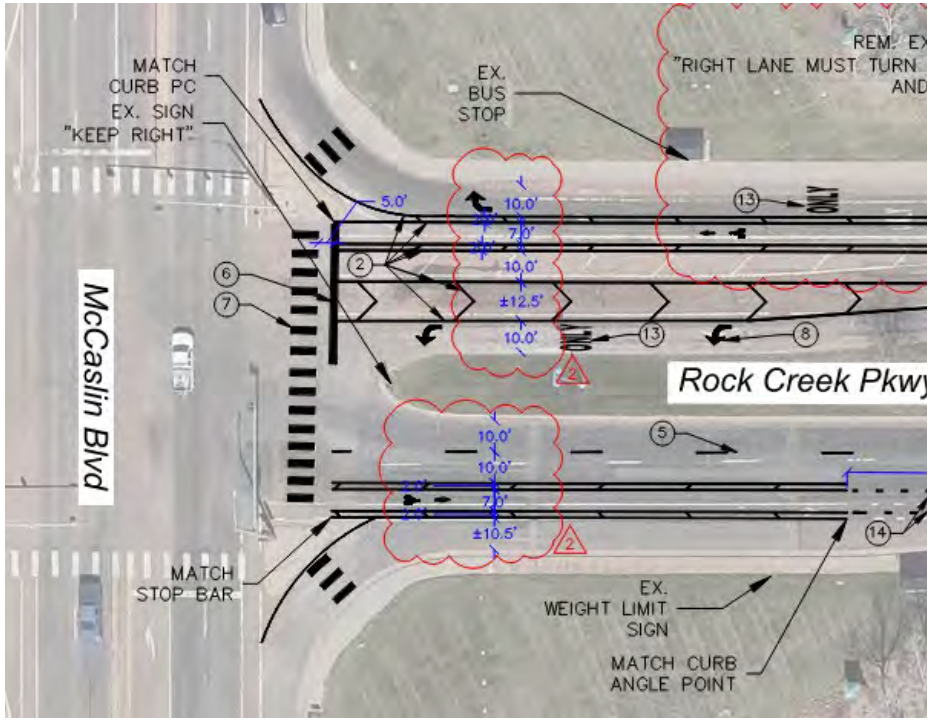
SR1.4 McCaslin Boulevard & Rock Creek Parkway

Observations/Analysis

Traffic Control: Signal



Rock Creek Parkway Design Plans



- **Northbound – 3 lane approach**
  - Left-turn lane
  - Two dual lanes
  - Right-turn lane
- **Southbound – 3 lane approach**
  - Left-turn lane
  - Two dual lanes
  - Right-turn lane
- **Eastbound – 3 lane approach**
  - Left-turn lane
  - Thru lane
  - Right-turn slip lane
- **Westbound– 3 lane approach**
  - Left-turn lane
  - Thru lane
  - Right-turn lane

Total Crashes: 15

Serious Injury Crashes: 0

Minor Injury Crashes: 2

Left-turn Operations:

Northbound	Southbound	Eastbound	Westbound
Permitted/Protected	Permitted/Protected	Permitted	Permitted

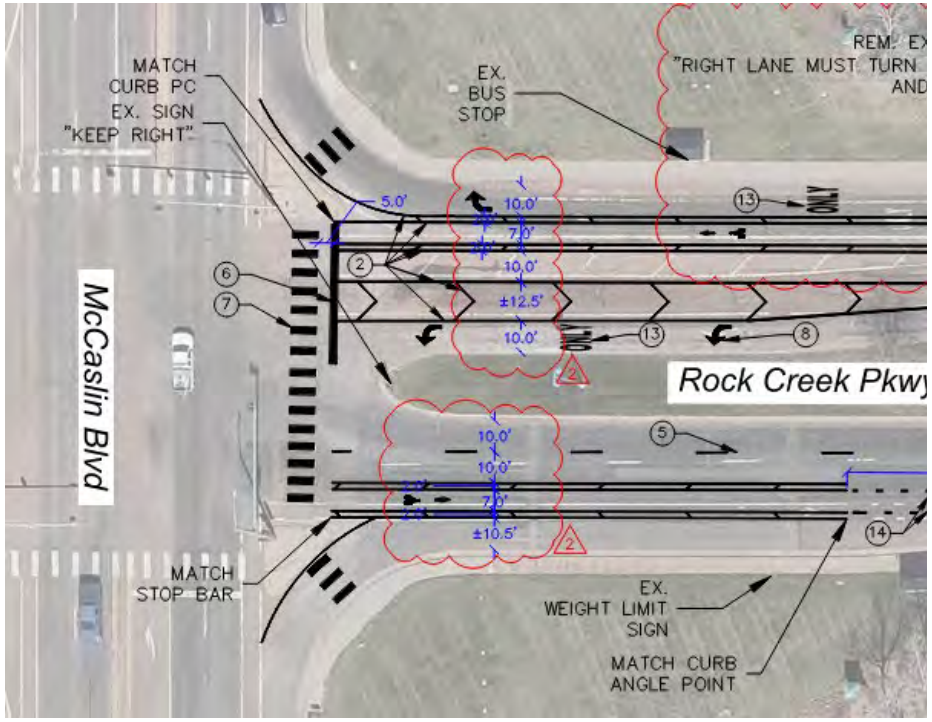
SR1.4 McCaslin Boulevard & Rock Creek Parkway

Observations/Analysis

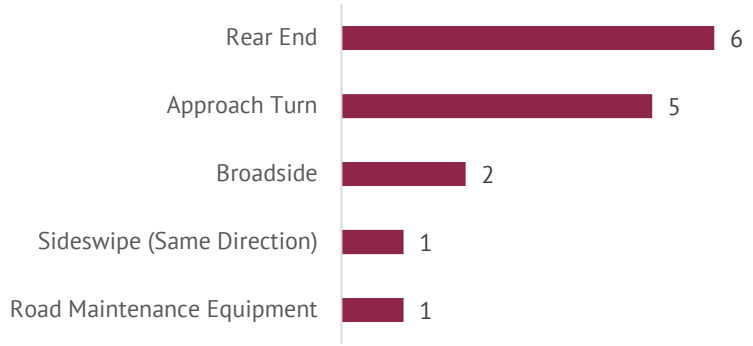
Traffic Control: Signal



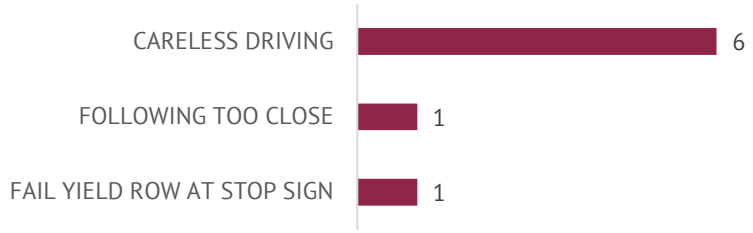
Rock Creek Parkway Design Plans



Crash Type



Driver Action



Total Crashes: 15

Serious Injury Crashes: 0

Minor Injury Crashes: 2

Left-turn Operations:

Northbound	Southbound	Eastbound	Westbound
Permitted/Protected	Permitted/Protected	Permitted	Permitted

SR1.4 McCaslin Boulevard & Rock Creek Parkway

Recommendations

1. Update "doghouse" style signal heads to 4-section FYA
2. Install raised crossings at channelized right-turn islands on northeast, northwest, southeast, and southwest corners
3. Install additional traffic signal head to northbound through lane
4. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures



SR1.5 Sycamore Street & Marshall Road

Observations/Analysis

Traffic Control: Signal

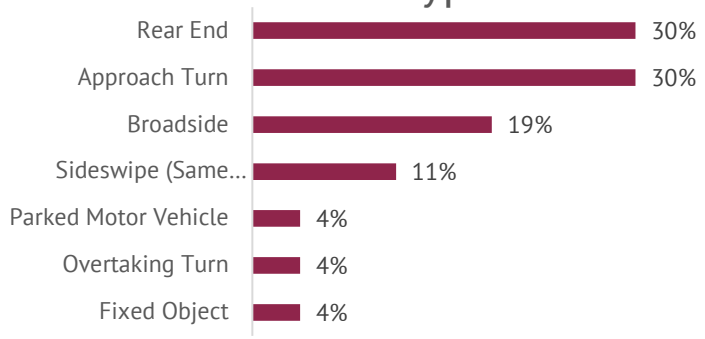


Total Crashes: 27

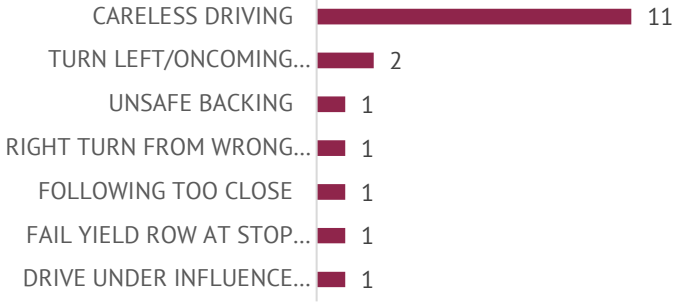
Serious Injury Crashes: 0

Minor Injury Crashes: 4

Crash Type



Driver Action



Crash Type Directionality

- **Northbound (Sycamore) – two lane approach**
  - Left/thru lane
  - Right only lane
- **Southbound (Sycamore) – two lane approach**
  - Left only lane
  - Thru/right lane
- **Eastbound (Marshall) – three lane approach**
  - Left only lane
  - Through lane
  - Through/right lane
  - Bike lane
- **Westbound (Marshall) – four lane approach**
  - Left only lane
  - Two thru lanes
  - Right only lane

Left-turn Operations: *Sycamore Street (Northbound/Southbound); Marshall Road (Eastbound/Westbound)*

Northbound	Southbound	Eastbound	Westbound
Permitted	Permitted/Protected	Permitted/Protected	Permitted/Protected

SR1.5 Sycamore Street & Marshall Road

Recommendations

1. Update southbound, eastbound, and westbound left-turn "doghouse" style signal heads to 4-section FYA
2. Add left-only signage for westbound
3. Shift traffic signal indications to be over the center of the northbound receiving lanes
4. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures

1



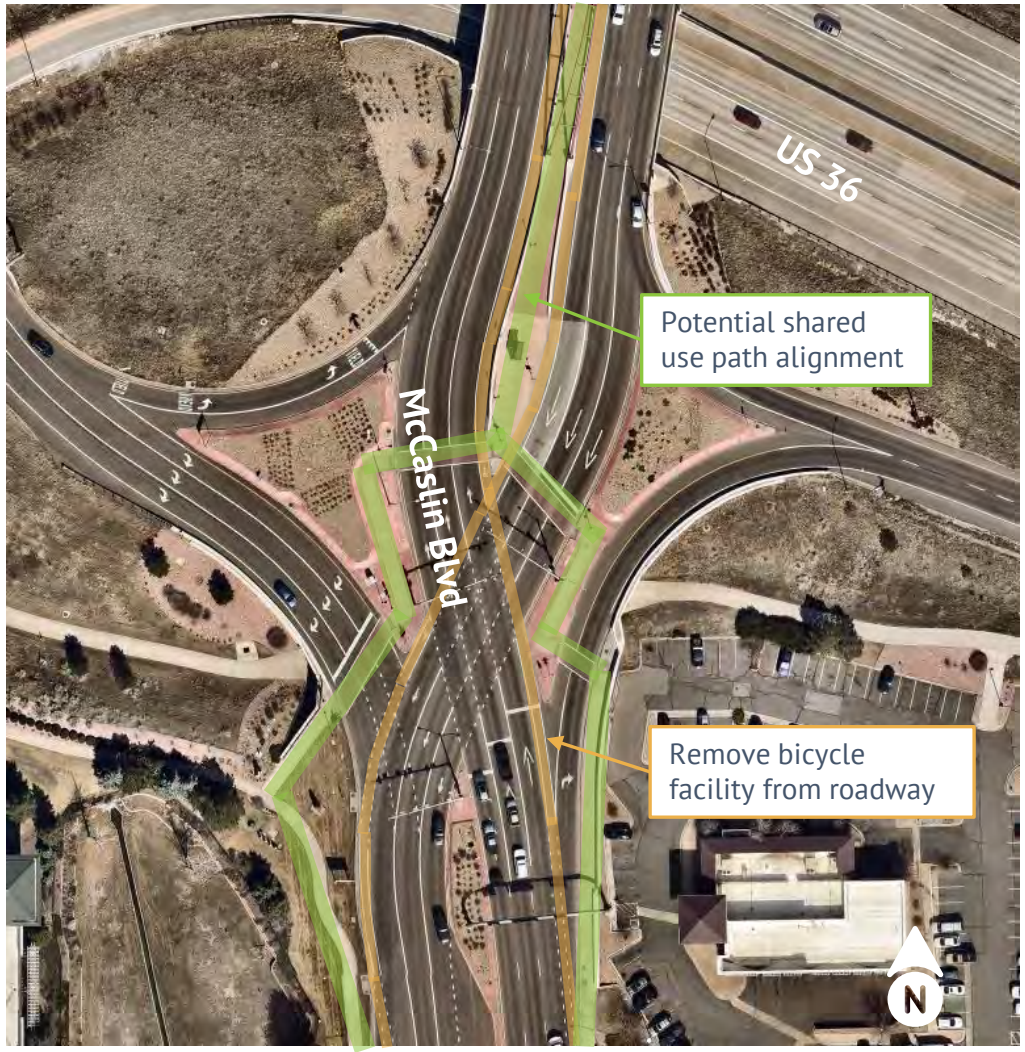
2



SR1.6 US 36 Interchange

Recommendations

1. Construct a bicycle/pedestrian shared use path at the US 36 interchange and connect it to the McCaslin Boulevard shared use path underpass

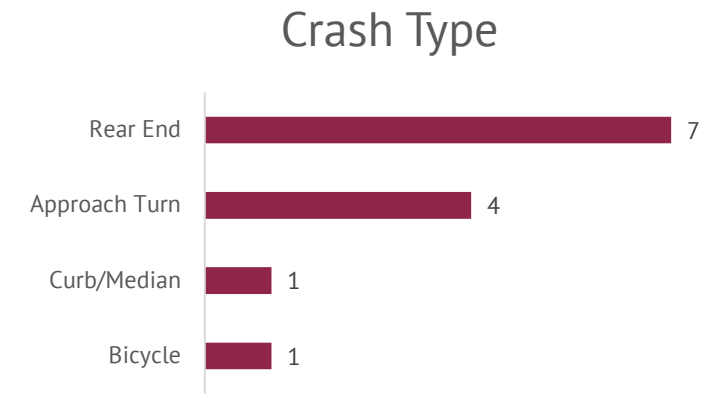


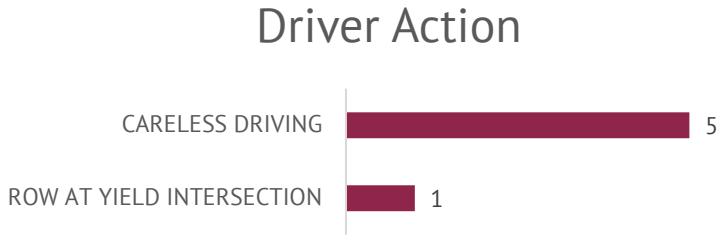
SR1.7 Rock Creek Circle & Coalton Road

Observations/Analysis

Traffic Control: Signal







- **Northbound – two approach lanes**
  - Left-turn lane
  - Right-turn lane
- **Eastbound – three approach lanes**
  - Two thru lanes
  - Right-turn lane
- **Westbound – three approach lanes**
  - Left-turn lane
  - Two thru lanes

Total Crashes: 13

Serious Injury Crashes: 1

Minor Injury Crashes: 0

Left-turn Operations:

Northbound	Eastbound	Westbound
N/A	N/A	Permitted

SR1.7 Rock Creek Circle & Coalton Road

Recommendations

1. Install directional and ADA-compliant ramps
2. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures

SR1.8 McCaslin Boulevard & CO 128

Observations/Analysis

Traffic Control: Signal

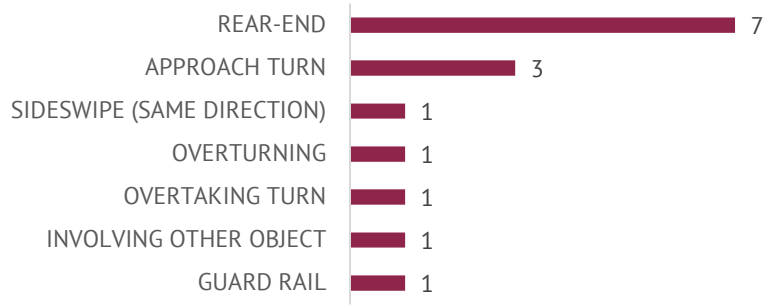


Total Crashes: 15

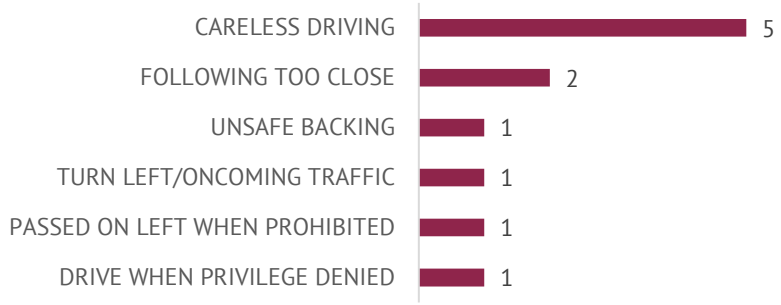
Serious Injury Crashes: 0

Minor Injury Crashes: 2

Crash Type



Driver Action



- **Southbound – two lane approach**
  - 128 WB slip lane
  - Left-turn lane
- **Eastbound – two lane approach**
  - Left-turn lane
  - Thru lane
- **Westbound – two lane approach**
  - McCaslin NB slip lane
  - Through lane

Left-turn Operations:

Southbound	Eastbound	Westbound
N/A	Permitted/Protected	N/A

SR1.8 McCaslin Boulevard & CO 128

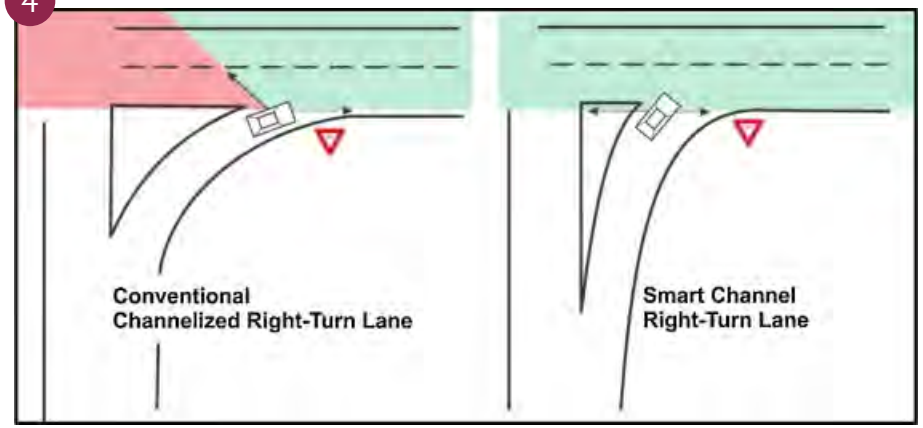
Recommendations

1. Update "doghouse" style signal head to 4-section FYA
2. Update mast arm signal
3. Change geometry of southbound slip lane to 30-60-90
4. Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures

2



4



SR3.1 Rock Creek Parkway & Coal Creek Drive

Recommendations

1. Replace state law signs with W11-15 signage



2. Add “Arrow Down Right” sign under the Rectangular Rapid Flashing Beacon located on the center median



3. Remove existing cross walk on the south leg or install Rectangular Rapid Flashing Beacon on south crosswalk



SR3.2 Rock Creek Parkway & Tyler Drive

Recommendations

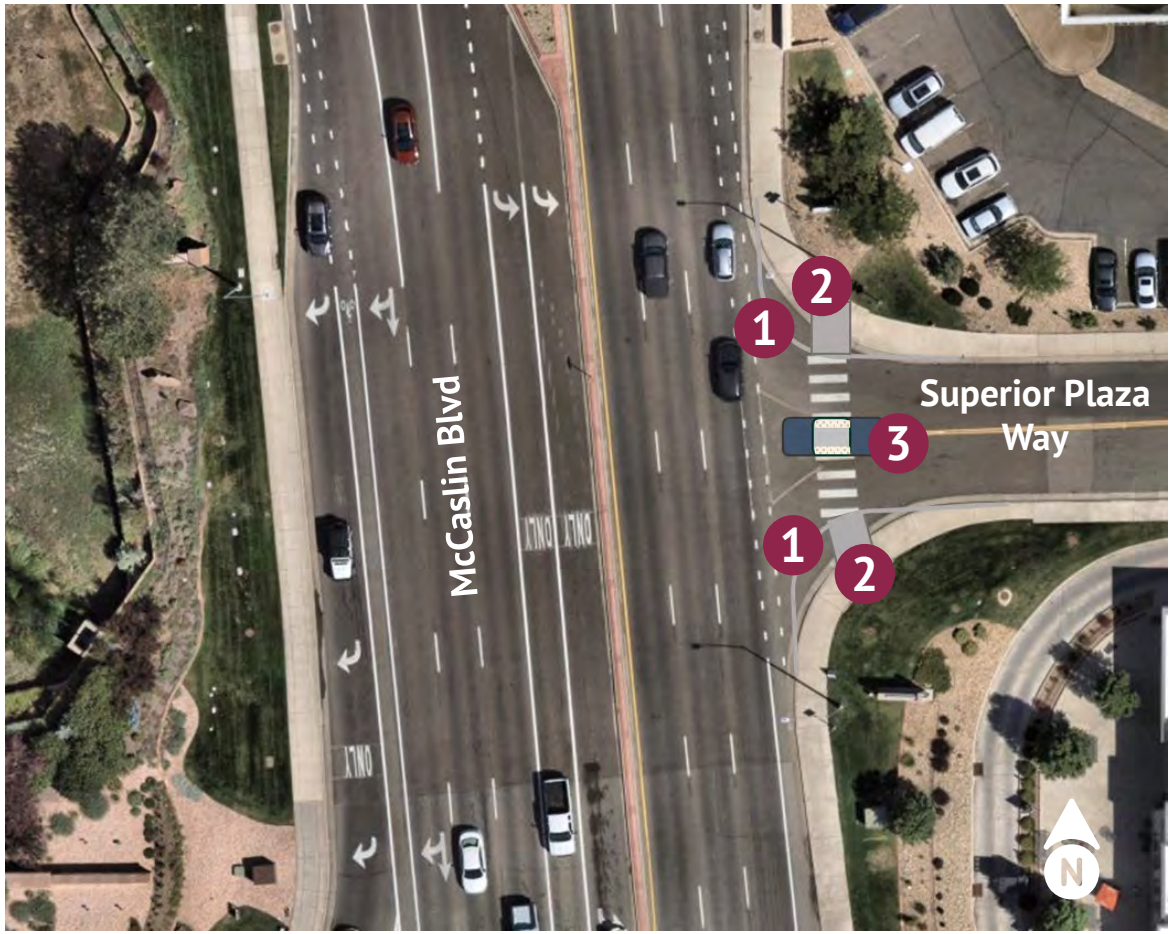
1. Install bulbouts (using paint and post or concrete) on the northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance
2. Install directional pedestrian ramps on the northeast and southeast corners
3. Extend concrete median to provide pedestrian refuge area for a two stage crossing
4. Add stop bar for westbound approach



SR3.3 McCaslin Boulevard & Superior Plaza Way

Recommendations

1. Reduce curb radii on northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance
2. Install directional pedestrian ramps on the northeast and southeast corners
3. Install pedestrian refuge island on the east leg to allow pedestrians to cross in two stages



SR3.4 McCaslin Boulevard South of Discovery Parkway

Recommendations

1. Install a pedestrian hybrid beacon (PHB) at McCaslin Boulevard south of Discovery Parkway.



SR3.5 Indiana Street East of McCaslin Boulevard

Recommendations

1. Install median refuge island and crossing markings at location of existing midblock pedestrian ramps
2. Install W11-15 sign at the crosswalk





APPENDIX E

COMMUNITY OUTREACH SUMMARIES

Vision Zero Action Plan
Phase 1 Engagement Summary

September 27, 2024



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Introduction

Recognizing the importance of implementing a regional approach to road safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 Safe Streets and Roads for All (SS4A) grant funding. The Partners were awarded SS4A grant funding, which enables each Partner to develop a Vision Zero Action Plan (VZAP), which will be a detailed analysis of traffic crashes and risk factors in the county and specific recommendations to comprehensively improve transportation safety in the coming years. The Vision Zero Action Plans will be developed using community engagement to supplement the data driven safety analysis completed for the project. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

In summer 2024, the project team implemented Phase 1 of outreach. During this phase, the community was asked to share their traffic safety concerns when traveling in unincorporated Boulder County, Lafayette, and Superior. The community and stakeholder engagement efforts included a blend in-person, virtual, and digital engagement strategies which leveraged region-wide events, as well as events targeted specifically to each Partner. It also included an online survey and map which allowed the community to provide both general and location-specific feedback. The community feedback collected in Phase 1, in addition to the safety data analysis, will be used to prioritize Vision Zero projects and specific actions the Partners can implement to improve traffic safety in the region.

Project Outreach Set-up & Promotion Information

Understanding that outreach and communication with the community is a top priority for the Partners, the project team created a variety of content to promote and encourage participation in the engagement efforts for this project. Diversifying the outreach platforms allows the Partners to reach a wider array of community members for more comprehensive engagement. Promotional materials can be found in Appendix A.

Website

The project team worked closely with the Partners to develop a Vision Zero Action Plan project website hosted on Boulder County's webpage. The website contains static information including project overview, project schedule, safety progress to-date in each of the jurisdictions, an opportunity to sign up for project updates, FAQs, and program contact information. It also includes information that is updated regularly including public engagement opportunities, upcoming public meetings, and past public meeting recordings and presentations. The Partners promoted the project website with their constituents, and the project team included the website address and QR code on all promotional and engagement materials.

The website can be accessed by QR code, by the abbreviated weblink, or by the full weblink:

QR Code: 

Abbreviated weblink: https://boco.org/visionzeroactionplan

Full weblink: https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/

Flyer

The project team created a call-to-action flyer in both English and Spanish to promote public involvement in Phase 1 of outreach for the Vision Zero Action Plan. The flyer included information about project background, promoted the transportation survey, and provided both a QR code and abbreviated weblink to access the project website. The flyer was distributed to stakeholders to post in public locations around their jurisdictions.

Business Cards

The project team created business cards in both English and Spanish to promote public involvement in Phase 1 of outreach for the Vision Zero Action Plan. The business card encouraged community members to take the transportation survey and provided both a QR code and abbreviated weblink to access the project website. The business cards were distributed at project pop-up events to encourage community members to provide more detailed feedback.

Boulder County Press Release

Boulder County launched a Press Release on July 18, 2024 to provide project information and schedule and promote opportunities for in-person, virtual, and digital engagement. The link to the press release can be found on Boulder County's News Archive.

Social Media

The project team assembled a social media calendar for each of the Partners to promote attendance at Phase 1 outreach events and encourage online survey completion. The project team worked with the communications teams at Boulder County, Lafayette, and Superior to push content out through their social media channels. Each social media calendar included text content, images, and platforms for distribution (Twitter [X], Facebook, Instagram, Nextdoor, LinkedIn) for each post.

Newsletter

The project team drafted a newsletter to be distributed to residents explaining the Vision Zero Action Plan project and how residents can get involved and provide feedback. The newsletter content was distributed in Lafayette through their August water bill and through Superiors monthly Town newsletters. Additionally, the team also created e-mail distribution sign-ups for project updates that were available on the project website. Newsletter updates were pushed out to Boulder County, Lafayette, and Superior e-mail distribution lists.

Partners in Promotion

The team supplemented the promotion strategies described above by partnering with several agencies in the region. Promotional content was provided to the following partners who pushed out content through their social media and e-mail distribution channels: Boulder Chamber, Commuting Solutions, and Community Cycles.

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consists of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team will facilitate four meetings with the Steering Committee and smaller group, targeted meetings as needed.

Steering Committee Meeting #1

On June 26, 2024, the project team hosted a virtual meeting with members of the Steering Committee including representatives from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. The team shared information about the project scope, background, and schedule, then facilitated an interactive activity including a discussion around "What would a successful Vision Zero Action Plan look like to you?" and "What are your ideas for roadway safety in Boulder County?". Input from the Steering Committee will be used in development of the Vision Zero Action Plans and will help shape the vision and goals that will be outlined in the Plans. The Steering Committee Meeting presentation and meeting notes are displayed in Appendix B.

Targeted Community Engagement

Community engagement events was facilitated to target each Partner agency and strategies included in-person events, virtual events, and digital opportunities to achieve equitable participation. Community engagement materials can be found in Appendix C.

Boulder County Targeted Events

Pop-Up Event – Nederland Farmers Market

The Boulder County pop-up event occurred on July 21st, 2024 from 9am-1pm at the Nederland Farmers Market. Figure 1 displays photos from the pop-up event. The event was advertised via social media posts from stakeholders and Partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in unincorporated Boulder County. The project team also set up several large maps in English and Spanish that prompted the public to place stickers where they feel unsafe walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in unincorporated Boulder County. There were five total maps: one for unincorporated Boulder County; and one blown-up map each of Nederland, Niwot and Gunbarrel, Jamestown, and Ward. Post-it notes and pens were also provided for the public to leave more detailed comments on the maps. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 1. Nederland Farmers Market Pop-up Event

Pop-Up Event – Ride for Magnus

The Ride of Magnus event was held on August 11, 2024. Representatives from Boulder County staff attended the events to discuss and promote the project with the public and learn more about traffic safety concerns in Boulder County from community members. Key themes from this event included the following:

1. Dillon/US 287/NW Pkwy near Medtronic—debris in road/shoulder
2. Access to Morgul-Bismark Trail—CO 170 to CO 93—gravel debris in shoulder/bike lane
3. CO 170 between Cherryvale and 66th
    - Bike access to trailhead (Marshall Valley trail access) for high school biking teams
    - Speeds are too high and need crosswalk where trail intersects with CO 170
4. CO 66 between US 36 and ¼ mi west—missing bike lane = gap going into Lyons
5. Nelson Road between US 36 and 75th—narrow shoulders makes it worrisome to ride in this area

Public Meeting

A virtual public meeting for unincorporated Boulder County occurred on August 8th from 6-7:30PM. The meeting was hosted via Zoom. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Unincorporated Boulder County, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and recorded meeting were uploaded onto the project website for public access. Spanish language translation was offered via transcript on the recording posted to the project website.

Lafayette Targeted Events

Pop-Up Event—Art Night Out

The Lafayette pop-up event occurred on August 9th, 2024 from 5-9PM at the Art Night Out event. **Figure 2** displays photos from the pop-up event. The event was advertised via social media posts from stakeholders and Partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in Lafayette. The project team also set up a large map in English and Spanish that prompted the public to place stickers where they feel unsafe

walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in Lafayette. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 2. Lafayette Art Night Out Pop-up Event

Public Meeting

A virtual public meeting for Lafayette occurred on August 20th from 6-7:30PM. The meeting was hosted via Zoom. Spanish translation services were also provided through a professional translator. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Lafayette, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and English and Spanish recorded meeting were uploaded onto the project website for public access.

Superior Targeted Events

Pop-Up Event – 4th of July Celebration

The Superior pop-up event occurred on July 4th, 2024 from 8AM-12PM at the Superior 4th of July Celebration. **Figure 3** displays photos from the pop-up events. The event was advertised via the Superior Sentinel newsletter, an e-blast to residents who are signed up for transportation notifications, and social media posts from stakeholders and partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in Superior. The project team also set up a large map in English and Spanish that prompted the public to place stickers where they feel unsafe walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in Superior. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 3. Superior 4th of July Celebration Pop-up Event

Public Meeting

A virtual public meeting for Superior occurred on August 1st from 6-7:30PM. The meeting was hosted via Zoom. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Superior, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and recorded meeting were uploaded onto the project website for public access.

Online Survey & Map

An online survey and map were shared with the public on a combined platform. It was hosted by Consor on the public engagement tool, Social Pinpoint. The online survey and map were open from June 26, 2024 through August 31st, 2024. **Figure 4** displays a screenshot from the survey and map hosted on Social Pinpoint.

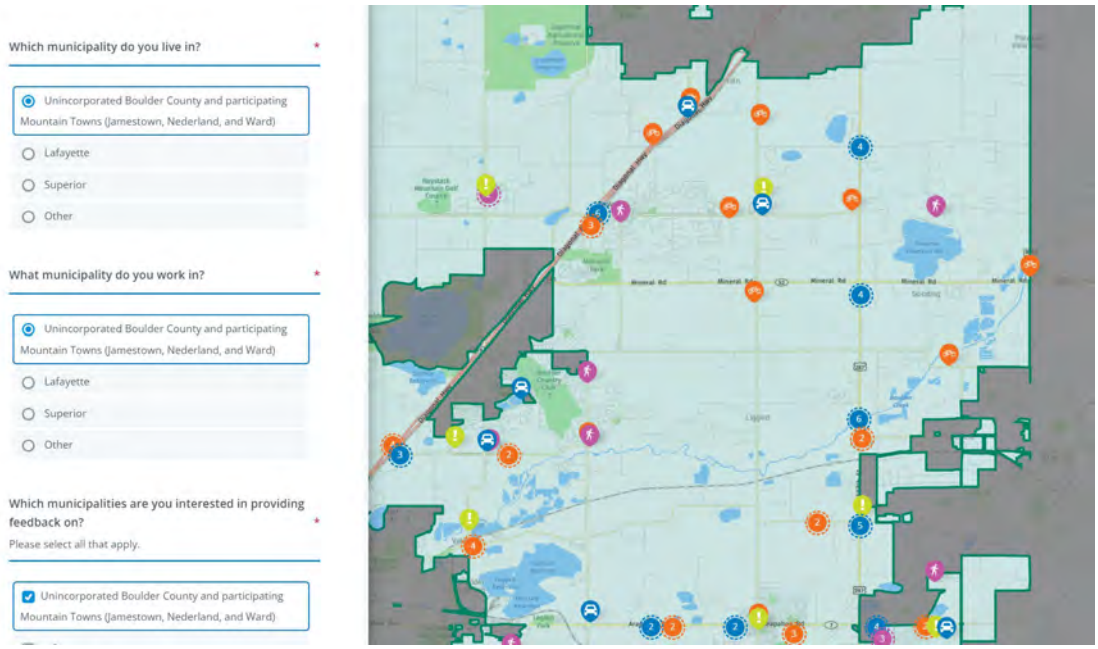


Figure 4. Example of the Survey and Map Hosted on Social Pinpoint

Survey Results

The survey asked respondents which municipalities they live in, work in, and for which they wanted to provide feedback. Depending on which municipalities the respondents chose to provide feedback on, they were led through a series of questions for each municipality indicating their primary mode of transportation, their secondary modes of transportation, and how safe they felt traveling in that municipality using each mode. Respondents were able to take the survey for multiple municipalities. The survey then asked respondents whether they or someone they knew had been involved in a traffic crash within the past five years; if so, in which municipality; and if they would be willing to share details about the crash with project staff. The survey then offered an opportunity for open-ended responses regarding transportation safety concerns. Lastly, there were two demographics questions regarding the gender identity and race/ethnicity of respondents.

Upon the survey closing on August 31st, there were 564 total survey responses. Responses have been broken out and analyzed by jurisdiction below.

Unincorporated Boulder County and Participating Mountain Towns

There were 196 survey responses for Unincorporated Boulder County and the participating mountain towns (referred to as Boulder County).

Figure 5 summarizes the responses for the question "Where do you live?" for the Boulder County survey. The majority of respondents (62%) live in Unincorporated Boulder County, while 11% live in Lafayette and 11% live in the City of Boulder.

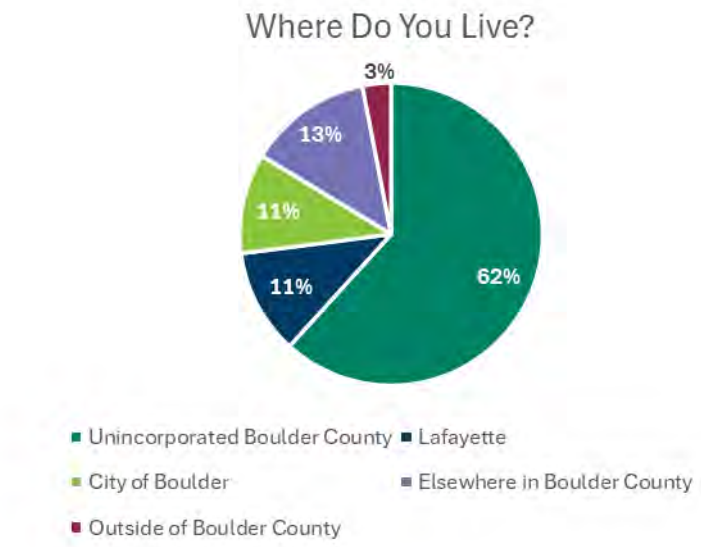


Figure 5. "Where Do You Live?" Results from Boulder County Survey

Of the 13% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 5% live in Longmont
- 3% live in Erie
- 3% live in Lyons
- 2% live in Louisville
- 1% live in Superior

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1% live in Broomfield County
- 0.5% live in Westminster
- 0.5% live in Weld County
- 0.5% live in Mead
- 0.5% live "Outside of the County"

Figure 6 summarizes the responses for the question "Where do you work?" for the Boulder County survey. The results reveal that 44% of respondents work in Unincorporated Boulder County. Additionally, 19% of respondents work in the City of Boulder, while 14% work elsewhere in Boulder County and 11% work in other counties. Notably, 10% of respondents are retired or do not work. 3% of respondents reported working remotely.

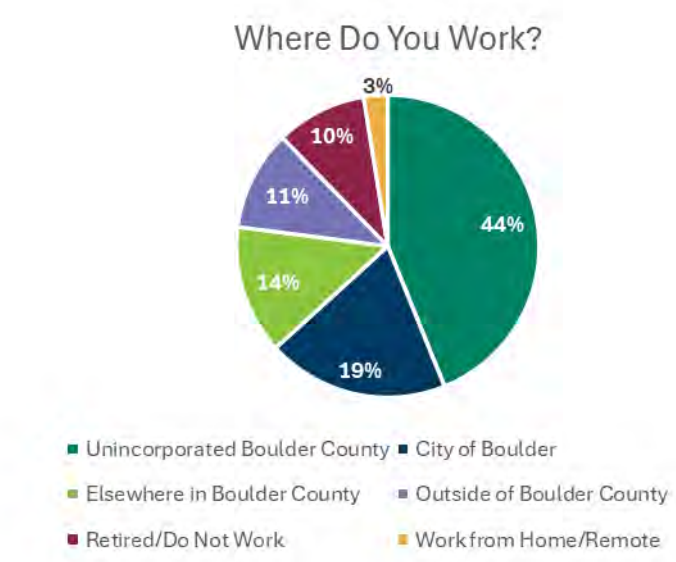


Figure 6. "Where Do You Work?" Results from Boulder County Survey

Of the 14% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 4.5% work in Lafayette
- 4% work in Longmont
- 1.5% work in Lyons
- 1.5% work in Superior
- 1.5% work in Louisville
- 1% work in Niwot

Of the 11% of respondents who work in other counties, the locational breakdown is as follows:

- 4% work in Broomfield
- 2% work in Denver
- 1.5% work in Thornton
- 1% work in Golden
- 1% work in Westminster
- 0.5% work in Aurora
- 0.5% work in Wheat Ridge
- 0.5% work in Weld County

Figure 7 summarizes all the travel modes respondents use in Boulder County. Driving is the most common mode of transportation in Boulder County, with almost all respondents (183) reporting that they drive either as their primary or secondary mode of travel.

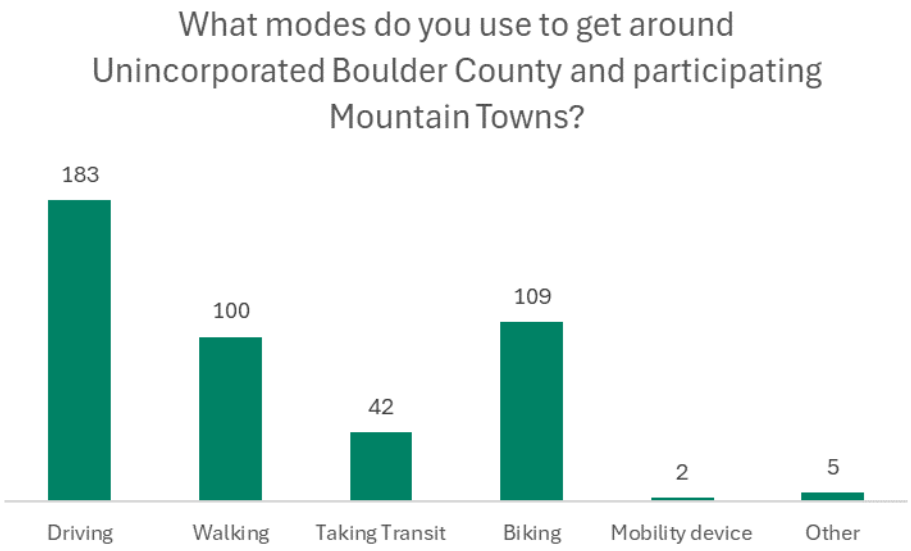


Figure 7. Travel Modes Used to Get Around Boulder County

Respondents were asked to rate their comfort level using each travel mode in Boulder County. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project team grouped together the two unsafe response options as "Unsafe" and the two safe response options as "Safe." Figure 8 illustrates the respondents' comfort levels across each mode, not including those who do not use the mode. The responses reveal that 99% of drive; 86% walk; 74% bike; 45% use transit; and 8% use a mobility device as either a primary or secondary travel mode. Of the travel modes, respondents feel safest driving (43%) and feel the least safe biking (56%).

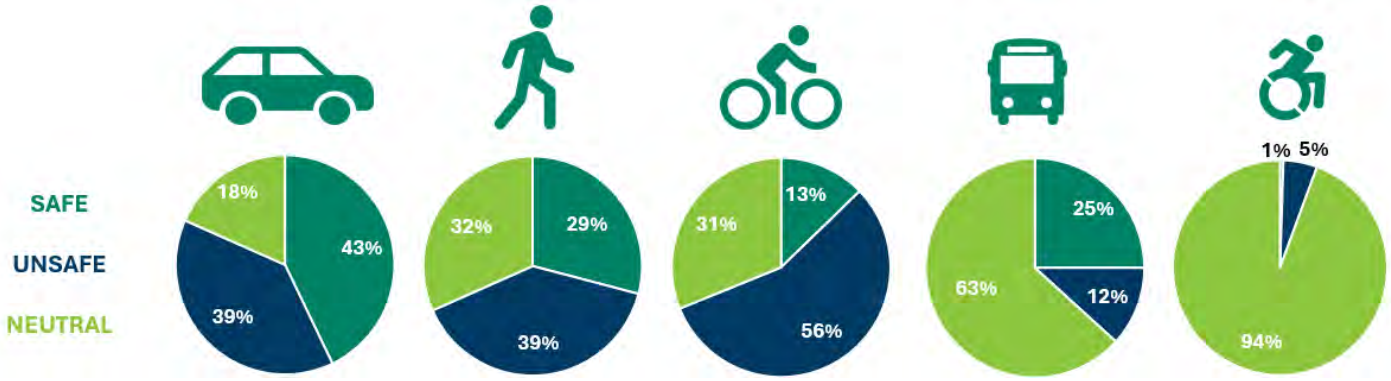


Figure 8. "How safe do you feel traveling in Unincorporated Boulder County and participating mountain towns using the following modes to get around?" Results from Boulder County Survey

Respondents were then asked about their personal experiences with traffic crashes. 59% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 31% in Unincorporated Boulder County
- 21% in a different municipality
- 6% in Lafayette
- 2% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 114 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The breakdown is as follows:

- 88 Driving Concern comments
- 13 Biking Concern comments
- 7 Walking Concern comments
- 3 Other Safety-Related comments
- 3 Not Safety-Related comments

A few locations were cited numerous times for safety concerns:

- US-287 corridor, specifically the intersections of Oxford Road and Isabelle Road
- CO-119 corridor, specifically the Niwot Road intersection
- US-36 corridor

The main themes discussed in the open-ended survey responses are:

Lack of Infrastructure for Cyclists and Pedestrians:

- Many respondents mention the lack of separated spaces for biking on major county roads, such as Highway 170 and US-287 making it feel unsafe to use these modes. Some note the need for wider shoulders on highways and county roads to support safer biking.
- Specific intersections, like SH-66 and US-36, are noted as dangerous for bikers, with shared lanes that feel unsafe due to high-speed traffic.

Speeding and Reckless Driving:

- Excessive speeding and aggressive driving on highways like US-287 and US-36 are major concerns. People mention these roads feel like "speedways" with little traffic enforcement.
- Some respondents describe fatal crashes they've witnessed or heard about, particularly on US-287 and CO-119.
- Suggestions include lower speed limits, increased traffic enforcement, and speed cameras to address these behaviors.

Dangerous Intersections:

- Many intersections are mentioned as unsafe, such as the Oxford Street and US-287 intersection, which respondents feel lacks proper traffic controls.
- Other intersections, like US-287 and Arapahoe Road or CO-119 and Niwot Road, are noted for high crash rates, with request for better traffic signal timing and longer intervals between red and green lights.

E-Bike and Motorcycle Regulation:

- There are concerns about the safety of e-bikes, with respondents suggesting that they be regulated or even prohibited from bike paths due to the inexperience of riders and their high speeds.
- Motorcycles are also mentioned as being unsafe, particularly because of speeding and loud noise.

Traffic Law Enforcement:

- Many respondents expressed frustration with the lack of enforcement of traffic laws, especially concerning red light running, speeding, and distracted driving.
- There are repeated requests for more law enforcement presence on major roads and highways to curb dangerous driving behaviors.

Specific Roadway Hazards:

- Roads like Dillon Road and Boulder Canyon are noted as feeling increasingly unsafe due to higher speeds and road conditions.
- Several respondents mention that the improvements made to certain roads, like the Dillon Road expansion, have actually made them feel more unsafe.

Vision Zero and Safety Measures:

- Some respondents support initiatives like Vision Zero but feel that more focus is needed on practical safety measures, such as keeping bike lanes clear and enforcing speed limits.
- Several suggestions for safety improvements include the installation of red-light cameras, better traffic signal timing, and educational campaigns to improve road user behavior.

Overall, the feedback reflects widespread concerns about speeding, perceived unsafe intersections, and the lack of infrastructure for safe walking and biking, with many respondents calling for increased traffic enforcement and road safety improvements.

Lafayette

There were 378 survey responses for Lafayette.

Figure 9 summarizes the responses for the question "Where do you live?" for the Lafayette survey. The majority of respondents (76%) live in Lafayette.

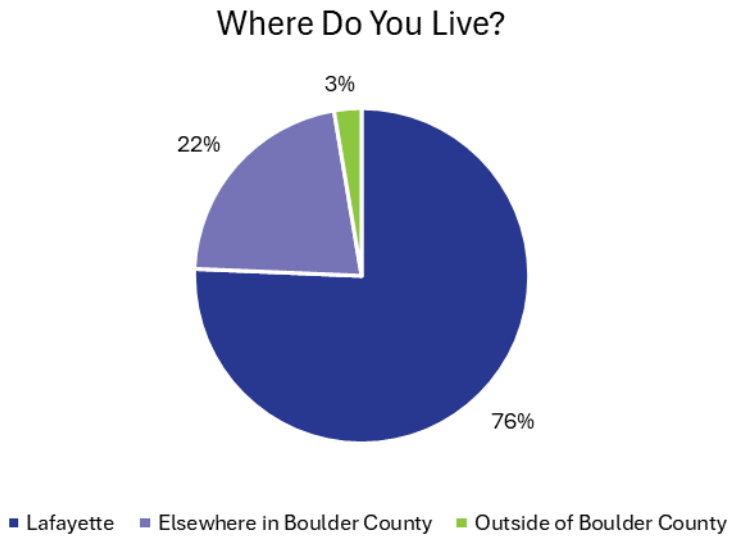


Figure 9. "Where Do You Live?" Results from Lafayette Survey

Of the 22% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 7% live in Erie
- 7% live in Unincorporated Boulder County
- 3% live in Louisville
- 2.5% live in Longmont
- 2% live in Boulder
- <0.5% live in Superior
- <0.5% live in Gunbarrel

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1.5% live in Broomfield County
- 0.5% live in Frederick (in Weld County)
- <0.5% live in Weld County
- <0.5% live in Westminster (in Adams County)
- <0.5% live in Adams County

Figure 10 summarizes the responses for the question "Where do you work?" for the Lafayette survey. The results reveal that 45% of respondents work in Lafayette. Additionally, 17% of respondents work in the City of Boulder, while 15% work elsewhere in Boulder County and 10% work in other counties. Notably, 12% of respondents are retired or do not work. Only 1% of respondents work remotely or work from home.

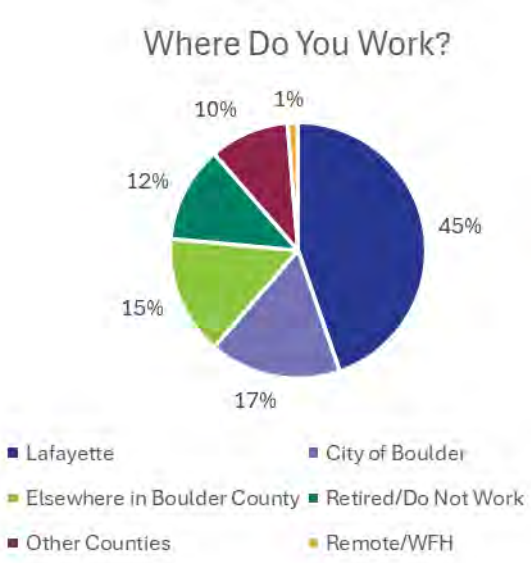


Figure 10. "Where Do You Work?" Results from Lafayette Survey

Of the 15% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 5% work in Unincorporated Boulder County
- 4% work in Louisville
- 2.5% work in Erie
- <1.5% work in Superior
- <1.5% work in Longmont
- <1% work in Gunbarrel

Of the 10% of respondents who work in other counties, the locational breakdown is as follows:

- 3% work in Broomfield
- 2% work in Denver
- <1.5% work in Golden
- 1% work in Westminster
- 0.5% work in Thornton
- 0.5% work in Aurora
- <0.5% work in Mead
- <0.5% work in Weld County

- <0.5% work in Adams County
- <0.5% work in Jefferson County
- <0.5% work in Lakewood

Figure 11 summarizes the respondents' primary travel modes in Lafayette. Results reveal that 86% of respondents drive as their primary travel mode while the other 14% of respondents primarily use other modes.

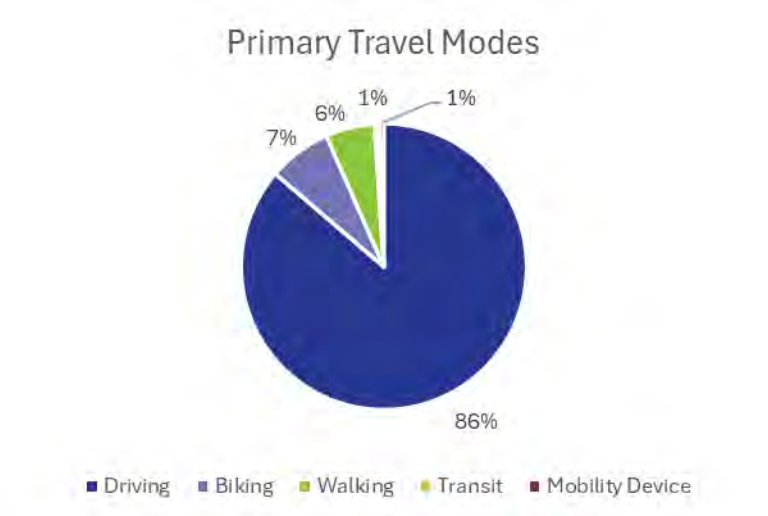


Figure 11. "Primary Travel Modes" Results from Lafayette Survey

Figure 12 summarizes the respondents' secondary travel modes in Lafayette. 44% of respondents walk and 31% bike as their secondary travel modes, with driving, transit, and using a mobility device rounding out the remaining 25% of secondary modes.

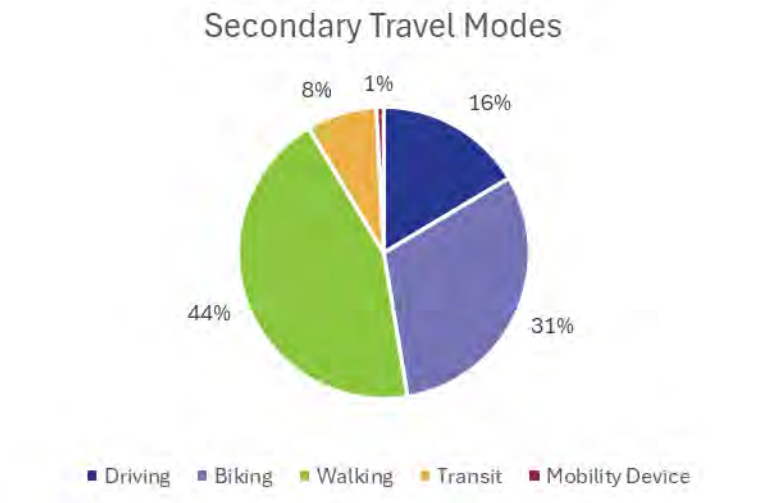


Figure 12. "Secondary Travel Modes" Results from Lafayette Survey

Respondents were asked to rate their comfort level using each of these travel modes in Lafayette. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project

team grouped together the two unsafe response options as “Unsafe” and the two safe response options as “Safe.” **Figure 13** illustrates the respondents’ comfort levels across each mode.

The responses reveal that all respondents drive; 93% walk; 74% bike; 33% use transit; and 6% use a mobility device as either a primary or secondary travel mode.

Of the travel modes, respondents feel safest driving (55%) and feel the least safe biking (38%).

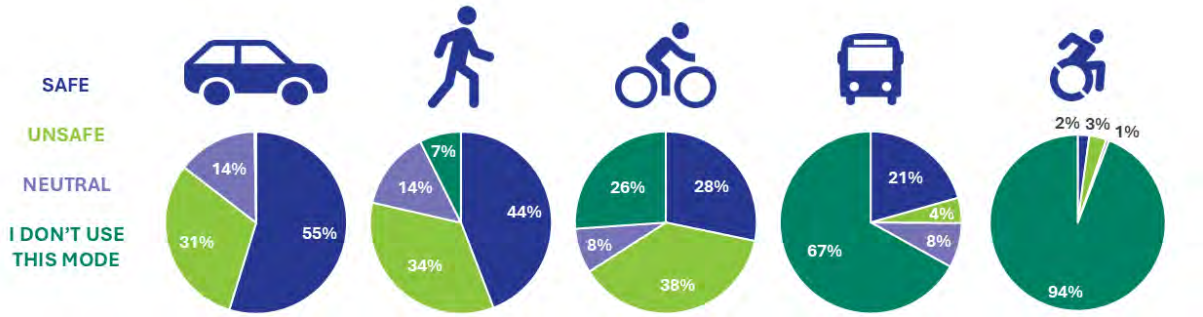


Figure 13. "How safe do you feel traveling in Lafayette using the following modes to get around?" Results from Lafayette Survey

Respondents were then asked about their personal experiences with traffic crashes. 47% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 22% in Lafayette
- 17% in a different municipality
- 7% in Unincorporated Boulder County
- 1% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 223 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The project team also noted a few comments that were not safety related. Based on the content of the comments, they were either omitted from consideration or escalated to the City of Lafayette. The breakdown is as follows:

- 145 Driving Concern comments
- 34 Walking Concern comments
- 28 Biking Concern comments
- 12 Other Safety-Related comments
- 5 Not Safety-Related comments

A few locations were cited numerous times for safety concerns:

- US-287 corridor, specifically the Isabelle Road intersection
- Waneka Lake
- Baseline Road corridor
- South Boulder Road corridor
- Paschal Drive corridor

The main themes discussed in the survey responses are:

Bicycle and Pedestrian Infrastructure: Many respondents mention concerns about the condition and usability of bike paths, sidewalks, and pedestrian underpasses. There's a desire for improved and safer infrastructure for walking, biking, and rolling.

Driver Behavior and Road Safety: A recurring theme is the frustration with drivers not following traffic laws (e.g., running red lights, not yielding, speeding). Inattentive and aggressive driving is a significant concern for many respondents, especially regarding safety for cyclists and pedestrians.

Safety Concerns: Both perceived and real safety issues are a major topic. While some responses emphasize the importance of addressing the "feeling" of safety, others suggest focusing on actual accident data rather than subjective perceptions.

Speed Limits and Traffic Management: Specific roads, such as US-287, are mentioned in relation to high speed limits and unsafe conditions. Respondents suggest the need for better traffic management and enforcement to address speeding and reckless driving.

E-bikes and Shared Pathways: The increasing presence of E-bikes on bike paths and in bike lanes raises concerns about safety and the potential need for regulations or adjustments to shared paths.

Bike Theft and Security: Several respondents highlight the issue of bike theft, which affects their willingness to bike more frequently. Security measures for bicycles are a concern.

Road Maintenance and Debris: Issues with road and underpass maintenance, including debris that obstructs bike and pedestrian paths, are frequently mentioned, impacting usability.

These themes reflect community concerns about safety, infrastructure, and the behaviors that affect road-sharing between drivers, cyclists, and pedestrians.

Superior

There were 78 survey responses for Superior.

Figure 14 summarizes the responses for the question “Where do you live?” for the Superior survey. 29% of respondents live in Superior, while the majority of respondents (67%) live elsewhere in Boulder County or in Lafayette.

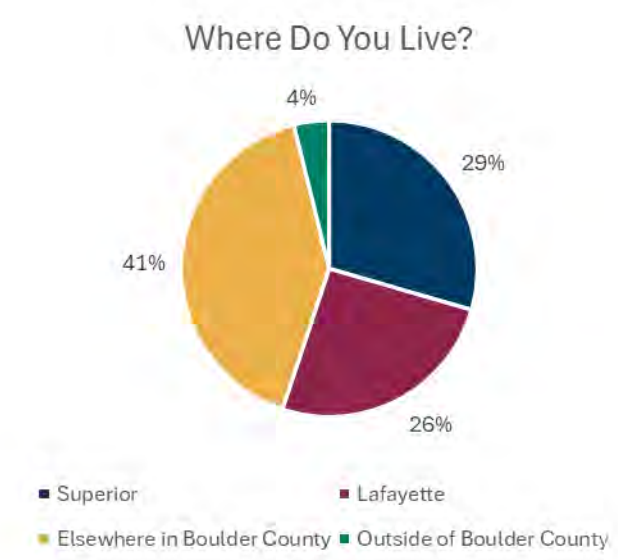


Figure 14. "Where Do You Live?" Results for Superior Survey

Of the 41% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 10% live in Louisville
- 10% live in the City of Boulder
- 9% live in Unincorporated Boulder County
- 6% live in Longmont
- 6% live in Erie

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1% live in Westminster
- 1% live in Broomfield
- 1% live in Weld County

Figure 15 summarizes the responses for the question "Where do you work?" for the Superior survey. The results reveal that 24% of respondents work in Lafayette. Additionally, 22% of respondents work in the City of Boulder, while 24% work elsewhere in Boulder County and 22% work in other counties. Notably, 8% of respondents are retired or do not work.

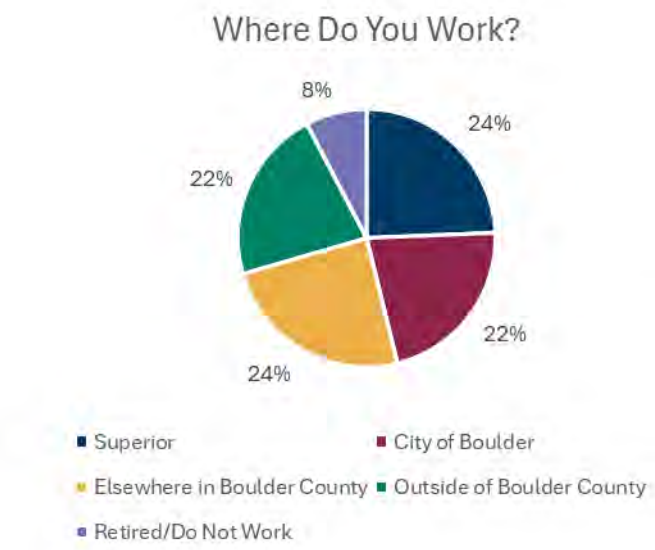


Figure 15. "Where Do You Work?" Results for Superior Survey

Of the 24% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 10% work in Unincorporated Boulder County
- 10% work in Lafayette
- 3% work in Louisville
- 1% work in Gunbarrel

Of the 22% of respondents who work in other counties, the locational breakdown is as follows:

- 5% work in Denver
- 4% work in Broomfield
- 4% work in Golden
- 3% work in Thornton
- 3% work in Westminster
- 1% work in Wheat Ridge
- 1% work in Weld County
- 1% work in Lakewood

Figure 16 summarizes the respondents' primary travel modes in Superior. Results reveal that 81% of respondents drive as their primary travel mode while the other 19% of respondents primarily use other modes.

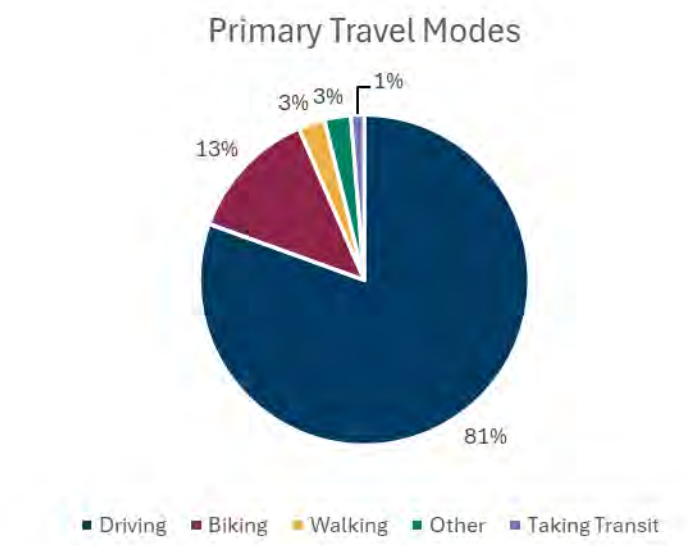


Figure 16. "Primary Travel Modes" Results from Superior Survey

Figure 17 summarizes the respondents' secondary travel modes in Superior. 30% of respondents drive, 30% walk, and 27% bike as their secondary travel modes, with transit and other modes rounding out the remaining 14%. No respondents reported using a mobility device in Superior through this question, though four respondents reported on their level of perceived safety in the next question.)

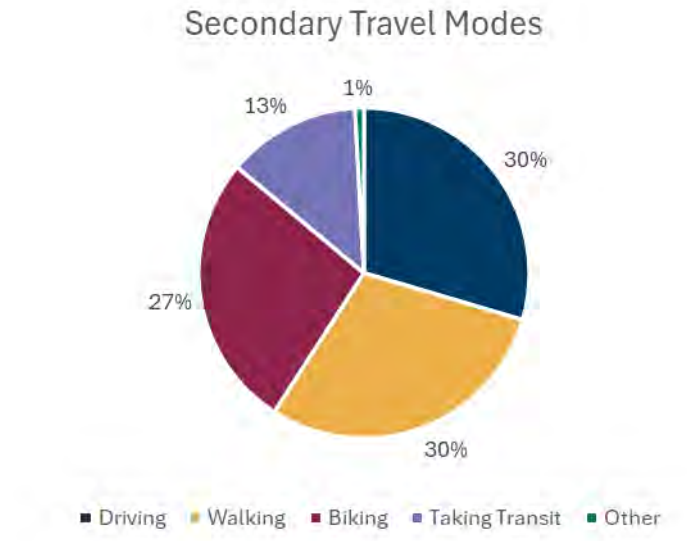


Figure 17. "Secondary Travel Modes" Results from Superior Survey

Respondents were asked to rate their comfort level using each of these travel modes in Superior. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project team grouped together the two unsafe response options as "Unsafe" and the two safe response options as "Safe." Figure 18 illustrates the respondents' comfort levels across each mode. The responses reveal that all respondents drive; 67% walk; 60% bike; 32% use transit; and 5% use a mobility device as either a primary or secondary travel mode. (Note the discrepancy in responses about using a mobility device mentioned above.) Of the travel modes, respondents feel safest driving (51%) and feel the least safe biking (38%).

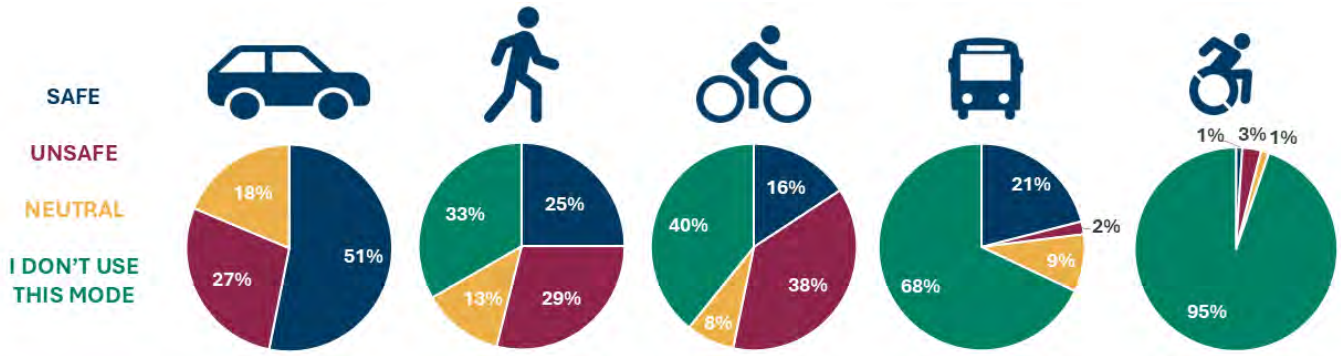


Figure 18. "How safe do you feel traveling in Superior using the following modes to get around?" Results from Lafayette Survey

Respondents were then asked about their personal experiences with traffic crashes. 56% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 24% in a different municipality
- 15% in Unincorporated Boulder County
- 11% in Lafayette
- 7% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 28 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The project team also noted a few comments that were not safety related or were not applicable to the study area. The breakdown is as follows:

- 13 Driving Concern comments
- 7 Walking Concern comments
- 4 Biking Concern comments
- 3 Other Safety-Related comments
- 1 Not Safety-Related comment

A few locations were cited numerous times for safety concerns:

- McCaslin Boulevard
- US-36
- Marshall Road
- South Boulder Road (outside of Superior Town Limits)

The main themes discussed in the survey responses are:

Infrastructure Issues:

- Many respondents express frustration over the lack of dedicated spaces for walking and biking on major county roads. They believe this makes non-vehicle travel dangerous and untenable.
- Concerns are raised about how bike paths are disconnected from major shopping areas, forcing cyclists to cross roads or parking lots that feel unsafe.
- There are multiple suggestions for reducing vehicle lanes and improving infrastructure for pedestrians and cyclists, including the construction of pedestrian bridges and bike lanes that connect key areas safely.

Traffic and Speeding:

- Speeding, tailgating, and reckless driving, especially through stop signs and red lights, are mentioned frequently as major concerns. Some suggest traffic cameras and more enforcement to curb these behaviors.
- Specific areas such as Rock Creek Parkway and McCaslin Boulevard are highlighted as feeling unsafe due to excessive speeding, drag racing, and lack of proper road safety measures.
- There are requests for lowering speed limits, particularly in residential areas, and implementing traffic calming measures such as speed bumps.

Pedestrian and Cyclist Safety:

- Pedestrian safety, especially in Downtown Superior and at intersections, is a recurring theme. Specific intersections, such as McCaslin Boulevard and Main Street, are cited as hazardous for pedestrians due to poor visibility and lack of attention from drivers.
- Suggestions include adding more pedestrian safety features like blinking lights, raised crosswalks, and better enforcement of pedestrian right-of-way.
- E-bikes are a contentious issue, with some calling for stricter regulations due to their speed and the inexperience of riders.

Road Design and Connectivity:

- Several comments focus on the need for better road designs, especially at intersections like Maple Street and Marshall Road, where pedestrian and cyclist connections are lacking.

General Safety:

- Some users call for public campaigns to educate drivers about proper road use, such as lane usage and yielding to pedestrians.
- A few comments suggest prioritizing both young and old road users, especially those with intellectual or developmental disabilities, as part of road safety planning.
- This feedback highlights the community's strong desire for improved infrastructure, better enforcement of traffic laws, and a focus on safety for all road users, especially vulnerable populations.

Map

The map survey tool allowed participants to leave location-specific input indicating where within the study area they felt unsafe walking, driving, biking, or using a mobility device, or share any other transportation-related concern. Participants left a total of 828 map comments. Comments were broken out by jurisdiction; major themes and locations are discussed below.

Unincorporated Boulder County and Participating Mountain Towns

Participants left 309 comments in the Boulder County study area. The breakdown of comments by type of concern is as follows:

- 134 Unsafe Driving
- 34 Unsafe Walking
- 109 Unsafe Biking
- 1 Unsafe Using Mobility Device
- 31 Other Concern

Figure 19 shows respondents' comments by location, color-coded by type of concern.

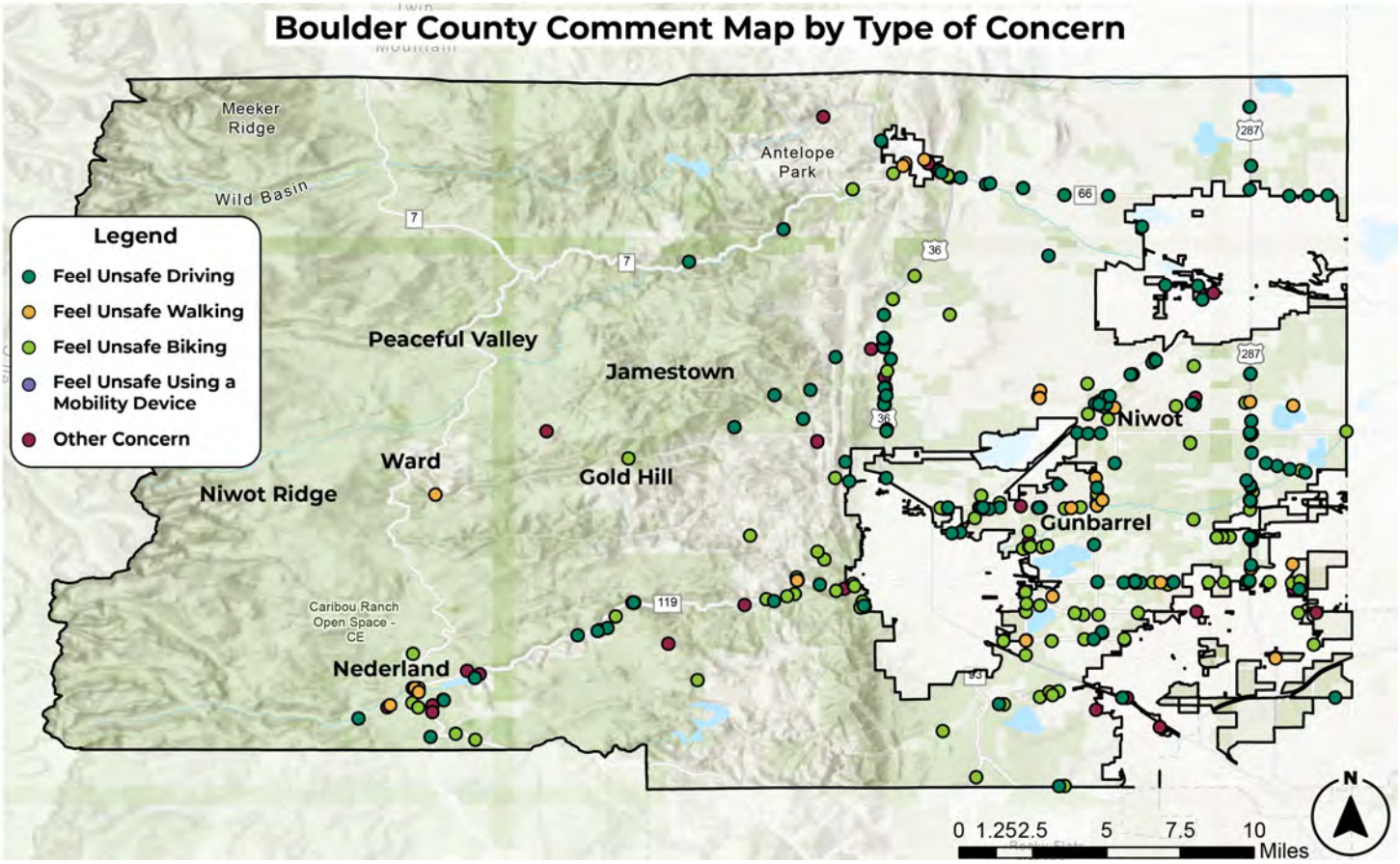


Figure 19. Boulder County Comment Map by Type of Concern

Corridors with a high number of comments include:

- CO-119 (west of Boulder)
  - High vehicle speeds
  - The combination of road geometry and tourist/natural attractions causes unsafe conditions for pedestrians, bicyclists, and drivers
  - In some areas, it is challenging for drivers and bicyclists to share the road due to road width
- CO-119 (east of Boulder)
  - High speeds and traffic volumes
  - Some intersection-specific concerns (CO-119 and Airport Road, CO-119 and Jay Road)
- US-36
  - Turn lanes and acceleration lanes are being used as passing lanes along the corridor (especially by Middlefork)
  - US-36 and Neva Road – unsafe intersection for turning movements
- US-287
  - Many unsafe intersections that along US-287
  - High vehicle speeds, many crashes witnessed along the corridor

- Jay Road
    - Red-light running and fast speeds at Jay Road & CO-119
    - Lacking pedestrian and bicycle infrastructure on Jay Road between 63rd Avenue and 75th Avenue
- Arapahoe Road
    - Feels unsafe for bicyclists due to inadequate infrastructure; there is a desire for a parallel east-west facility
    - Some inaccessible RTD stops and other issues accessing amenities
    - High speeds, high volumes, and red light-running
- CO-170
    - Inadequate bicycle infrastructure/bicyclists feel unsafe biking here

Areas with a high number of comments include:

- Kenosha Road/Lookout Road between US-287 and 119th Street
    - High vehicle speeds
- 75th Street between South Boulder Road and Lookout Road
    - High vehicle speeds
    - Red-light running and lack of yielding to pedestrians
    - Concerns about high speeds in the school zone
- SH-66 approaching Lyons
    - Desire to increase the distance of the speed ramp-down entering Lyons
- Lefthand Canyon and Fourmile Canyon
    - Some vehicle and bicycle conflict—many bicyclists do not adhere to the "single file" signage--and some narrow areas make it uncomfortable to share the road
- Town of Nederland
    - Inadequate pedestrian infrastructure—some calls to improve pedestrian access to schools
    - Some areas where road infrastructure is considered—missing shoulders, no curb/gutter/guardrail in areas, washed out roads, lacking signage

Figure 20 is a word cloud generated from the top 100 words mentioned in the Boulder County area map comments. The larger the word, the more frequently it appeared in the comments.

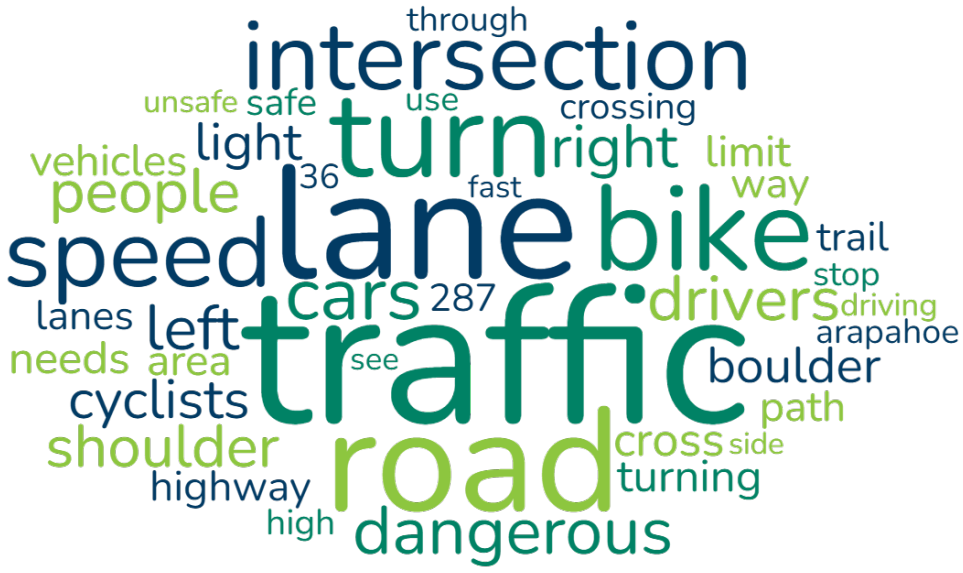


Figure 20. Word Cloud Generated from Boulder County Map Comments

Lafayette

Participants left 463 comments in the Lafayette study area. The breakdown of comments by type of concern is as follows:

- 104 Unsafe Driving
- 178 Unsafe Walking
- 109 Unsafe Biking
- 6 Unsafe Using Mobility Device
- 66 Other Concern

Figure 21 shows respondents' comments by location, color-coded by type of concern.

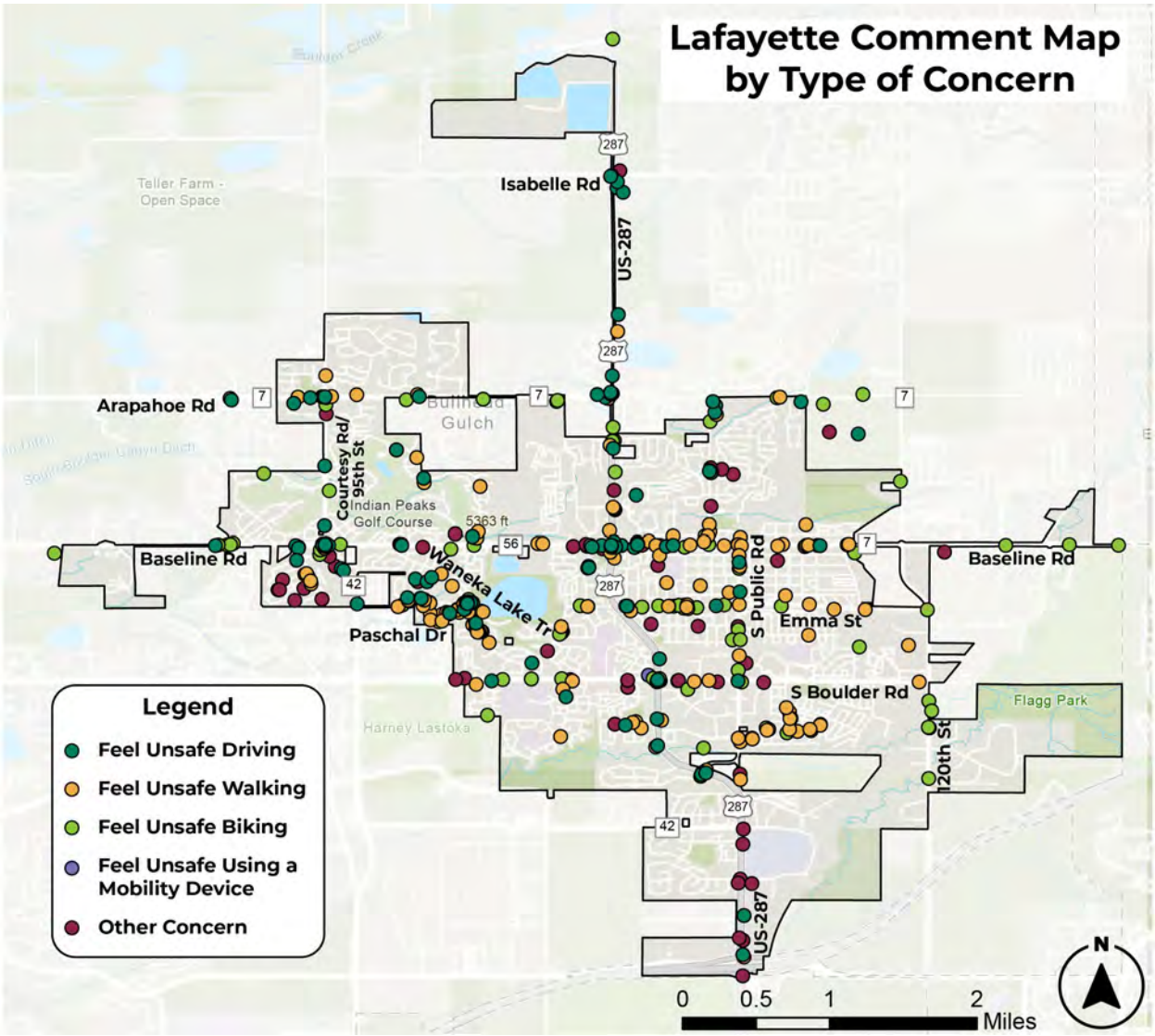


Figure 21. Lafayette Comment Map by Type of Concern

Corridors with a high number of comments include:

- US-287
  - Signal timing is off along the corridor
  - Excessive vehicle speeds
  - Bicycle and pedestrian crossings are challenging at intersections
- Baseline Road
  - Poor pavement conditions
  - Inadequate bicycle infrastructure means bicyclists feel unsafe
  - Pedestrians feel unsafe crossing and want better infrastructure/enforcement of vehicle speeds and yielding
- Public Road
  - Desire for better pedestrian and bicycle infrastructure, including more frequent and more comfortable places to cross
  - Vehicle traffic control concerns along the corridor
- Emma Street

    - Families feel unsafe walking/biking with their children to access school
    - Inadequate bicycle infrastructure and faded road/bike lane striping
- South Boulder Road
    - Corridor is not pedestrian or bicycle friendly – speeds, crossings, access management cited as issues
- Waneka Lake Trail
    - Parking on both sides of the street for the new pickleball courts at the park, combined with the road curvature, makes it challenging for vehicles to see pedestrians/bicyclists and other vehicles, and for pedestrians/bicyclists to see oncoming traffic

Intersections with a high number of comments include:

- 95th Street & Arapahoe Road
    - Red light running
    - Feels unsafe for peds and bikes
- US-287 & South Public Road
    - High thru speeds make the roadway feel unsafe for vehicles queueing in the turn lane
    - Red light running
- US-287 & South Boulder Road
    - Very unsafe intersection for people walking and people biking
    - Lots of red light running
- US-287 & Baseline Road
    - Turn lanes/merge lanes are short
    - Traffic backups here due to signal timing (especially left turns)
    - Unsafe intersection for people walking, biking, and rolling—leading pedestrian intervals suggested
- US-287 & Arapahoe Road
    - Traffic backups here due to signal timing
- US-287 & Isabelle Road
    - Concerns with high number of crashes here, especially serious injury and fatal crashes
    - Signal timing complaints –warning lights approaching the signal could help drivers prepare to stop
- 111th Street & Lucerne Drive/Cabrini Drive
    - Desire for traffic signal or roundabout to slow speeds and make crossing safer for people walking and people biking
- 111th Street & Arapahoe Road
    - Increased traffic volume, and poor traffic flow/visibility for drivers
- Emma Street & Bermont Avenue
    - Pedestrian and bicyclist safety concerns (school route)
- Courtesy Road/95th Street & Baseline Road
    - Not safe for bicyclists despite bicycle infrastructure
    - High speeds and red light running
    - Striping is unclear
- S Public Road & Baseline Road
    - Vehicles not yielding for pedestrians and bicyclists (school route)

Figure 22 is a word cloud generated from the top 100 words mentioned in the Lafayette area map comments. The larger the word, the more frequently it appeared in the comments.



Figure 22. Word Cloud Generated from Lafayette Map Comments

Superior

Participants left 83 comments in the Superior study area. The breakdown of comments by type of concern is as follows:

- 9 Unsafe Driving
- 28 Unsafe Walking
- 16 Unsafe Biking
- 1 Unsafe Using Mobility Device
- 29 Other Concern

Figure 23 shows respondents' comments by location, color-coded by type of concern.

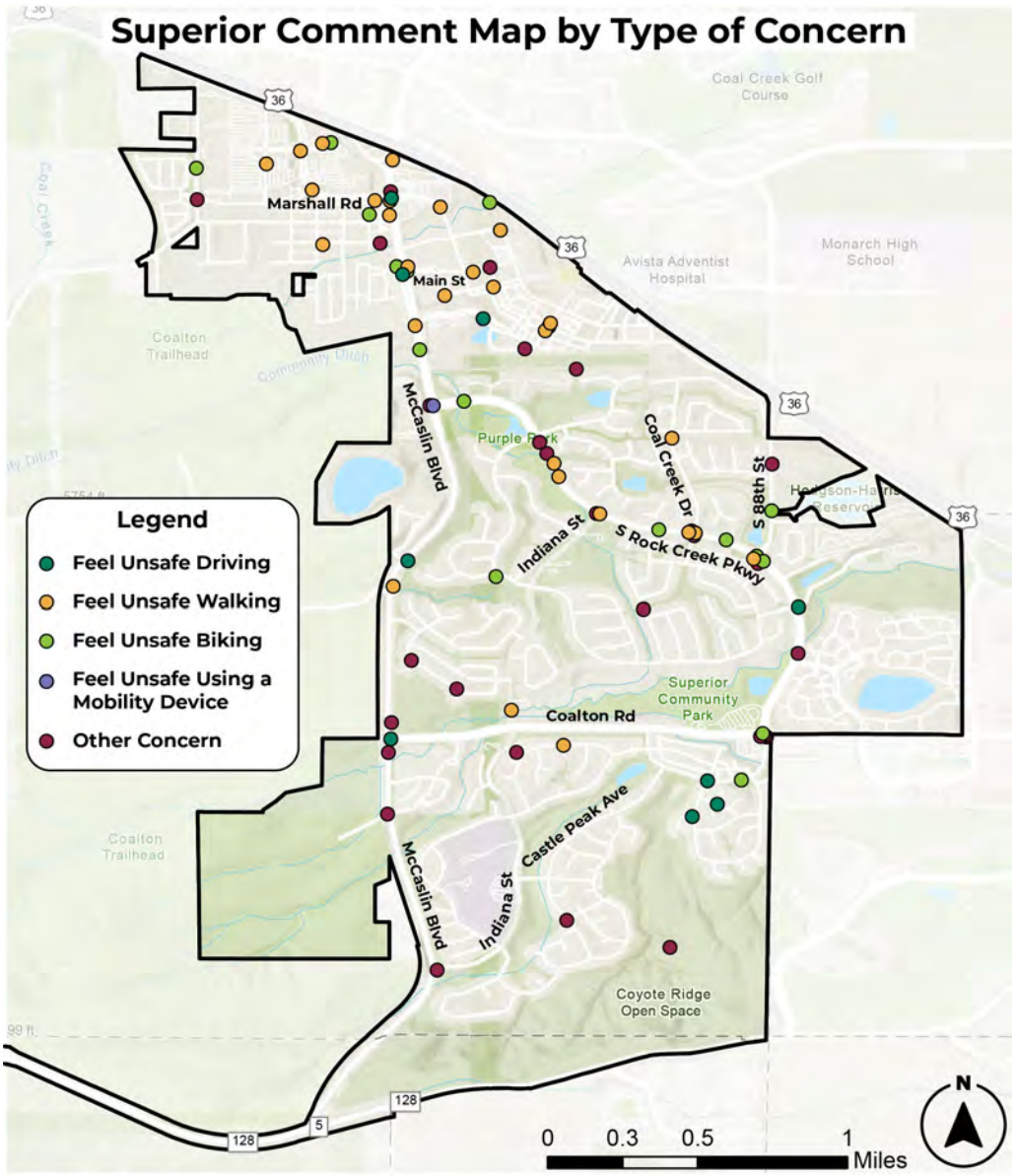


Figure 23. Superior Comment Map by Type of Concern

Corridors with a high number of comments include:

- McCaslin Boulevard
- Rock Creek Parkway

Intersections with a high number of comments include:

- McCaslin Boulevard & Marshall Road:
  - Speeding and red light running make this intersection feel unsafe for both drivers and people walking
- McCaslin Boulevard & Main Street:
  - Poor driver behavior at roundabout
  - Desire for safer pedestrian and bicycle infrastructure at roundabout (due to poor driver behavior)
- Rock Creek Parkway & Coal Creek Drive:

    - Unsignalized intersection makes it challenging for pedestrians (some school-aged) to cross and cars to make safe turns
- Rock Creek Parkway & S 88th Street:
    - Poor driver behavior at roundabout
    - Desire for safer pedestrian and bicycle infrastructure at roundabout (due to poor driver behavior)
- Rock Creek Parkway & Coalton Road
    - Disappearing bike lane means bicyclists need to merge into traffic at the intersection
    - High speeds, but slow-turning vehicles turning right onto Coalton Rd from Rock Creek Pkwy

Figure 24 is a word cloud generated from the top 100 words mentioned in the Superior area map comments. The larger the word, the more frequently it appeared in the comments.



Figure 24. Word Cloud Generated from Superior Map Comments

Next Steps

Phase 1 outreach for the Boulder County, Lafayette, & Superior Vision Zero Action Plans project solicited feedback from project stakeholders as well as over 1,000 in-person and virtual comments and survey responses from people who live, work, and travel through Boulder County. This feedback is invaluable for understanding qualitative and quantitative transportation concerns in the project area beyond the crash data. The project team will use the Phase 1 outreach results to inform the next stage of the project in which safety projects are developed and prioritized in each jurisdiction. Phase 2 outreach will occur late 2024/early 2025.

Appendices

Appendix A: Promotional Materials

Appendix B: Steering Committee Meeting Materials

Appendix C: Pop-up and Public Meeting Materials

Appendix A.
Promotional Materials

Boulder County, Lafayette, and Superior
VISION ZERO ACTION PLANS

Help Us Work Toward Zero Traffic Deaths

Thanks to a Safe Streets and Roads for All (SS4A) grant, Boulder County, Lafayette, and Superior have received funding to develop **Vision Zero Action Plans (VZAPs)** to comprehensively improve transportation safety. Each plan will be a detailed analysis of traffic crashes and risk factors with specific recommendations to implement in the coming years.



We are looking for input from the community on transportation safety.

Learn more and take our transportation safety survey by **August 31**!

Scan here or visit
boco.org/visionzeroactionplan

Boulder County, Lafayette y Superior
PLANES DE ACCIÓN DE *VISION ZERO*

Ayúdenos a lograr cero muertes por accidentes de tránsito

Gracias a una subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés), el condado de Boulder, Lafayette y Superior han recibido fondos para desarrollar **Planes de Acción de *Vision Zero* (VZAPs por sus siglas en inglés)** para mejorar integralmente la seguridad del transporte. Cada plan será un análisis detallado de los accidentes de tráfico y los factores de riesgo con recomendaciones específicas a implementar en los próximos años.



Estamos buscando opiniones de la comunidad sobre la seguridad del transporte.

¡Aprenda más sobre el proyecto y responda a nuestra encuesta de seguridad en el transporte hasta el **31 de agosto!**

Escanea aquí o visite
boco.org/visionzeroactionplan

Boulder County, Lafayette, and Superior
VISION ZERO ACTION PLANS

Boulder County

City of Lafayette

Town of Superior

Learn more and take our transportation safety survey by **August 31**!

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boco.org/visionzeroactionplan

Boulder County, Lafayette, y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

¡Aprenda más sobre el proyecto y responda a nuestra encuesta de seguridad en el transporte hasta el **31 de agosto**!

Escanea aquí o visite
boco.org/visionzeroactionplan

July 18, 2024

Boulder County Launches a Vision Zero Action Plan to Advance Transportation Safety

Boulder County Has Partnered With Lafayette and Superior to Eliminate Traffic Crashes That Result Serious Injury or Death

Key Points

- Boulder County is developing a Vision Zero Action Plan (VZAP) to improve safety at locations where a high number of severe crashes are currently occurring and to proactively redu risk at other key locations.
- The Vision Zero project team is seeking input from community members on transportation safety concerns through an online survey, community events, and online public meetin
- Learn more and sign up for updates at boco.org/visionzeroactionplan or contact the project team by email at visionzero@bouldercounty.gov.

Boulder County, Colo. – Boulder County has partnered with Lafayette and Superior to develop Vision Zero Action Plans to improve transportation safety throughout Boulder County. Visi is a strategy and commitment to eliminate all serious injury and fatal traffic crashes.

Funded through a federal Safe Streets and Roads for All (SS4A) grant that Boulder County, Lafayette, and Superior were jointly awarded in 2023, the project team is undertaking a detaile analysis of traffic crashes and risk factors and developing specific recommendations to improve transportation safety in the coming years. Three Vision Zero Action Plans will be develope through this effort. The Boulder County VZAP area will include unincorporated Boulder County as well as Jamestown, Nederland, and Ward. The VZAP effort began in April 2024 and is b by Boulder County.

In addition to determining locations with a significant history of severe crashes and those with high risk factors, the VZAP project team is engaging with residents and visitors to learn abou transportation safety concerns. Boulder County residents who are interested in transportation safety are encouraged to visit the VZAP website to learn more about the effort, provide input sign up for project updates.

Safety Survey and Upcoming Opportunities to Engage

A transportation safety survey is currently posted on the project website; responses are being collected through August 31.

The VZAP team is attending two upcoming community events. Stop by to visit with the project team to learn more and share your input:

- Nederland Farmers Market - 80 E. Second St. & 85 E. First St. (Sunday, July 21, 10 a.m. - 1 p.m.)
- Lafayette Art Night Out - S. Public Rd. between Emma and Cannon Streets (Friday, August 9, 5 p.m. - 8 p.m.)

There will also be a series of online public meetings that are open to all community members:

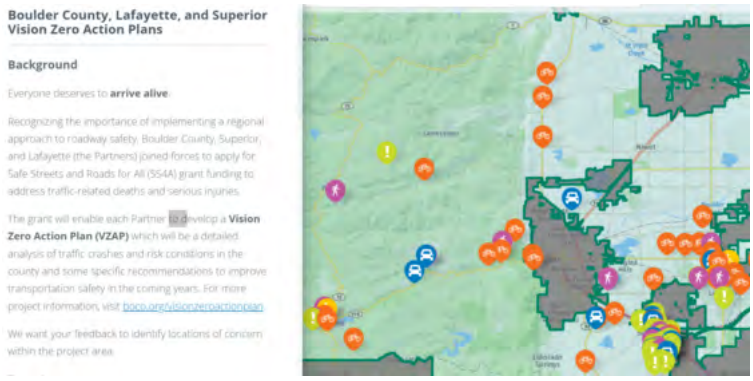
- Superior - Thursday, August 1
- Unincorporated Boulder County and mountain towns - Thursday, August 8
- Lafayette - Tuesday, August 20

The VZAP team will be providing an overview of transportation safety for each jurisdiction and listening to community member concerns. For more information about locations and times f events, please subscribe to the Vision Zero newsletter.

Project Schedule and Contact Information

The VZAP effort will culminate in three Vision Zero Action Plans (for unincorporated Boulder County, Jamestown, Nederland, and Ward; Lafayette; and Superior) and is scheduled to run t early 2025.

For more information, contact Liv Lewin, Boulder County Vision Zero Program Manager, at visionzero@bouldercounty.gov or 720-564-2292.



Boulder County wants to ensure that everyone has equal access to our programs, activities, and services. To request an Americans with Disability Act (ADA) accommodation, please ema ADA@bouldercounty.gov, or call 303-441-1386.

If you need help in another language, please email CPPfrontdesk@bouldercounty.gov or call 303-441-3930.

News Links

- News Releases
- Events Calendar
- Social Media

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Appendix B.
Stakeholder Meeting #1 Materials & Notes

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting #1

June 26, 2024



Agenda

1. Introductions
2. Project Overview & Schedule
3. Stakeholder & Community Engagement
4. Role of Steering Committee
5. Questions/Comments
6. Tour of Project Website & Survey
7. Listening Session
8. How You Can Help!







Introductions

Introductions

- Name
- Affiliation or Interest in the Vision Zero Action Plan Project
- Town/City of Residence
- Ice Breaker: What is your favorite Ice Cream Flavor?







Project Overview and Schedule

What is Vision Zero?

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation.

Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.



Safe System Approach

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



Project Overview

- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.





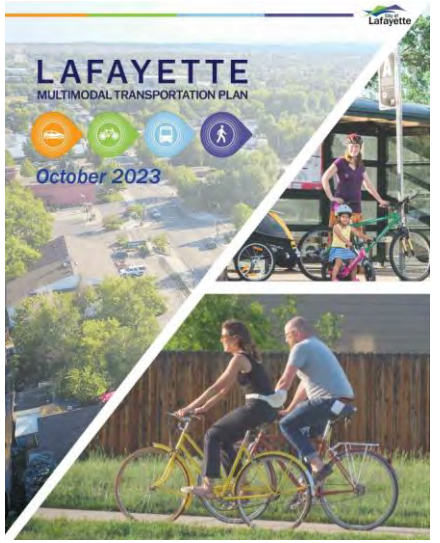


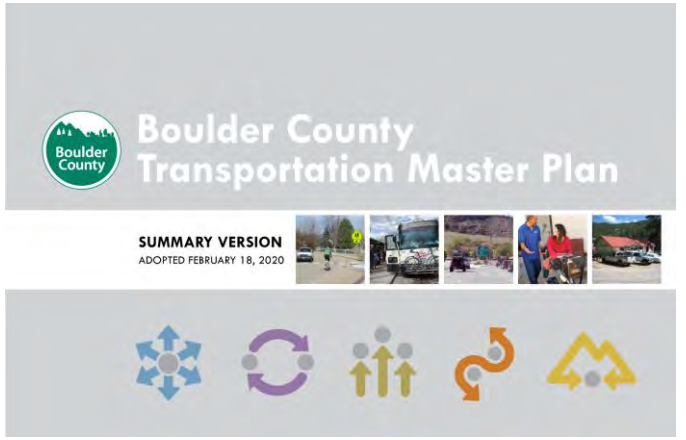




Action Plan Development

- Deliver three standalone Vision Zero Action Plans:
  1. **Boulder County** – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
  2. **City of Lafayette**
  3. **Town of Superior**
- Create list of specific actions, noting responsibility and potential funding sources for implementation.





Project Process



Project Process



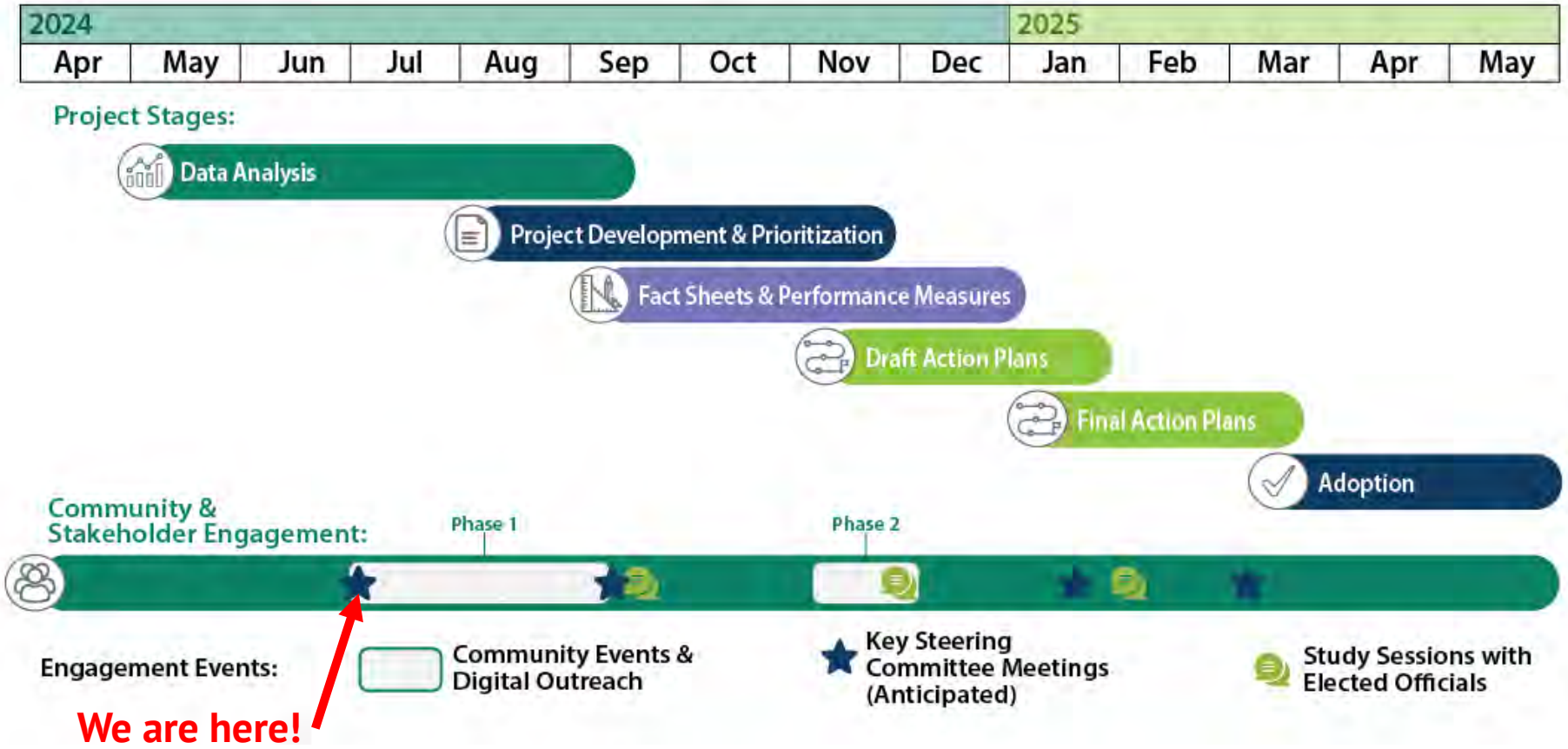
Project Process



Project Process



Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Stakeholder & Community Engagement

Engagement Process

Phase 1
July/August
We are here

Inform public about Vision Zero and listening session to learn about traffic safety concerns.

Phase 2
November/December

Share draft content for the Vision Zero Action Plan and ask for feedback on the draft recommendations.

Engagement Strategies

Stakeholder Outreach:

- Steering Committee
  - Geographic or special topic areas
  - Emergency Services
- VZ Community Partnership
- Elected Officials

Community Outreach:

- Public meetings
- Pop-up events
- Additional events
- Supplement with digital outreach

Digital Outreach:

- Website
- Social Media Blasts
- Online surveys/ interactive maps
- Project Newsletters
- Community-based organizations







Upcoming Engagement Activities (Phase 1)

Pop-up Events and Online Public Meetings

Boulder County

Unincorporated and Mountain Towns

- Nederland Farmers Market and Party in the Peaks – July 21
- Public Meeting – Aug 8

Lafayette

- Lafayette Art Night Out – Aug 9
- Public Meeting – Aug 20

Superior

- 4th of July Festivities – July 4
- Public Meeting – Aug 1

Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

Role of Steering Committee

Steering Committee Roles & Responsibilities

Roles: To provide input on project-related issues and serve as liaisons between the project team, your organization, and members of your community.



Responsibilities:

- Provide locally-focused expertise on the project
- Share project info with your organization and community
- Support community engagement activities
- Attend Steering Committee meetings and engage in touchpoints
- Participate with open and honest input & listen with an open mind
- Commit to pursuit of collaborative decisions

Member Expectations

- Full group meetings
  1. June 26 – today!
  2. September 2024*
  3. January 2025*
  4. March 2025*

**Tentative Dates*

- Smaller group meetings or work sessions based on geography or topic area

Your participation and input is valuable for the success of developing the Vision Zero Action Plans!

Questions or Comments?

Project Website and Survey

Links for Demonstrations

boco.org/visionzeroactionplan

Listening Session

Mural Board

Go to

https://bit.ly/BOCOVZAPSC

Or scan this QR code:

How You Can Help!

How You Can Help!

Actions

- Add ideas to the Mural!
- Promote public engagement events, website, and survey
- Attend/participate
- Connect us to your organization/communities

Calendar

- **July/August:** Pop-up events and public meetings
- **August 31:** Survey closes
- **September TBD:** Full Group Steering Committee Meeting #2

Thank you!

Project Contacts

Liv Lewin, PE
Boulder County
Vision Zero Program Manager
visionzero@bouldercounty.gov

Nikki Riemer, PE, RSP$_1$
Consor Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

Boulder County, Lafayette, & Superior Vision Zero Action Plans Steering Committee #1

June 26, 2024 | 11 am – 12:30 pm

LOCATION: Virtual (Zoom)

ATTENDEES:

Liv Lewin, Boulder County, VZAP PM		Clark Chapman, *Boulder/Nederland area resident*
Alex Hyde-Wright, Boulder County		Craig Towler, Center for People with Disabilities, *Boulder resident*
Mark Shisler, Boulder County		Denice Walker, Mobility for All Ambassador *Lafayette resident*
Alex Bullen, Superior		George Eveleth, Boulder County, Engineer *Denver resident*
Michelle Melonakis, Lafayette		John Flora, JM Flora Law Group *Superior resident*
Nikki Riemer, Consor		Joshua Davis, Town of Nederland Streets Manager, *Nederland resident*
Krystian Boreyko, Consor		Katrina Harms, Peak to Peak Housing & Human Services Alliance, Peak to Peak Scenic Byway Board member, *Nederland resident*
Jenny Godwin, Consor		Krista Nordback, Community Cycles *Boulder resident*
Alexandra Phillips, Boulder County *South Boulder resident*		Landon Hillard, Boulder County, *Boulder resident*
Alvan Bidal Sanchez, DRCOG		Matthew Muir, Coalition 4 Cyclists
Bill Crist, Boulder County Sheriff's Office		Rachel Arndt, Boulder County Public Health *Nederland resident*
Bryce Reeves, CDOT Bike/Ped Coordinator & ADA Coordinator, *Windsor resident*		Rachel Plessing, *Superior resident*
Cammie Edson, City of Longmont Vision Zero *Longmont resident*		Stephanie Walton, former Lafayette Councilperson; Lafayette Senior Advisory Committee *Lafayette resident*

MEETING NOTES:

1. **Introductions**
2. **Project Overview & Schedule**
    a. What is Vision Zero?
        1) Definition: Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.
    b. Safe System Approach
        1) Principles of Safe Systems:
            a. Deaths and Serious Injuries are Unacceptable
            b. Humans Make Mistakes
            c. Humans are Vulnerable
            d. Responsibility is Shared
            e. Safety is Proactive
            f. Redundancy is Critical
        2) Elements
            a. Safer People
            b. Safer Vehicles
            c. Safer Speeds
            d. Safer Roads
            e. Post-Crash Care
    c. Project Process
        1) Data Analysis – documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors
        2) Project Development & Prioritization – identifying and prioritizing specific projects to address existing issues and proactive measures to address risk
        3) Fact Sheets & Performance Measures – developing concepts for priority projects and determining how we will monitor progress/success
        4) Action Plans – creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility and potential funding sources for implementation
        5) Community and Stakeholder Engagement – engagement will occur throughout each stage of the project
    d. Schedule
        1) Phase 1 engagement will occur in July/August, and Steering Committee Meeting kicks-off the start of Phase 1 engagement
        2) Phase 2 engagement will occur late fall/early winter
        3) Draft action plan by late 2024/early 2025
        4) Final action plan March/April 2025
3. **Stakeholder & Community Engagement**
    a. Phases

1) Phase 1 (July/August): Inform public about Vision Zero and listening session to learn about traffic safety concerns
2) Phase 2 (November/December): Share draft content for the Vision Zero Action Plan and ask for feedback on the draft recommendations

b. Engagement Strategies
    1) Stakeholder Outreach
        a. Steering Committee
        b. VZ Community Partnership
        c. Elected Officials
    2) Community Outreach
        a. Public meetings
        b. Pop-up events
        c. Additional events
        d. Supplement with digital outreach
    3) Digital Outreach
        a. Website Social media blasts
        b. Online survey/interactive maps
        c. Project newsletters
        d. Community-based organizations

c. Upcoming Engagement Activities (Phase 1)
    1) Dates for events in each Partners' jurisdictions posted on website
    2) Steering Committee members encouraged to share events with their communities/organizations

4. **Role of Steering Committee**
    a. Role: To provide input on project-related issues and serve as liaisons between the project team, your organization, and members of your community
    b. Responsibilities
        1) Provide locally-focused expertise on the project
        2) Share project info with your organization and community
        3) Support community engagement activities
        4) Attend Steering Committee meetings and engage in touchpoints
        5) Participate with open and honest input & listen with an open mind
        6) Commit to pursuit of collaborative decisions
    c. Member expectations
        1) Four full group meetings (June 26, September 2024, January 2025, March 2025)
        2) There will be smaller group meetings/work sessions based on geography or topic area between the full group meetings
5. **Q&A**
    a. Stephanie Walton: How will the project team support language access for inclusion and how will information from other adopted regional action plans inform this effort?

1) Nikki: All materials will be translated into Spanish (including virtual and in-person materials). The Partners' have already started Vision Zero efforts and have obtained feedback from prior plans that will be referenced and incorporated (Lafayette MMTP, US 287 Vision Zero Study, etc.).
2) Liv: Vision Zero Community Partnership brings together entities involved in Vision Zero efforts already, offering an avenue for learning and supporting from related efforts.

b. Cammie Edson: USDOT updated their visuals to be more equitable and encourage using the newer graphic here instead: What Is a Safe System Approach? | US Department of Transportation
    1) Nikki: We will incorporate the newer graphic moving forward.
c. Katrina Harms: Nederland just completed their Transportation Plan and is currently working on their Comprehensive Plan. The Scenic Byway also has a plan.
    1) Nikki: The project team will review and incorporate findings from these efforts.
d. Stephanie Walton: Is there a PIO or comms person on the project team and synced up with local community PIOs?
    1) Krystian: Yes, we are working with the Communications team from each partner jurisdiction to promote the Vision Zero Action Plans and upcoming meeting notices through local channels like newsletters, e-blasts, and social media posts.
    2) Liv: Communications staff from all the Partners are coordinating. We'd love to have access to other communication channels too, if you have other specific ideas.
e. Cammie Edson: When visiting the map, will people see they can give feedback on state highway connections running through the region? Is there a way to call attention to where they can give feedback geographically up front?
    1) Nikki: The map is geolocated so people will be able to drop a pin within state highways within the county but if outside of the are covered in the VZAP, they will get an error message.
    2) Krystian: The intro text for the survey clarifies areas within which to provide feedback. The project team can further clarify that the map acts as an independent effort and add further information to the splash screen that pops up initially too.
f. Stephanie Walton: Is the map embedded within the survey? Can I add comments to the map multiple times?
    1) Krystian: Yes, you can visit the map as many times as you'd like.
g. Katrina Harms: Is there a way to provide feedback over the phone if people don't have internet access?
    1) Krystian: The accommodation for people who don't have internet is to fill out a printed survey in person at pop-up events/meetings. The project team is also

considering additional ways to reach people without internet access to provide tools that accommodate their needs

2) Katrina Harms: Nederland Library is a great place to post materials.

h. Stephanie Walton: Suggest printed materials be available at libraries and senior centers with briefing to resource coordinators.

6. **Tour of Project Website & Survey**
   a. Website: Boulder County Vision Zero Action Plan - Boulder County
   Shortened URL: boco.org/visionzeroactionplan
      1) Suggestion from Stephanie Walton: perhaps the project website could link to the most recent or final MMTP for Lafayette. The current link looks like the project plan used during the building the plan (which is now outdated and likely "expired" info -- not sure there are plans to update?).
   b. Survey: Boulder County, Lafayette, Superior Vision Zero Action Plans | Social Pinpoint (mysocialpinpoint.com)
7. **Listening Session**
   a. Mural activity (open through 7/5)
      1) What would a successful Vision Zero Action Plan look like to you? Please use the sticky notes to add key success themes.
      2) What are your ideas for roadway safety in Boulder County? Please add your ideas for how the Vision Zero Action Plans can advance transportation safety outcomes under the topic areas below.
   b. Link: https://bit.ly/BOCOVZAPSC
      1) Stephanie Walton: A thoughtful implementation plan that's actionable and with a focus on funding. Ensure the plan isn't collecting dust and is in motion and moving forward. Bring people through the engagement process and integrate within related efforts/projects. Balance education with growth in population and impact that residents are feeling – demonstrate keeping up with quality of life and emerging needs.
      2) Katrina Harms: From a highway point of view, success is challenging when Nederland (and Peak to Peak Highway) is enveloped with traffic. There are services on both sides of the highway and a lack of crosswalks. Unincorporated areas aren't receiving attention or funding currently.
      3) Stephanie Walton: How do we communicate and how is CDOT involved in this effort? Let's be sure to include actions for state highways running through these communities.
         a. Krystian: CDOT is at the table (including on the Steering Committee) and will be engaged in the recommendation development stage. Important to be comprehensive with each action plan and review all facilities, regardless of who operates/maintains them.

4) Matt Muir: Instead of solely reactive safety metrics, a success metric could be, for example, proximity of population to a multi-modal facility. 1.) Make crash data automatic with a statewide standard electronic crash report form. 2.) Infrastructure is slow and expensive, develop policy solutions. Specifically, improved driver's certification. 3.) Communicate how funding works and the, say, basic $9M per year from the county's sales tax. Need to ensure people understand Colorado traffic laws and remind people of the contract they enter into when operating a motor vehicle in the state of Colorado. Consider sharing videos to remind people of traffic laws.
    a. Stephanie Walton: Consider having up-to-date information about current and new legislation that is communicated in a way that is easy to digest for people. Additionally, legislation does not come with a marketing budget so awareness building/continuing education is important. What are some potential funding mechanisms to augment CDOT's PSA media budget?
5) Rachel Plessing: Consider the respect and responsibility we take on as drivers – inspire a communal sense of looking out for vulnerable users.
6) Katrina Harms: Consider places like along Peak to Peak Highway where there aren't municipalities advocating for elements of the P2P Plan. Consider how Nederland is uniquely impacted and which requires tailored strategies to be effective. Ensure attention to the types of through-traffic coming through this area and awareness level of drivers/safety issues (winter traffic, animals in the roadway, lack of crossing facilities so people are dashing across the roadway).
    a. Rachel Plessing: Agree with Katrina on the difference in local vs. tourist traffic!
7) Rachel Arndt: I think going directly to communities that are difficult to reach when they are already meeting vs. them coming to you.
8) Stephanie Walton: How can we anticipate the needs of transportation and infrastructure for older adults, as it relates to VZ?

8. **Next Steps**
    a. Actions
        1) Add ideas to the Mural! (through July 5)
        2) Promote public engagement events, website, and survey
        3) Attend/participate
        4) Connect us to your organization/communities
    b. Calendar
        1) July/August: Pop-up events and public meetings
        2) August 31: Survey closes
        3) September TBD: Full Group Steering Committee Meeting #2

Appendix C.
Pop-Up and Public Meeting Materials

Boulder County Vision Zero Action Plan

Help Us Work Towards Zero Traffic Deaths

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

The grant will enable each Partner to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk factors in the county and some specific recommendations to comprehensively **improve transportation safety** in the coming years.

Key Project Stages:

Data Analysis: Documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors.

Project Development & Prioritization: Identifying and prioritizing specific projects to address existing issues and proactive measures to address risk.

Fact Sheets & Performance Measures: Developing concepts for priority projects and determining how we will monitor progress/success.

Action Plans: Creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility, timing, and potential funding sources for implementation.

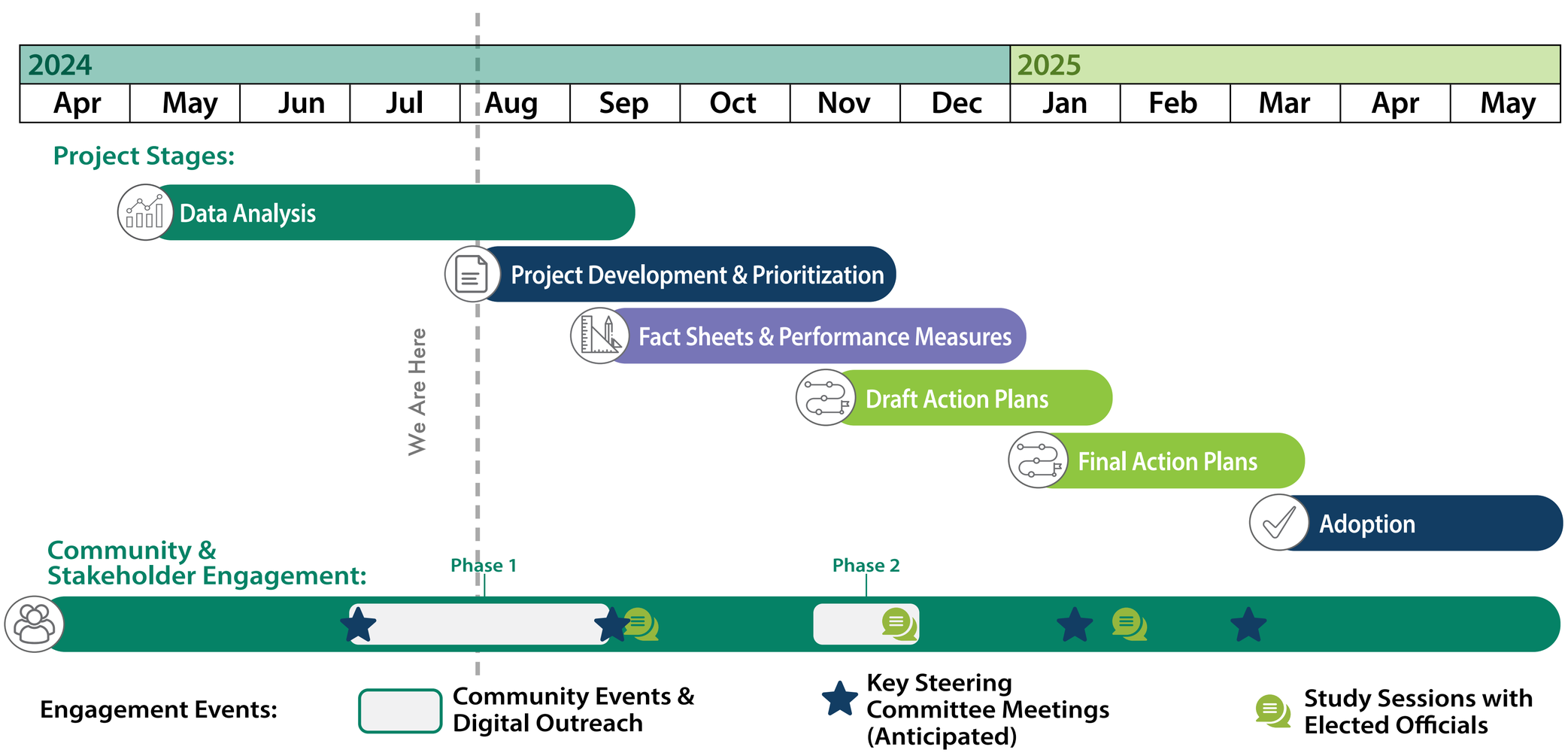
What is Vision Zero?

Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:

boco.org/VisionZeroActionPlan

Project Timeline:



Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

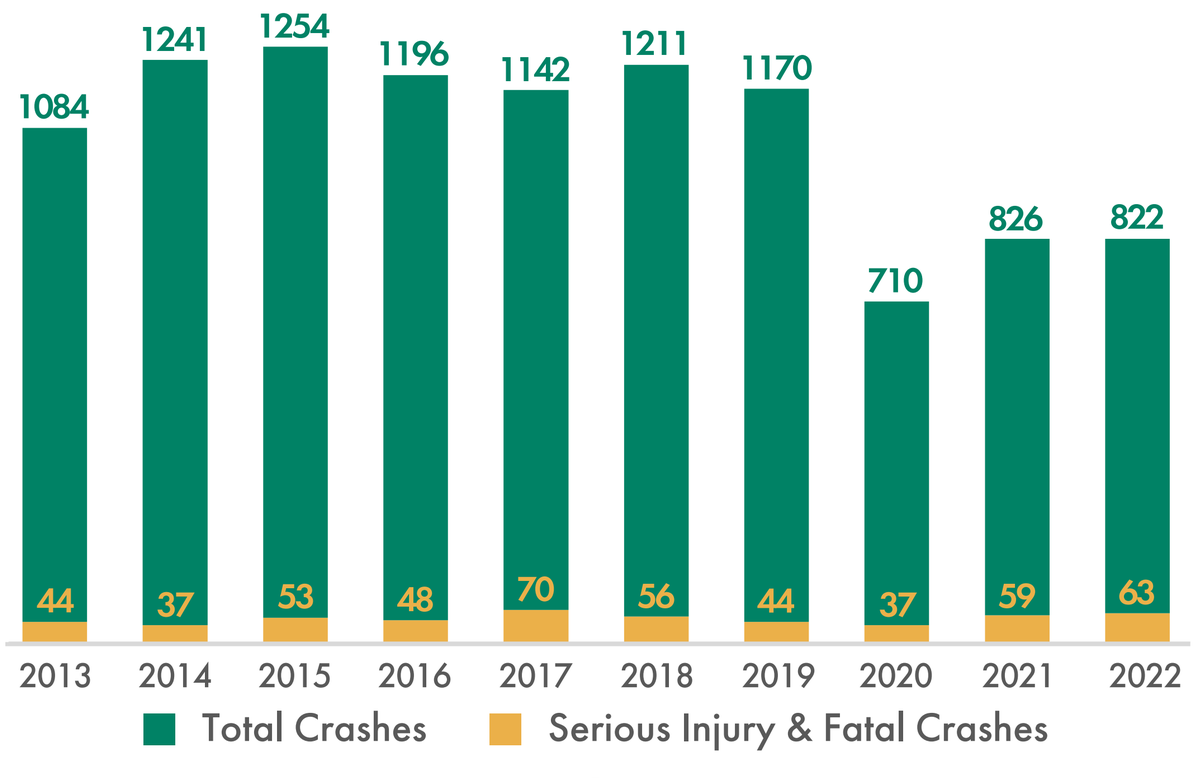
Unincorporated Boulder County Traffic Safety Analysis

The Project Area includes Unincorporated Boulder County and the Mountain Towns of Nederland, Jamestown, and Ward

Why is Vision Zero Important?

Over 10 years, **135** people died in traffic crashes in the Project Area

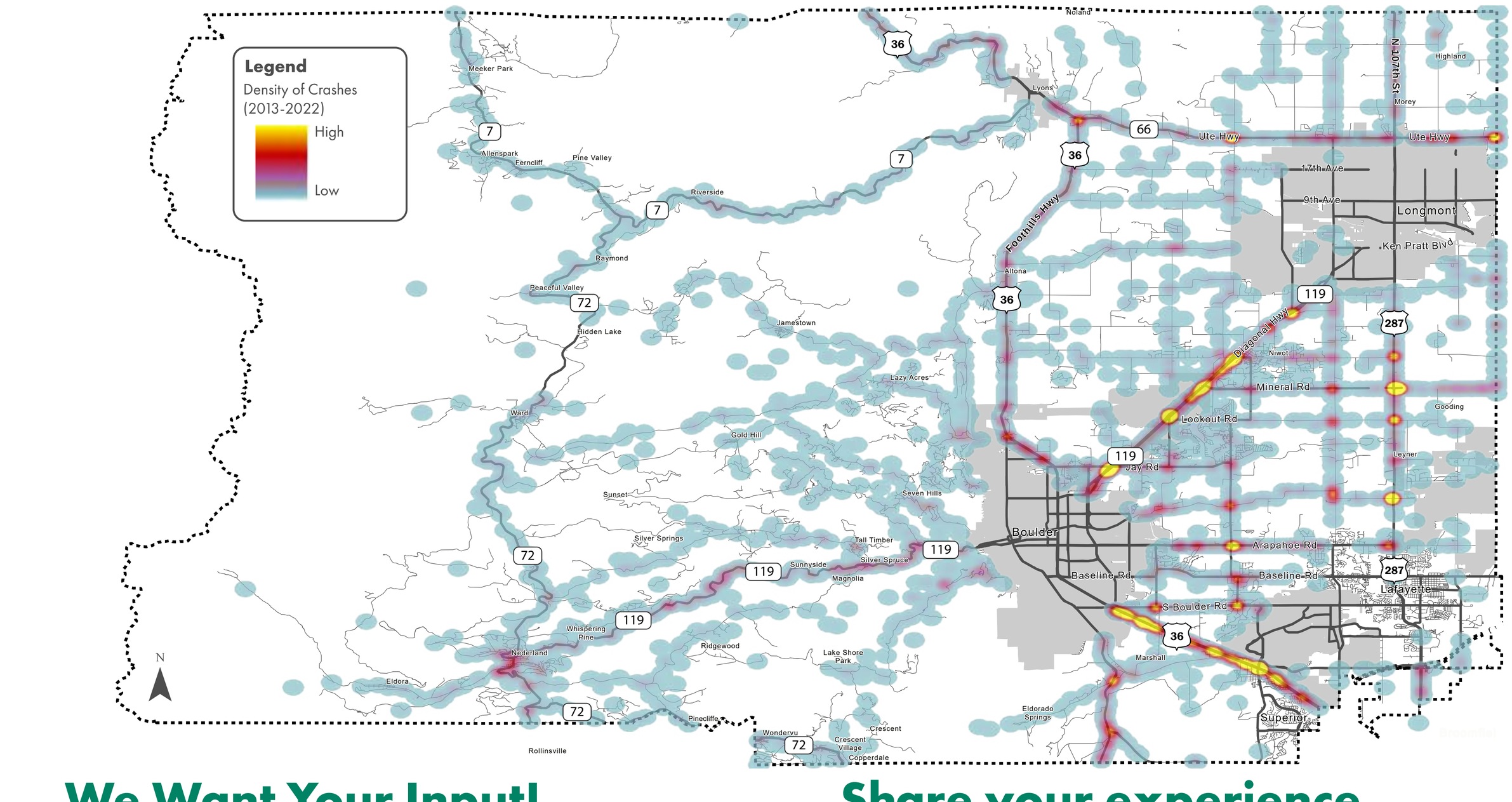
Crashes Over Time:



Top Five Serious Injury & Fatal Crash Types:

Fixed Object	16%
Overturning / Rollover	15%
Bicycle	11%
Broadside	11%
Head-On	11%

Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has **increased**.



We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans — and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.

Share your experience traveling in Boulder County by:

- Placing stickers on our map or dropping pins on our online interactive map
- Taking our online survey by August 31

boco.org/VisionZeroActionPlan

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Condado de Boulder
Plan de Acción de *Vision Zero*

Ayúdenos a lograr cero muertes por accidentes de tránsito

Reconociendo la importancia de implementar una estrategia regional para la seguridad vial, el condado de Boulder, Lafayette y Superior (los socios) unieron fuerzas para solicitar fondos de subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés) para abordar **las muertes y lesiones graves relacionadas con el tránsito**.

La subvención permitirá a cada socio desarrollar un **Plan de Acción de *Vision Zero* (VZAP por sus siglas en inglés)**, que será un análisis detallado de los accidentes de tránsito y los factores de riesgo en el condado y algunas recomendaciones específicas para **mejorar la seguridad del transporte** en los próximos años.

Etapas Clave del Proyecto:

Análisis de Datos: Documentar las principales tendencias de accidentes, desarrollar la red de alto índice de lesiones (corredores donde ocurren la mayoría de los accidentes) e identificar factores de riesgo.

Desarrollo y Priorización del Proyecto: Identificar y priorizar proyectos específicos para abordar problemas existentes y medidas proactivas para abordar el riesgo.

Hojas Informativas y Medidas de Desempeño: Desarrollar conceptos para proyectos prioritarios y determinar cómo monitorear el progreso/éxito.

Planes de Acción: Crear listas de tareas pendientes de acciones específicas (tanto de infraestructura, p.ej. mejoras de carreteras, como de no infraestructura, p.ej. campañas educativas), señalando la responsabilidad, el calendario y las posibles fuentes de financiación para la implementación.

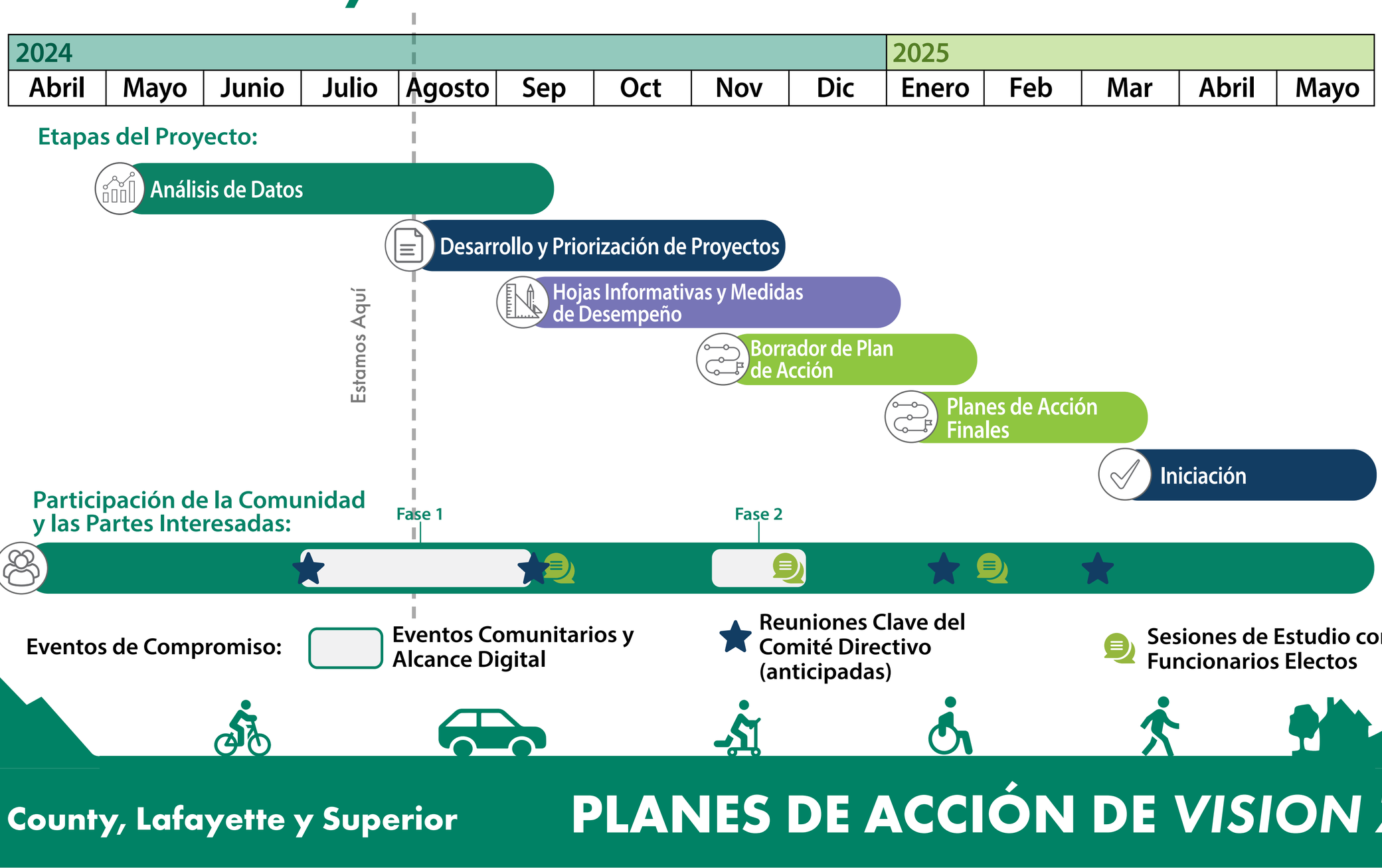
¿Qué es *Vision Zero*?

Vision Zero es una estrategia comunitaria para eliminar todas las muertes y lesiones graves en accidentes de tránsito y aumentar los viajes seguros, sanos y equitativos para todos.

Obtenga más Información sobre el Plan:

boco.org/VisionZeroActionPlan

Calendario del Proyecto:



Boulder County, Lafayette y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

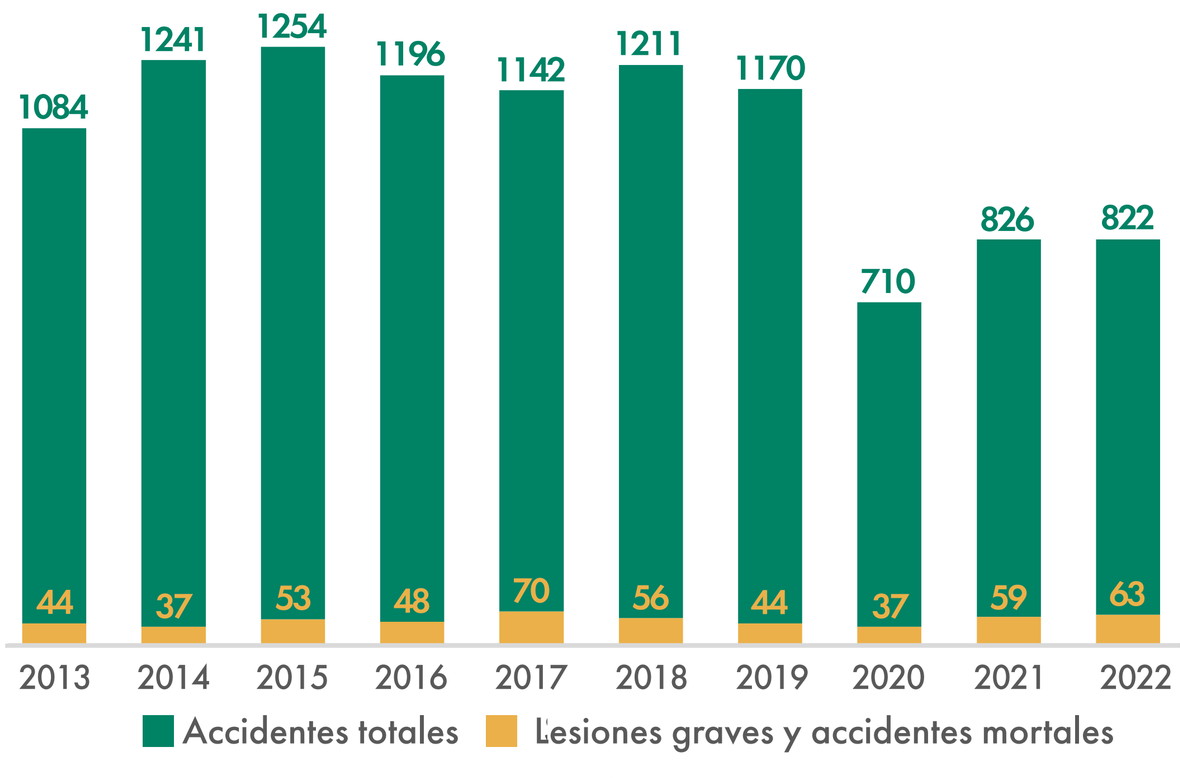
Condado de Boulder No Incorporado
Análisis de Seguridad Vial

El área del proyecto incluye el condado no incorporado de Boulder y las communidades participantes de Nederland, Jamestown y Ward

¿Por qué es importante *Vision Zero*?

En 10 años, **135** personas murieron en accidentes de tránsito en el Área del Proyecto

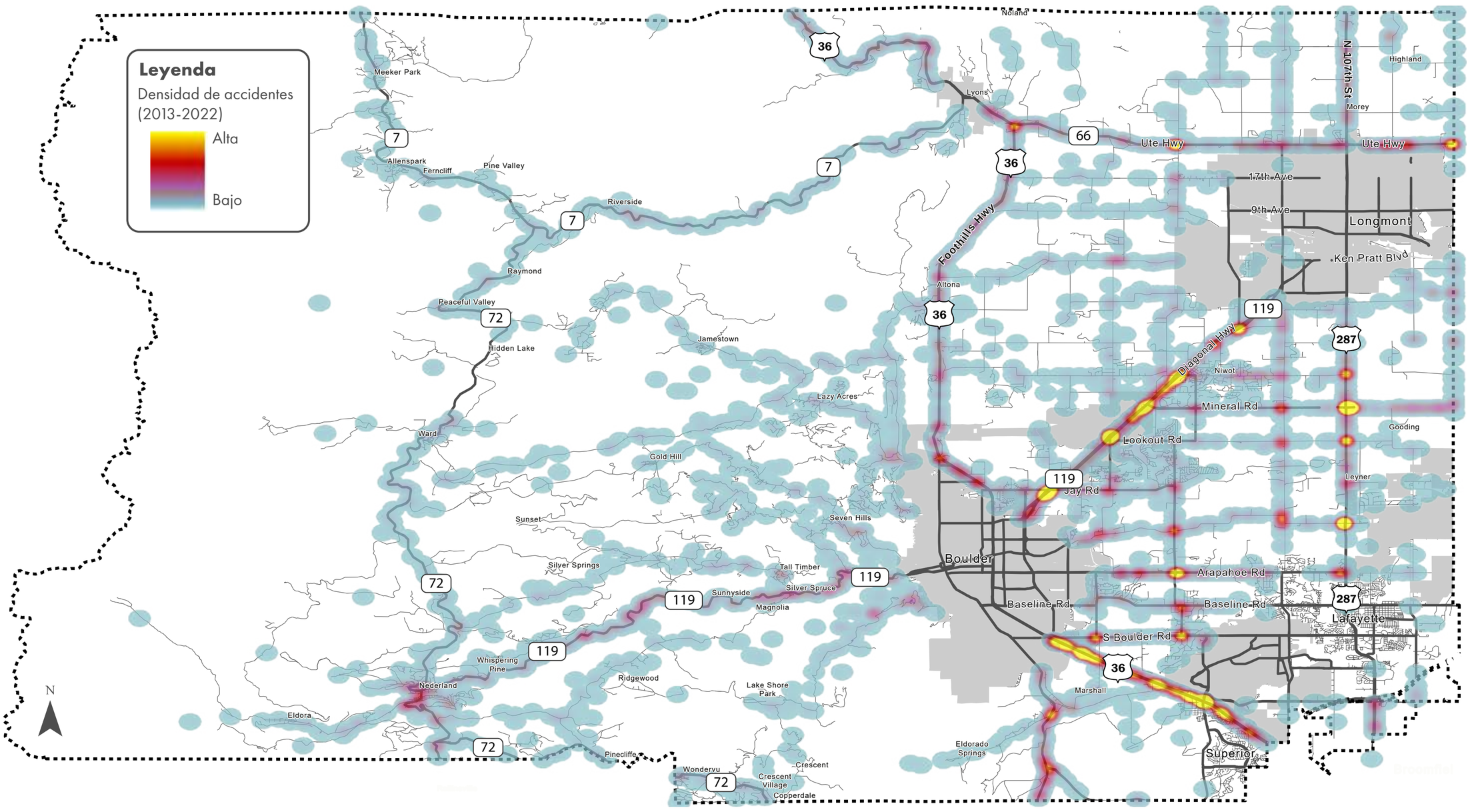
Accidentes por Año:



Los cinco tipos principales de lesiones graves y accidentes mortales:

Objeto Fijo	16%
Vuelco	15%
Bicicleta	11%
De Costado	11%
De Frente	11%

Aunque el total de accidentes ha disminuido desde 2019, el porcentaje de accidentes con lesiones graves y fatales ha **aumentado**.



¡Queremos su Opinión!

El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de Vision Zero y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.

Comparta su experiencia de viajar en Condado de Boulder al:

- Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interactivo en línea
- Responder nuestra encuesta en línea antes del 31 de agosto

boco.org/VisionZeroActionPlan

Boulder County, Lafayette y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

Lafayette
Vision Zero Action Plan

Help Us Work Towards Zero Traffic Deaths

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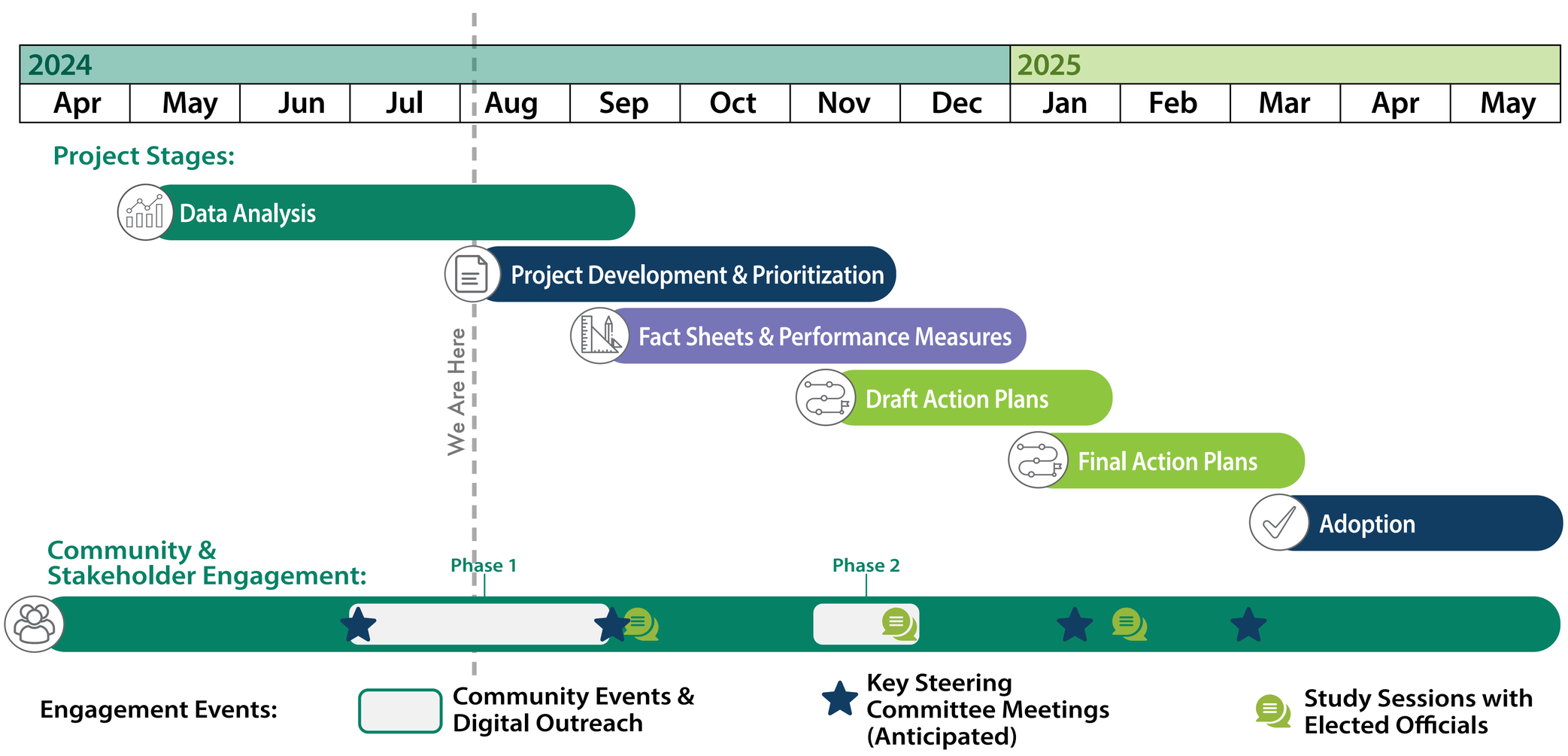
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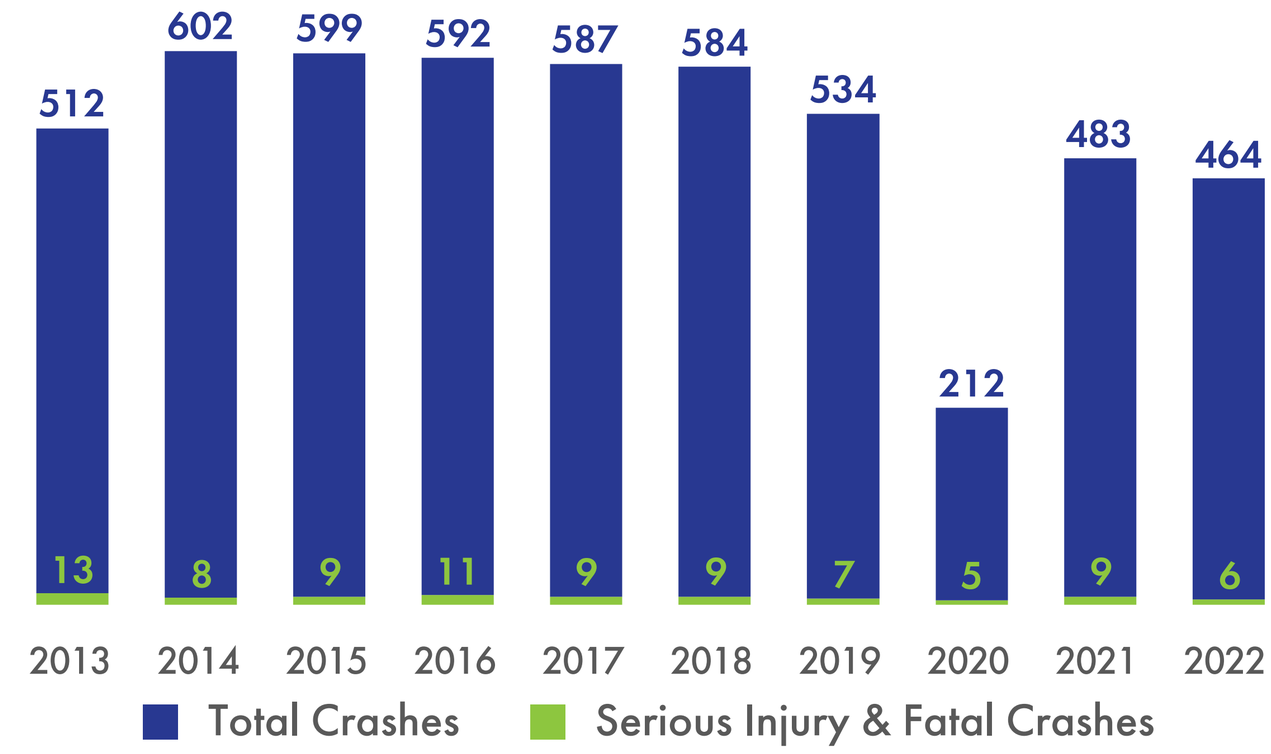


Lafayette Traffic Safety Analysis

Why is Vision Zero Important?

Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette

Crashes Over Time*:



* Colorado Department of Transportation (CDOT) crash data was used

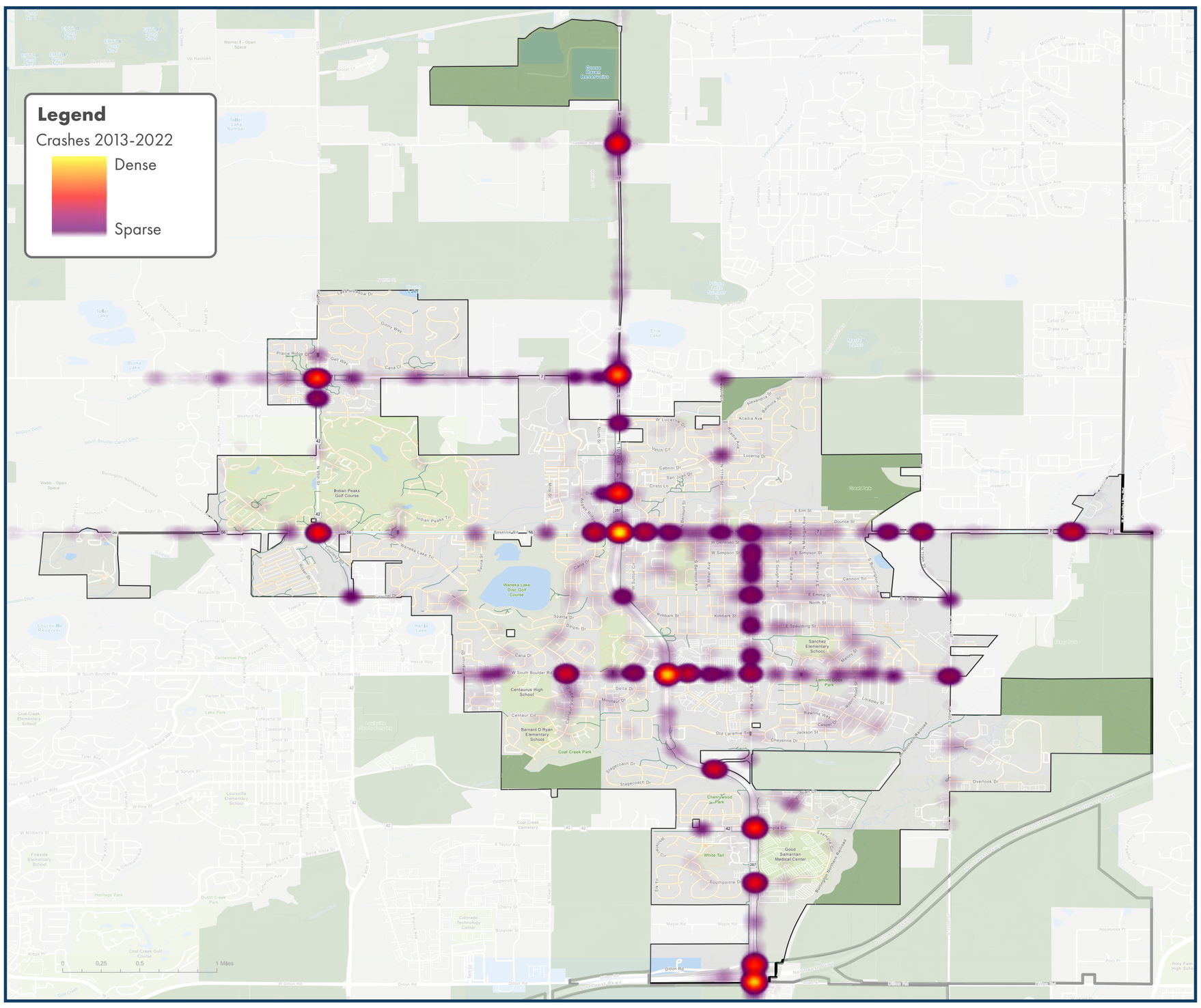
Top Four Serious Injury & Fatal Crash Types:

Broadside	20%
Approach Turn	18%
Rear-End	16%
Sideswipe	12%

Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans — and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.



Share your experience traveling in Lafayette by:

- Placing stickers on our map or dropping pins on our online interactive map
- Taking our online survey by August 31

boco.org/VisionZeroActionPlan

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Lafayette
Plan de Acción de *Vision Zero*

Ayúdenos a lograr cero muertes por accidentes de tránsito

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La subvención permitirá a cada socio desarrollar un **Plan de Acción de *Vision Zero* (VZAP por sus siglas en inglés)**, que será un análisis detallado de los accidentes de tránsito y los factores de riesgo en su comunidad y algunas recomendaciones específicas para **mejorar la seguridad del transporte** en los próximos años.

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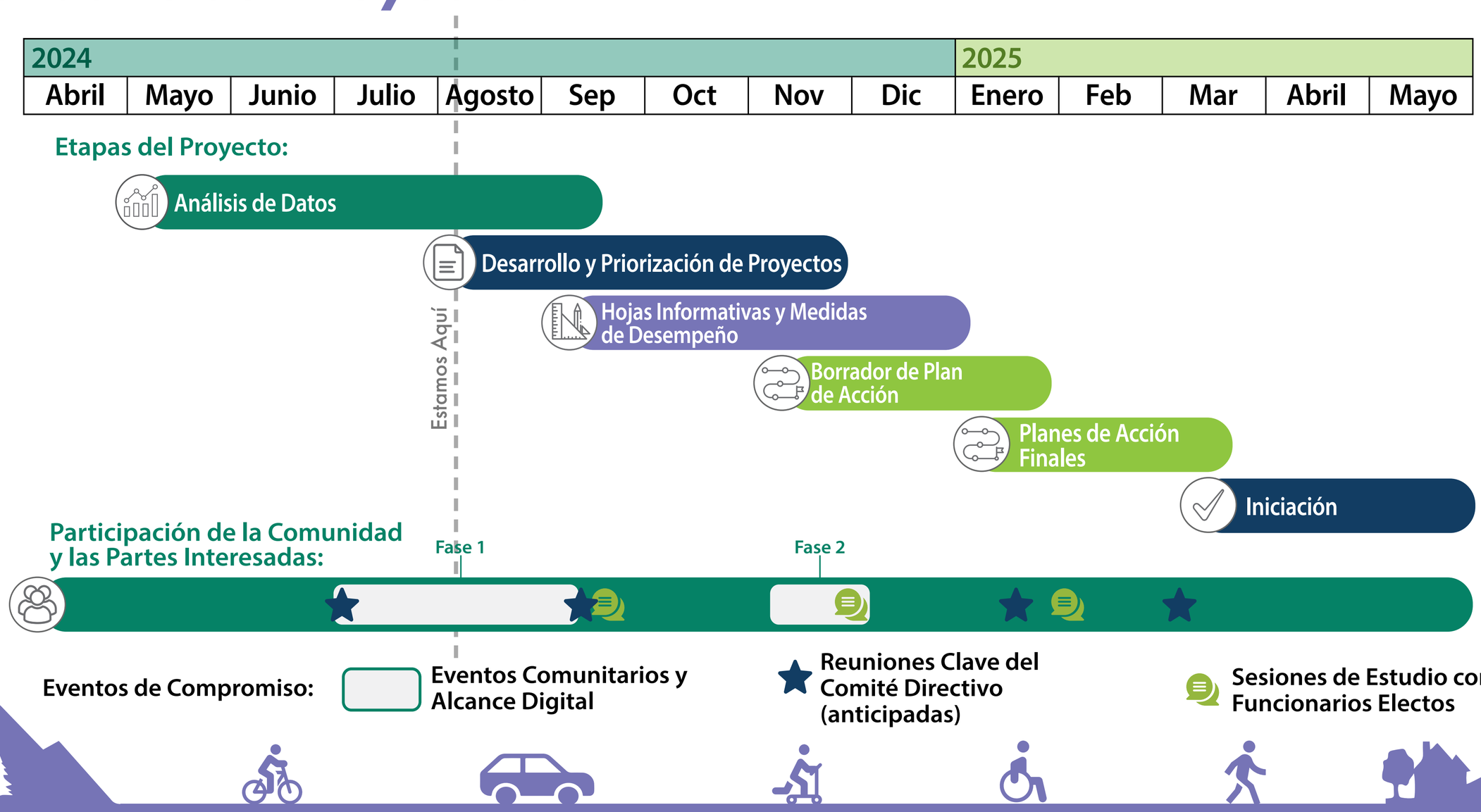
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Obtenga más Información sobre el Plan:

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Calendario del Proyecto:

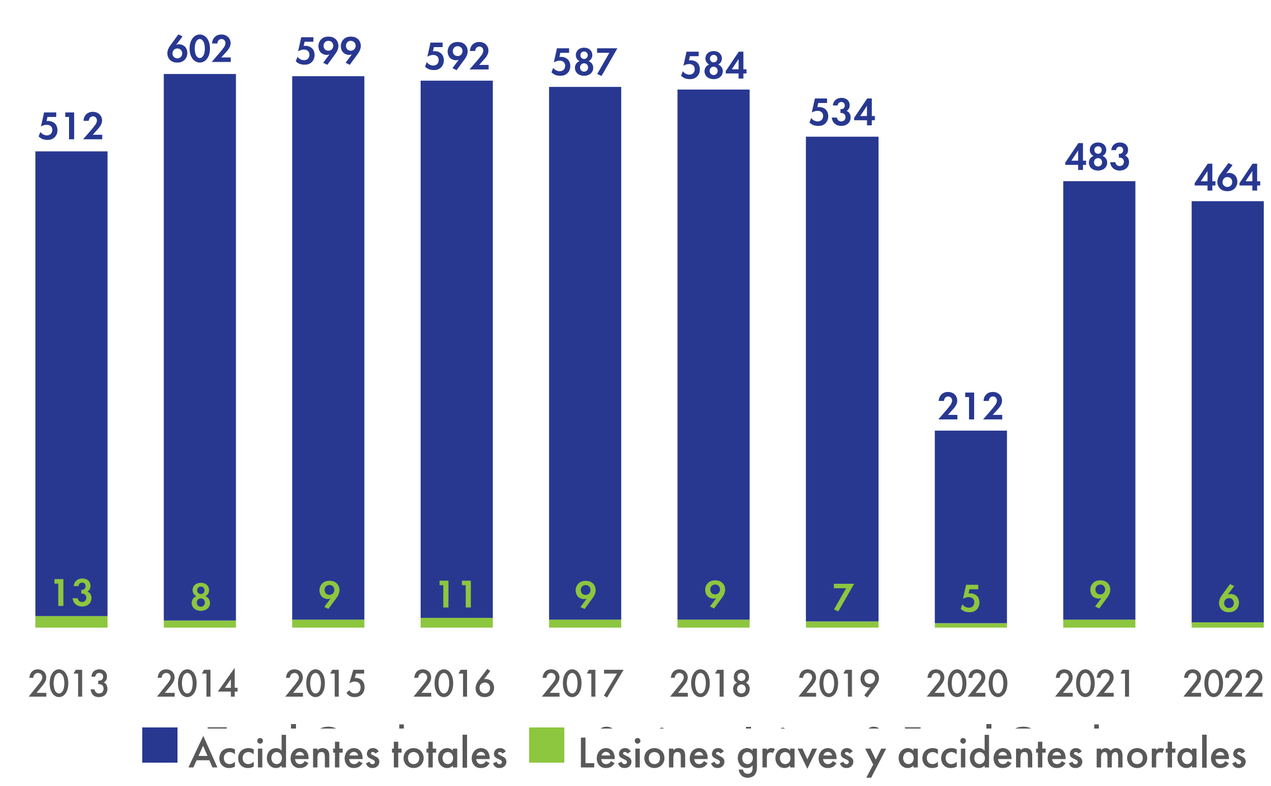


Lafayette
Análisis de Seguridad Vial

¿Por qué es importante *Vision Zero*?

En 10 años, hubo **67** accidentes con lesiones graves y **19** accidentes mortales en Lafayette.

Accidentes por Año*:



* Se utilizaron datos del Departamento de Transporte de Colorado (CDOT)

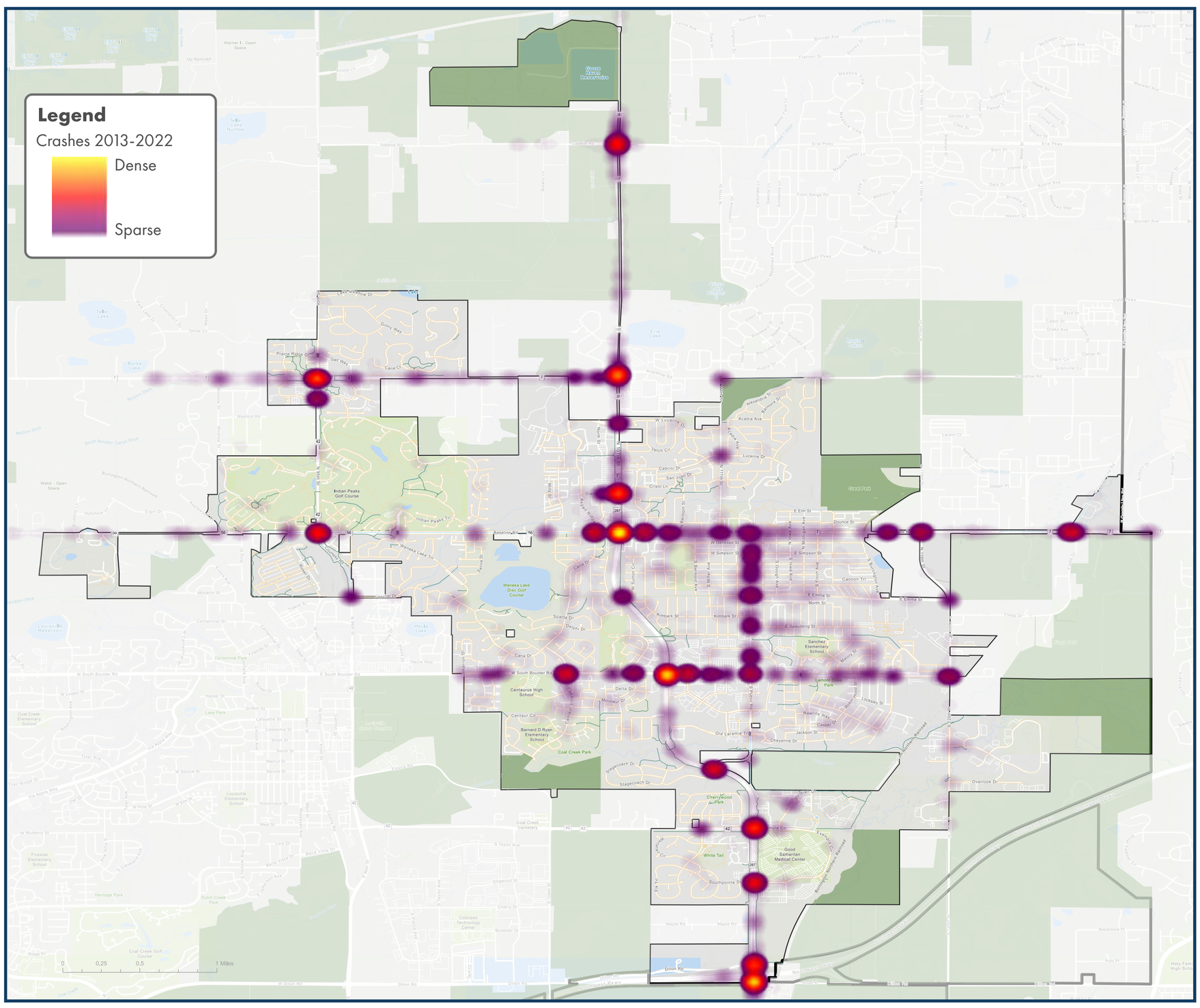
Los cuatro tipos principales de lesiones graves y accidentes mortales:

De Costado	20%
De Giro	18%
Choque por Atrás	16%
De Refilón	12%

Aunque los accidentes totales han disminuido desde 2019, el porcentaje de accidentes con lesiones graves y mortales se ha mantenido constante.

¡Queremos su Opinión!

El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de Vision Zero y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.



Comparta su experiencia de viajar en Lafayette al:

- Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interactivo en línea
- Responder nuestra encuesta en línea antes del 31 de agosto

boco.org/VisionZeroActionPlan

Boulder County, Lafayette y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

Legend/*Leyenda*

- Sidewalk
  Vereda
- Bike Lane
  Carril de Bicicletas
- Paved Multi-Use Path
  Camino Pavimentado de Varios Usos
- Soft-Surface Multi-Use Path
  Camino de Superficie Blanda de Varios Usos
- Traffic Signal
  Semaféro
- Town of Superior Limits
  Límites del Pueblo Superior

I Feel Unsafe. . .

Me siento inseguro/a. . .

- Walking
  Caminando
- Biking
  Andar en bicicleta
- Driving
  Conducir
- Using a Mobility Device
  Usar un dispositivo de movilidad
- Other Concern
  Otras inquietudes

Place stickers where you feel unsafe walking, biking, driving, using a mobility device, or where you have other concerns.

Coloque calcomanías donde se sienta inseguro al caminar, andar en bicicleta, conducir, usar un dispositivo de movilidad o si tiene otras inquietudes.

Town of Superior Vision Zero Action Plan

Everyone deserves to arrive alive.

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

The grant will enable each Partner to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk factors in the county and some specific recommendations to comprehensively **improve transportation safety** in the coming years.

Key Project Stages:

Data Analysis: Documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors.

Project Development & Prioritization: Identifying and prioritizing specific projects to address existing issues and proactive measures to address risk.

Fact Sheets & Performance Measures: Developing concepts for priority projects and determining how we will monitor progress/success.

Action Plans: Creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility, timing, and potential funding sources for implementation.

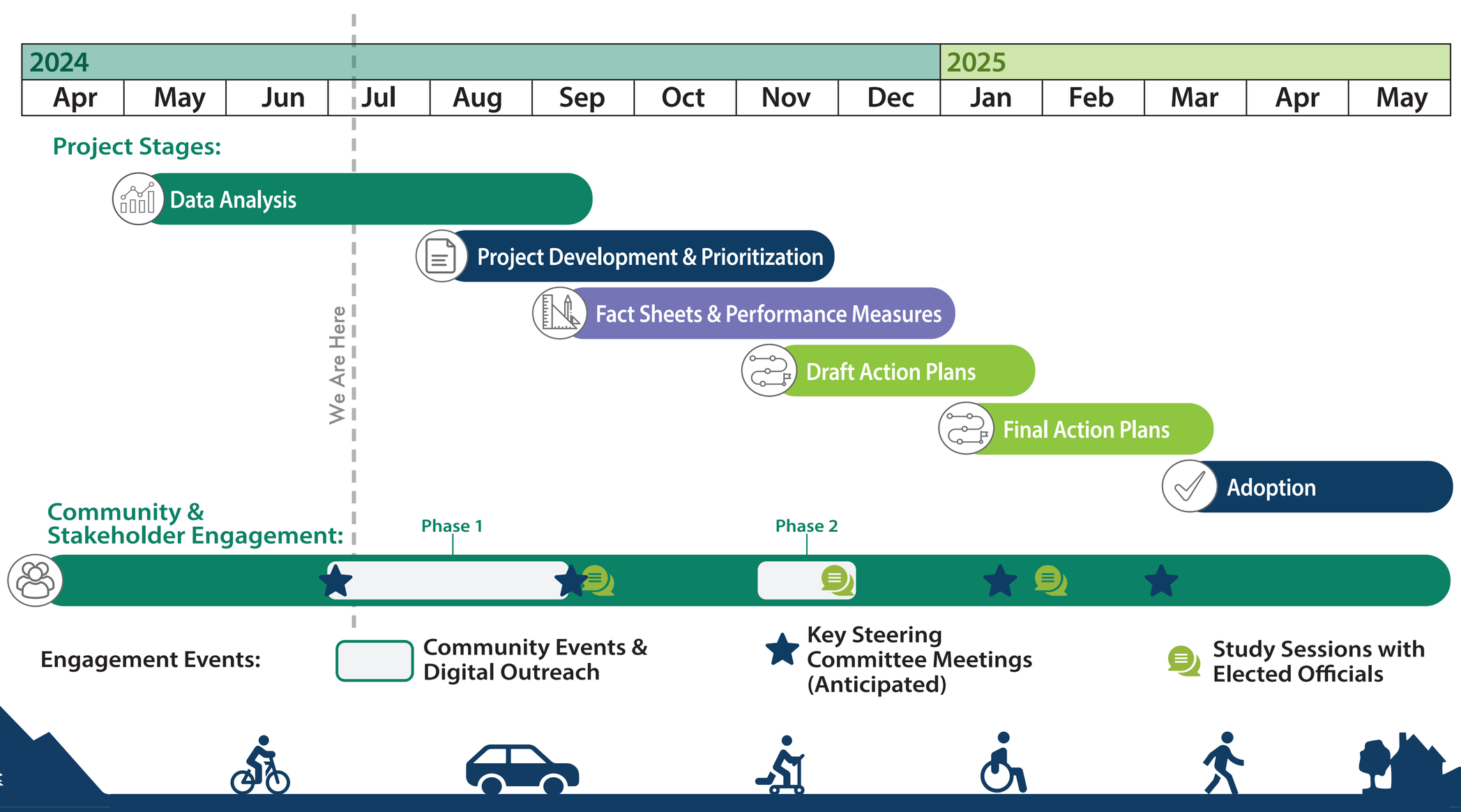
What is Vision Zero?

Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:

boco.org/VisionZeroActionPlan

Project Timeline:

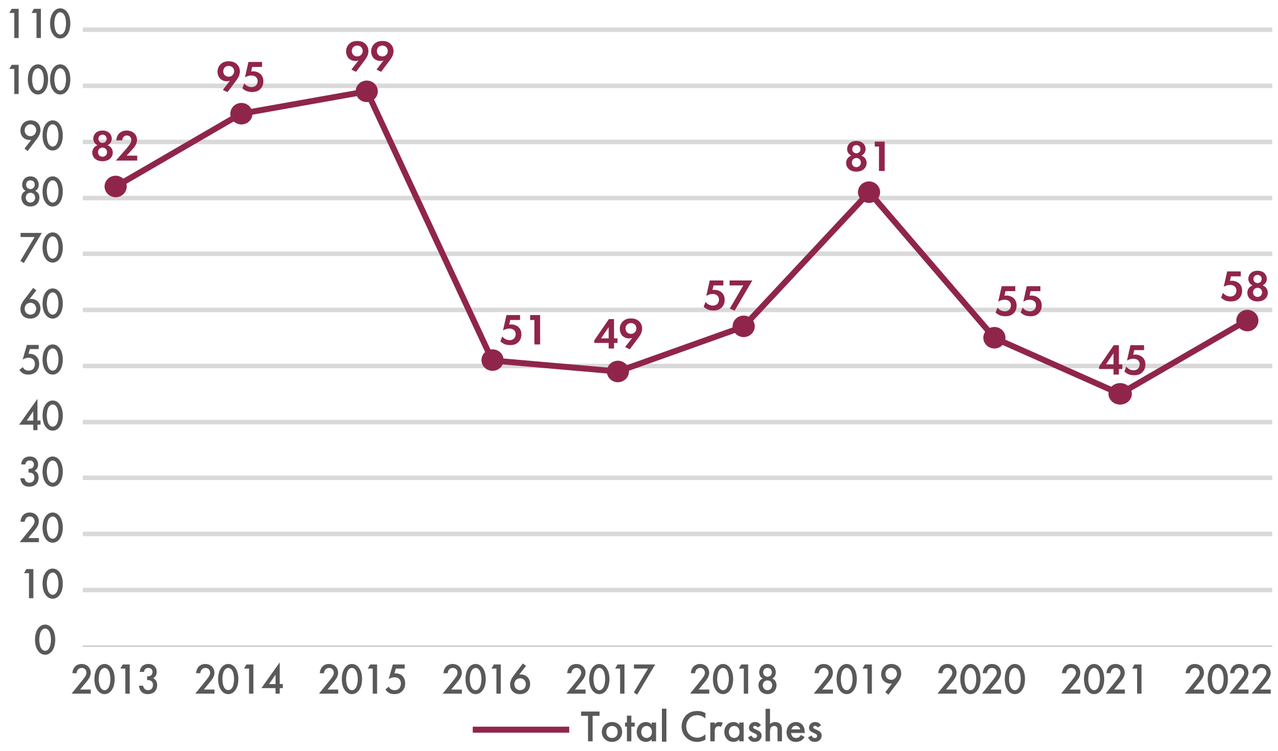


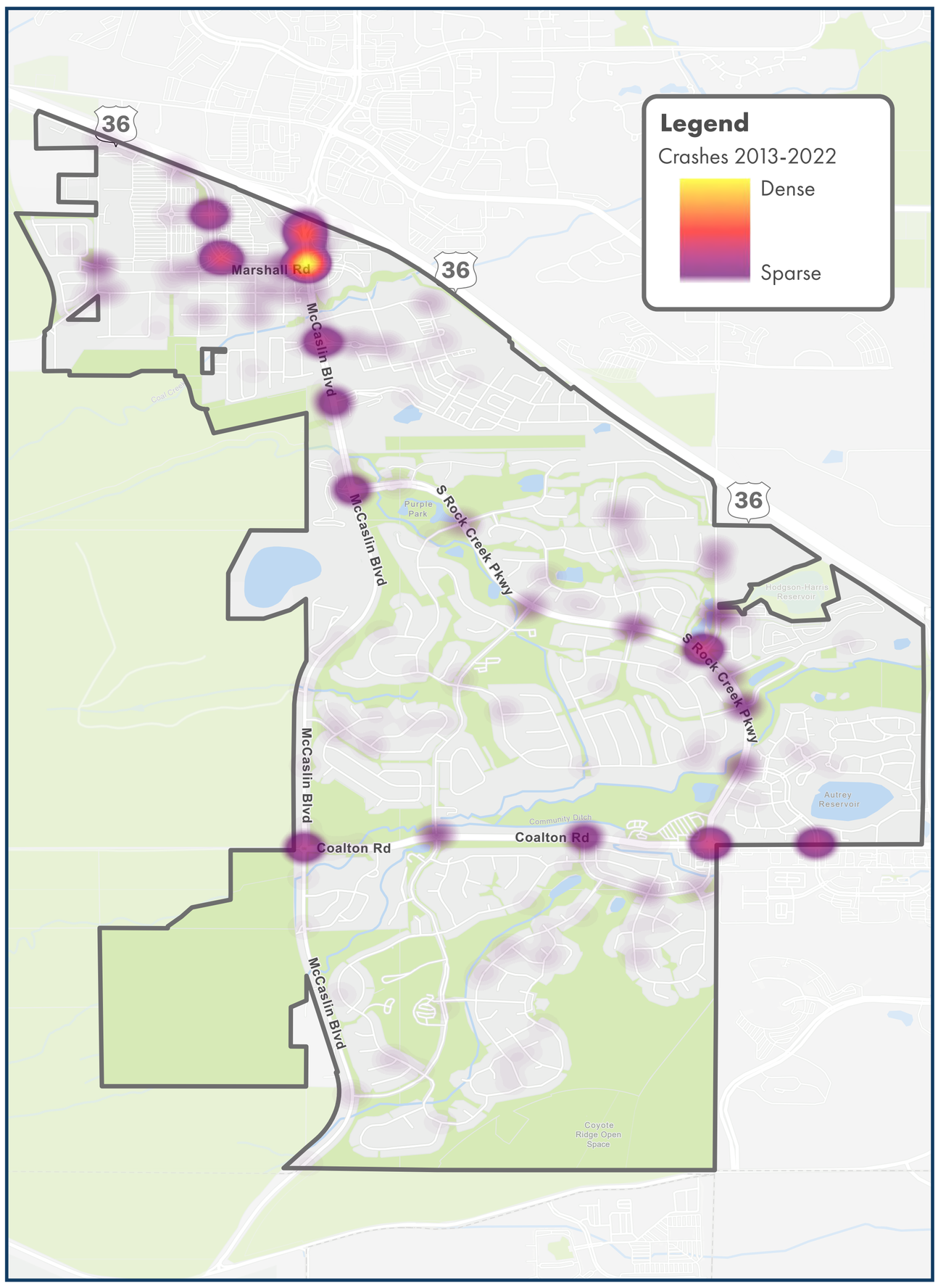
Town of Superior Traffic Safety Analysis

The Need for Vision Zero:

Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior

Crashes Over Time:





Top Five Crash Types:

Rear End	30%
Fixed Object	15%
Broadside	15%
Sideswipe	10%
Approach Turn	10%

65% of crashes are occuring at intersections

We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans, and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.

Share your experience traveling in Superior by:

- **Placing stickers on our map or dropping pins on our online interactive map**
- **Taking our online survey by August 31**

Pueblo de Superior
Plan de Acción de *Vision Zero*

Todos merecen llegar vivos.

Reconociendo la importancia de implementar una estrategia regional para la seguridad vial, el condado de Boulder, Lafayette y Superior (los socios) unieron fuerzas para solicitar fondos de subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés) para abordar **las muertes y lesiones graves relacionadas con el tránsito**.

La subvención permitirá a cada socio desarrollar un **Plan de Acción de *Vision Zero* (VZAP por sus siglas en inglés)**, que será un análisis detallado de los accidentes de tránsito y los factores de riesgo en el condado y algunas recomendaciones específicas para **mejorar la seguridad del transporte** en los próximos años.

Etapas Clave del Proyecto:

Análisis de Datos: Documentar las principales tendencias de accidentes, desarrollar la red de alto índice de lesiones (corredores donde ocurren la mayoría de los accidentes) e identificar factores de riesgo.

Desarrollo y Priorización del Proyecto: Identificar y priorizar proyectos específicos para abordar problemas existentes y medidas proactivas para abordar el riesgo.

Hojas Informativas y Medidas de Desempeño: Desarrollar conceptos para proyectos prioritarios y determinar cómo monitorearemos el progreso/éxito.

Planes de Acción: Crear listas de tareas pendientes de acciones específicas (tanto de infraestructura, como mejoras de carreteras, como de no infraestructura, como campañas educativas), señalando la responsabilidad, el calendario y las posibles fuentes de financiación para la implementación.

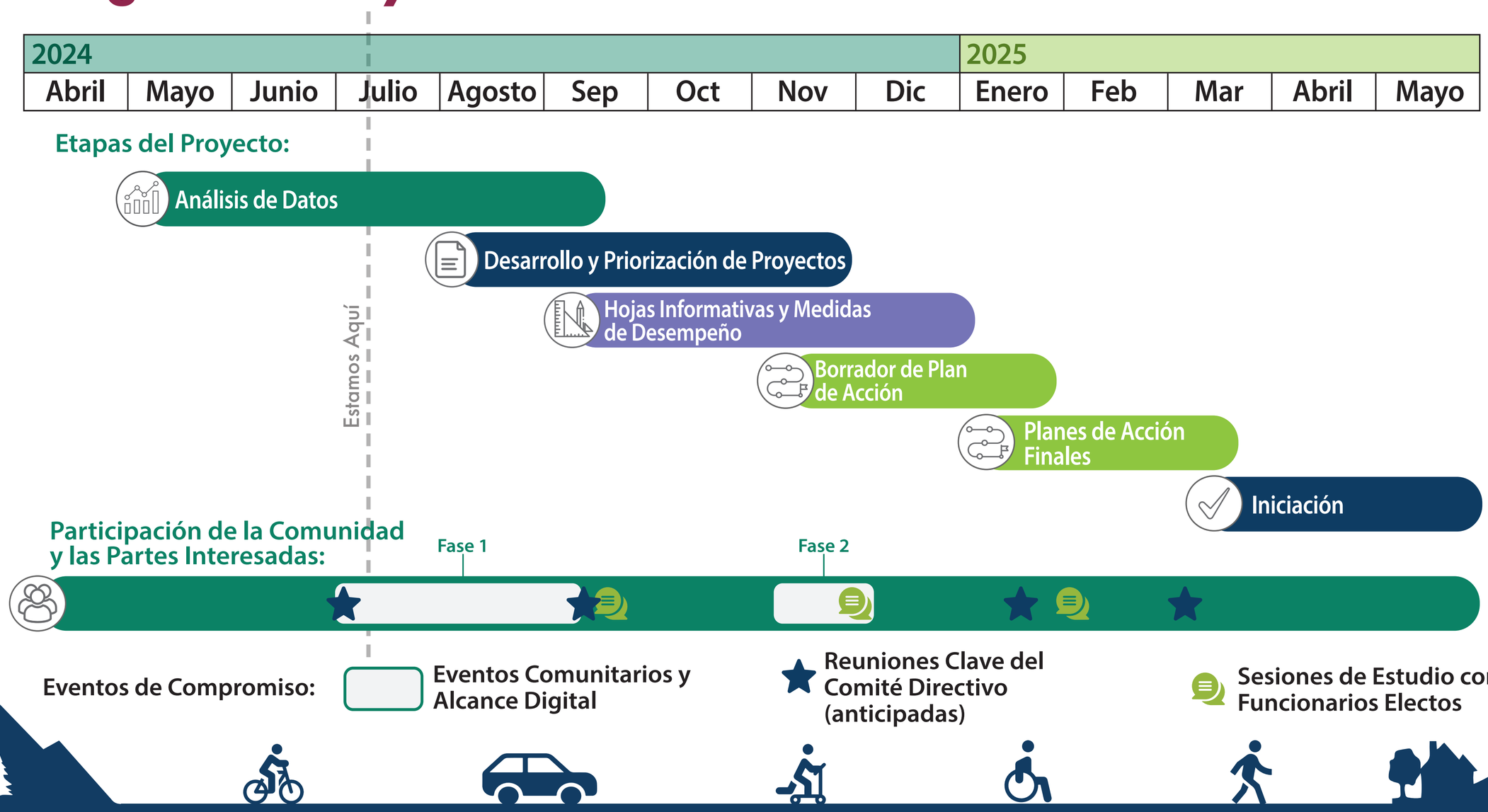
¿Qué es *Vision Zero*?

Vision Zero es una estrategia comunitaria para eliminar todas las muertes y lesiones graves en accidentes de tránsito y aumentar los viajes seguros, sanos y equitativos para todos.

Obtenga más Información sobre el Plan:

boco.org/VisionZeroActionPlan

Cronología del Proyecto:



Boulder County, Lafayette y Superior

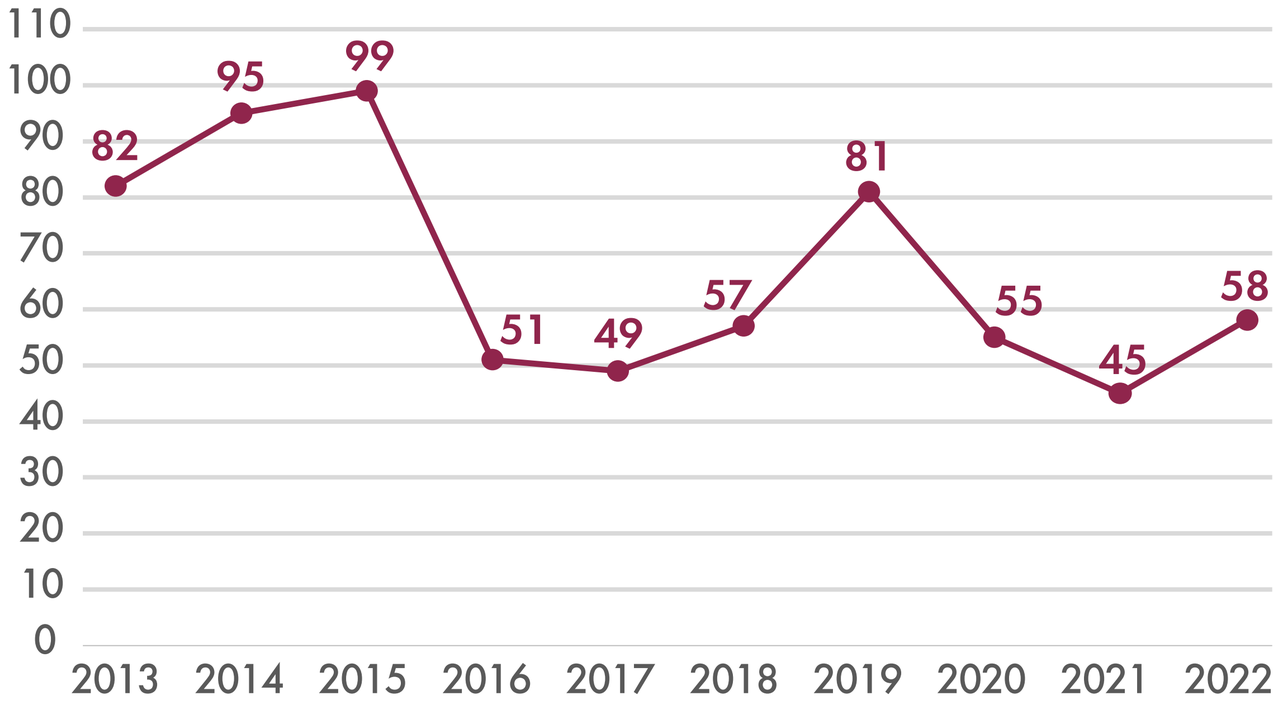
PLANES DE ACCIÓN DE *VISION ZERO*

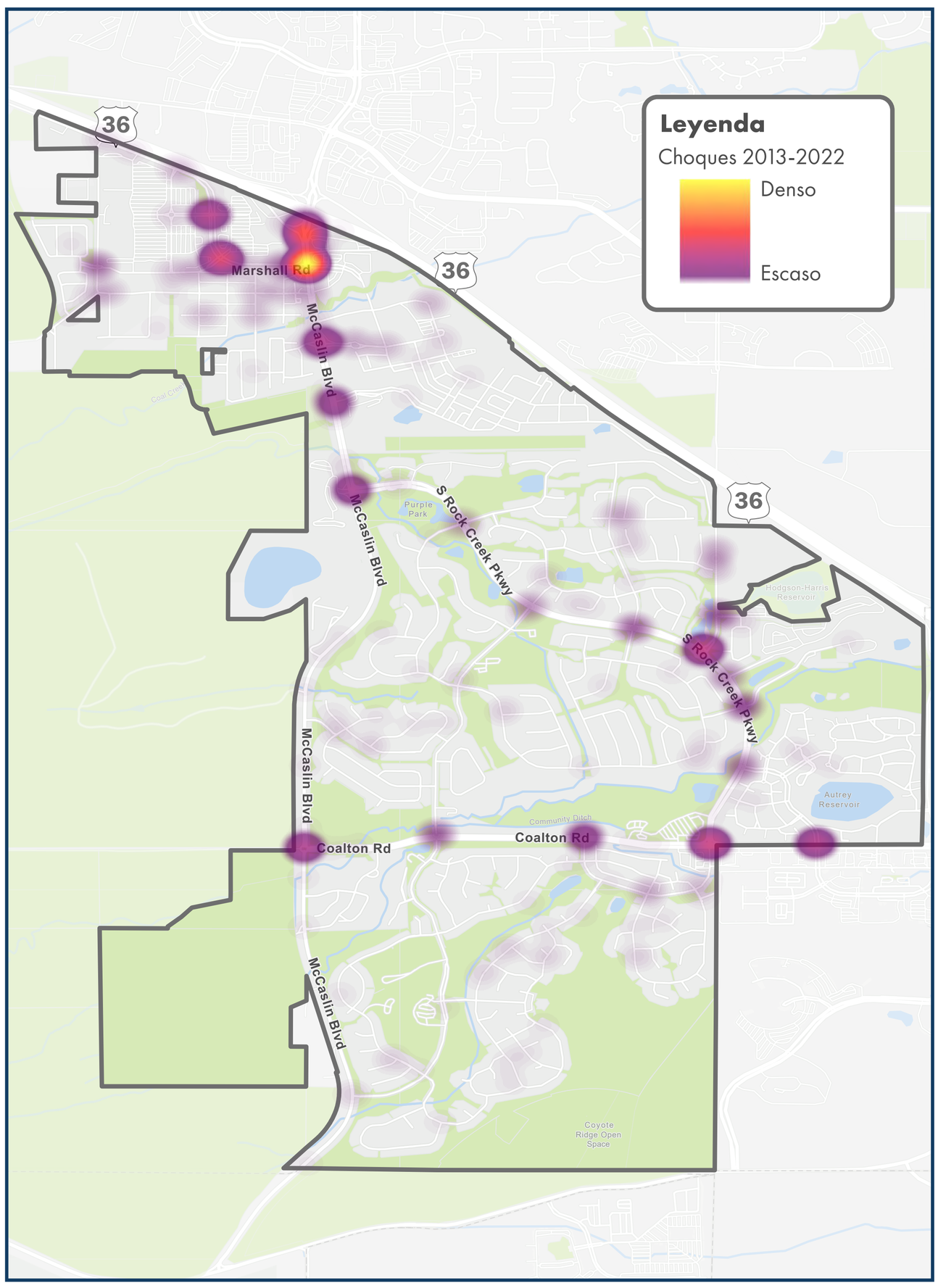
Pueblo de Superior
Análisis de Seguridad Vial

La Necesidad de *Vision Zero*:

En 10 años, hubo 8 accidentes con lesiones graves y 1 muerte en Superior

Choques con el Tiempo:





Cinco Tipos Principales de Accidentes:

Choque por Atrás	30%
Objeto Fijo	15%
De Costado	15%
De Refilón	10%
De Giro	10%

El 65% de los accidentes ocurren en las intersecciones

¡Queremos su Opinión!

El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de *Vision Zero* y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.

Comparta su experiencia de viajar en Superior al:

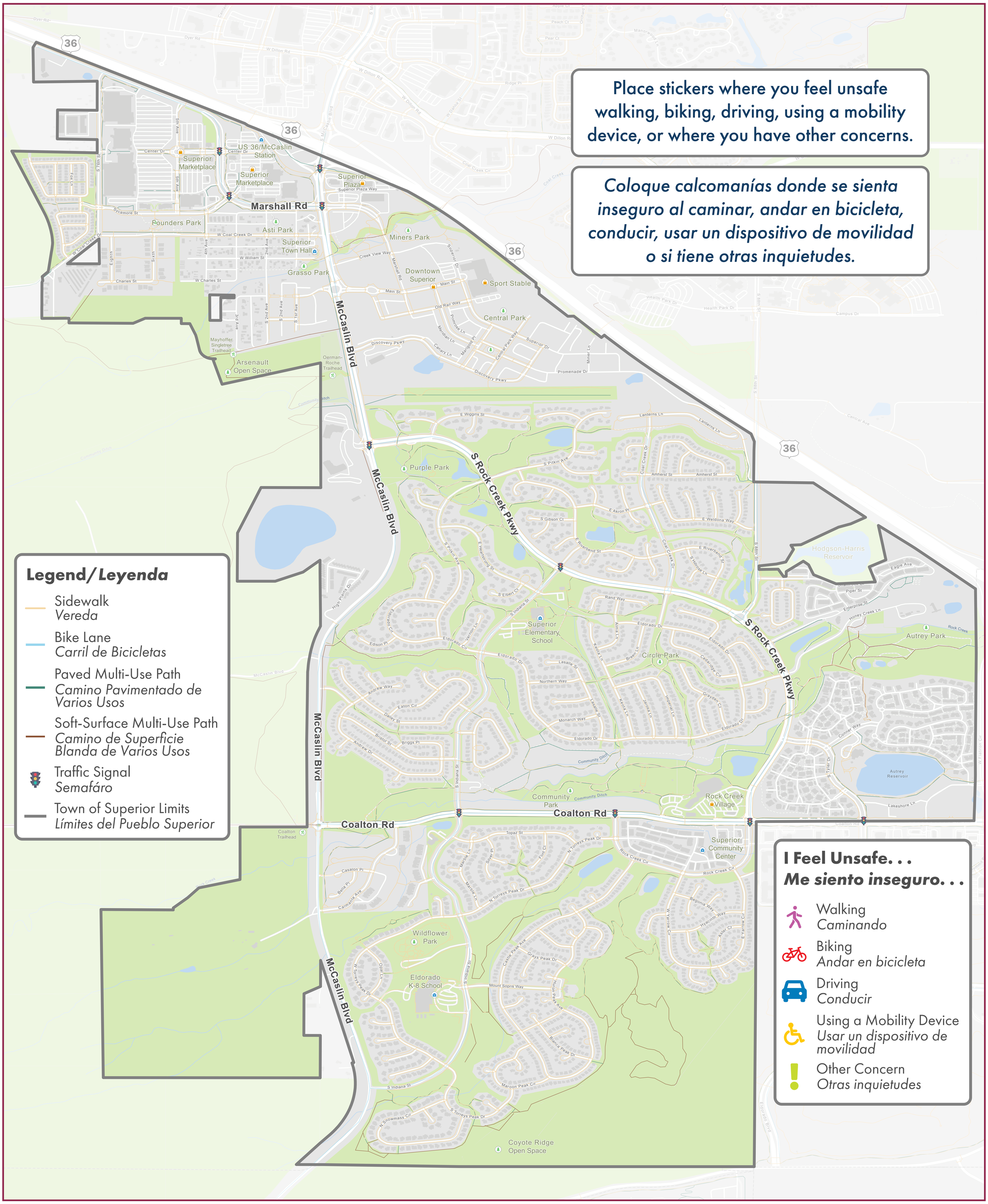
- **Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interacti vo en línea**
- **Responder nuestra encuesta en línea antes del 31 de agosto**

Provide Your Input! / *¡De su Opinión!*

Town of Superior
Gateway To Boulder Valley®

Place stickers where you feel unsafe walking, biking, driving, using a mobility device, or where you have other concerns.

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- Bike Lane / *Carril de Bicicletas*
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- Traffic Signal / *Semafáro*
- Town of Superior Limits / *Límites del Pueblo Superior*

I Feel Unsafe. . . / *Me siento inseguro. . .*

- Walking / *Caminando*
- Biking / *Andar en bicicleta*
- Driving / *Conducir*
- Using a Mobility Device / *Usar un dispositivo de movilidad*
- Other Concern / *Otras inquietudes*

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Unincorporated Boulder County Public Meeting #1

August 8, 2024



Project Team Introductions

Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present crash data and what we’ve heard from the community
4. Facilitate a discussion to allow the community to express their comments and questions
5. Encourage participation of online survey







What is Vision Zero?

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation.

Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.



Safe System Approach

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

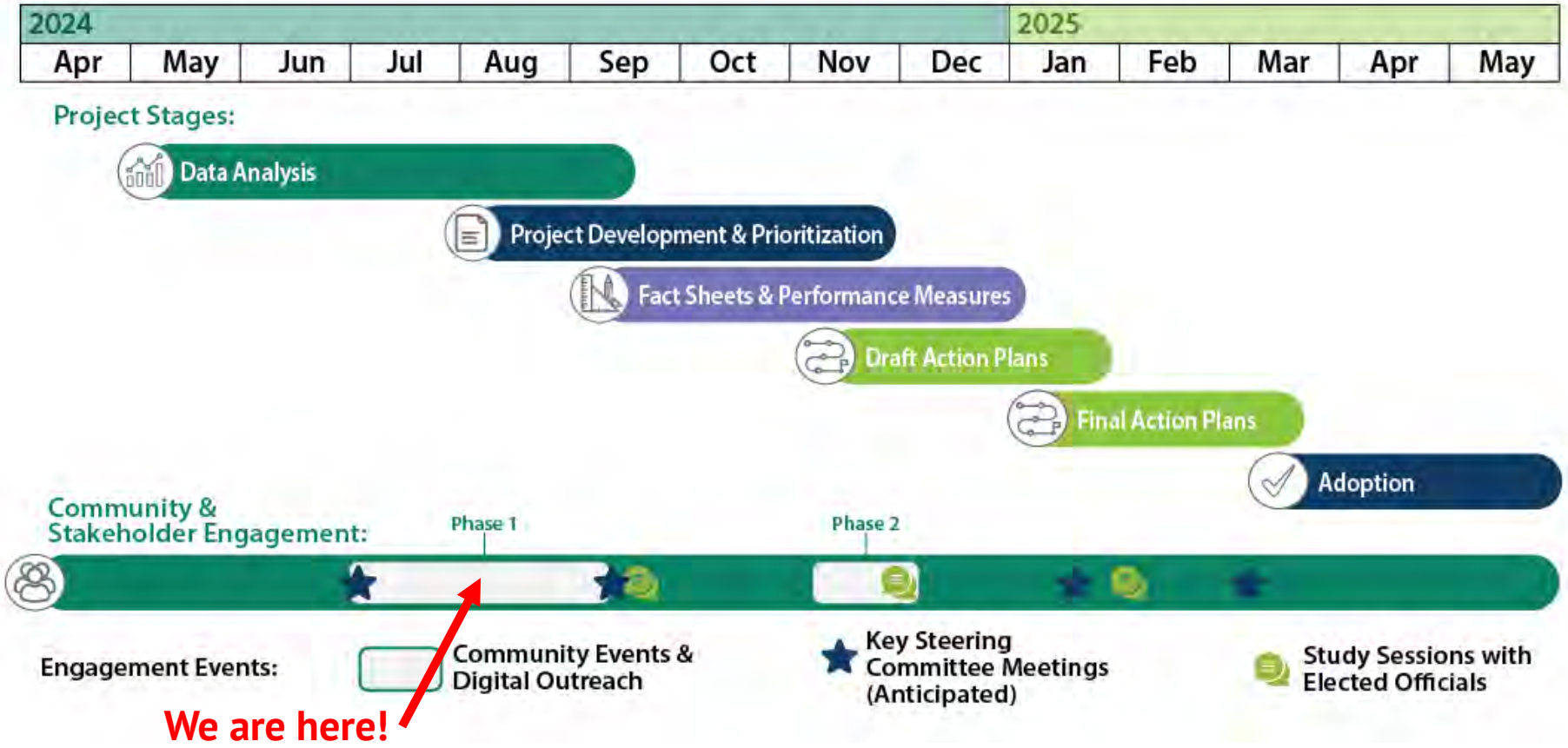


Unincorporated Boulder County VZAP Project Overview

- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding sources for implementation.

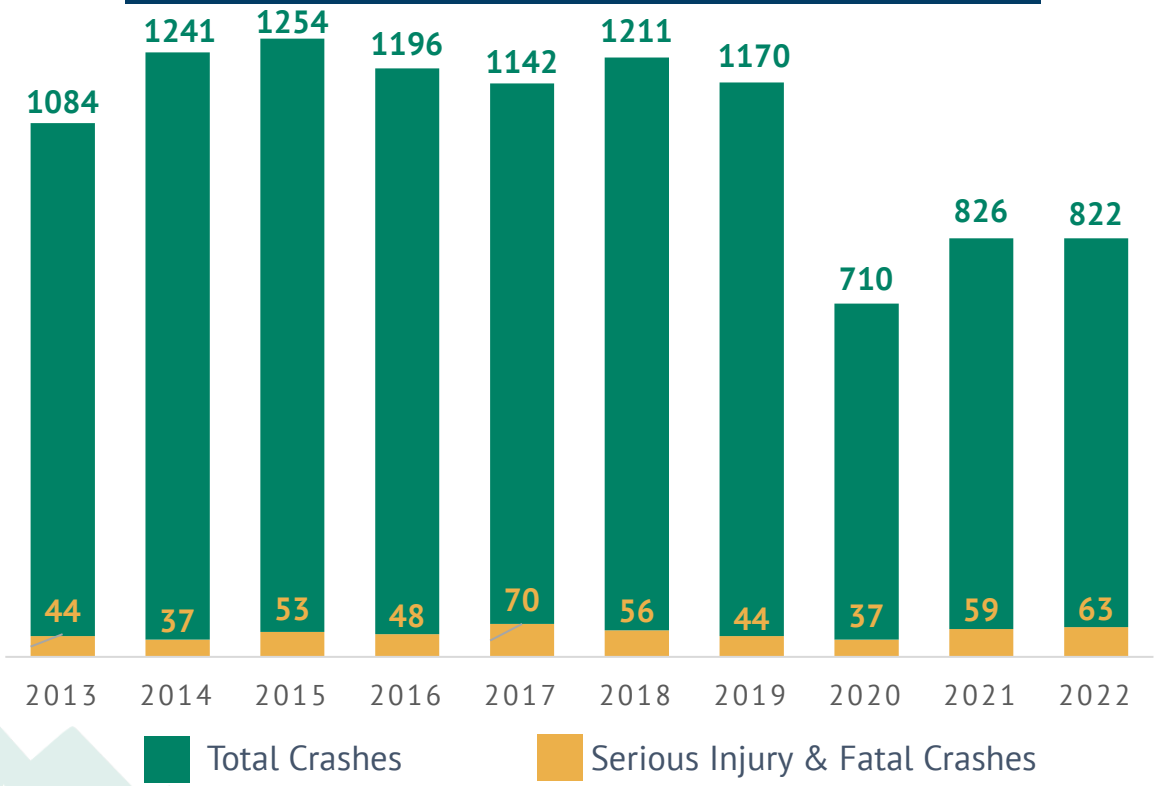


Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Crash History in Unincorporated Boulder County & Mountain Towns

Over 10 years, **135** people died in traffic crashes in the Project Area



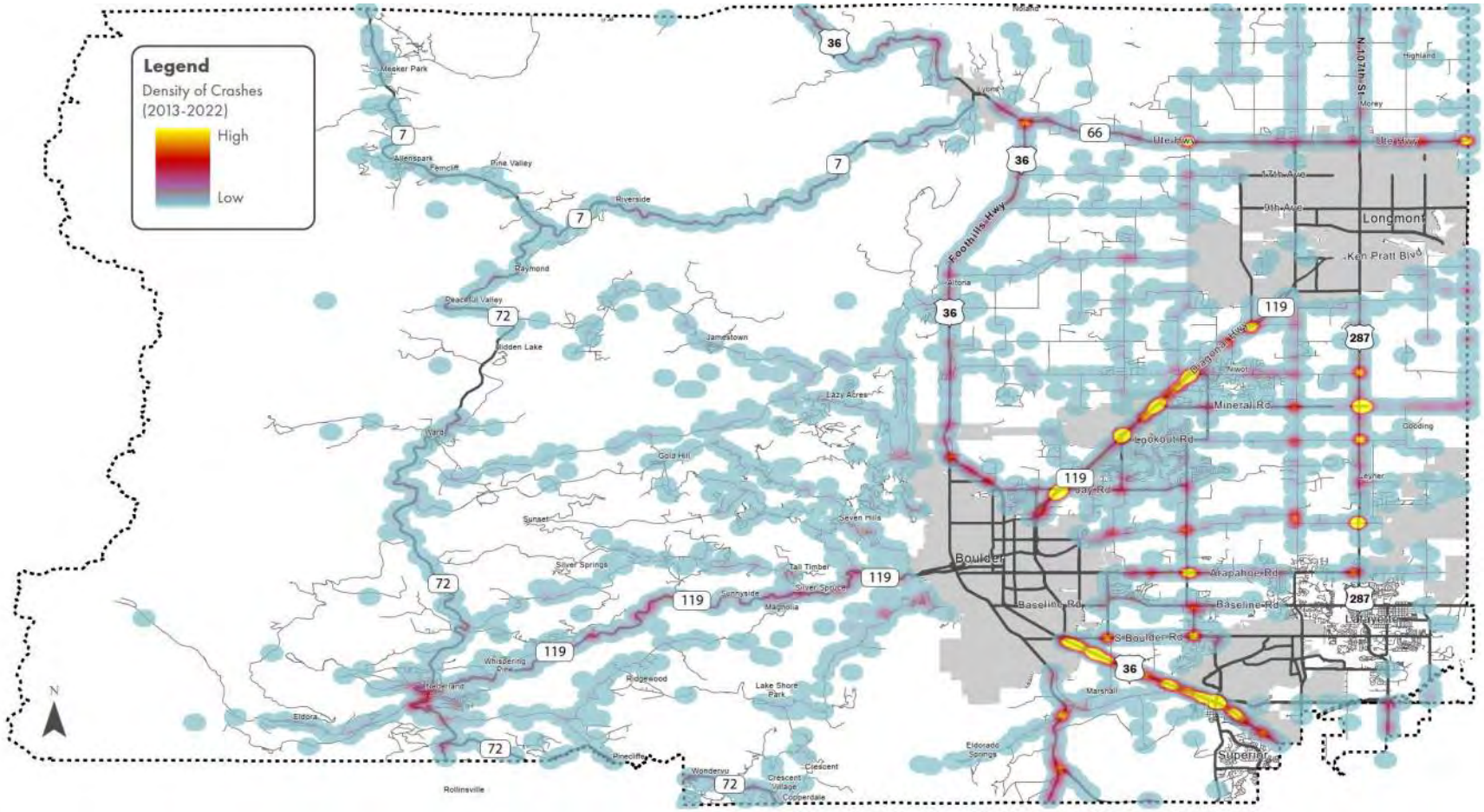
Top Five Serious Injury & Fatal Crash Types:

Fixed Object	16%
Overturning / Rollover	15%
Bicycle	11%
Broadside	11%
Head-On	11%

Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has **increased**.

Crash History in Unincorporated Boulder County

65% of crashes in Boulder County are occurring along corridors



Survey Open Through August 31

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

How We're Collecting Input

- Nederland Farmer's Market
- Online Survey



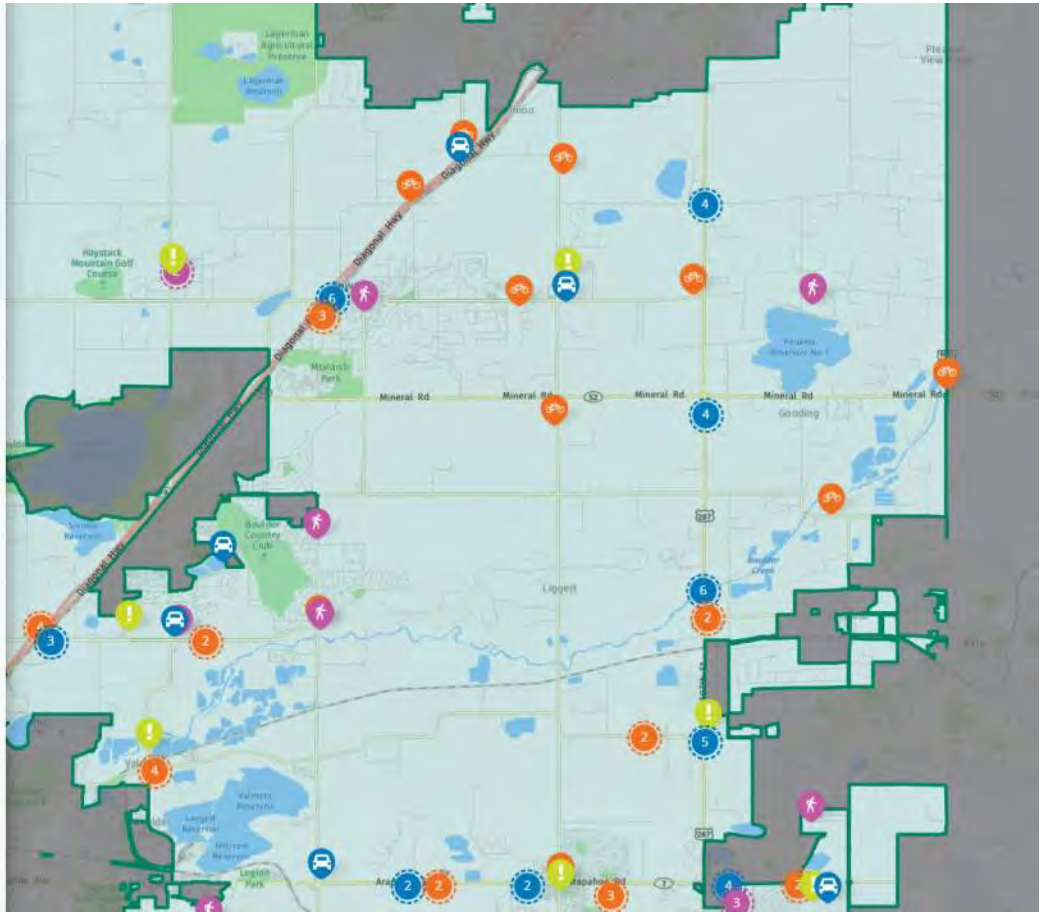




What We've Heard So Far

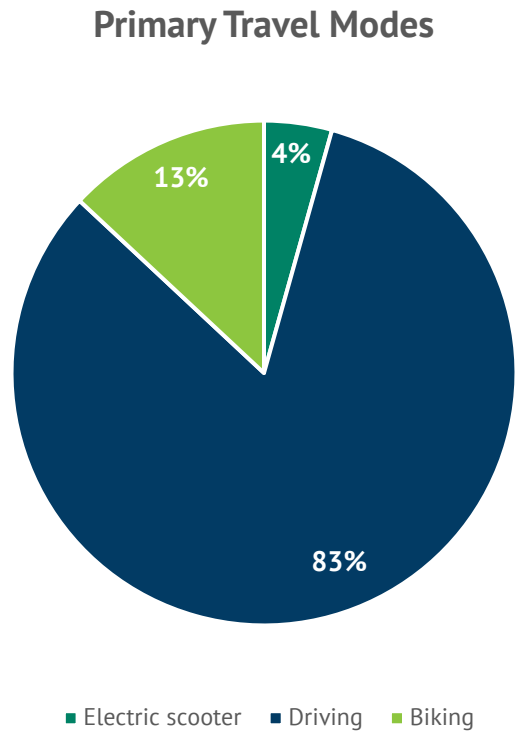
Online survey and map





What We've Heard So Far

- Over 250 survey & map responses
- Majority (71%) of survey respondents live in unincorporated Boulder County or the mountain towns



What We've Heard So Far

How safe do you feel traveling in Boulder County? (Responses other than neutral):



Safe: 50%
Unsafe: 29%



Safe: 29%
Unsafe: 21%



Safe: 13%
Unsafe: 33%

Respondents involved in a crash in unincorporated Boulder County in past five years: **30%**

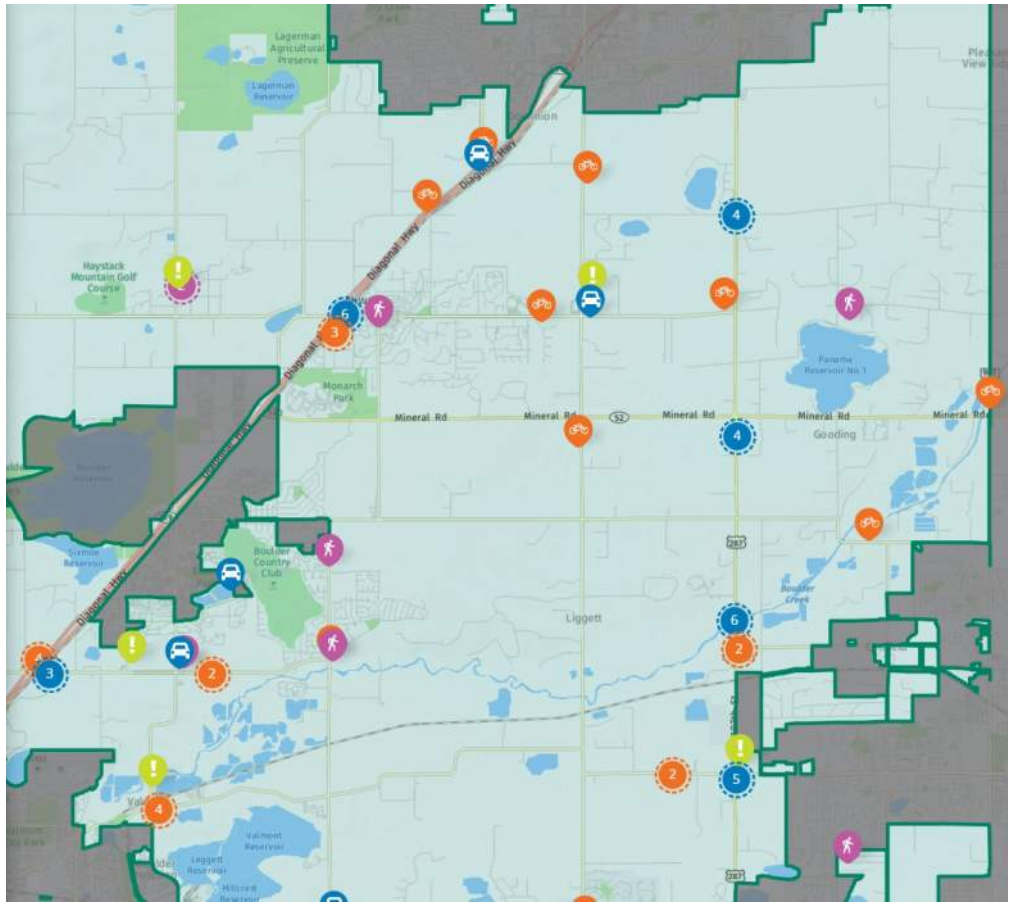






What We've Heard So Far: Locations of Concern

- SH 119
  - Diagonal Highway: traffic speed changes and intersection at Niwot Road make driving the corridor feel unsafe
  - Boulder Canyon: Vehicle speeds, passing activity, and user conflicts at locations like Boulder Falls
- Jay Road: Feels uncomfortable for bicyclists and drivers report site distance challenges
- Foothills Parkway: Vehicle speeds



Discussion

Discussion

- Does the input we have heard to date resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Please feel free to unmute or share ideas in the chat



Questions or Comments







Next Steps

1. Use crash analysis and public outreach to inform development of draft recommendations (engineering and non-engineering)
2. Develop a draft of the Boulder County Vision Zero Action Plan
3. Bring draft Action Plan to public for feedback on the draft recommendations

How You Can Help!

- Take online survey by August 31
- Visit project website and sign up for updates.

boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
- **Late Fall/Early Winter:** Share draft content for the Vision Zero Action Plan with the public and ask for feedback on the draft recommendations.

Thank you!

Project Contacts

Liv Lewin, PE
Boulder County
Vision Zero Program Manager
llewin@bouldercounty.gov

Nikki Riemer, PE, RSP$_1$
Consor Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

City of Lafayette

VISION ZERO ACTION PLAN

Lafayette Public Meeting #1

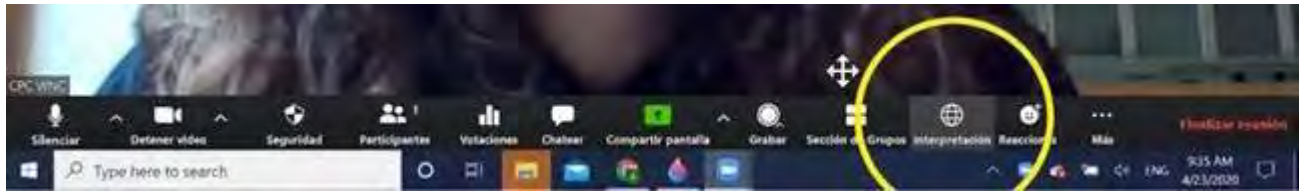
August 20, 2024



Interpretation

For Spanish, select the interpretation button at the bottom of your screen.

Para español, seleccione el botón de interpretación en la parte inferior de su pantalla.







Project Team Introductions

Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present initial crash data and what we’ve heard so far from the community
4. Collect input from the community
5. Encourage online survey/map participation







What is Vision Zero?

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation.

Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.



Safe System Approach

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
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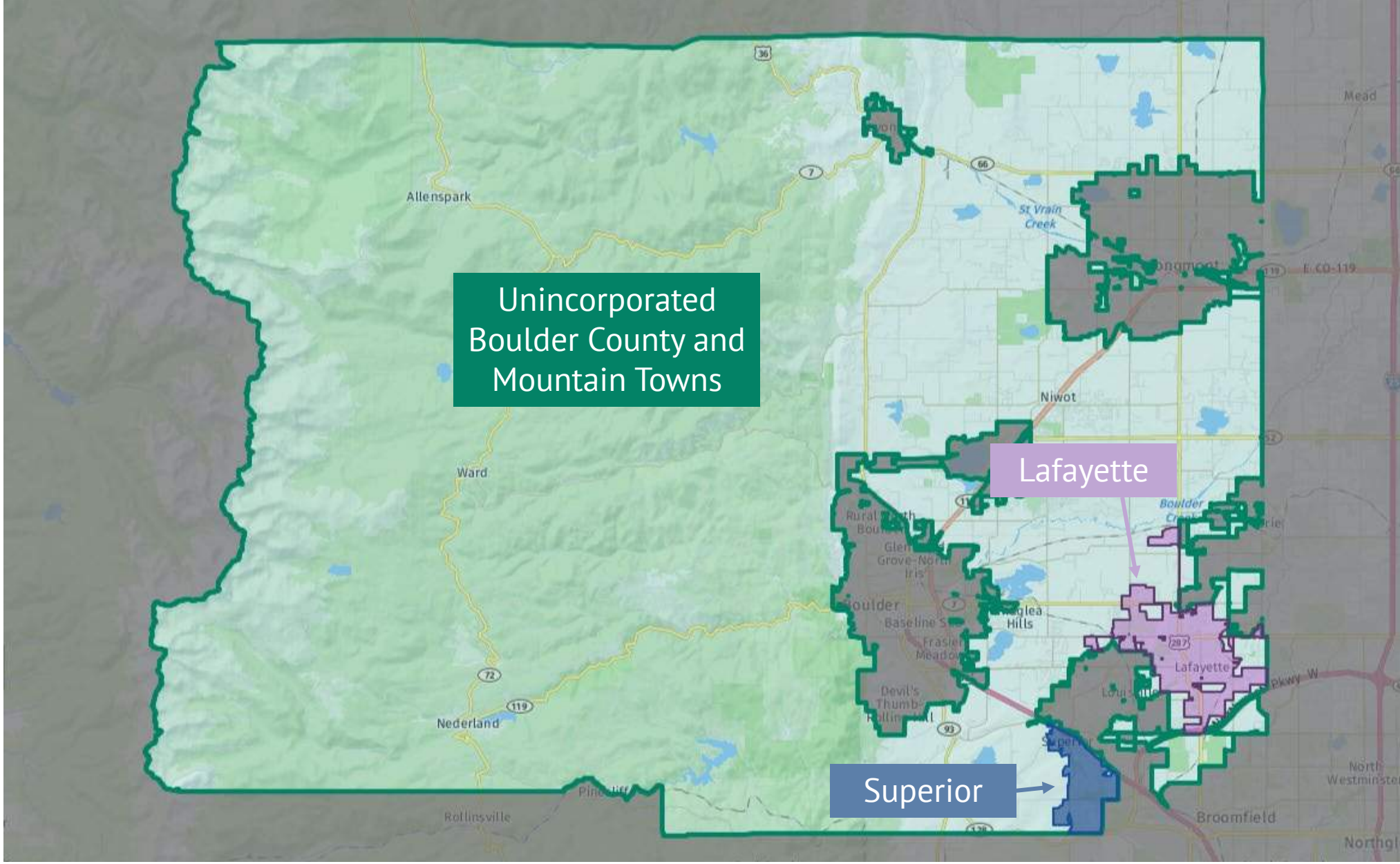


Lafayette VZAP Project Overview

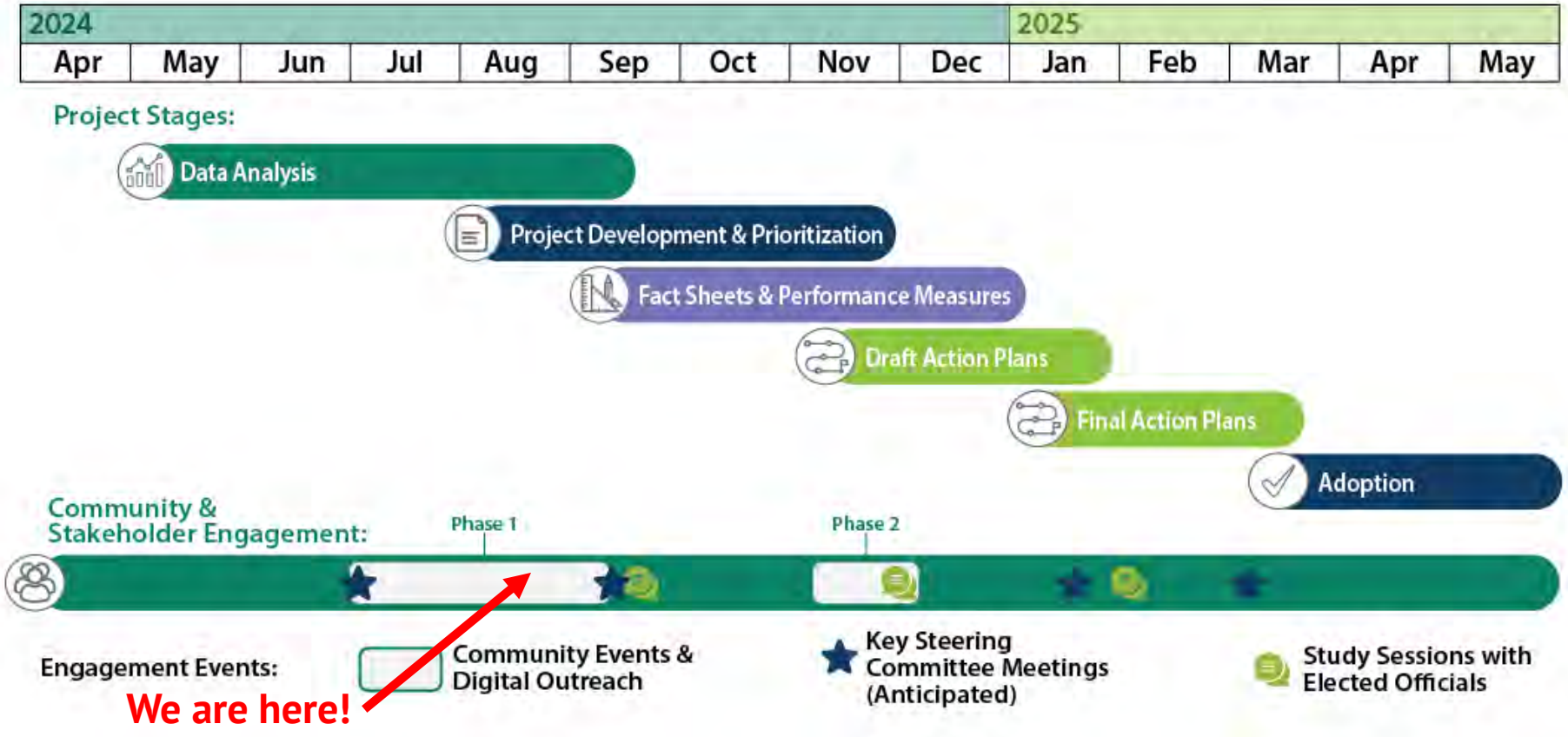
- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
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- Create list of specific actions, noting responsibility and potential funding sources for implementation.



Project Area

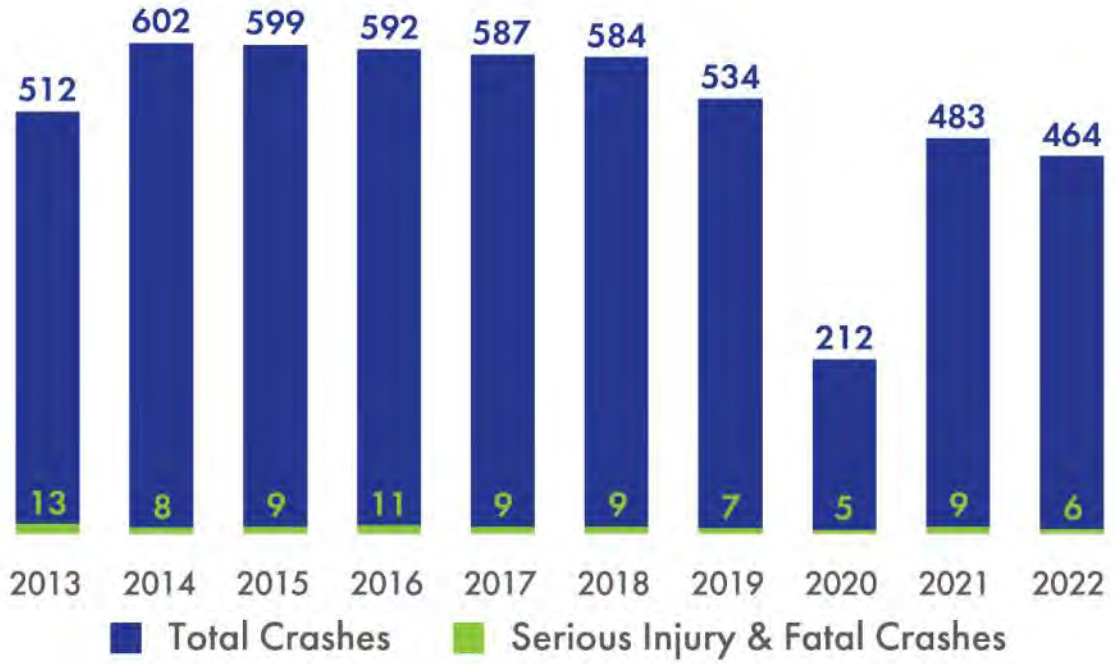


Schedule


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Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Crash History in Lafayette

Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette



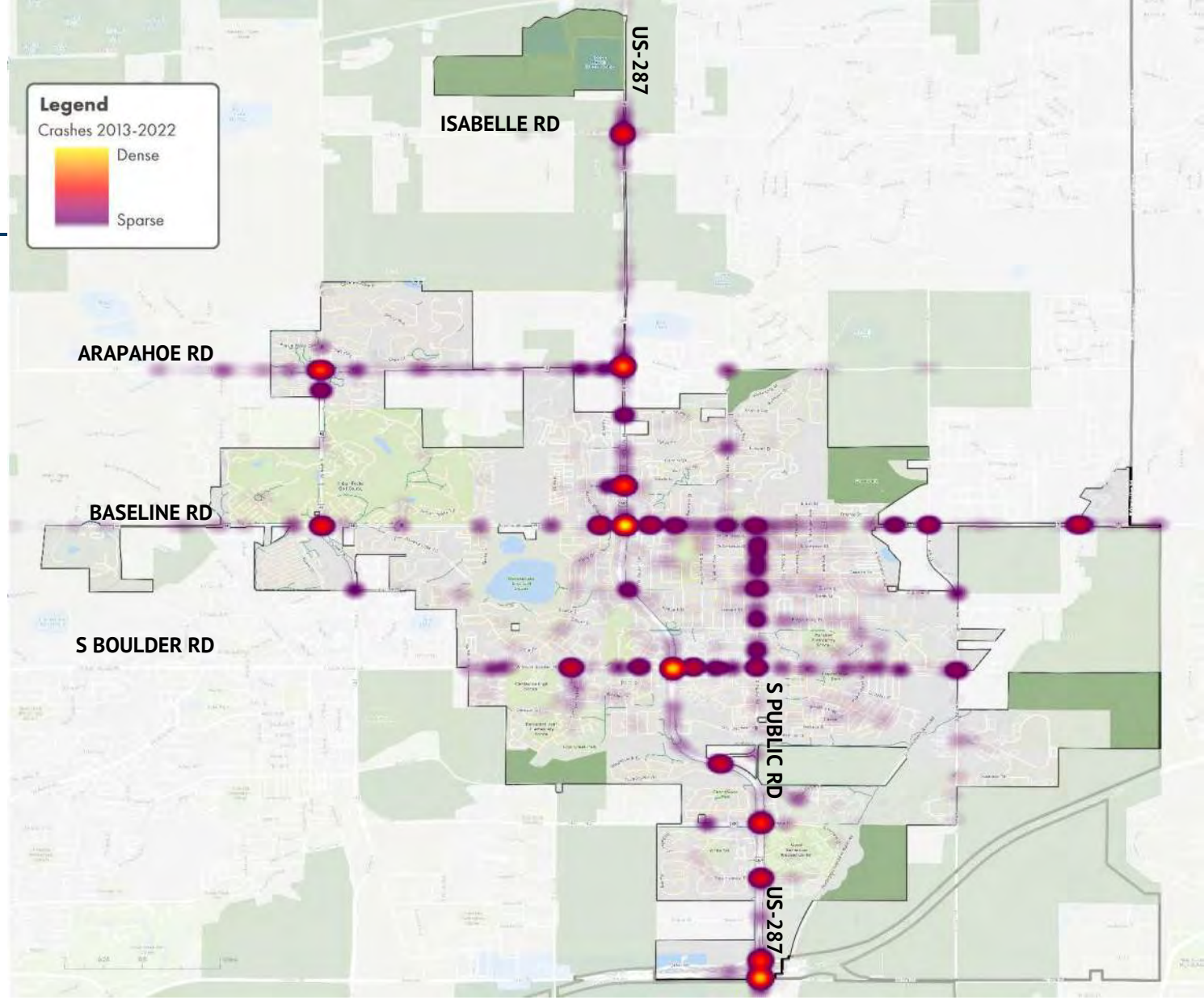
*Colorado Department of Transportation (CDOT) crash data was used

Top Four Serious Injury & Fatal Crash Types:

Broadside	20%
Approach Turn	18%
Rear-End	16%
Sideswipe	12%

Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Crash History in Lafayette



How We're Collecting Input

- In-person Events
  - Art Night Out on 8/9
- Online Survey and Map
- Public meeting – tonight!





Survey Open Through August 31



Project Website & Survey/Web Map

boco.org/visionzeroactionplan

What We've Heard So Far

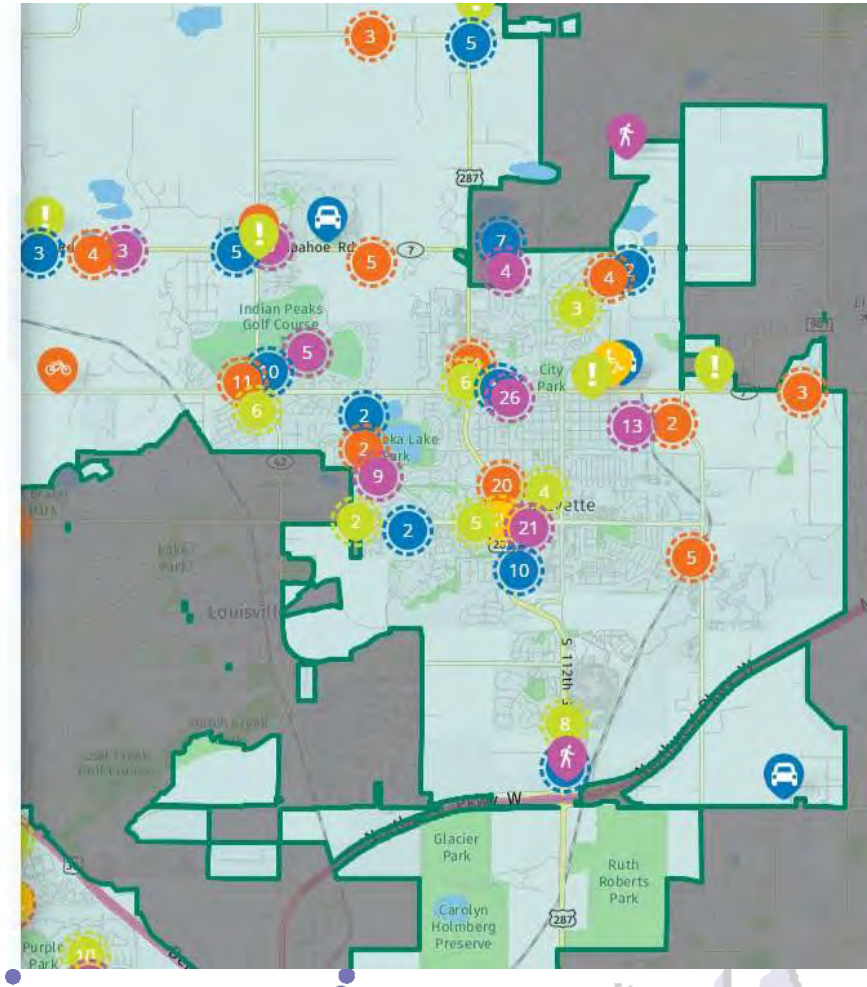
Online Survey and Map

Which municipality do you live in? *

- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ◉ Lafayette
- ○ Superior
- ○ Other

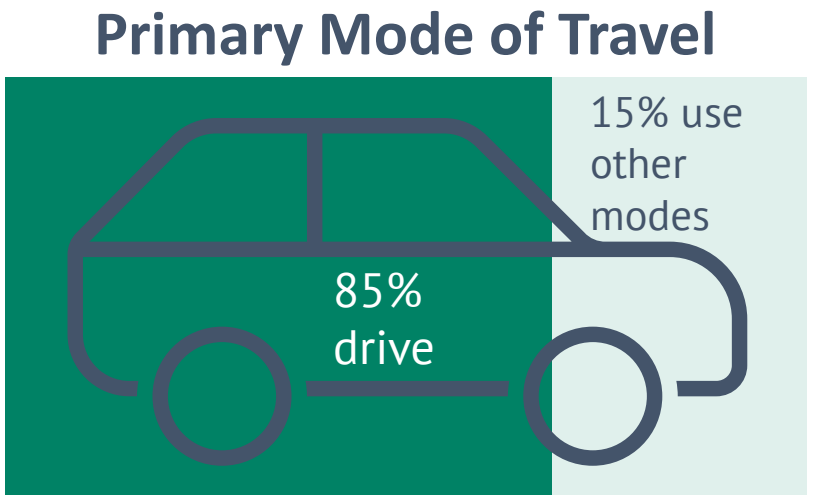
What municipality do you work in? *

- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ◉ Lafayette
- ○ Superior



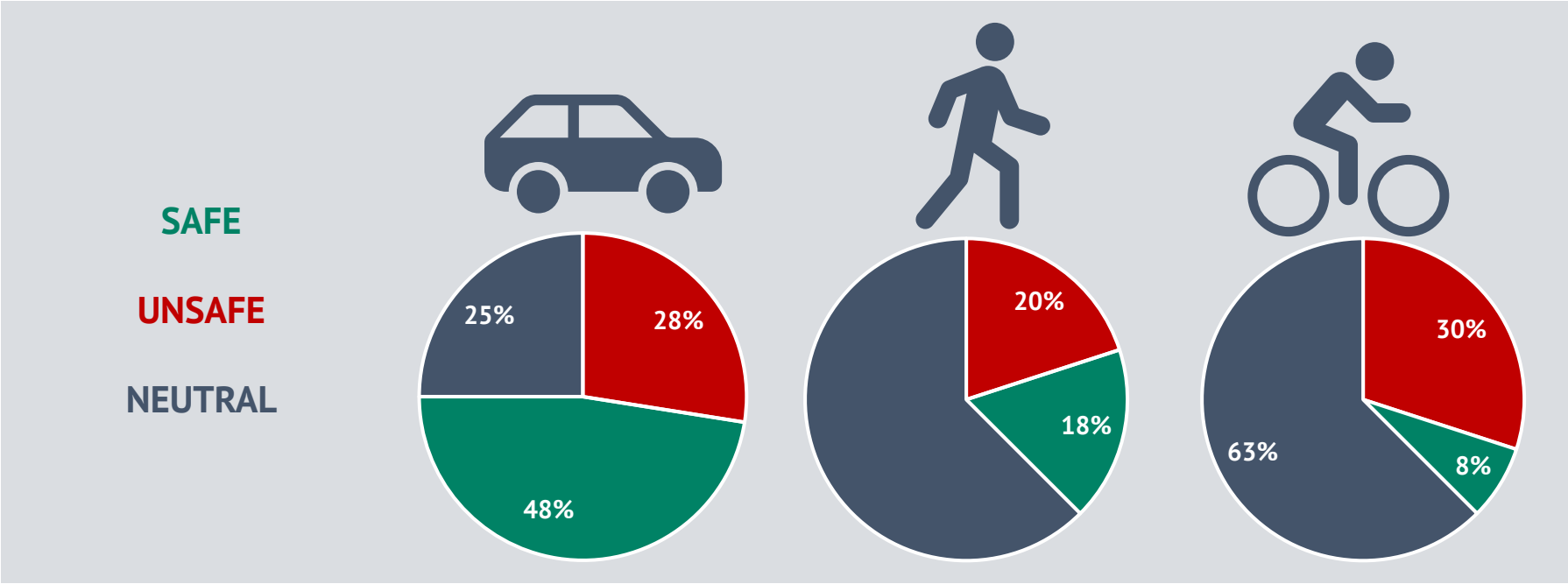
What We've Heard So Far

- Over 240 survey & map responses for Lafayette
  - Majority (65%) of survey respondents were people who live in Lafayette



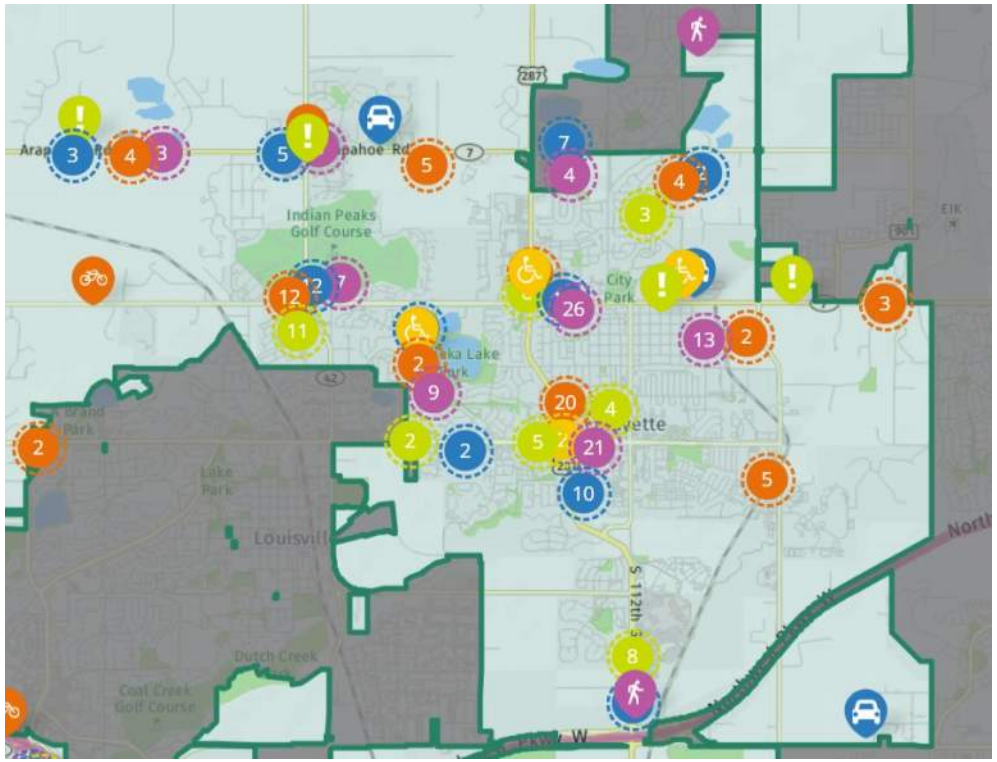
What We've Heard So Far

How safe do you feel traveling in Lafayette?



What We've Heard So Far: Themes

- Vehicle speeds
  - Examples: Baseline Rd, Arapahoe Rd, Emma Rd
- Conflicts between vehicles and pedestrians/bicyclists on higher speed roadways
  - Examples: US 287 & Baseline Rd, 95th St & Baseline Rd
- Poor roadway pavement conditions
  - Example: Baseline Rd
- Demand for bicycle infrastructure
  - Examples: Baseline Rd, S Boulder Rd



Discussion

Discussion

- Does the input we have heard so far resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Questions or Comments

Next Steps

1. Continue crash/technical analysis
2. Use crash analysis and community input to inform development of draft recommendations (engineering and non-engineering)
3. Develop draft Lafayette Vision Zero Action Plan
4. Bring draft Action Plan content to public for feedback on draft recommendations

How You Can Help!

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boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
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Thank you!

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City of Lafayette
Principal Transportation Engineer
Michelle.melonakis@lafayetteco.gov

Nikki Riemer, PE, RSP$_1$
Consor Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

SUPERIOR VISION ZERO ACTION PLAN

Public Meeting #1

August 1, 2024



Project Team Introductions

Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present crash data and what we’ve heard from the community
4. Facilitate a discussion to allow the community to express their comments and questions
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Safe System Approach

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**	VS	Traffic deaths are **PREVENTABLE**
PERFECT human behaviour		Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

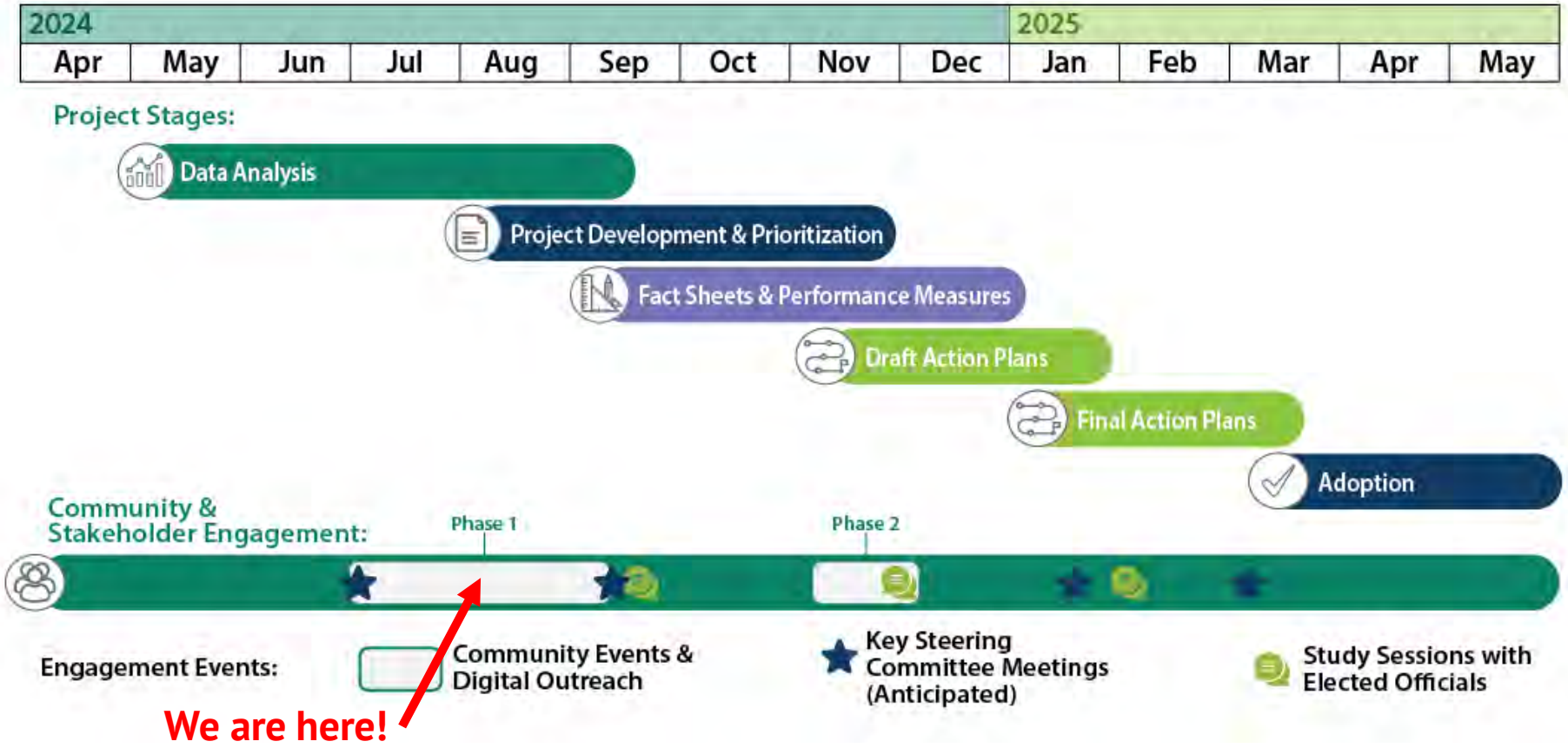


Superior VZAP Project Overview

- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding sources for implementation.

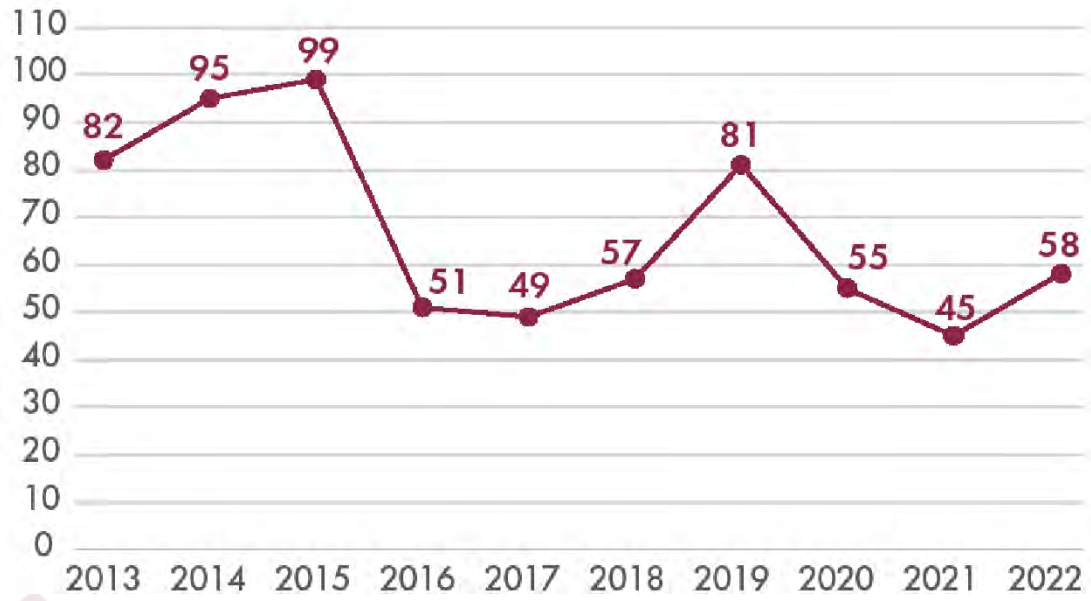


Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Crash History in Superior

Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior.

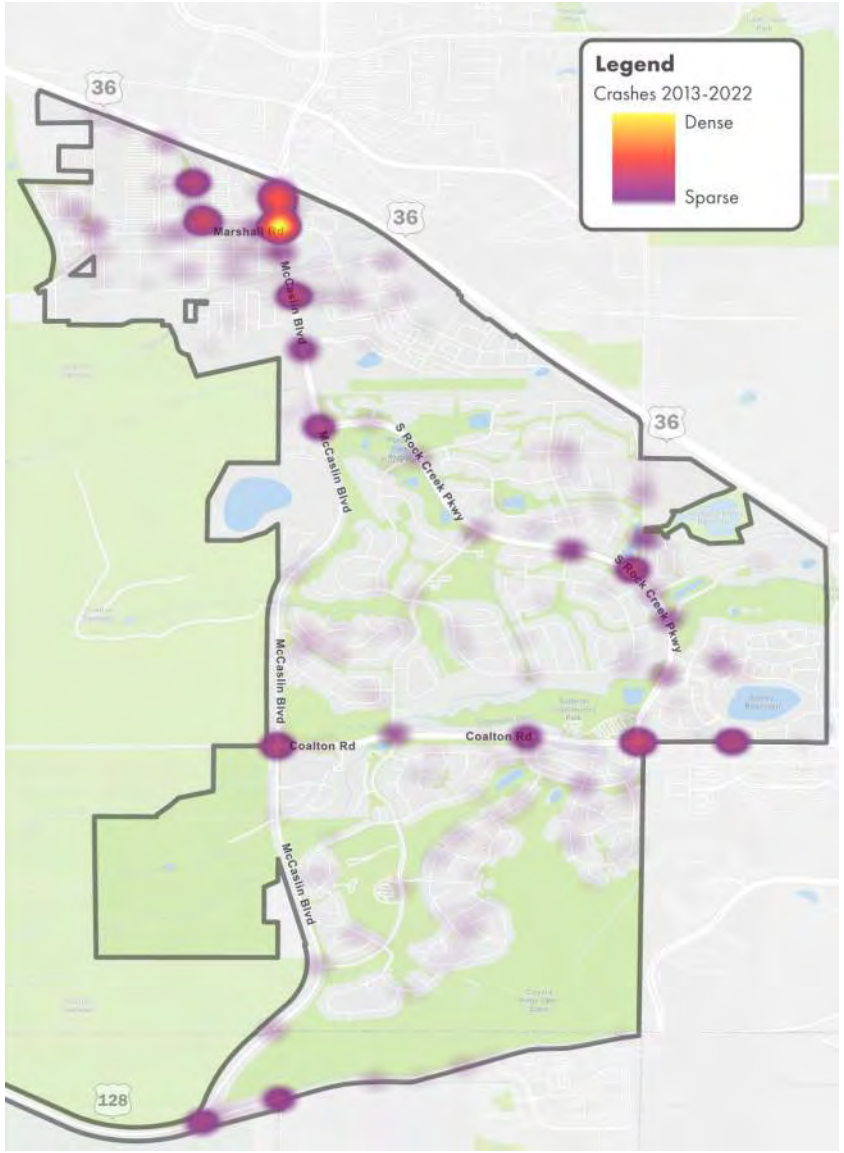


Rear End	30%
Fixed Object	15%
Broadside	15%
Sideswipe	10%
Approach Turn	10%

Crash History in Superior

65% of crashes in Superior are occurring at **intersections**

1. McCaslin Boulevard & Marshall Road
2. McCaslin Boulevard & US 36
3. Marshall Road & Sycamore Street
4. Rock Creek Parkway & 88th Street
5. Rock Creek Parkway & Coalton Road



Survey Open Through August 31



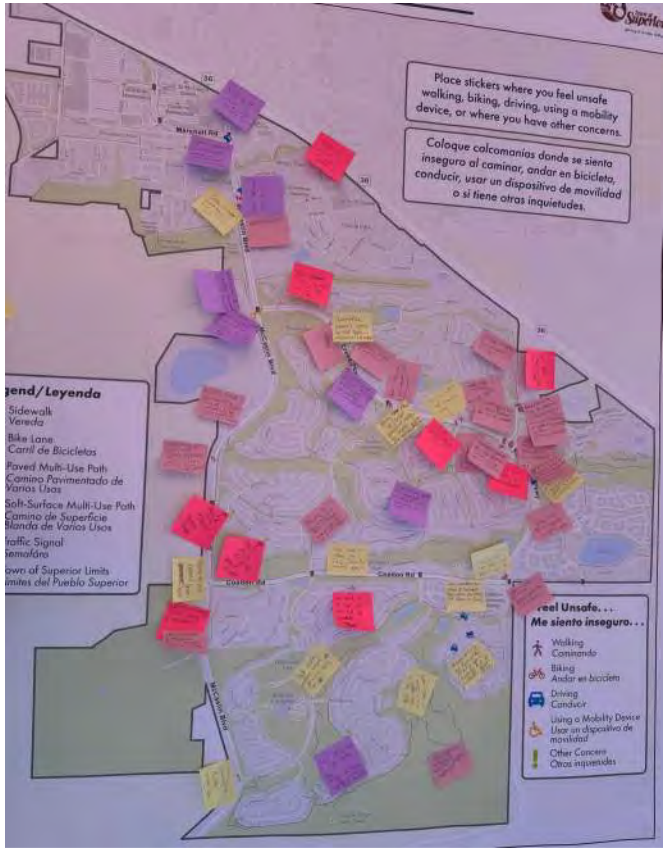
Project Website & Survey/Web Map

boco.org/visionzeroactionplan

How We're Collecting Input

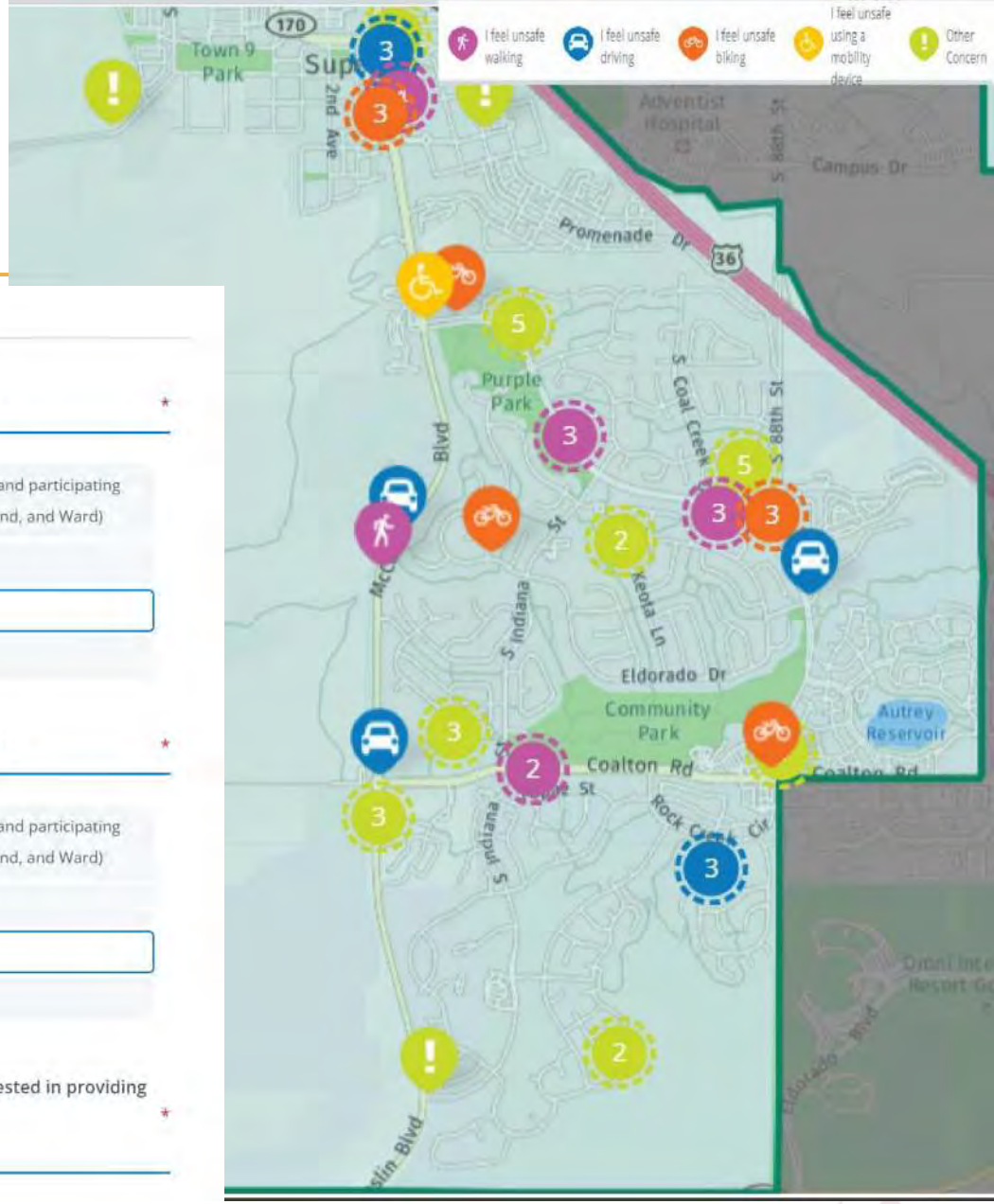
- Superior 4th of July Festivities
- Online Survey
- Online Public Meeting – tonight!





How We're Collecting Input

Online Map & Survey



Survey:

Which municipality do you live in? *

- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ○ Lafayette
- ◉ Superior
- ○ Other

What municipality do you work in? *

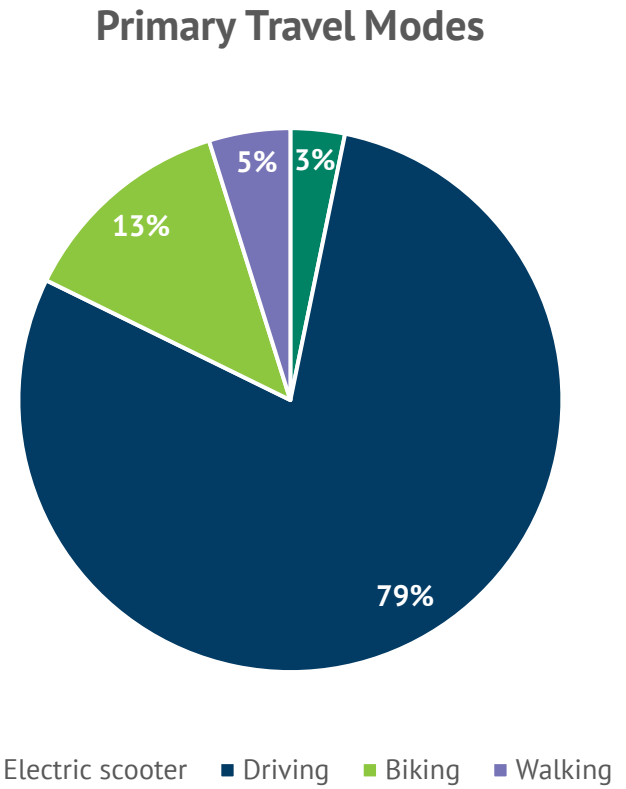
- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ○ Lafayette
- ◉ Superior
- ○ Other

Which municipalities are you interested in providing feedback on? *

Please select all that apply.

What We've Heard So Far

- Over 120 survey & map responses
- Survey response split between residents and commuters/visitors from City of Boulder, Lafayette, Broomfield, Louisville, and other communities



What We've Heard So Far

How safe do you feel traveling in Superior? (Responses other than neutral):



Safe: 33%
Unsafe: 48%



Safe: 33%
Unsafe: 30%



Safe: 42%
Unsafe: 16%

Respondents involved in a crash in Superior in past five years: **7%**

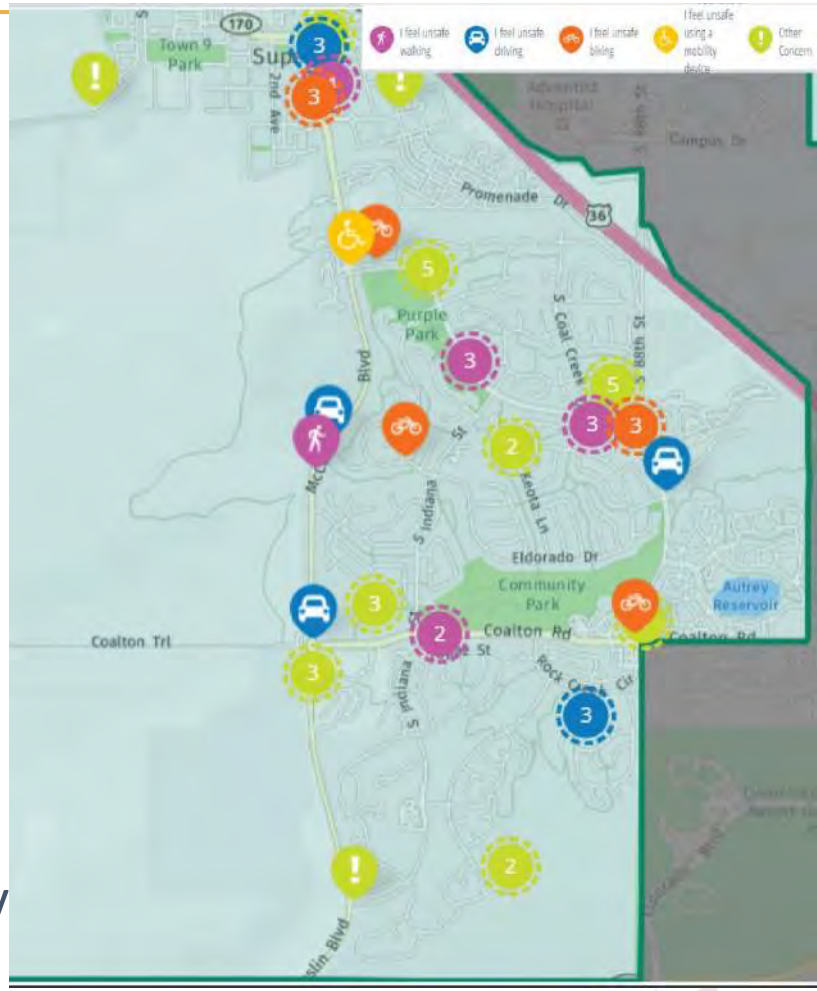






What We've Heard So Far: Locations of Concern

- Rock Creek Parkway Intersections:
  - Coal Creek Drive – turning onto Rock Creek Parkway is challenging
  - 88th Street Roundabout – uncomfortable for people walking and biking
  - Coalton Road – Speeding, difficult crossing for bicyclists and pedestrians
- McCaslin Boulevard
  - Concerns regarding pass through traffic between neighboring communities
  - Marshall Road intersection – red light running and mid-turn lane changes
  - Coalton Road Roundabout – challenging to navigate
- Vehicle speeds on local roadways south of Rock Creek Parkway



Discussion

Discussion

- Does the input we have heard to date resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Please feel free to unmute or share ideas in the chat



Questions or Comments

Next Steps

1. Use crash analysis and public outreach to inform development of draft recommendations (engineering and non-engineering)
2. Bring proposed recommendations to public for feedback
3. Develop a draft of the Superior Vision Zero Action Plan

How You Can Help!

- Take online survey by August 31
- Visit project website and sign up for updates.

boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
- **Late Fall/Early Winter:** Public review of draft recommendations

Thank you!

Project Contacts

Alex Bullen
Town of Superior
Superior VZAP Program Manager
alexb@superiorcolorado.gov

Nikki Riemer, PE, RSP$_1$
Consor Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

Superior Vision Zero Action Plan
Phase 2 Engagement Summary

March 2025



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Introduction

Recognizing the importance of implementing a regional approach to road safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 Safe Streets and Roads for All (SS4A) grant funding. The Partners were awarded the SS4A grant funding which enables each Partner to develop a Vision Zero Action Plan (VZAP) of their own. The VZAP will be a detailed analysis of traffic crashes and risk factors in the county or jurisdiction, and provide specific recommendations to comprehensively improve transportation safety in the coming years. The Superior Vision Zero Action Plan is being developed using community engagement to supplement the data-driven safety analysis completed for the project. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

In winter 2024/2025, the project team implemented Phase 2 of outreach. During this phase, the community was asked to review high-level results from the safety analysis and provide feedback on proposed countermeasures. The community and stakeholder engagement efforts included a blend of in-person, virtual, and digital engagement strategies, including informational online videos, an online survey, and participation at the Superior Winter Festival. The community feedback collected in Phase 2 will be used to prioritize Vision Zero projects and specific actions Superior can implement to improve traffic safety.

Project Outreach Set-up & Promotion Information

Understanding that outreach and communication with the community was a top priority, the project team created a variety of content to promote and encourage participation in the engagement efforts for this project. Diversifying the outreach platforms allowed Superior to reach a wider array of community members for more comprehensive engagement.

Website

During Phase 1, the project team worked closely with the Partners to develop a Vision Zero Action Plan project website hosted on Boulder County's webpage. The website contains static information including project overview, project schedule, to-date safety progress in each of the jurisdictions, an opportunity to sign up for project updates, FAQs, and program contact information. It also includes information that is updated regularly including public engagement opportunities, upcoming public meetings, and past public meeting recordings and presentations. The Partners promoted the project website with their constituents, and the project team included the website address and QR code on all promotional and engagement materials.

The website can be accessed by QR code, by the abbreviated weblink, or by the full weblink:

QR Code: Abbreviated weblink: https://boco.org/visionzeroactionplan

Full weblink: https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/

Handouts

The project team created small handouts in both English and Spanish to promote public involvement in Phase 2 of outreach for the Vision Zero Action Plan. The handout encouraged community members to take the transportation survey and provided both a QR code and an abbreviated weblink to access the project website. The business cards were distributed at the project pop-up event to encourage community members to provide more detailed feedback.

Social Media

The project team assembled a social media calendar to promote attendance at the pop-up event and encourage online survey completion. The project team worked with the Superior communications teams to push content out through their social media channels. Each social media calendar included text content, images, and outlined the platforms for distribution (Twitter [X], Facebook, Instagram, Nextdoor, LinkedIn) for each post.

Newsletter

The project team drafted a project blurb to be distributed to residents explaining the Vision Zero Action Plan project and how residents can get involved and provide feedback. The newsletter content was distributed within the Superior Sentinel in February 2025.

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consisted of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team facilitated meetings with the Steering Committee, and targeted meetings as needed. The Stakeholder Committee convened once between Phase 1 and Phase 2 engagement efforts (Steering Committee Meeting #2), and were provided a memorandum with updates on the project status as well as an encouragement to take the online survey and share with their networks during Phase 2.

Steering Committee Meeting #2

On October 10, 2024, the project team hosted a virtual meeting with members of the Steering Committee including representatives from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. The team reviewed information about the project scope, background, and schedule, then provided an overview of input received during Phase 1 of community outreach as well as the results of the safety analysis. Steering Committee members were asked to react to the results of the crash analysis, High-Injury Networks, and High-Risk Networks. The following discussion revolved around potential inputs focusing on roadways being used for recreation versus commuting/non-recreation. Finally, the group discussed potential outreach events and ways to support Phase 2 of engagement. The Steering Committee Meeting presentation and meeting notes are available in Appendix A.

Steering Committee December Update

In December 2024, the project team developed graphic updates for each agency that were shared with the Steering Committee members. The updates focused on a review of Phase 1 community feedback, the safety analysis findings, the High-Injury and High-Risk Networks, and an overview of the recommendation development process including example recommended actions. The Steering Committee Update specific to Superior can be found in Appendix A.

Community Engagement

Community engagement strategies included an in-person event, informational online videos, and an online survey. Community engagement materials can be found in Appendix B.

Pop-Up Event – Superior Winter Festival

The Superior pop-up event occurred on December 14th, 2024 from 1PM-5PM at the Superior Winter Festival. At the event, the project team set up boards with project background information, a summary of crash analysis statistics in Superior, and the High-Injury Network (HIN) and High-Risk Network (HRN). The project team also set up an activity that prompted the public to place stickers to indicate their level of support for the preliminary recommended countermeasures to address the top crash types in Superior. Figure 1 displays photos from the pop-up event. Overall, participants were supportive of the six countermeasures, with the exception of red light cameras and speed cameras, which sparked some concerns about privacy. There were also some concerns about the comfort of raised crossings when riding a bicycle. In addition to the sticker exercise, the project team facilitated an activity to understand priorities for where to implement safety improvements first. Participants were given 7 tokens and asked to distribute them among 4 buckets based on their top priorities. The top priority for participants was to improve walking and biking ability, followed by locations with known crash history.



Figure 1. Superior Winter Festival Pop-up Event

Informational Videos

Informational videos were posted to the project website in early 2025 to provide community members with an update on project process, present the results of the safety analysis, and describe proposed safety solutions. An introductory video provided an overview of the project, what Vision Zero is, and how the Partners are collaboratively developing their individual Vision Zero Action Plans. Next, a Superior-specific video detailed insights from the safety analysis process, including the High-Injury Network and High-Risk Network, as well as describing some of the proposed safety solutions and how they address the most common crash types in Superior. Finally, the video provided an overview of the Vision Zero Action Plan next steps, such as project prioritization, and prompted viewers to participate in the online survey.

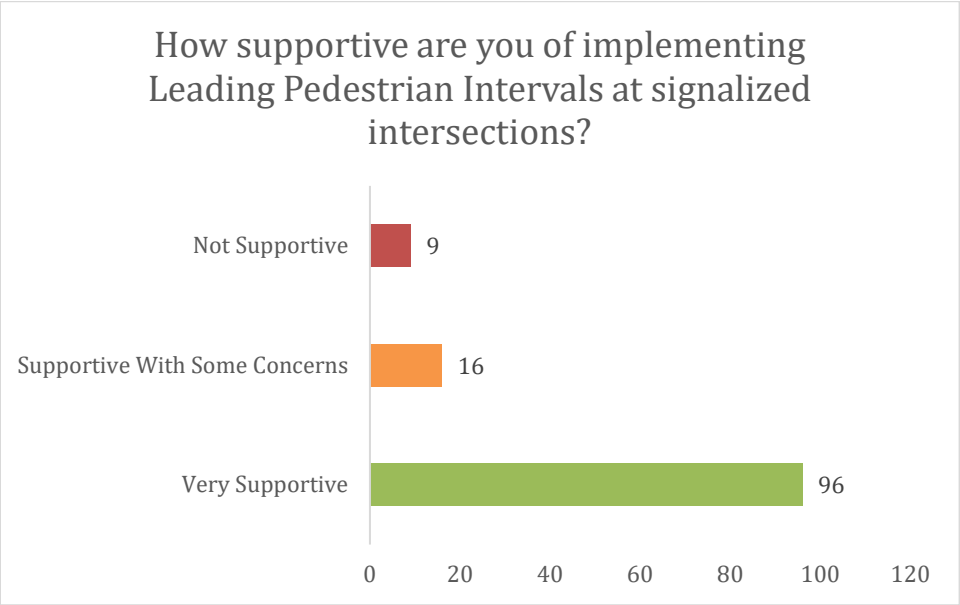
Online Survey

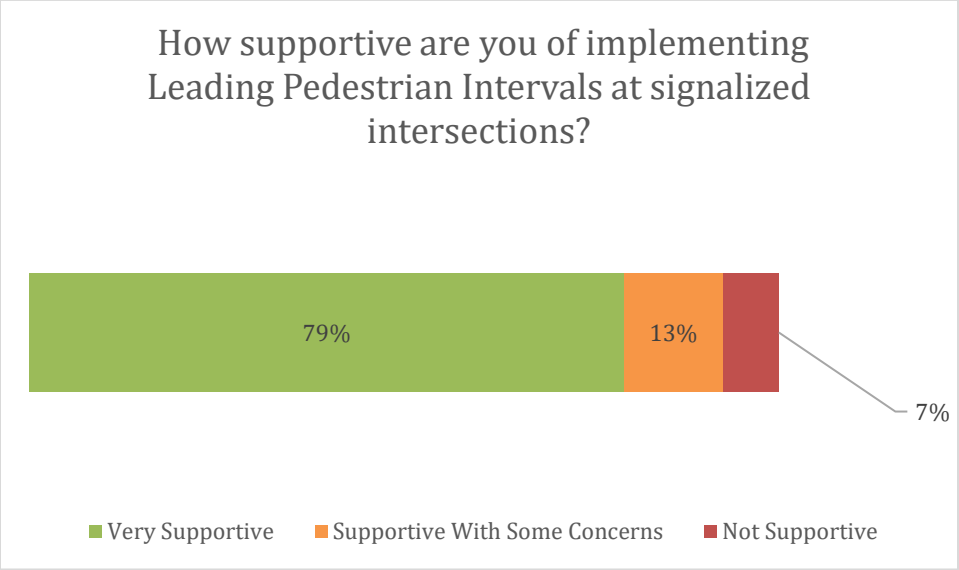
An online survey was shared with the public on SurveyMonkey and was open from December 14, 2024 through February 17, 2025. The survey presented high-level results from the safety analysis and proposed safety solutions related to the top crash types in Superior. The survey also gathered feedback about potential prioritization factors and provided the opportunity to provide additional open-ended comments. The full online survey can be viewed in **Appendix C**. There were 89 online survey results, which were supplemented by the results of the activities at the Superior Winter Festival pop-up to inform the following results.

Proposed Safety Solutions

For each of the proposed safety solutions, participants indicated their level of support for implementation within Superior and had the opportunity to share any concerns about the safety solution.

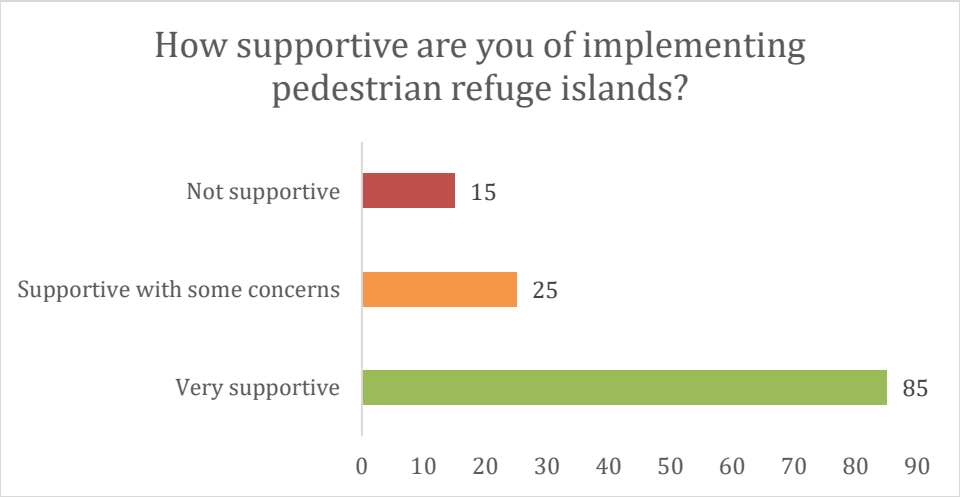
Leading Pedestrian Interval

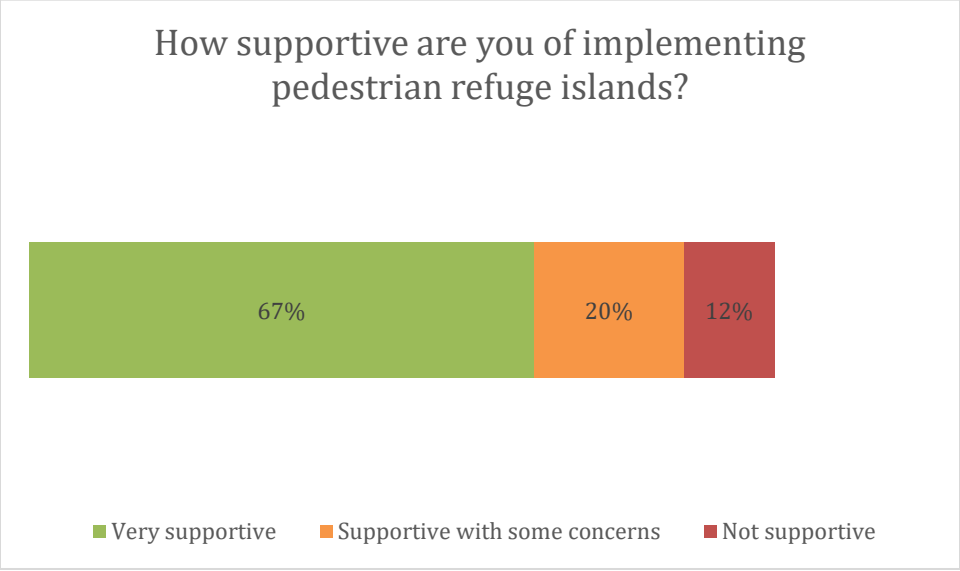




Of the 22 open-ended responses, many (45%) focused on concerns about effectiveness of Leading Pedestrian Intervals. Many of these concerns were related to not understanding how leading pedestrian intervals work, and concerns regarding their efficacy at protecting pedestrians from people running red lights or turning right on red. Responses also highlighted only installing leading pedestrian intervals at high-volume signalized intersections, such as McCaslin Rd & Marshall Rd intersection, and signalized intersections along Rock Creek Parkway. Based on the concerns shared regarding the effectiveness of leading pedestrian intervals, implementation of this countermeasure should be paired with enforcement of red-light running and focused on intersections with high volumes of both vehicles and pedestrians.

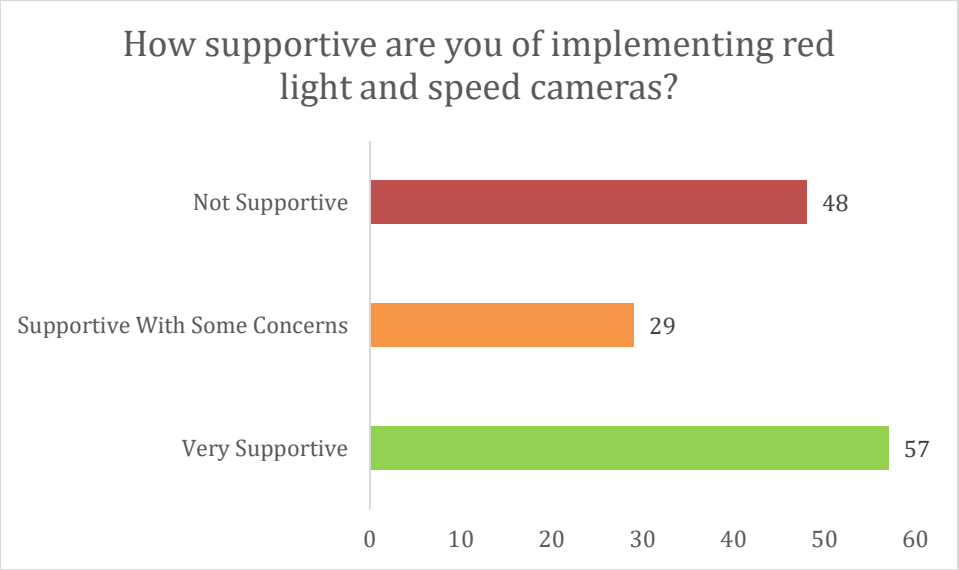
Pedestrian Refuge Islands

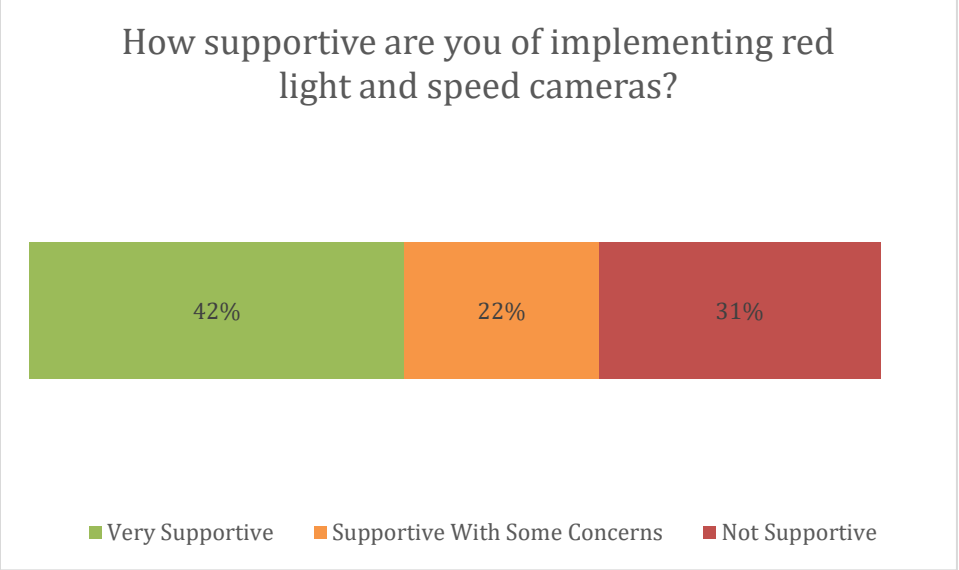




Of the 26 open-ended responses, common themes included concerns about the high cost of installation (19%), vehicles hitting the islands (19%), a desire to implement refuge islands only in areas of need (19%), and how islands may negatively impact pedestrian and cyclist safety (19%). Based on the concerns shared regarding effectiveness of pedestrian islands, implementation of this countermeasure should focus on strategic placement to minimize costs and the occurrence of vehicle collisions with the islands, as well as community education on how pedestrian refuge islands work and how to use them.

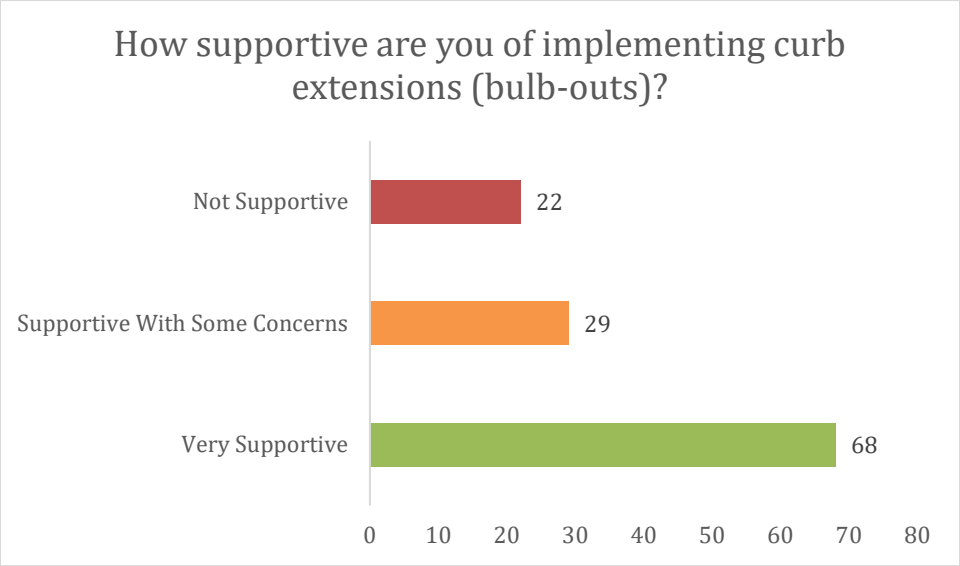
Red Light and Speed Cameras

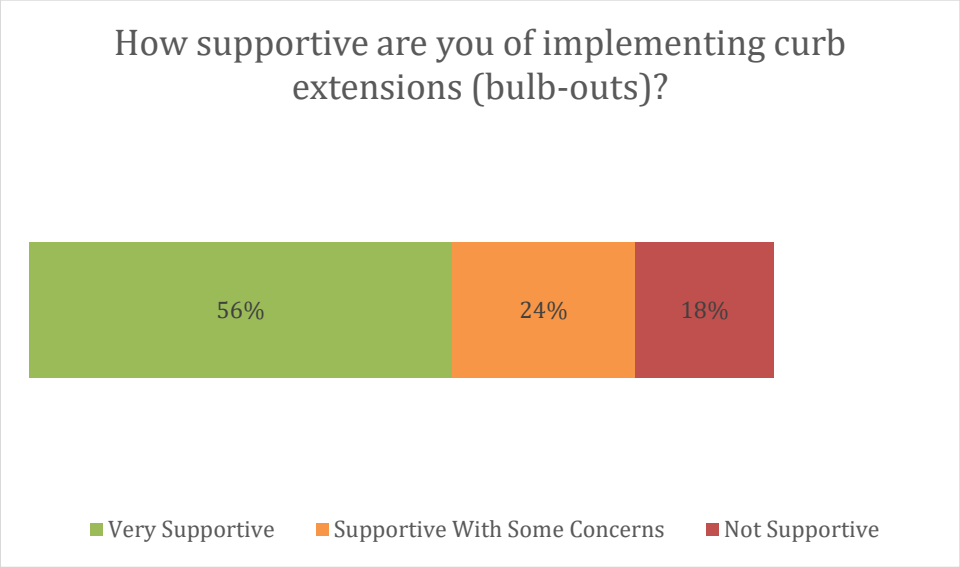




Of the 30 open-ended responses, many (30%) focused on concerns about the effectiveness of employing red light cameras. Many of these concerns related to anxious drivers resulting in more crashes, additional administrative work, and machine error. Additional concerns noted in the open-ended responses included privacy (13%) and a desire to only implement red light cameras in areas of need (7%). Based on the concerns shared regarding effectiveness of automated red light and speed cameras by the community, implementation of this countermeasure will need to focus on areas with high concentrations of speeding or red-light running, and additional engagement efforts should focus on education addressing privacy and functionality concerns.

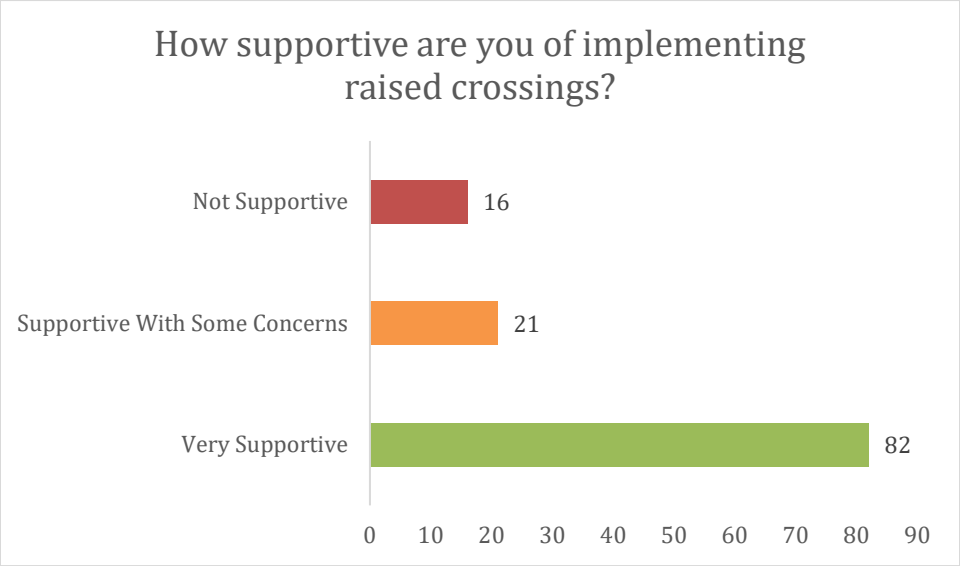
Curb Extensions (Bulb-Outs)

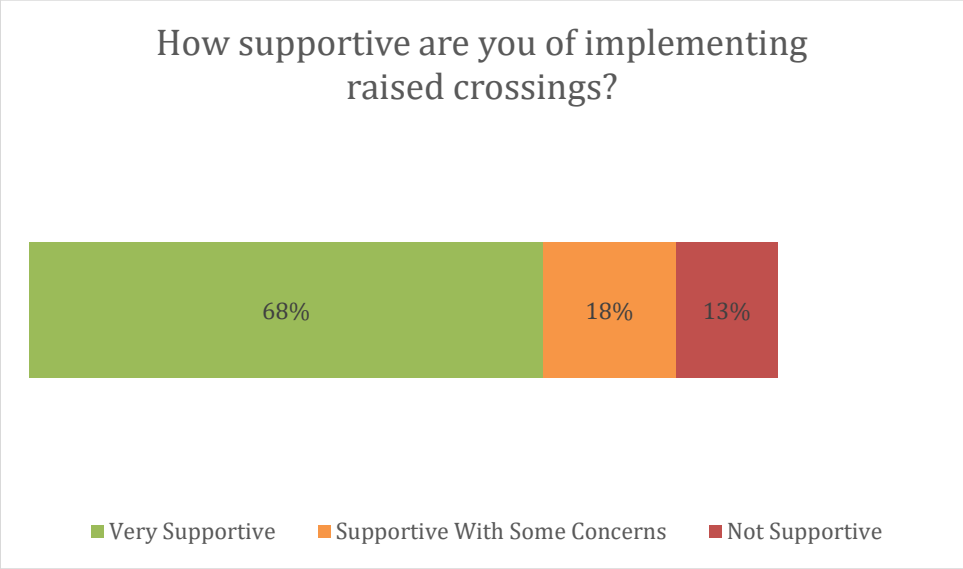




Of the 28 open-ended responses, a quarter (25%) focused on concerns about the cost of implementing curb extensions. An additional quarter (25%) of responses were related to concerns about lane changes. Many of these cited narrowed lanes, decreased number of lanes, and obstacles to driving as major concerns. Additional concerns noted in the open-ended responses included negative impacts on pedestrian and cyclist safety (14%), increased crashes (11%), traffic concerns (11%), and the desire for implementation of these measures only in areas of need (7%). Based on the concerns shared regarding costs and impacts to drivers by the community, implementation of this countermeasure should focus on maintaining existing lane configurations whenever possible while prioritizing cost effective measures that ensure safety for the community.

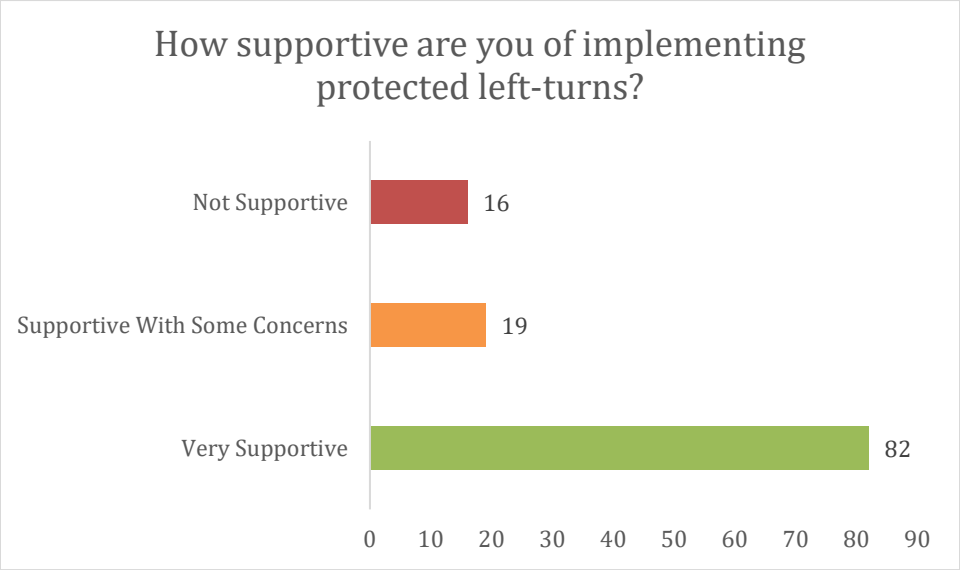
Raised Crossings

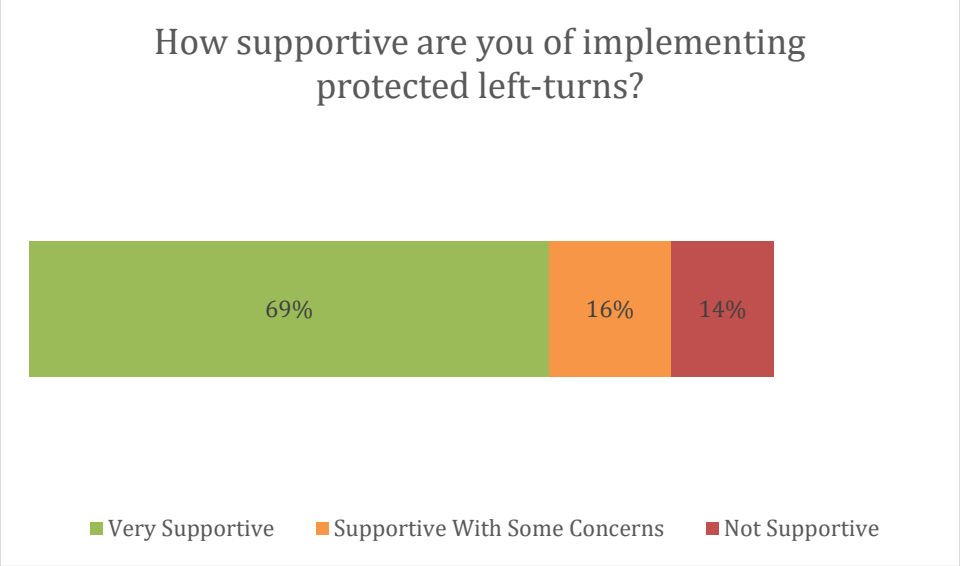




Of the 20 open-ended responses, the majority (30%) focused on concerns about implementing raised crossings only in areas of need, particularly school zones and neighborhoods. Additional concerns included visibility issues and the potential for damage to vehicles (20%). Based on the concerns shared regarding raised crossings by the community, implementation of this countermeasure should focus on areas with high concentrations of pedestrians such as school zones and neighborhoods, and prioritize visibility to reduce damage to vehicles and keep pedestrians safe.

Protected Left Turns

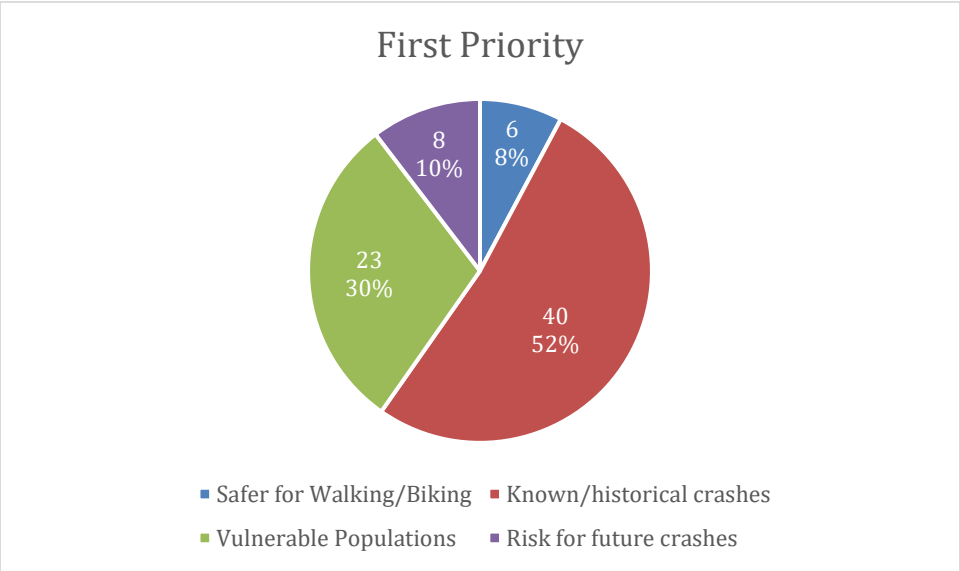




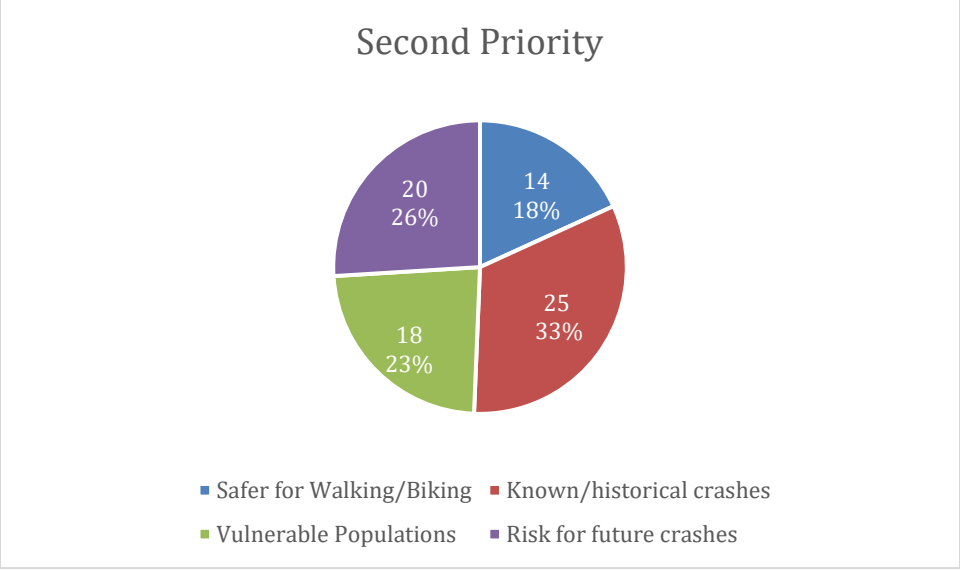
Of the 20 open-ended responses, the majority (25%) of responses focused on concerns about only implementing protected left-hand turns in areas of need. Many of these concerns are related to peak traffic hours, high-risk intersections, and areas of high pedestrian activity. Additional concerns noted in the open-ended responses included how protected left-turns may impact traffic patterns and flow (15%). Based on concerns regarding the implementation of protected left-turns shared by the community, implementation of this countermeasure should focus on areas with high concentrations of vehicular and pedestrian traffic especially during peak rush hours, while ensuring disturbances to traffic patterns are minimized.

Project Prioritization

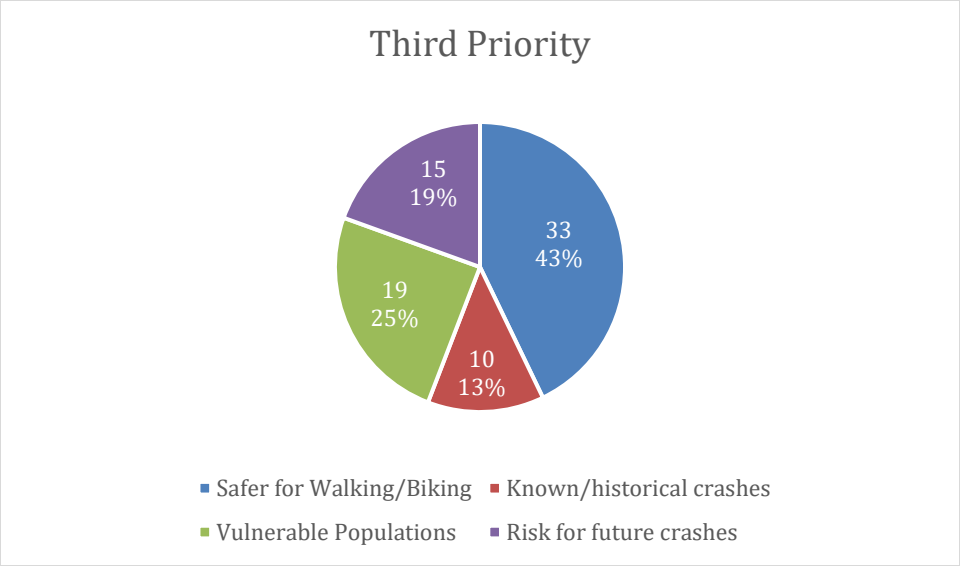
To inform prioritization of proposed projects, survey participants were asked to rank potential prioritization factors from highest to lowest priority.



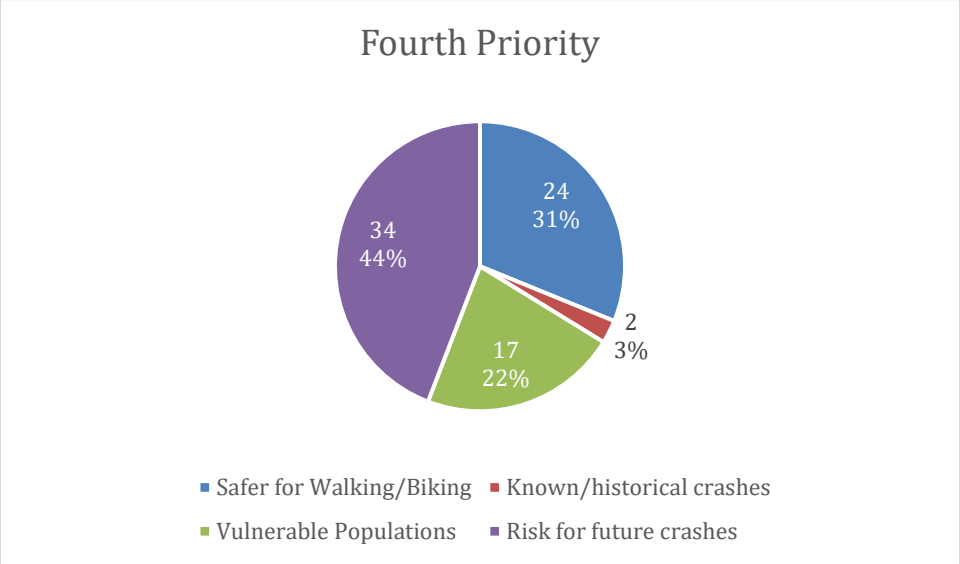
Most responses (52%) place areas of known/ historical crashes as their highest priority, while vulnerable populations were another significant factor that participants placed as their highest priority (30%). The following lower priorities were risk for future crashes (10% and safer walking and biking infrastructure (8%).



Responses indicated second priority with nearly equal proportions: known/historic crashes (33%), risk of future crashes (26%), vulnerable populations (23%), and safer walking and biking (18%)

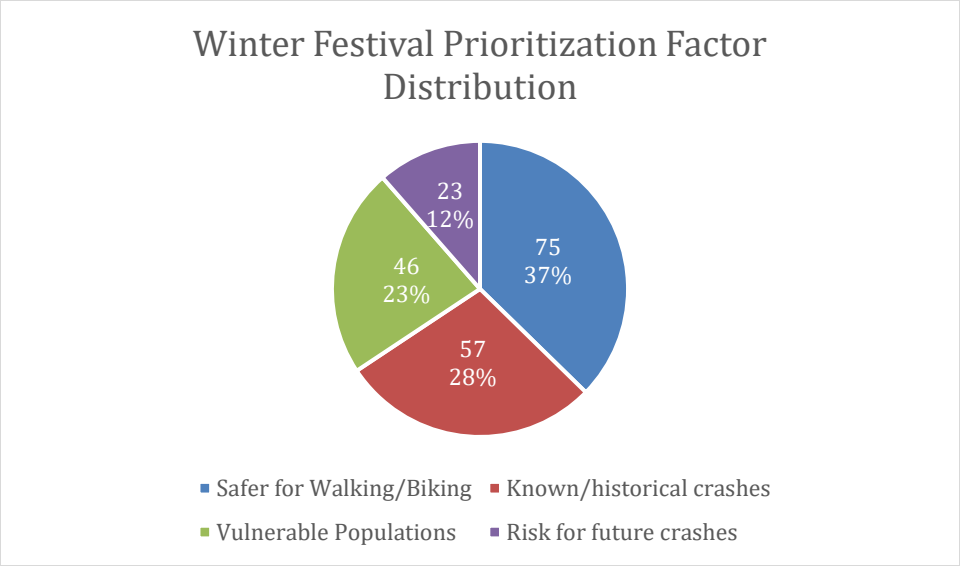


Most respondents (43%) identified making spaces safer for walking and biking was their third priority. The remaining respondents identified vulnerable populations (25%), the risk of future crashes (19%), and sites of known/ historical crashes (13%) as other lower priorities.



When identifying their lowest priority, most responses identified the risk of future crashes (44%) followed by making spaces safer for walking and biking (31%), vulnerable populations (22%), and known/ historical crashes (3%).

At the in-person Superior Winter Festival pop-up, participants were asked a similar question as the survey respondents. Participants were given 7 tokens and asked to distribute them among the four potential prioritization factors based on where they would like to see projects focused.



In person responses placed making spaces safer for walking and biking as their highest priority (37%) followed by known/ historical crash sites (28%) and vulnerable populations (23%). Responses placed the risk of future crashes as their lowest priority (12%).

Open-Ended Responses

Finally, participants were invited to share any additional thoughts on safety countermeasures or prioritization. In general, responses centered around a desire to ensure that countermeasures are not implemented needlessly and that cost is taken into account when considering the type and location of safety improvements.

Next Steps

Phase 2 outreach for the Superior Vision Zero Action Plan project solicited feedback from project stakeholders as well as over 200 in-person and virtual comments and survey responses from people who live, work, and travel through Superior. This feedback is invaluable for understanding support and prioritization of projects to ensure that solutions eliminate fatal and serious crashes in Superior. The project team will use the Phase 2 outreach results to refine strategies and actions developed within the Vision Zero Action Plan, which will be available for public review in spring 2025.

Appendices

Appendix A: Steering Committee Meeting Materials

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting # 2

October 30, 2024



Introductions

- Name
- Organization (if applicable)
- Where do you live?







Goals of Meeting

1. **Review Project Background & Schedule**
2. **Discuss Where We've Been**
   - Phase 1 Community Outreach
   - Safety Analysis
3. **Discuss Where We're Going**
   - Working Towards the Action Plan
   - Next Steps







Project Background

Vision Zero & Safe System Approach

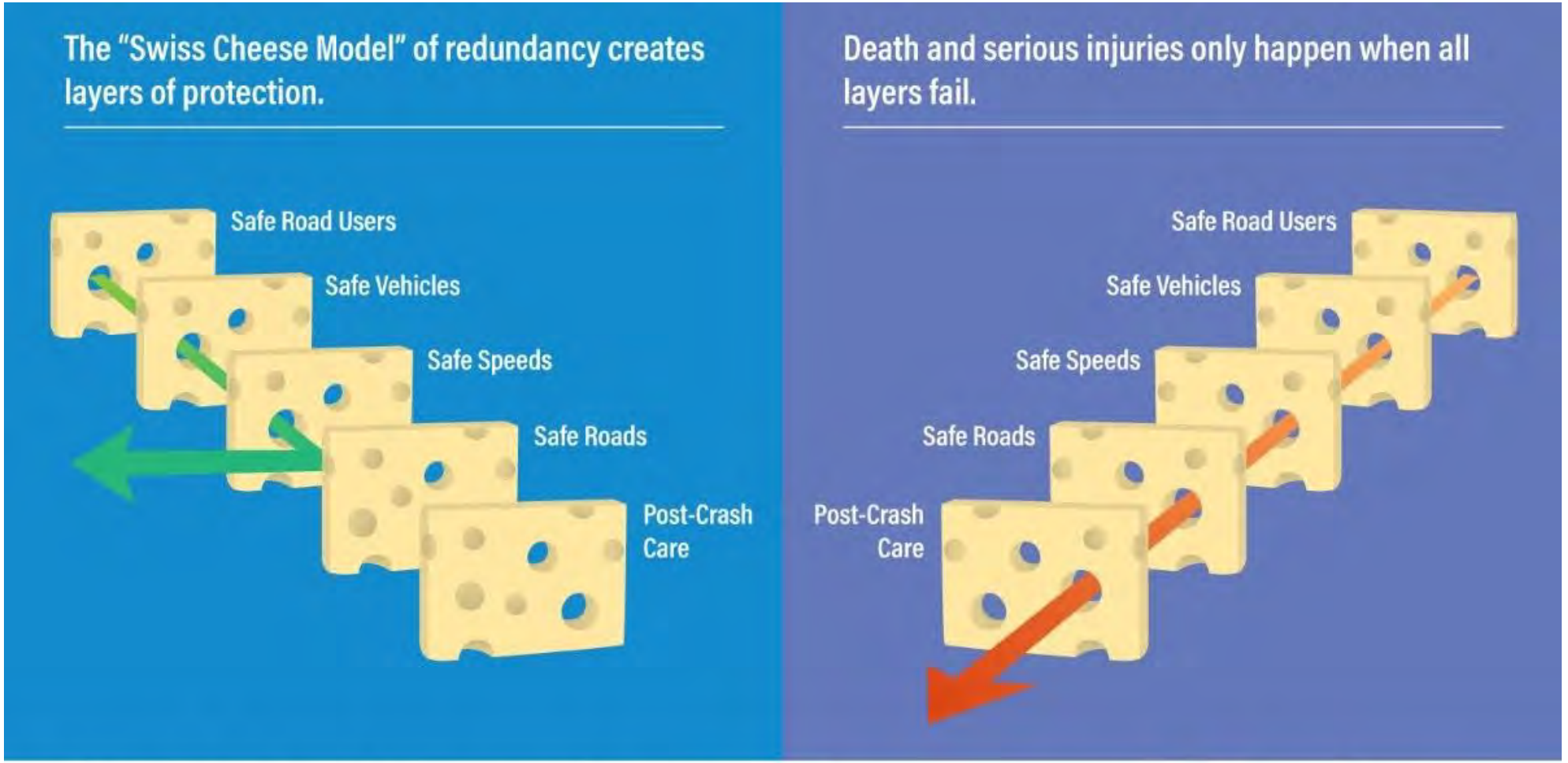
Goal: Eliminate all traffic fatalities and serious injury crashes

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



Vision Zero & Safe System Approach



The Safe System Approach

CAMBRIDGE SYSTEMATICS

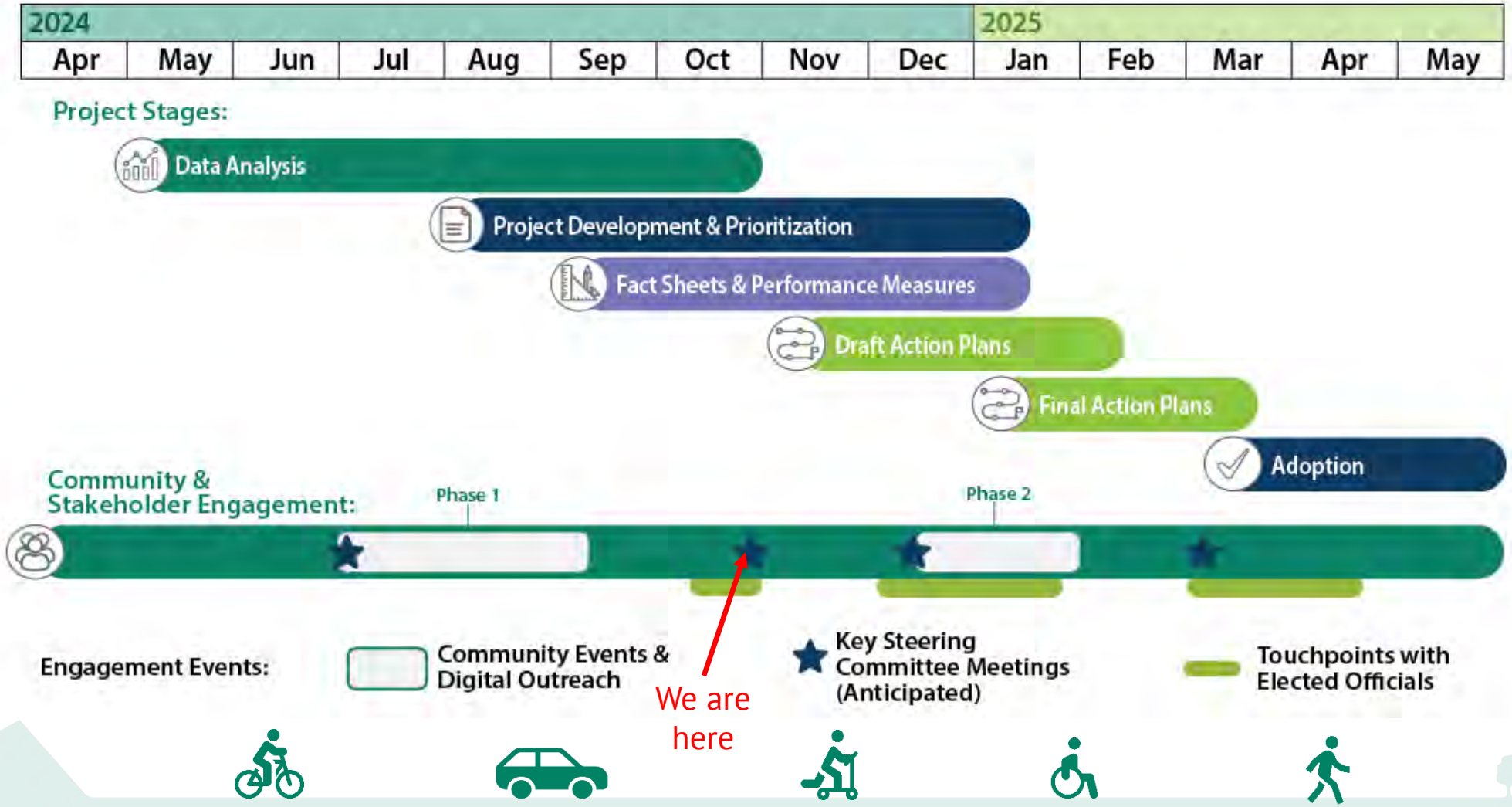
GHSA Governors Highway Safety Association

Action Plan Development

- Deliver three standalone Vision Zero Action Plans:
  1. **Boulder County** – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
  2. **City of Lafayette**
  3. **Town of Superior**
- Create list of specific actions, noting responsibility and potential funding sources for implementation.

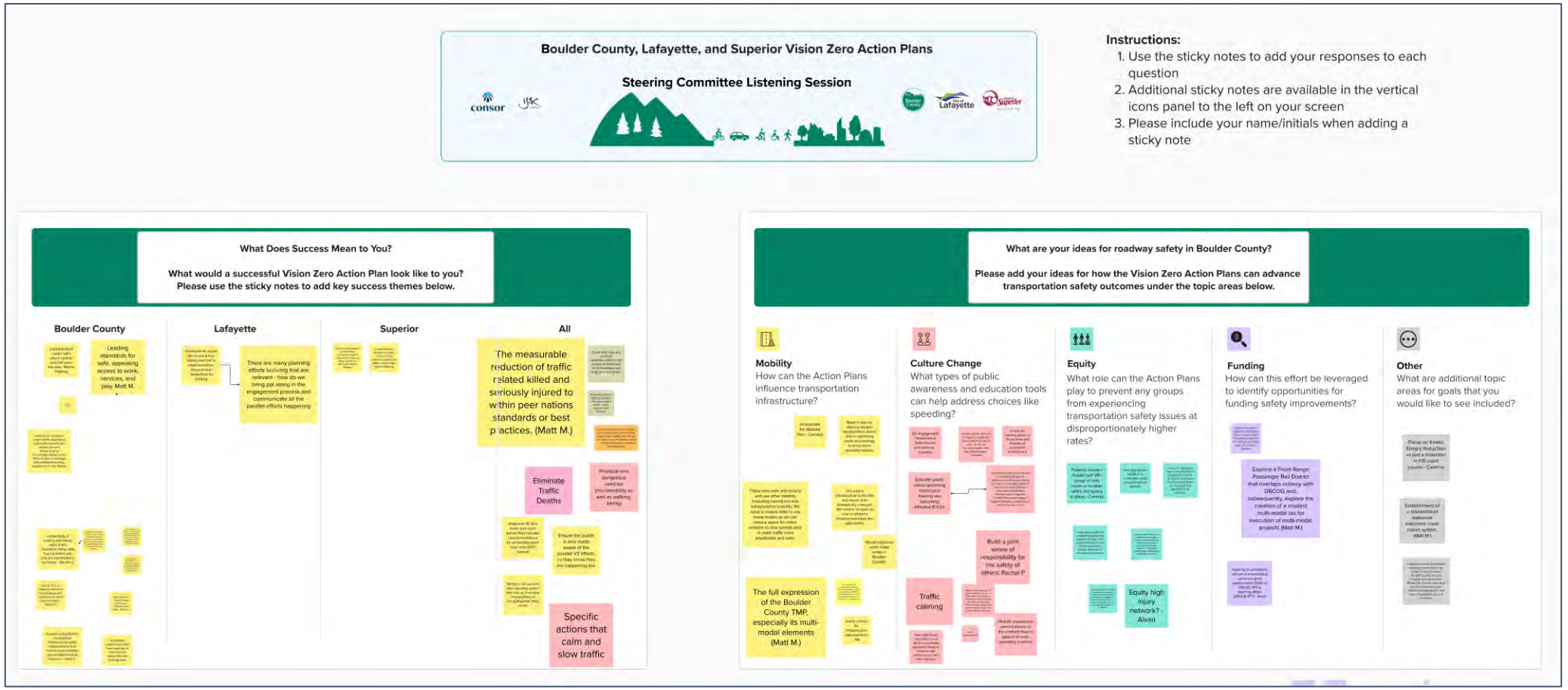


Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
We are here
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Touchpoints with Elected Officials

What We Covered at the June Meeting

- Project Background
- Promotion of Phase 1 Outreach
- Listening Session



Where We've Been: Phase 1 Community Outreach

How We Collected Input for Each Partner

July and August 2024

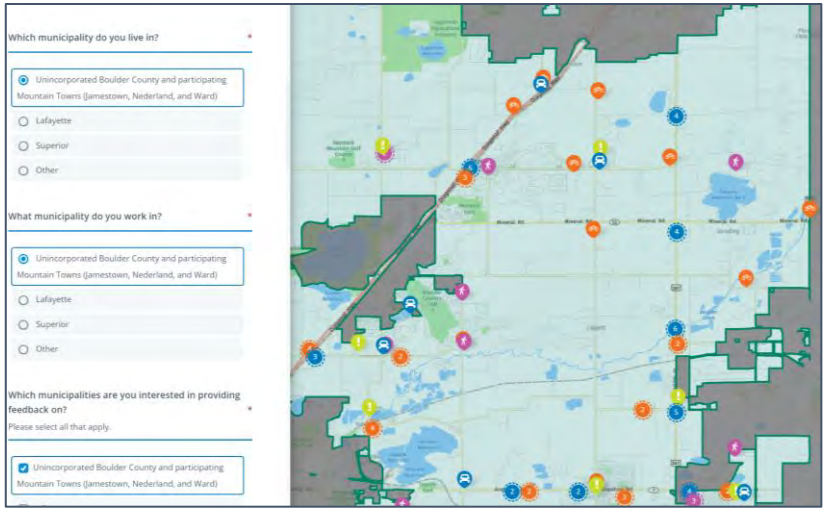
In-person Pop-up Events



Virtual Public Meetings



Online Input Map & Survey



Summary of What We Heard

Online Survey Responses

Boulder County	Lafayette	Superior
196 survey responses 309 map pins	378 survey responses 463 map pins	78 survey responses 83 map pins

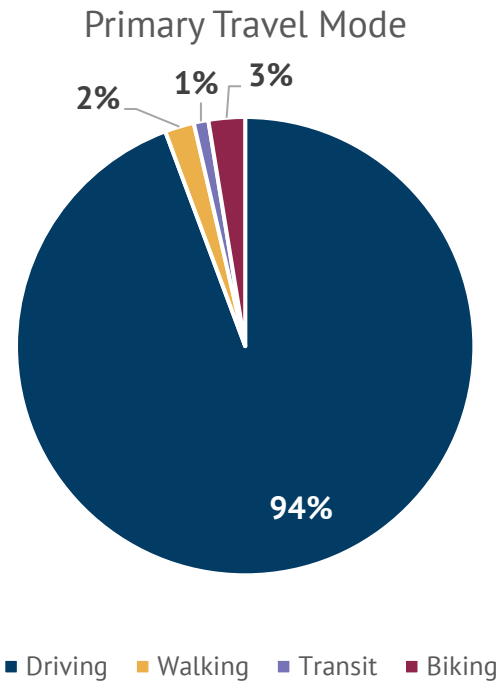






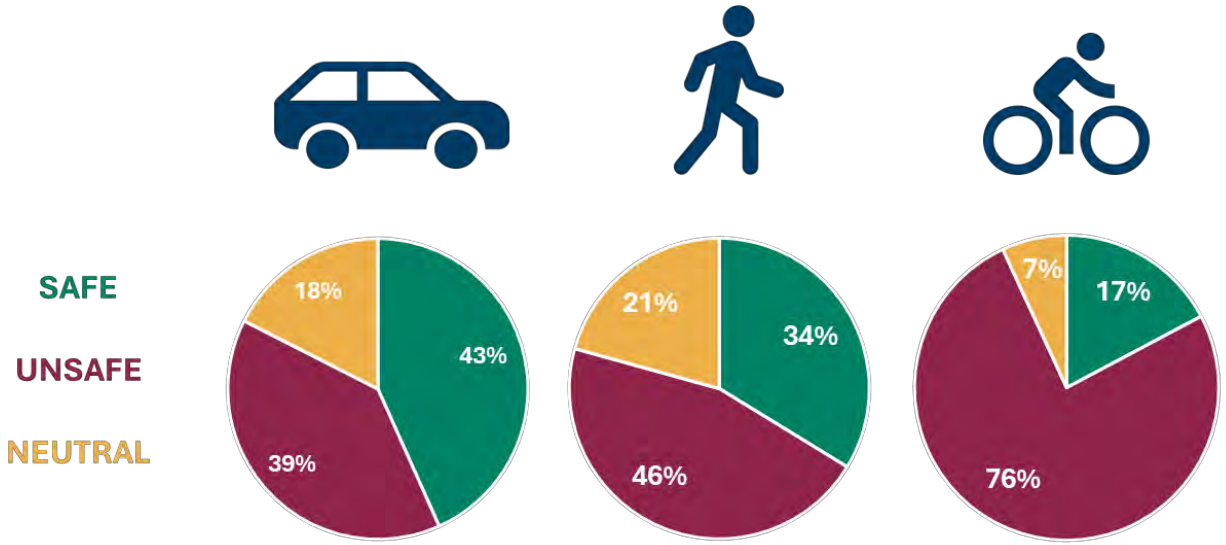
What We Heard: Boulder County & Mountain Towns

- 196 survey responses
- Majority (62%) of survey respondents live in Unincorporated Boulder County and Mountain Towns



What We Heard: Boulder County

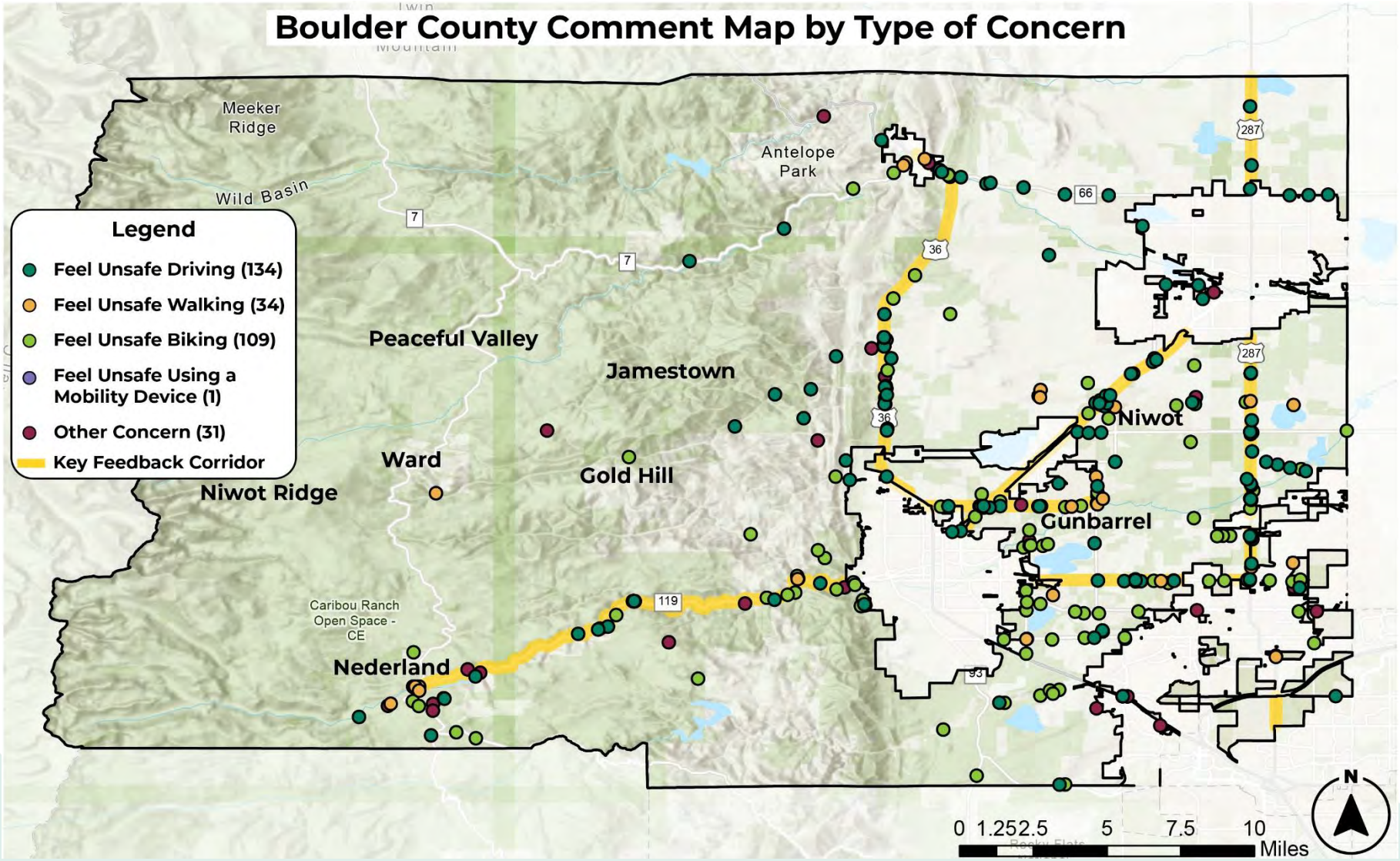
How safe do you feel traveling in Boulder County?



**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

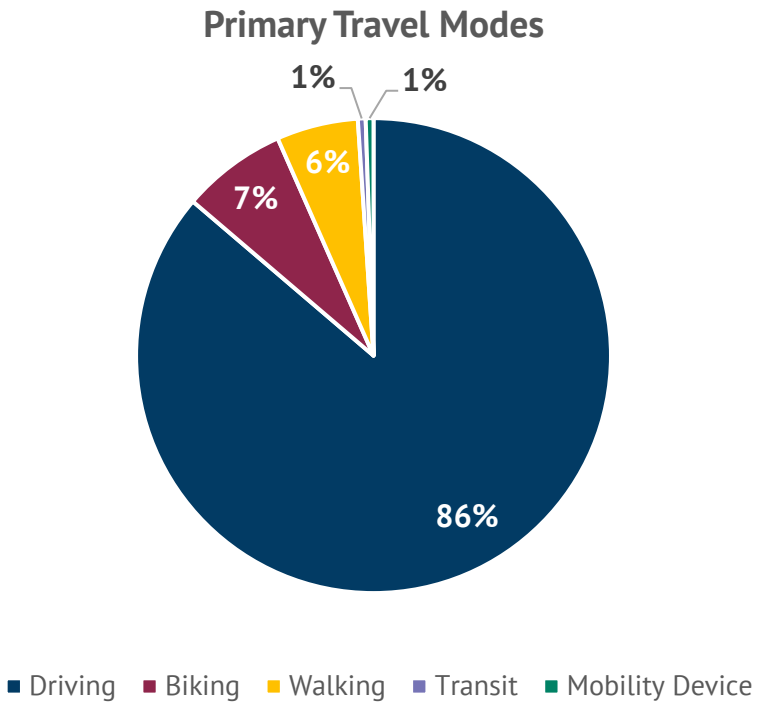
Respondents or someone they know involved in a crash in unincorporated Boulder County in past five years: **31%**

What We Heard: Boulder County (309 pins)



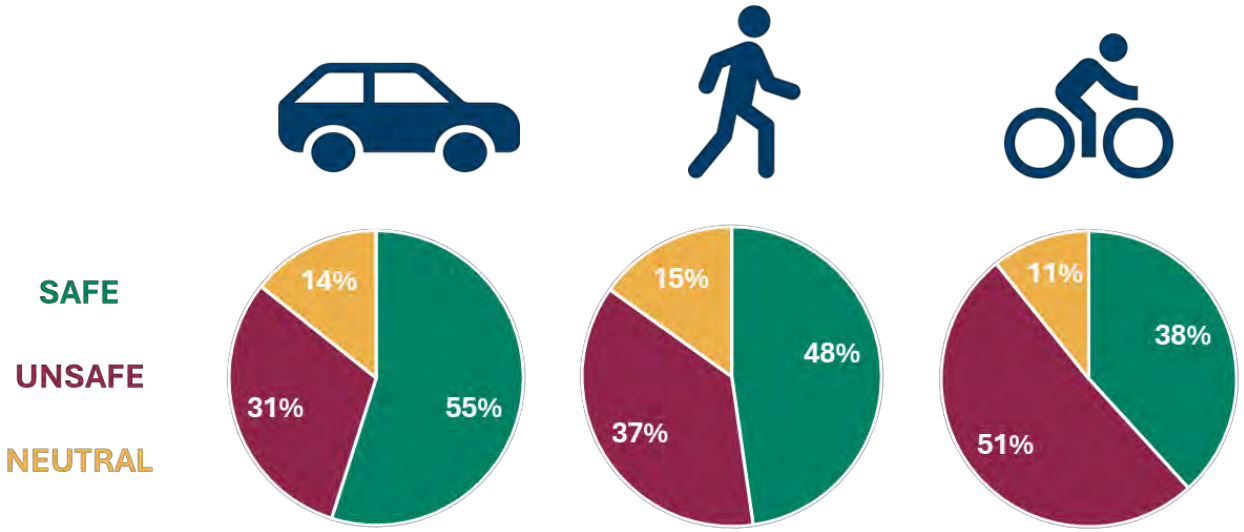
What We Heard: Lafayette

- 378 survey responses
- 463 map pins
- Majority (76%) of survey respondents live in Lafayette



What We Heard: Lafayette

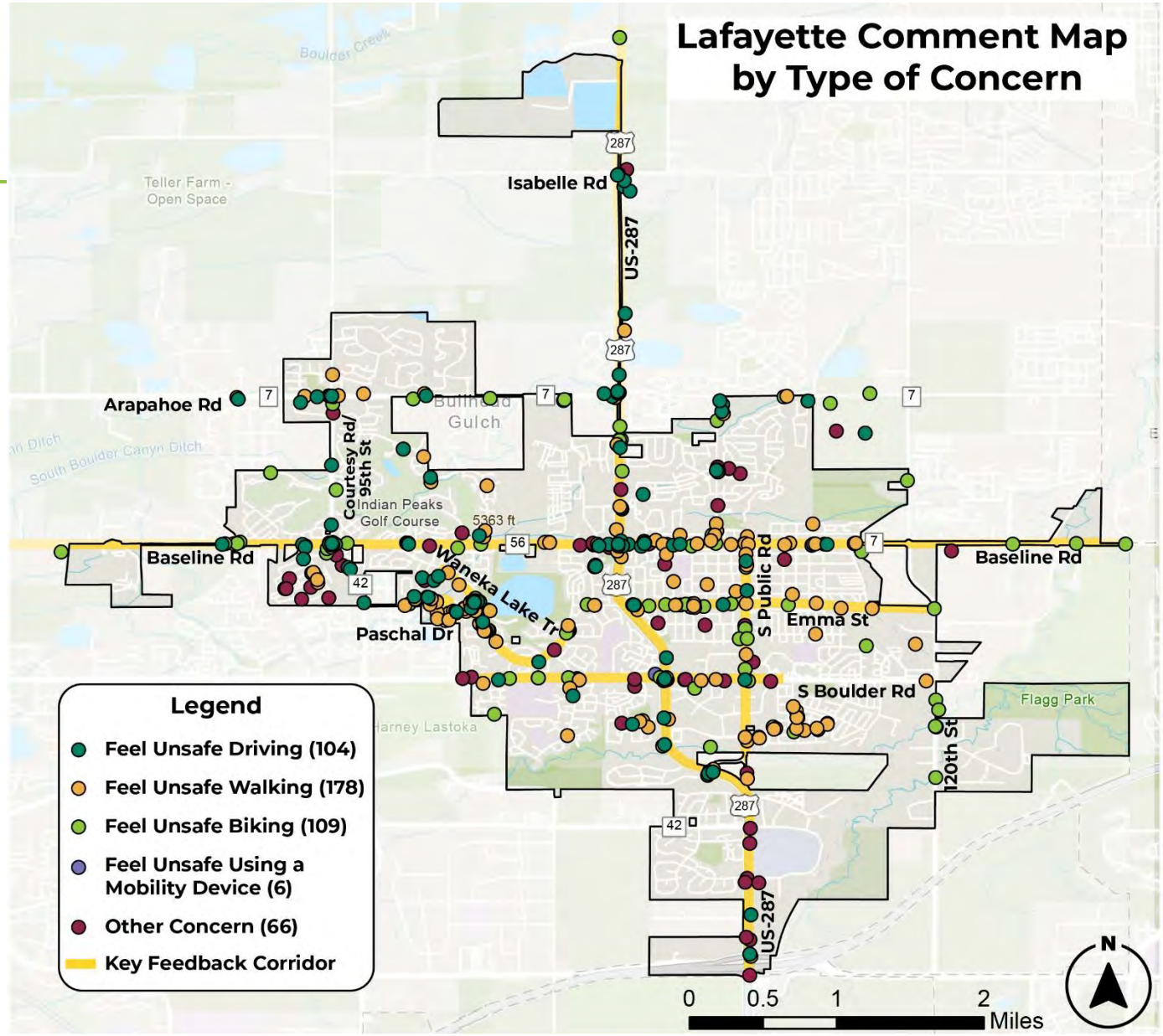
How safe do you feel traveling in Lafayette?



Respondents or someone they know involved in a crash in Lafayette in past five years: **22%**

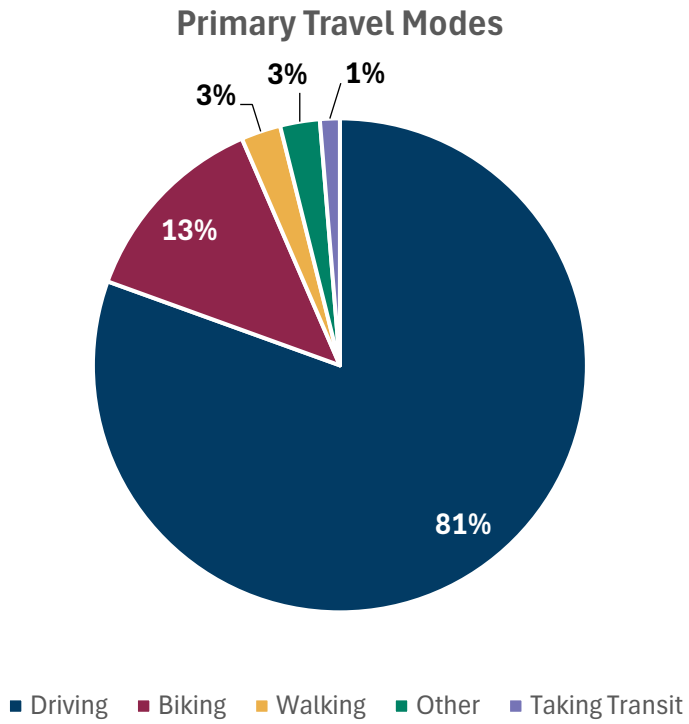
**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Lafayette (463 pins)



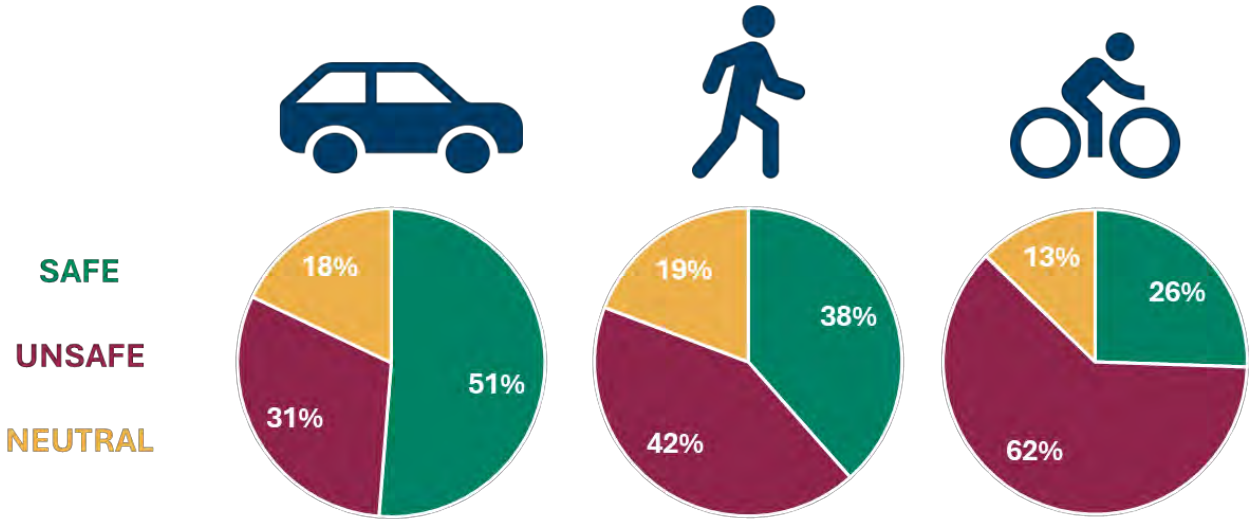
What We Heard: Superior

- 78 of survey responses
- 83 map pins
- 29% of survey respondents live in Superior while most respondents (67%) live elsewhere in Boulder County or in Lafayette.



What We Heard: Superior

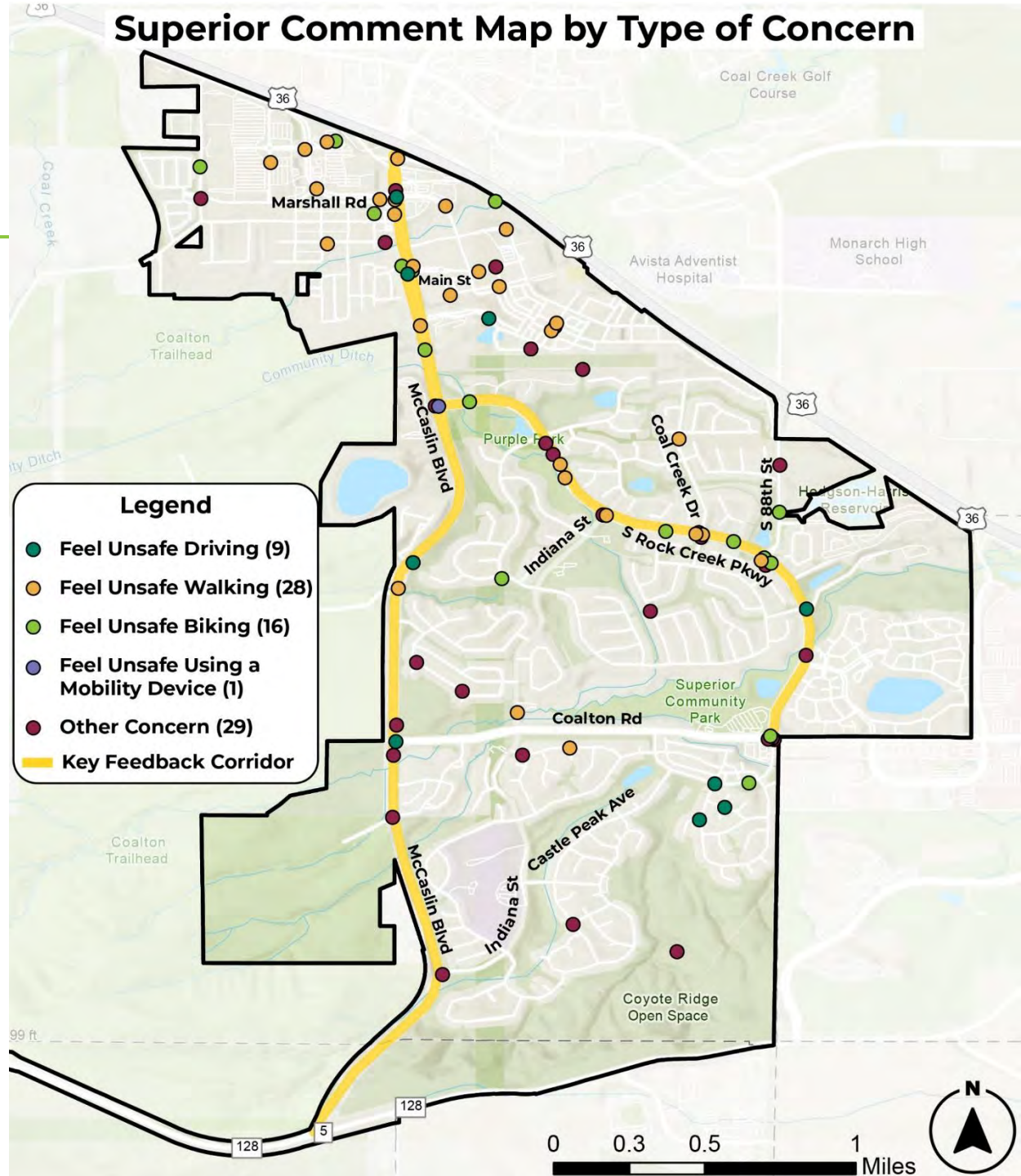
How safe do you feel traveling in Superior?



Respondents or someone they know involved in a crash in Superior in past five years: **7%**

**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Superior (83 pins)



Questions?







Where We've Been: Safety Analysis

Safety Analysis Process

- Detailed analysis for Unincorporated Boulder County & the Mountain Towns, Lafayette, & Superior
- Analyzed 10 years of CDOT crash data (January 2013 to December 2022)



HIN & HRN: What's the Difference?

High Injury Network

Addressing Crashes Today

Identifies locations where the top injury crashes are occurring based on historical crash data

High Risk Network

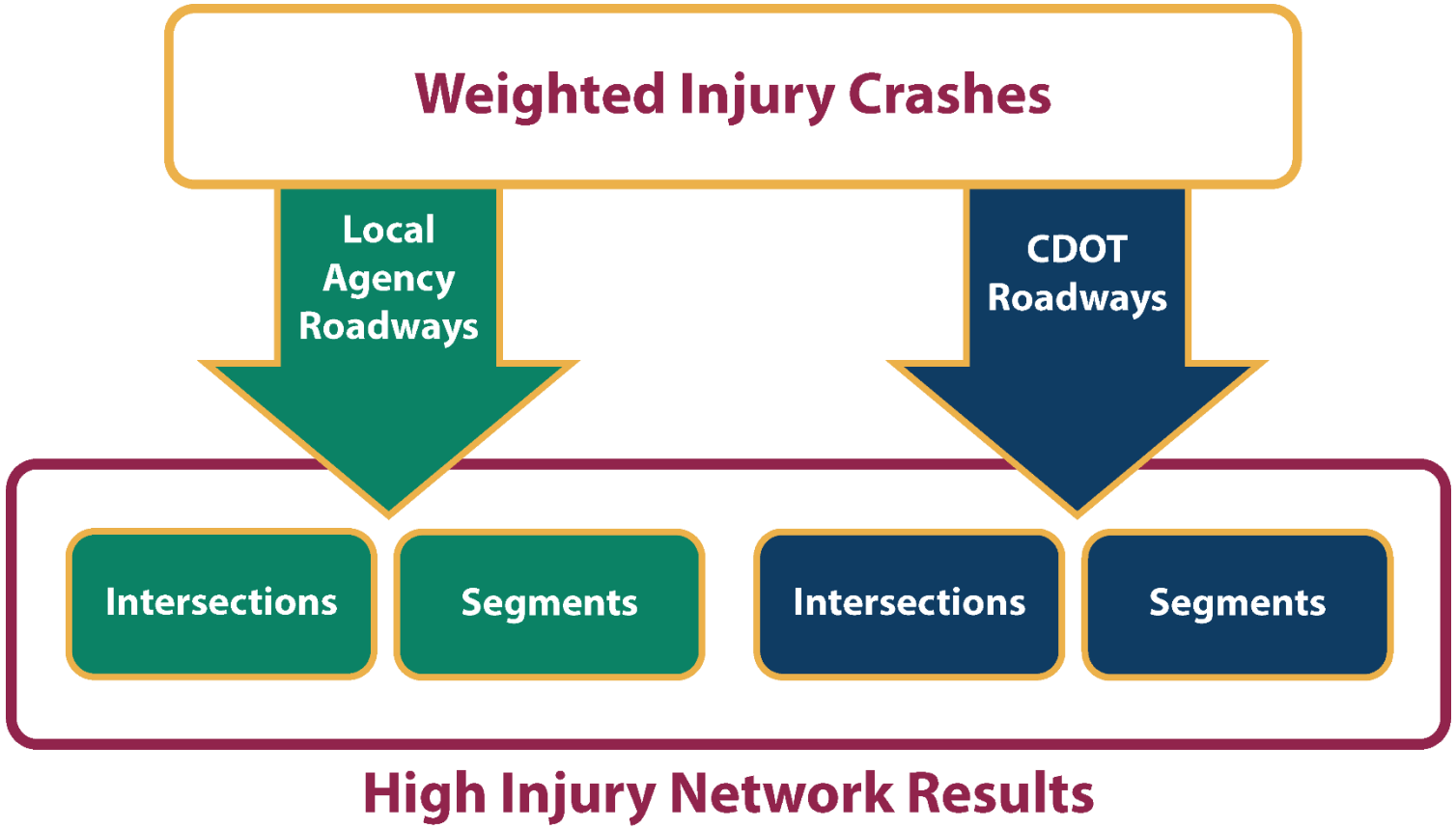
Preventing Crashes Tomorrow

Identifies locations where there is high risk for potential crashes based on roadway characteristics



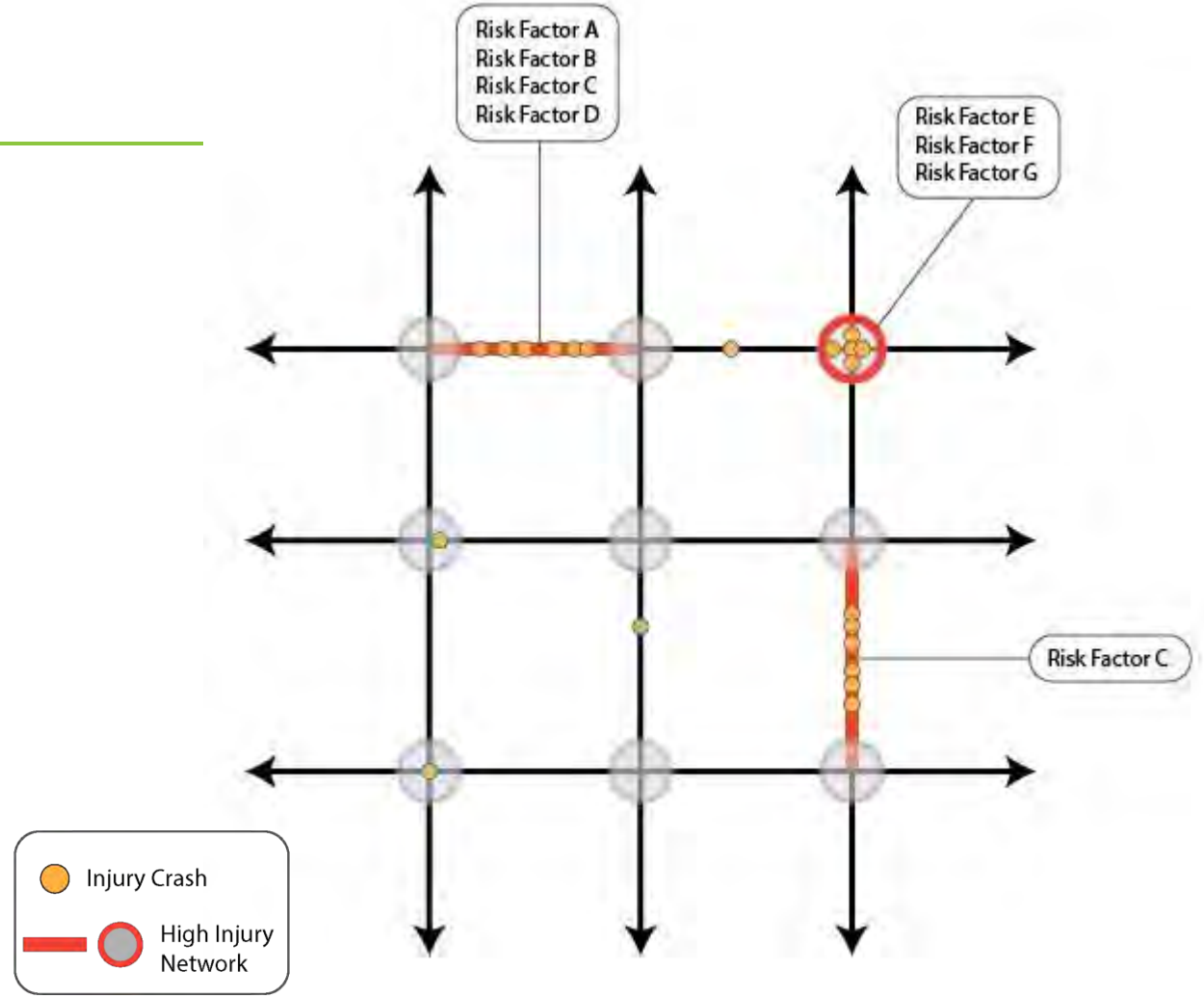
HIN Process

- Serious and fatal injury crashes weighted higher than minor injury crashes
- Local Agency roadways were analyzed separately from CDOT roadways to account for the higher number of crashes and different crash trends on DOT roadways.



HRN Process

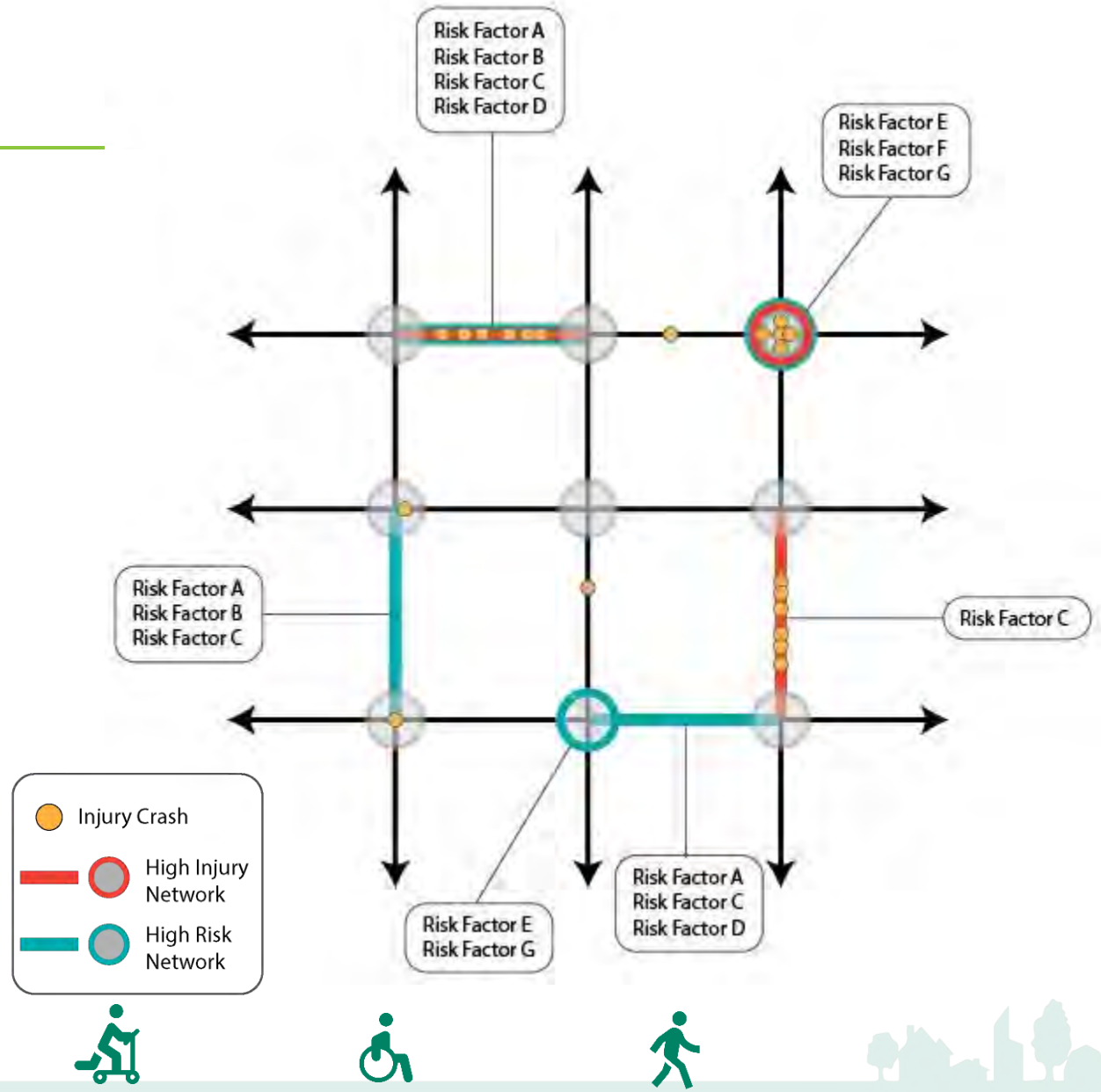
- Identified common roadway characteristics of the serious injury, fatal, and vulnerable user crashes to select risk factors



HRN Process

Example Risk Factors:

- Number of travel lanes
- Speed limit
- Roadway classification
- Intersection control
- Presence of sidewalks
- Presence of bicycle facility
- Proximity to school
- Land use
- And more….



HRN Example



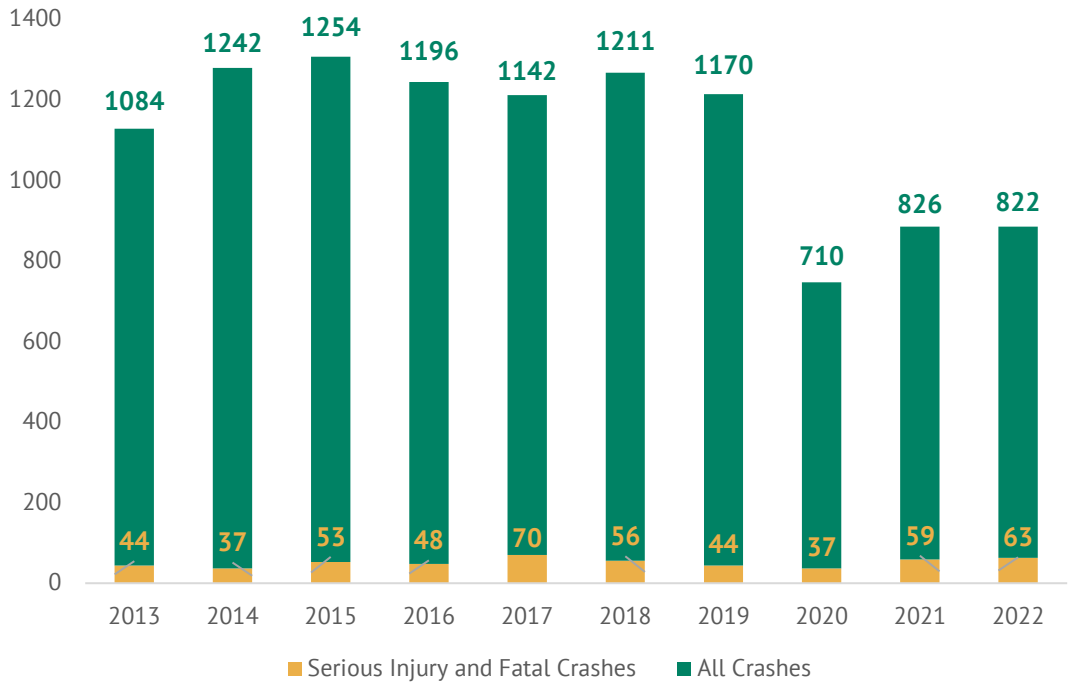
95th Street & Lookout Road
(HIN Intersection)



95th Street & Mineral Road
(Potential HRN Example)

Questions?

Boulder County: Safety Analysis

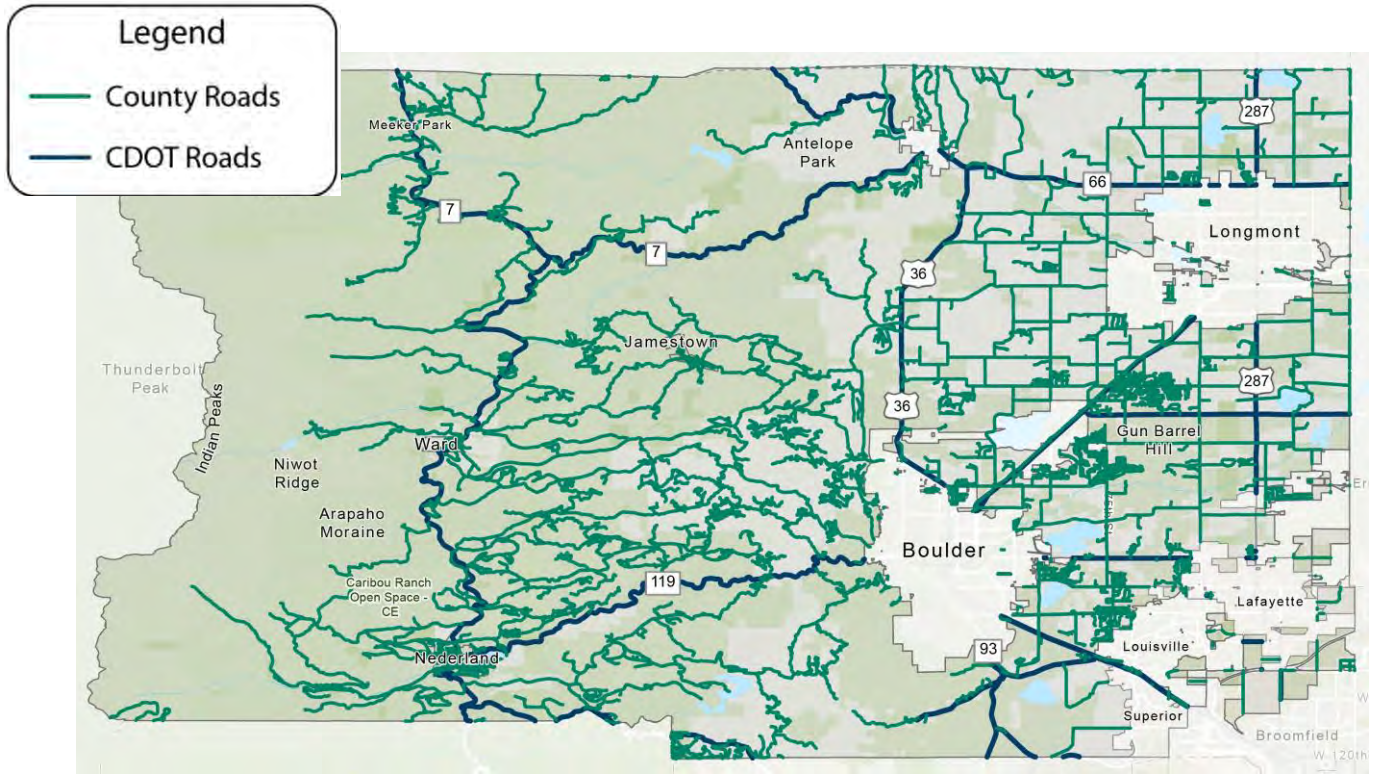


Over 10 years, **135** people died in traffic crashes in the Project Area

Although the number of crashes has decreased in recent years, **the percent of serious injury and fatal crashes has increased** since 2020

Source: Colorado Department of Transportation (CDOT) crash data

Boulder County Safety Analysis



County Roads

86% of roadway centerline miles

30% of serious injury and fatal crashes

CDOT Roads

14% of roadway centerline miles

70% of serious injury and fatal crashes

Boulder County Safety Analysis

Boulder County Roads

All Crashes



25%
Fixed Object



23%
Rear-end



9%
Overturning

Serious Injury & Fatal Crashes



22%
Bicycle



20%
Fixed Object



15%
Overturning

Bicycle crashes are over-represented.

CDOT Roads

All Crashes



41%
Rear-end



13%
Fixed Object



10%
Sideswipe

Serious Injury & Fatal Crashes



16%
Overturning



13%
Head-on



12%
Broadside

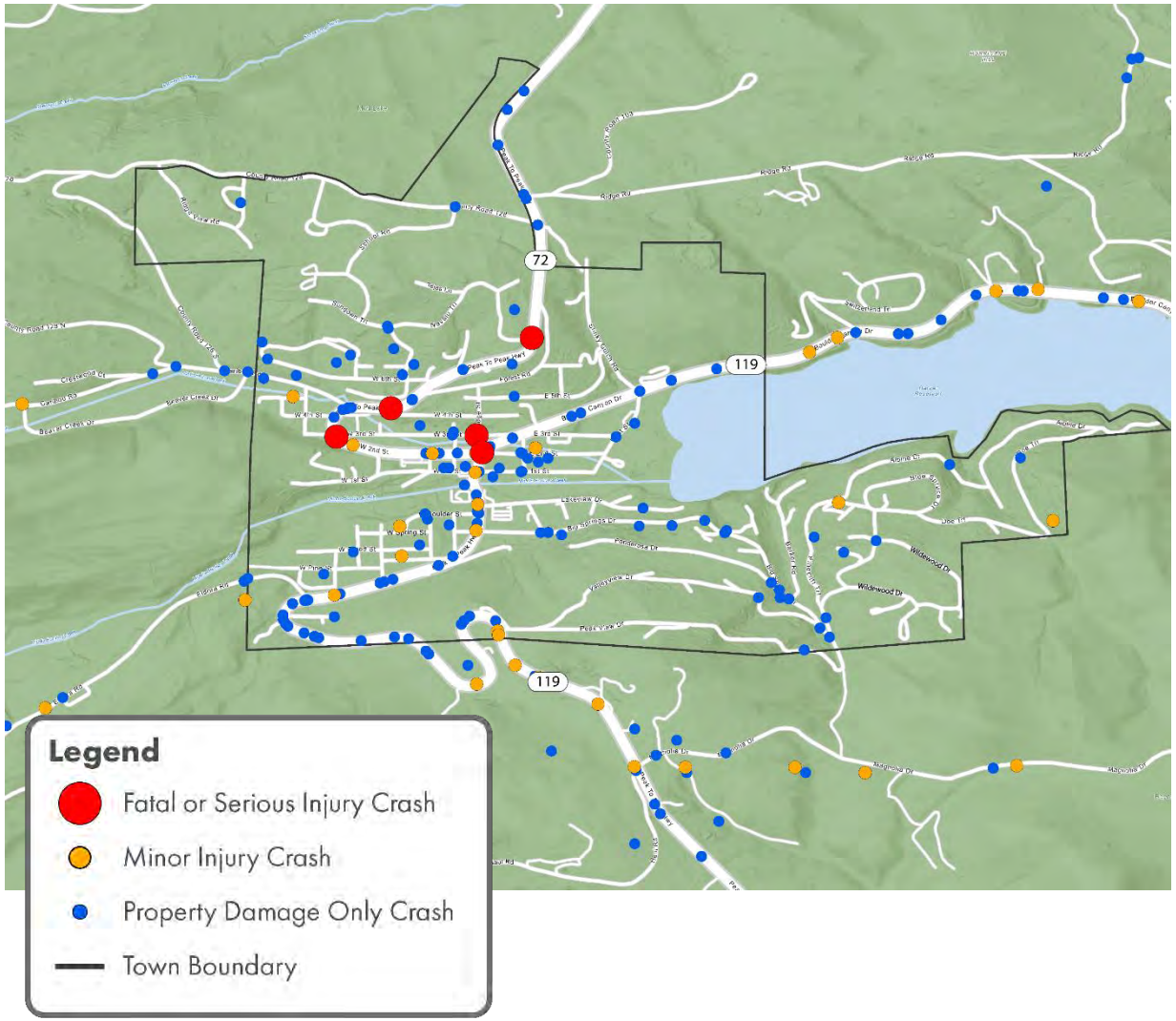
Rear-end crashes are common, but are less likely to result in serious injury or fatality.



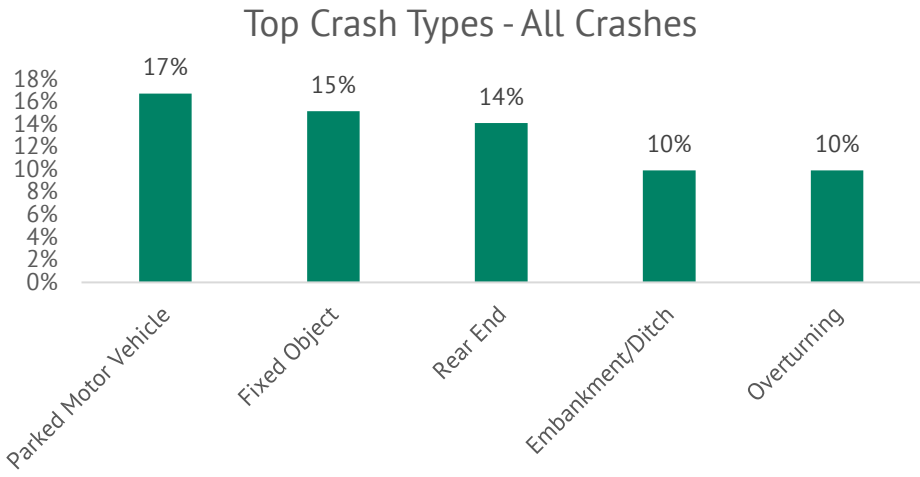




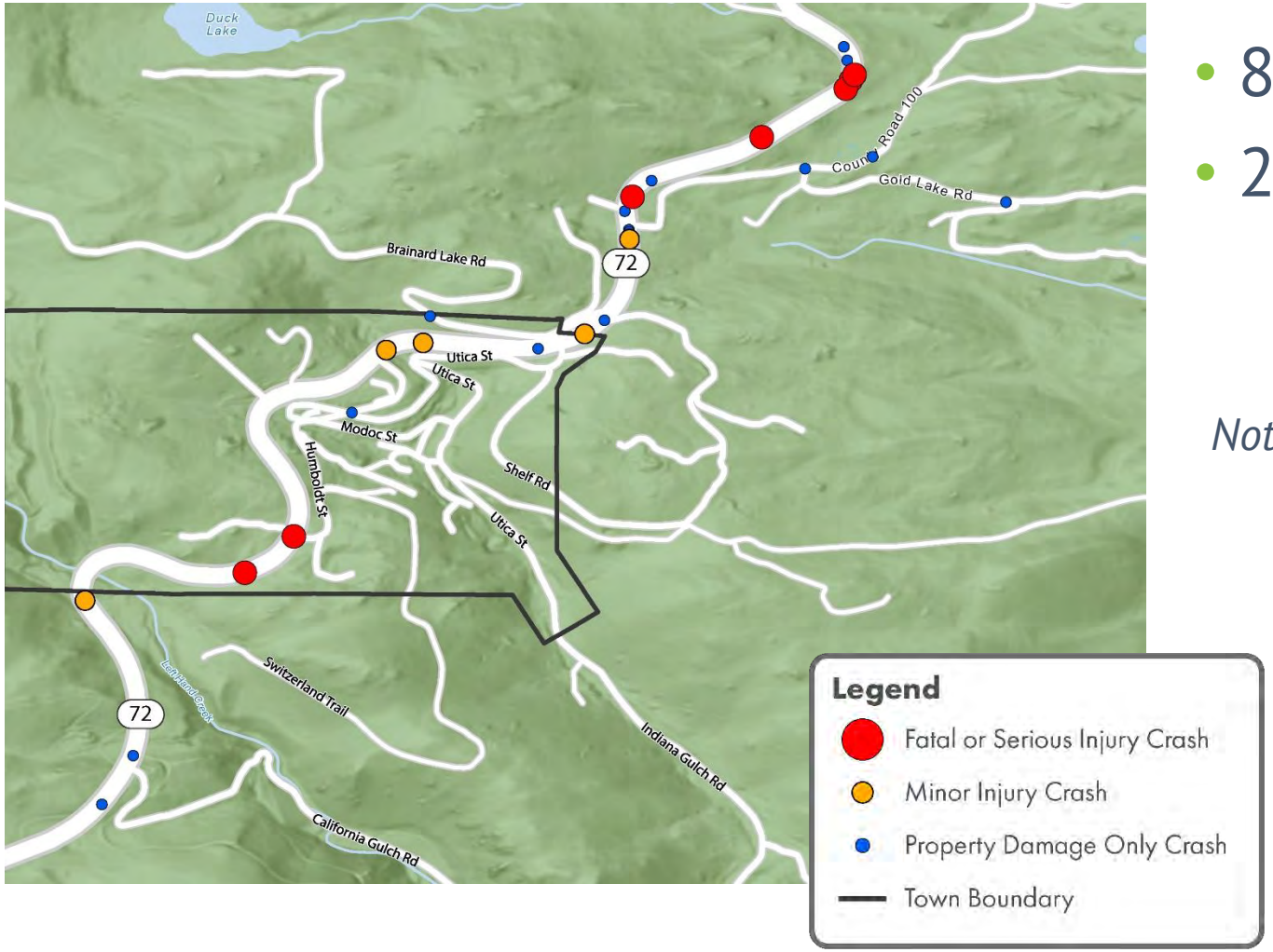
Mountain Town Zoom-in - Nederland



- 191 crashes
- 5 serious injury & fatal crashes:
  - 1 Broadside
  - 1 Pedestrian
  - 2 Head-on (1 fatal involving motorcycle)
  - 1 Fixed Object



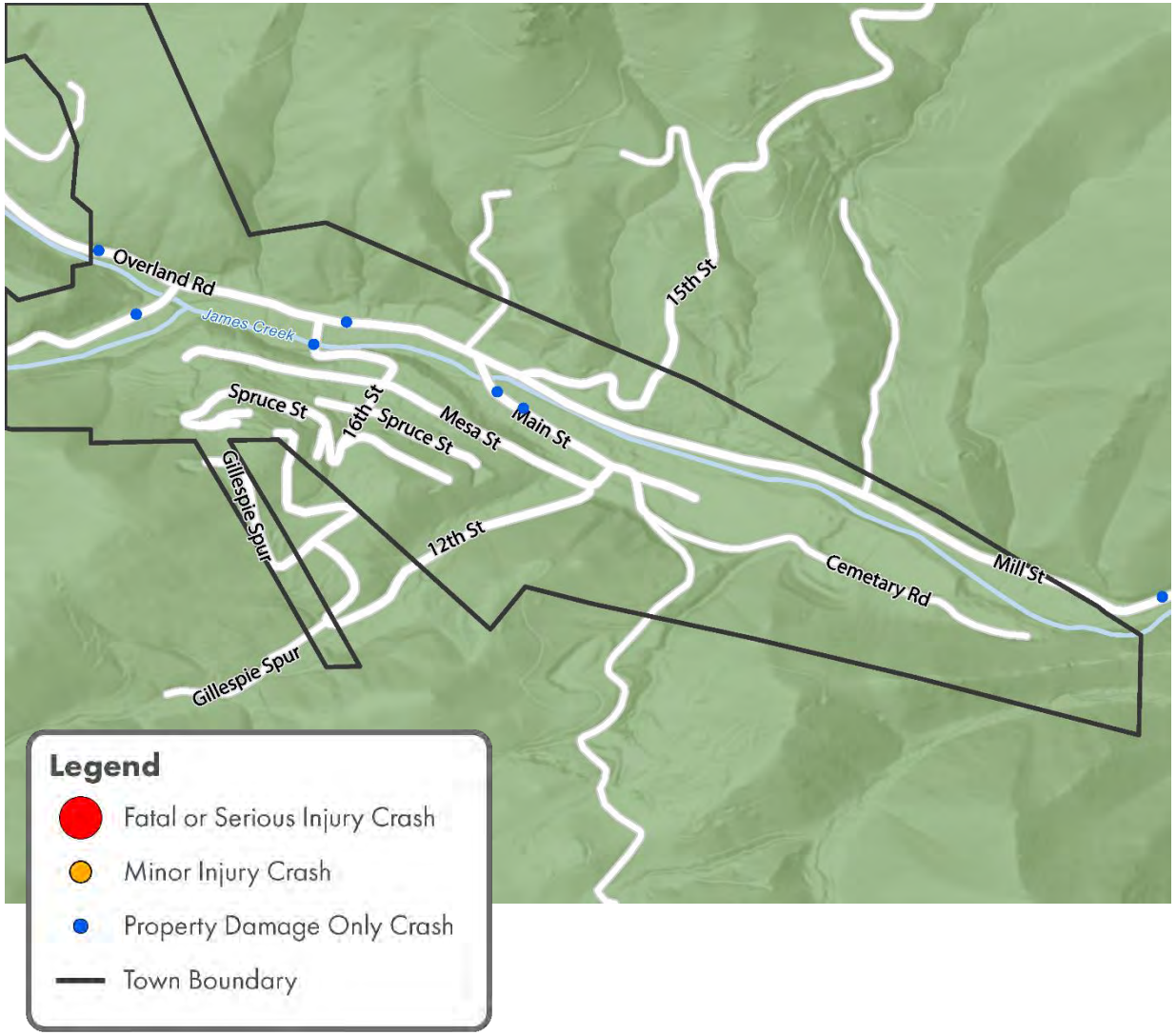
Mountain Town Zoom-in - Ward



- 8 crashes
- 2 serious injury crashes:
  - Guard Rail
  - Overturning

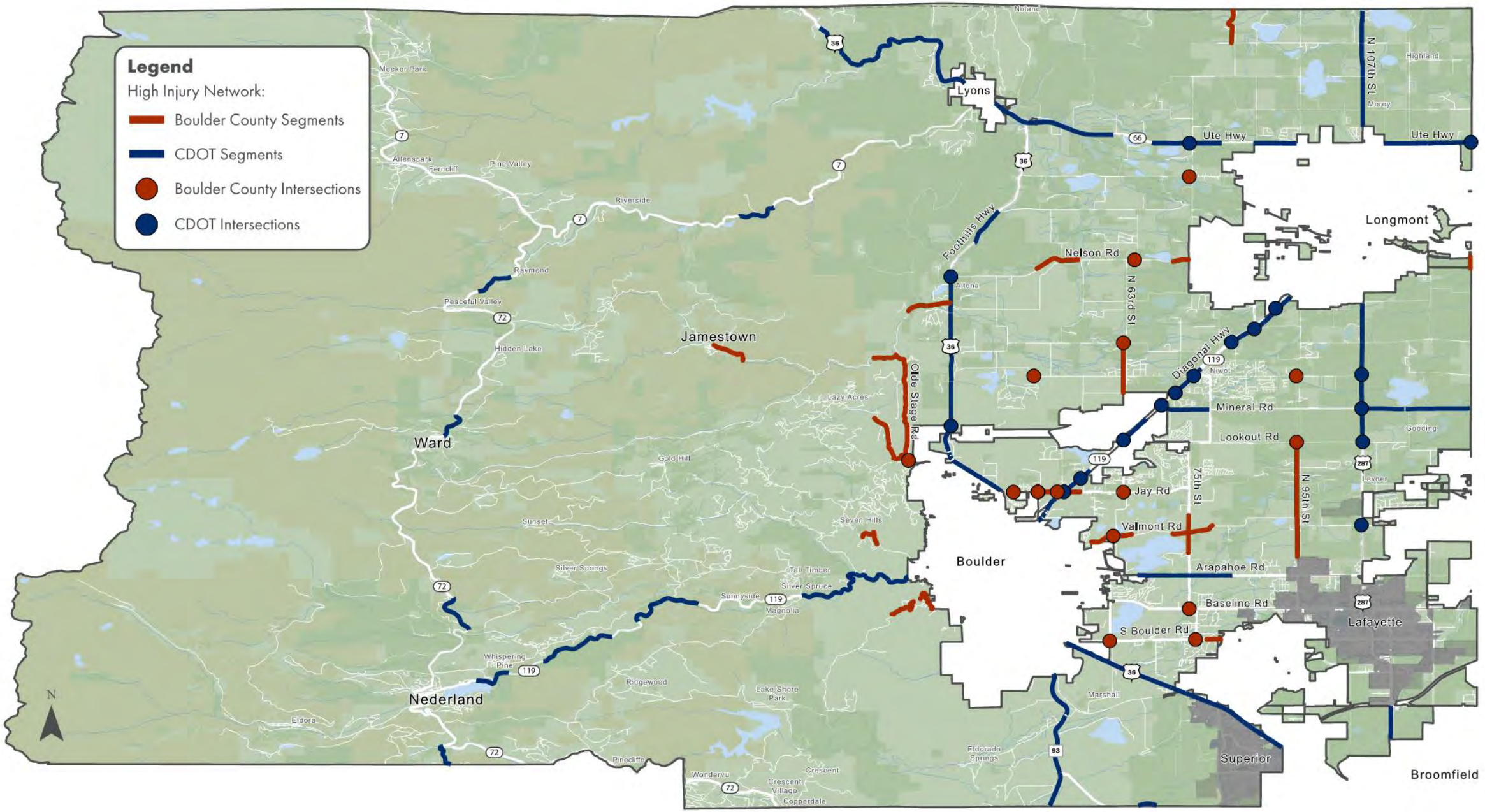
Note: Summary includes only crashes within Ward

Mountain Town Zoom-in - Jamestown



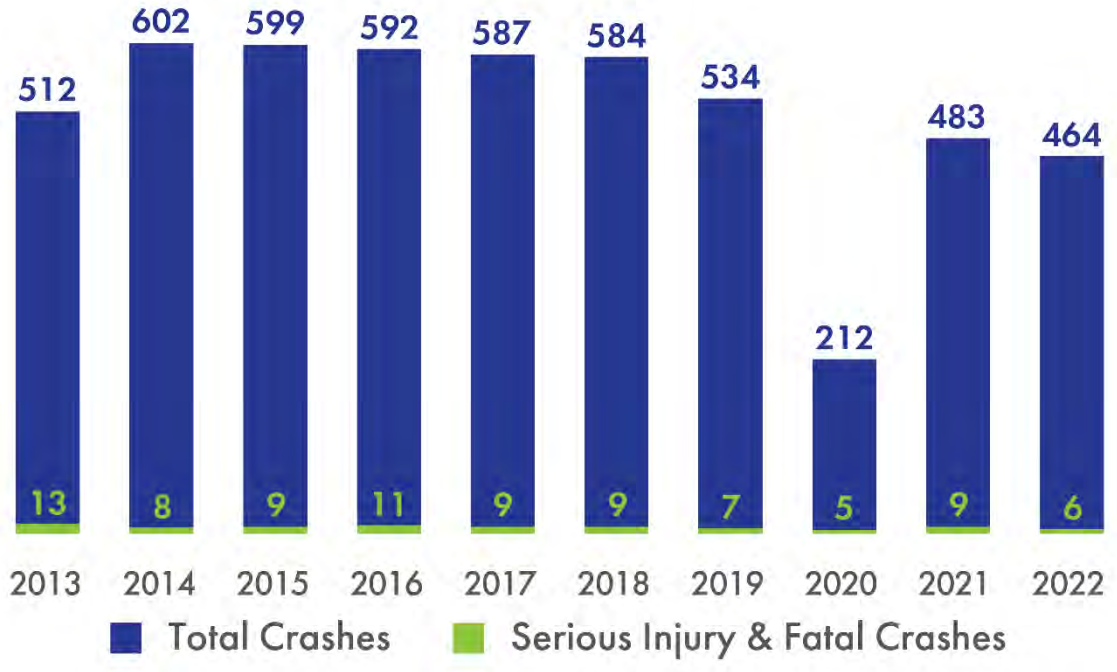
- 10 crashes
- No serious injuries or fatalities

Boulder County: High Injury Network



Lafayette: Safety Analysis

Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette



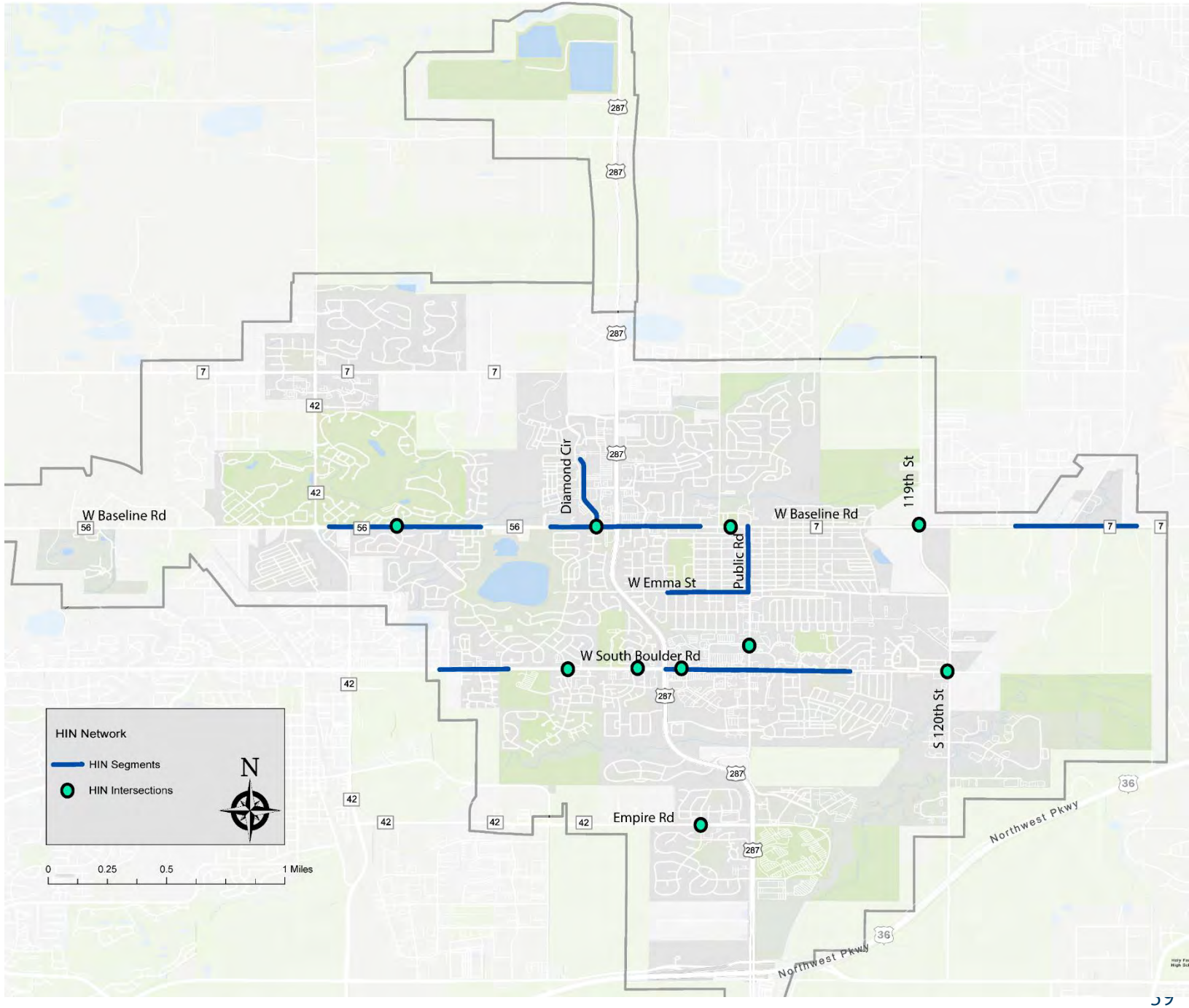
Source: Colorado Department of Transportation (CDOT) crash data

Top Four Serious Injury & Fatal Crash Types:

Broadside	20%
Approach Turn	18%
Rear-End	16%
Sideswipe	12%

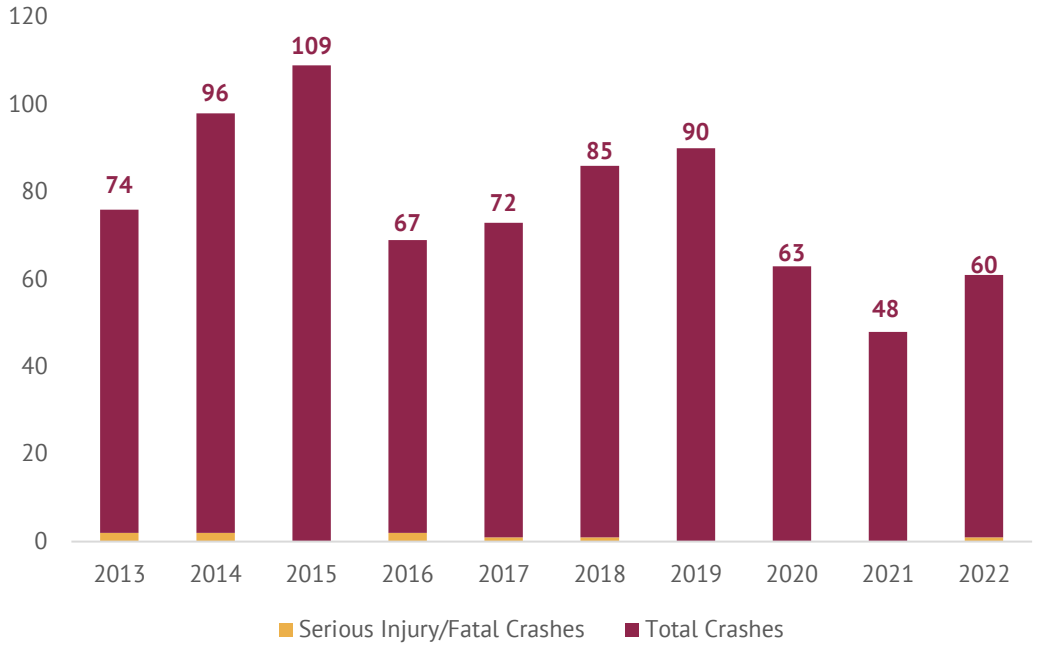
Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Lafayette: High Injury Network

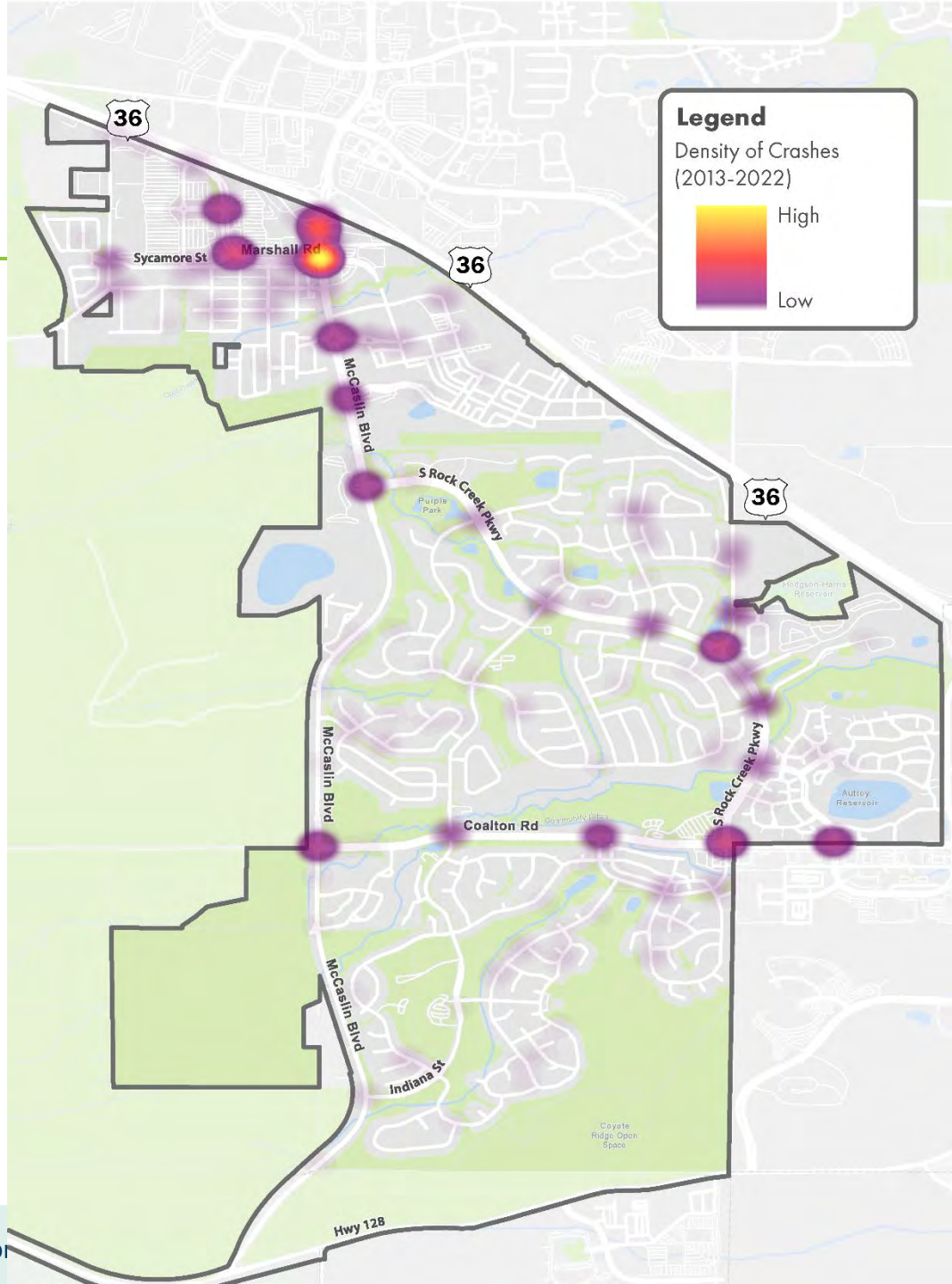


Superior: Safety Analysis

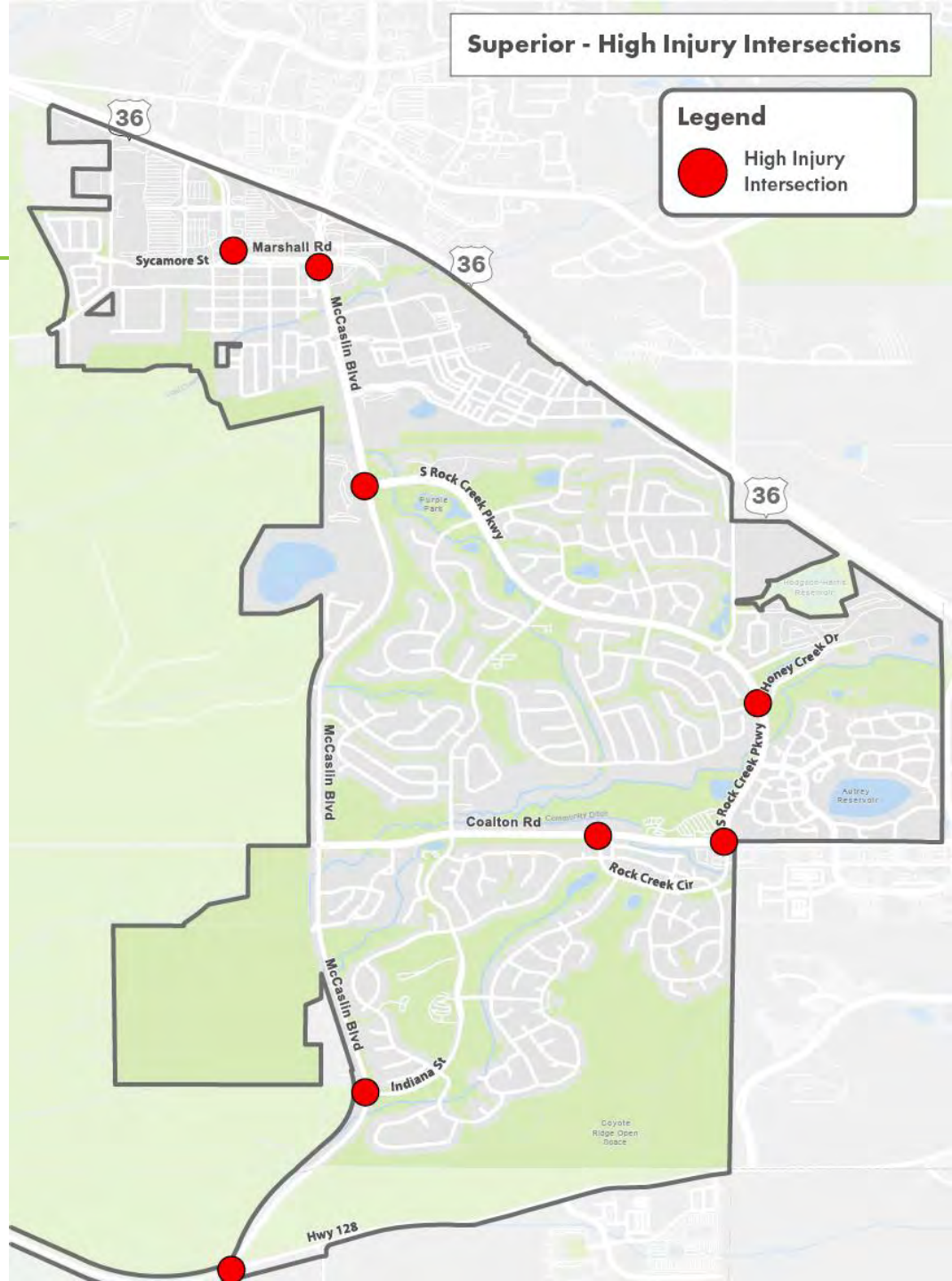
Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



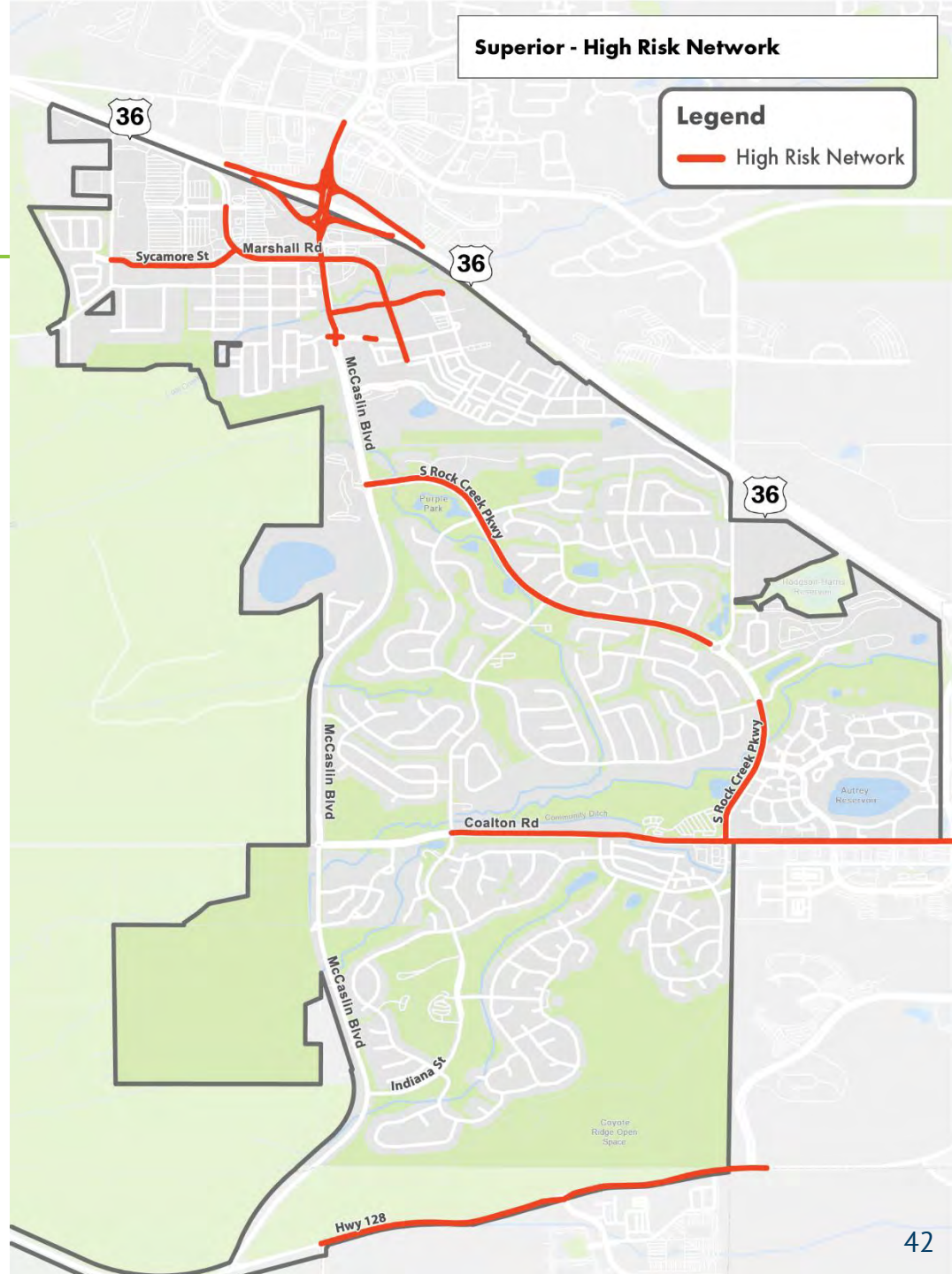
Source: Colorado Department of Transportation (CDOT) crash data



Superior: High Injury Network



Superior: High Risk Network



Discussion

- Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?

Where We're Going: Working Towards the Action Plans

Action Plan Development



Develop Safety Strategies and Initial Recommended Actions

- Variety of Types: Infrastructure & Non-Infrastructure
- Different Applications: location based, systemic, programmatic

Public Input

Finalize Recommended Actions

- Near-term
- Mid-term
- Long-term

Action Plans

Includes additional detail/plans for priority, near-term actions

Next Steps

How You Can Help

Actions

- **Upcoming Phase 2 Outreach**
  Goal: Present initial recommended actions to Community
- Promote public outreach events, website, and survey
- Attend/participate!
- **Do you know of upcoming events that can help promote this outreach?**

Calendar

- **December 2024 – Early 2025:**
  Phase 2 Outreach
  - **December:** Superior Pop-up at Winter Fest
  - **January/February:** All other Partners pop-ups and public meetings
- **December:** Project Update (likely email)







Boulder County, Lafayette, & Superior Vision Zero Action Plans Steering Committee #2

October 30, 2024 | 10 am – 11:30 am

LOCATION: Virtual (Zoom)

Project Management Team (PMT) Members:

Liv Lewin, Boulder County, VZAP PM		Nikki Riemer, Consor
Alex Hyde-Wright, Boulder County		Emma Knisley, Consor
Mark Shisler, Boulder County		Geoffrey Weathers, Superior
Alex Bullen, Superior		George Eveleth, Boulder County
Michelle Melonakis, Lafayette		

Steering Committee Members:

Matthew Muir, Coalition 4 Cyclists		Rachel Plessing, *Superior resident*
Clark Chapman, *Boulder/Nederland area resident*		Landon Hillard, Boulder County, *Boulder resident*
Bryce Reeves, CDOT Bike/Ped Coordinator & ADA Coordinator, *Windsor resident*		Rachel Arndt, Boulder County Public Health *Nederland resident*
Craig Towler, Center for People with Disabilities, *Boulder resident*		Denice Walker, Mobility for All Ambassador *Lafayette resident*
Stephanie Walton, former DRCOG board *Lafayette resident*		Katrina Harms, Peak to Peak Housing & Human Services Alliance, Peak to Peak Scenic Byway Board member, *Nederland resident*
Alexandra Phillips, Boulder County *South Boulder resident*		Krista Nordback, Community Cycles *Boulder resident*
Cammie Edson, City of Longmont Vision Zero *Longmont resident*		John Flora, JM Flora Law Group *Superior resident*
Frank Phillips, Lafayette Planning Commission *Lafayette resident*		Amy Thompson, SRTS Boulder County School District *Gunbarrel resident*
Nick Aguilera, Boulder County		Cass Grady, Town of Nederland Sustainability Coordinator
Tierney Maris, Nederland Board of Trustees		Erik Braaten, DRCOG Senior Safety Planner

Areas with participant discussion are marked in orange text

MEETING NOTES

1. **Introductions**
2. **Meeting Goals**
    a. Review Project Background & Schedule
    b. Discuss Where We've Been

1. Phase 1 Community Outreach
2. Safety Analysis

c. Discuss Where We're Going
    1. Working Towards the Action Plan
    2. Next Steps

3. **Project Background**
    a. What is Vision Zero?
        1. Definition: Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.
    b. Safe System Approach
        1. Principals of Safe Systems:
            a. Humans Make Mistakes
            b. Humans are Vulnerable
            c. Responsibility is Shared
            d. Safety is Proactive
            e. Redundance is critical
        2. Elements
            a. Safer People
            b. Safer Vehicles
            c. Safer Speeds
            d. Safer Roads
            e. Post-Crash Care
        3. "Swiss Cheese Model"
            a. Redundancy in elements of the Safe System Approach elements creates layers of protection
            b. Death and serious injury only happen when all layers fail
    c. Action Plan Development
        1. Deliver three standalone Vision Zero Action Plans:
            a. Boulder County – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
            b. City of Lafayette
            c. Town of Superior
        2. Create list of specific actions, noting responsibility and potential funding sources for implementation.
    d. Schedule
        1. Phase 1 engagement occurred in July/August
        2. Phase 2 engagement will occur in Winter 2024/2025
        3. Draft action plan by late early 2025
        4. Final action plan April 2025
    e. What We Covered at June Meeting
        1. Project Background
        2. Promotion of Phase 1 Outreach
        3. Listening Session
            a. Questions:
                1. What does Success Mean to you? What would a successful Vision Zero Action Plan look like to you?

2. What are your ideas for roadway safety in Boulder County? Please add your ideas for how the Vision Zero Action Plan can advance transportation safety outcomes under the topic areas below.

b. Input from these questions will be used as our team is developing recommendations and the action plan

4. **Where We've Been: Phase 1 Community Outreach**
    a. How We Collected Input for Each Partner (July and August 2024)
        1. In-person Pop-up Events
        2. Virtual Public Meetings
        3. Online Input Map & Survey
    b. Summary of What We Heard
        1. Online Survey Responses
            a. Boulder County: 196 survey responses, 309 map pins
            b. Lafayette: 378 survey responses, 463 map pins
            c. Superior: 78 survey responses, 83 map pins
    c. What We Heard: Boulder County & Mountain Towns
        1. 196 survey responses
        2. Majority (62%) of survey respondents live in Unincorporated Boulder County and Mountain Towns
        3. 94% of respondents drive as their primary travel mode, with 3% biking, 2% walking, and 1% taking transit
    d. What We Heard: Boulder County
        1. 31% of respondents or someone they know were involved in a crash in unincorporated Boulder County in the past 5 years
        2. Very few respondents indicated that they use transit or a mobility device as their primary mode
        3. Driving: 43% feel safe, 39% feel unsafe, 18% feel neutral
        4. Walking: 34% feel safe, 46% feel unsafe, 21% feel neutral
        5. Biking: 76% feel unsafe, 17% feel safe, 7% feel neutral
    e. What We Heard: Boulder County Map Survey (309 pins)
        1. Heard the most feedback on US 287, SH 119, and US 36 north of boulder
    f. What We Heard: Lafayette
        1. 378 survey responses
        2. 463 map pins
        3. Majority (76%) of survey respondents live in Lafayette
        4. 86% of respondents drive as their primary travel mode, with 7% biking, 6% walking, 1% taking transit, and 1% using a mobility device
    g. What We Heard: Lafayette
        1. 22% of respondents or someone they know were involved in a crash in Lafayette in the past 5 years
        2. Very few respondents indicated that they use transit or a mobility device as their primary mode
        3. Driving: 55% feel safe, 31% feel unsafe, 14% feel neutral
        4. Walking: 47% feel safe, 37% feel unsafe, 15% feel neutral
        5. Biking: 38% feel safe, 51% feel unsafe, 11% feel neutral
        6. Heard the most feedback on US 287, Baseline Road, South Boulder Road, Emma Road, Public Road

h. What We Heard: Superior
    1. 78 survey responses
    2. 83 map pins
    3. 29% of survey respondents live in Superior while most respondents (67%) live elsewhere in Boulder County or in Lafayette
    4. 81% of respondents drive as their primary travel mode, with 13% biking, 3% walking, 3% other (electric scooter, motorcycle), and 1% taking transit
i. What We Heard: Superior
    1. 7% of respondents or someone they know were involved in a crash in Superior over the last 5 years
    2. Very few respondents indicated that they use transit or a mobility device as their primary mode
    3. Driving: 51% feel safe, 31% feel unsafe, 18% feel neutral
    4. Walking: 38% feel safe, 42% feel unsafe, 19% feel neutral
    5. Biking: 26% feel safe, 62% feel unsafe, 13% feel neutral
    6. Heard most feedback on McCaslin Blvd and S Rock Creek Pkwy

5. **Where We've Been: Safety Analysis**
    a. Safety Analysis Process
        1. Detailed analysis for Unincorporated Boulder County & the Mountain Towns, Lafayette, and Superior
        2. Analyzed 10 years of CDOT crash data (January 2013 to December 2022)
        3. For each study area, developing:
            a. Crash Analysis (understand crash trends)
            b. High Injury Network (understand where injury crashes have occurred)
            c. High Risk Network (understand where injury crashes may happen in the future)
        4. Overlaying Phase 1 Community Input with this analysis to make sure we're not missing anything and to give us more context on the human behavior and human comfort
    b. HIN & HRN: What's the Difference?
        1. High Injury Network: Addressing Crashes Today
            a. Identifies locations where the top injury crashes are occurring based on historical crash data
        2. High Risk Network: Preventing Crashes Tomorrow
            a. Identifies locations where there is high risk for potential crashes based on roadway characteristics
    c. HIN Process
        1. Serious and fatal injury crashes weighted higher than minor injury crashes
            a. Minor injury = 1 point; serious injury=2 points; fatal=4 points
        2. Local Agency roadways were analyzed separately from CDOT roadways to account for the higher number of crashes and different crash trends on DOT roadways
            a. Thinking towards implementation and responsible parties

        b. Different types of crash trends on CDOT roads versus local roads
    3. Weighted Injury crashes were split into local agency roadway crashes and CDOT roadway crashes, then separated into intersection and segment crashes to determine the High Injury Network Results.
d. HRN Process
    1. Identified common roadway characteristics of the serious injury, fatal, and vulnerable road user crashes to select risk factors
    2. Identifying the elements of the roadways where injury crashes are currently occurring to understand where they might happen in the future
e. HRN Example
    1. 95th St & Lookout Rd is flagged as a HIN Intersection
    2. 95th St & Mineral Road – has similar context in terms of signalization, roadway width, has potential to be on HRN

6. **Q&A**
    a. Matt Muir: How is this weighted against the Boulder County Transportation Master Plan? The TMP seems to predict these same conditions.
        1. Nikki: Bike crashes are the top serious injury and fatal crash type on County roadways. We are developing a Bike/Ped HIN, as well as including roadways with subpar bicycle facilities as a risk on the HRN.
        2. We will also make sure recommendations and priorities align with the TMP.
    b. Stephanie Walton: How are we factoring in future development? In the list of risk factors, are we considering facilities that accommodate older adults?
        1. Nikki: We are looking at destination types (libraries, senior centers, transit facilities, etc) and determining if there are trends within the crash data in proximity to these destinations to be potential risk factors. We are also considering planned or recently completed improvements when considering locations for recommended improvements.
    c. Frank Phillips: Once we have all the recommendations assembled, do we see this moving forward into a funding phase?
        1. Nikki: Our goal is to deliver a plan to each agency that is focused on implementation, so prioritizing actions and determining high level planning cost as well as implementation responsibility and potential funding sources.
7. **Safety Findings**
    a. Boulder County: Safety Analysis
        1. The total number of crashes has decreased in recent years (following the pandemic in 2020), but the number of serious injury and fatal crashes has remained consistent, so the percentage of these crashes has increased.
        2. Over 10 years, 135 people died in traffic crashes in the project area.
        3. County roadways make up 86% of roadway centerline miles, but only 30% of serious injury and fatal crashes. CDOT roadways make up only 14% of roadway centerline miles, but 70% of serious injury and fatal crashes.

        a. Given this distribution, the project team analyzed CDOT and county roadways separately.
    4. On Boulder County roads, the top crash types were fixed object, rear-end, and overturning. However, the top serious injury and fatal crash types were bicycle, fixed object, and overturning. The disproportionate amount of serious injury and fatal bicycle crashes compared to all crashes emphasizes the vulnerability of this road user.
    5. On CDOT roads, the top crash types were rear-end, fixed object, and sideswipe. The top serious injury and fatal crash types were overturning, head-on, and broadside. Rear-end crashes are common, but they are less likely to result in serious injury and fatality.

b. Mountain Town Zoom-in – Nederland
    1. 191 crashes occurred within the Nederland boundary, including 5 serious injury and fatal crashes consisting of:
        a. 1 broadside crash
        b. 1 pedestrian crash
        c. 2 head-on crashes (1 fatal involving motorcycle)
        d. 1 fixed object crash
    2. The top crash types in Nederland were Parked motor Vehicle, Fixed Object, Rear End, Embankment/Ditch, and Overturning.

c. Mountain Town Zoom-in – Ward
    1. 8 crashes occurred within the Ward boundary, including 2 serious injury crashes consisting of
        a. 1 guard rail crash
        b. 1 overturning crash

d. Mountain Town Zoom-in – Jamestown
    1. 10 crashes occurred within the Jamestown boundary, with no serious injuries or fatalities.

e. Boulder County: High Injury Network (HIN)
    1. The HIN consists of segments and intersections broken down into county and CDOT-owned roadways with the highest concentrations of injury crashes
    2. Splitting out county-owned roadways allows us to identify segments with a high concentration of injury crashes compared to other county roadways, without being skewed by the proportionally higher CDOT roadways

f. Lafayette: Safety Analysis
    1. Similarly to Boulder County, total crashes have declined in the past few years, but the number of serious injury and fatal crashes has remained consistent.
    2. Over 10 years, there were 67 serious injury crashes and 19 fatal crashes in Lafayette.
    3. The top serious injury and fatal crash types in Lafayette were broadside, approach turn, rear-end, and sideswipe.

g. Lafayette: High Injury Network (HIN)
    1. The HIN consists of the segments and intersections with the highest concentrations of injury crashes. Some state highways (US 287, Arapahoe w/o US 287, 95th St s/o Arapahoe Road) were removed from the analysis due to having recently completed planning studies, with a desire to have a complete sense of where the most impact can be had on areas that haven't been studied yet
h. Superior: Safety Analysis
    1. Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior (which occurred on Hwy 128).
    2. The majority of crashes occurred at intersections, with a hotspot of crashes at McCaslin and Marshall.
    3. Due to this concentration of crashes at intersections and the lack of concentrated injury crashes on segments, the High Injury Network consists only of intersections.
    4. The High Risk Network was developed using known risk factors such as speed limit and number of lanes. High risk segments appear around the US 36 interchange, as well as along Rock Creek Pkwy, Coalton, and Hwy 128.

8. **Discussion: Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?**
    a. Stephanie Walton: Is there any way to break out how roadways or transportation infrastructure is being used for recreation versus commuting/non-recreation?
        1. Nikki: One thing might be able to do is look at where bicycle/pedestrian crashes are occurring, such as trail crossings, to try and determine trip purpose.
        2. Alexandra: What is the purpose of breaking down the data that way?
            a. Stephanie: assumptions and priority of investment might be different
        3. Katrina Harms: Agree with Stephanie about difference between work and recreation, especially for communities like Nederland and Ward that experience high volumes of tourists in the summertime.
        4. Michelle: Lafayette has had some conversations about using Strava data to determine locations of recreation rides, but there is concern that it may not be equitable. Also, can consider looking at exposure during peak commuting times.
        5. Krista: Wary of the danger of diving into recreation vs commuters, given that this is data we don't have and may not need. Is this data relevant for other things, such as when people are traveling? We could get this data from counts. Caution against going down that rabbit hole unless we have a better clearer reason for it. Would also like to hear more about the bike crashes as we dive into it and have maps for that specifically.
            a. Nikki: As part of our crash analysis we are looking at a variety of factors, which includes time of day and day of week, so can potentially break

down by crash type, etc. to understand more specifically when crashes are occurring.

b. Nikki: We are working on developing a bike/ped specific HIN for Boulder County, as well as diving into the locations with bike/ped crashes in Lafayette and Superior.

b. Rachel: There are places on Strava that are hot and are used a lot, which introduces potential for collisions. There are also areas that show up as gaps where there is no one riding, which can be used of evidence of where areas do not feel safe. Is the project team looking at that?

1. Nikki: We haven't specifically driven into the Strava data, but if we do go down that path it would be a combination of looking at hotspots and gaps to understand the whole picture.
2. Liv: Community input was specifically about where people don't feel safe, so we do have input from the community about where people don't feel safe biking and why, which we can use to fill in the gaps of the crash data.

c. Krista: Wanted to mention project by Portland State University, which fused Strava data with the bicycle counts provided by Boulder County, so we have an estimate across the County to try to overcome some of the bias inherent with the Strava data. It is the researchers' best estimate of where bicyclists are traveling across the County.

1. https://nitc.trec.pdx.edu/research/project/1269/Exploring_Data_Fusion_Techniques_to_Estimate_Network-Wide_Bicycle_Volumes
2. https://jbroachpdx-map-share.nextgis.com/resource/21/display?panel=none

9. **Where We're Going: Working Towards the Action Plans**
    a. Action Plan Development
        1. Develop Safety Strategies and Initial Recommended Actions
            a. Variety of Types: Infrastructure & Non-Infrastructure
            b. Different Applications: Location based, systemic, programmatic
        2. Public Input
        3. Finalize Recommended Actions
            a. Near Term
            b. Mid Term
            c. Long Term
        4. Action Plans
            a. Includes additional detail/plans for priority, near-term actions
10. **Next Steps**
    a. Actions
        1. Upcoming Phase 2 Outreach
            a. Goal: Present initial recommended actions to community
        2. Promote public engagement events, website, and survey
        3. Attend/participate
        4. Do you know of upcoming events that can help promote this outreach?

b. Calendar
    1. December 2024 – Early 2025: Phase 2 Outreach
        a. December: Superior Pop-up at Winter Fest
        b. January/February: All other Partners pop-ups and public meetings
    2. December: Project Update (likely via email)
c. Katrina: there are a handful of pop-up events in December, but can keep an eye out for events early next year
d. Stephanie: Is the Lafayette Chamber continuing Oatmeal Festival in January?
    1. Frank: Yes, Saturday January 13th
        a. Note: Post-meeting research showed that the actual date for 2025 is Tue., Jan. 14.
    2. https://festivalnet.com/27257/Lafayette-Colorado/Lifestyle-Healthy-Living-Events/Lafayette-Quaker-Oatmeal-Festival
e. Stephanie: CDOT grant was awarded to do safety improvements on US 287 as part of NAMS projects, congratulations to anyone who was involved in making that happen.

Superior Vision Zero Action Plan

Steering Committee December 2024 Update

Project Overview: Create Vision Zero Action Plans for Boulder County, Lafayette, and Superior to address roadway safety, with a Vision Zero goal of eliminating all traffic fatalities and serious injuries.

Study Area*:

The Superior plan includes all roads including local, collectors, arterials, and Colorado Department of Transportation (CDOT) roads in Superior.

Community Input Summary:

Top themes that emerged from a community survey (Summer 2024):

- McCaslin Boulevard & Marshall Road: Speeding and red-light running make this intersection feel unsafe for both drivers and people walking
- Desire for driver education how to navigate roundabouts and for more comfortable pedestrian and bicycle infrastructure at roundabouts
- McCaslin Boulevard and Rock Creek Parkway had the highest number of comments of people feeling unsafe driving, walking, and biking

Safety Analysis Findings:

The safety analysis included a detailed analysis for all roadways in the Town of Superior. Ten years of CDOT crash data was analyzed from January 2013 to December 2022. Over the ten-year analysis period, 1 person died and 8 people were seriously injured. **78% of all injury crashes in Superior include Approach Turn, Pedestrian & Bicycle Involved, Broadside at Traffic Signal, Fixed Object, or Rear-end.** Injury crashes represented in the analysis include crashes that resulted in a minor injury, serious injury, or fatality in a traffic collision event on Superior roadways. The top injury crash types are described below.

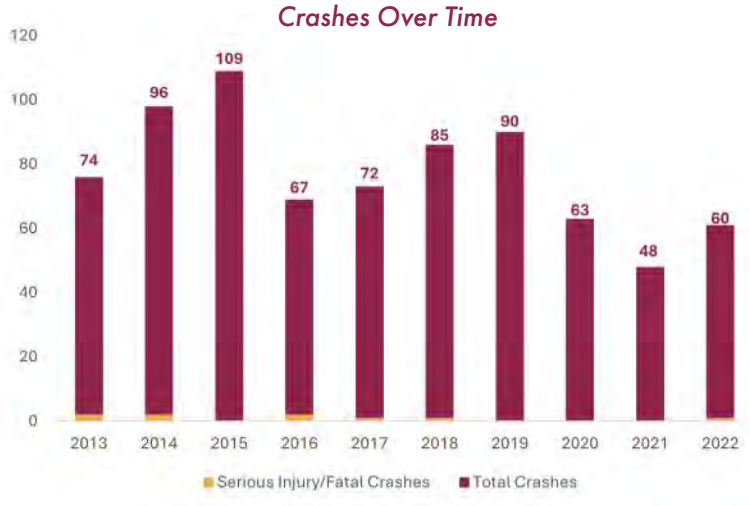
Crash Type Descriptions:

Approach Turn: Crashes that occur when someone turns left in front of oncoming traffic without yielding the right-of-way.

Pedestrian and Bicycle Involved: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.

Broadside at Traffic Signal: Also known as a T-bone crash or an angle collision, a broadside crash at a signalized location happens when the front end of one car crashes into the side of another car at a signalized location.

Crashes Over Time



Fixed Object: This crash type involves a motor vehicle and a stationary object such as utility poles, guardrails, trees, or buildings.

Rear-end: This crash type occurs when the front of one vehicle collides with the back of another vehicle.

**Lafayette and Boulder County Vision Zero Action Plan updates are covered in separate documents.*

Superior Vision Zero Action Plan

Steering Committee December 2024 Update

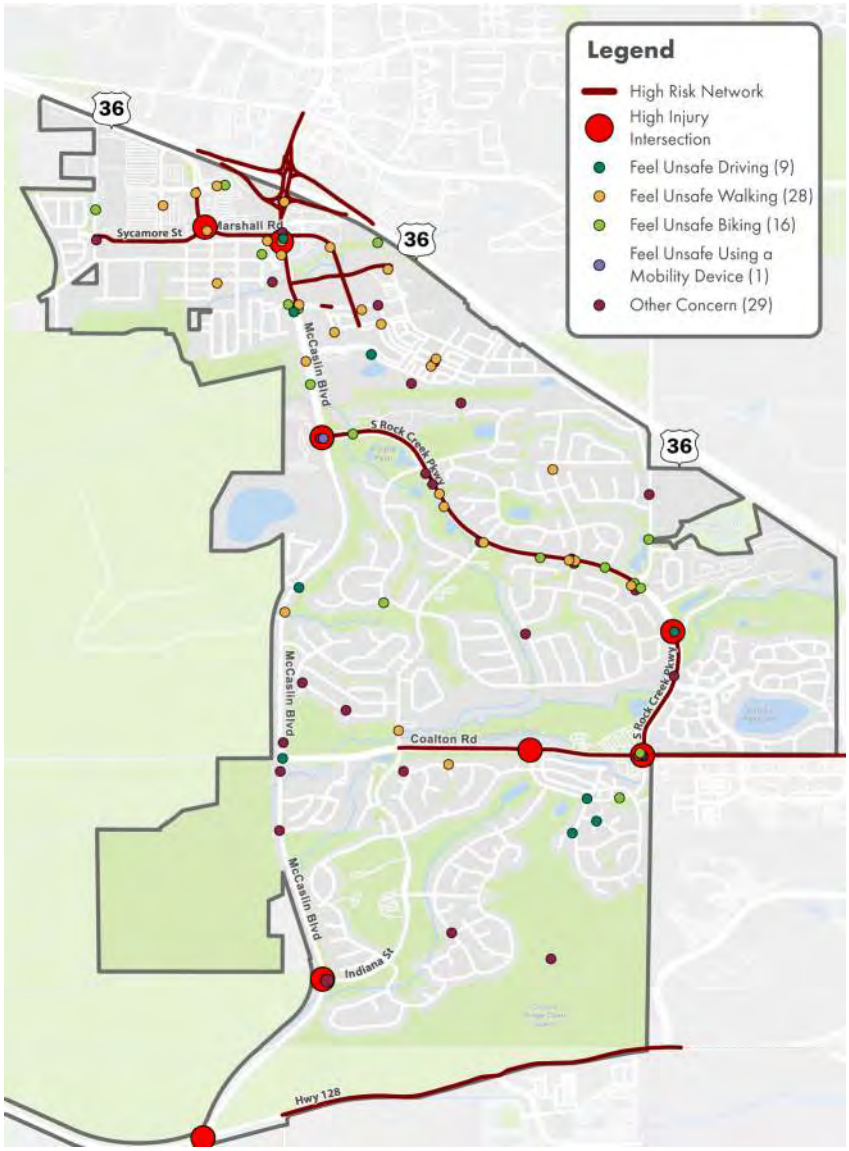
High-Injury Network & High-Risk Network

A high-injury network (HIN) is a roadway network that identifies locations where the top injury crashes are occurring based on historical crash data. This network will assist Superior in **prioritizing locations with the highest need for safety improvements.** For the development of the HIN, minor injury, severe injury, and fatal crashes were used to identify intersections with the highest concentration of injury and fatal crashes within the Town.

A high-risk network (HRN) identifies contextual factors related to historical crashes to **identify locations where there is a high risk for potential crashes based on roadway characteristics.** The HRN may reveal locations that do not necessarily have a recent history of injury crashes but have a high risk for injury crashes in the future. For the development of the HRN, the following factors were used to identify roadway segments with the highest risk of injury crashes in the future:

- Functional classification identified as a collector or arterial
- Speed limit 30 MPH or greater
- 4 or more travel lanes
- No presence of a bicycle facility
- No presence of a sidewalk facility
- Adjacent to a commercial/downtown land use
- Within ¼ mile of a school
- Unmarked or partially marked sidewalk

The map to the right displays the identified HIN and HRN in Superior, as well as pins dropped on the interactive map during the first phase of community engagement.



Superior Vision Zero Action Plan

Steering Committee December 2024 Update

Safety Challenges and Proposed Improvements

The plan will follow the FHWA's Safe System Approach and will focus recommendations for Engineering, Enforcement, Education, and Evaluation actions in the following areas:

- Safer Roads
- Safer Speeds
- Safer People



Crash trends and contributing factors for HIN segments have been identified and the project team has begun to determine safety countermeasures for top high-injury network intersections and segments and locations identified through community input. Countermeasures will be organized into safety improvements and prioritized by factors such as historical crash history, risk for future crashes, crash reduction potential, equity indicators, public input, and planning-level costs. The potential countermeasures are currently being presented to the public within the Superior Recommendations Survey. The project team will develop specific short-, mid-, and long-term recommended actions for incorporation into the Action Plans. The section below provides examples of potential recommended actions. This is currently still in draft form and not comprehensive.

Examples of the types of recommended actions that will be explored include:

Focus Area	Action	Type
Safe Roads	Install traffic signal or pedestrian hybrid beacon/HAWK on McCaslin Boulevard south of Discovery Parkway.	Engineering
	Install pedestrian crossing signage, mark crosswalk, and pedestrian refuge island at existing crossing with curb ramps on Indiana Street east of McCaslin Boulevard.	Engineering
	Construct bicycle/pedestrian shared use path at the US 36 Interchange and remove on-street bicycle facilities through the interchange.	Engineering
Safe Speeds	Pilot automated enforcement, such as red-light cameras and speed cameras at signalized intersections and arterial corridors.	Enforcement
Safe People	Implement targeted education campaigns about how to navigate roundabouts including interacting with pedestrians and bicyclists at roundabouts.	Education
All	Provide quarterly multimodal safety article in the Sentinel Newsletter.	Education

Project Next Steps:

- Q4 2024-Q1 2025: **Participate in Superior's Recommendations Survey and promote the survey within your network.** The survey is open through January 31, 2025.
- Q1 2025: Steering Committee meeting to discuss draft recommended actions; Draft Action Plan available for review
- Q2 2025: Final Action Plan

Appendix B: Pop-up Materials

Town of Superior
Vision Zero Action Plan

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

The grant will enable Superior to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk factors in Superior and specific recommendations to comprehensively **improve transportation safety** in the coming years.

What is Vision Zero?

Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:

boco.org/VisionZeroActionPlan

Traffic Safety Analysis

Crash Trends in Superior:

78% of all injury crashes in Superior include the following crash types:

Approach Turn: Crashes that occur when someone turns left in front of oncoming traffic without yielding the right-of-way.

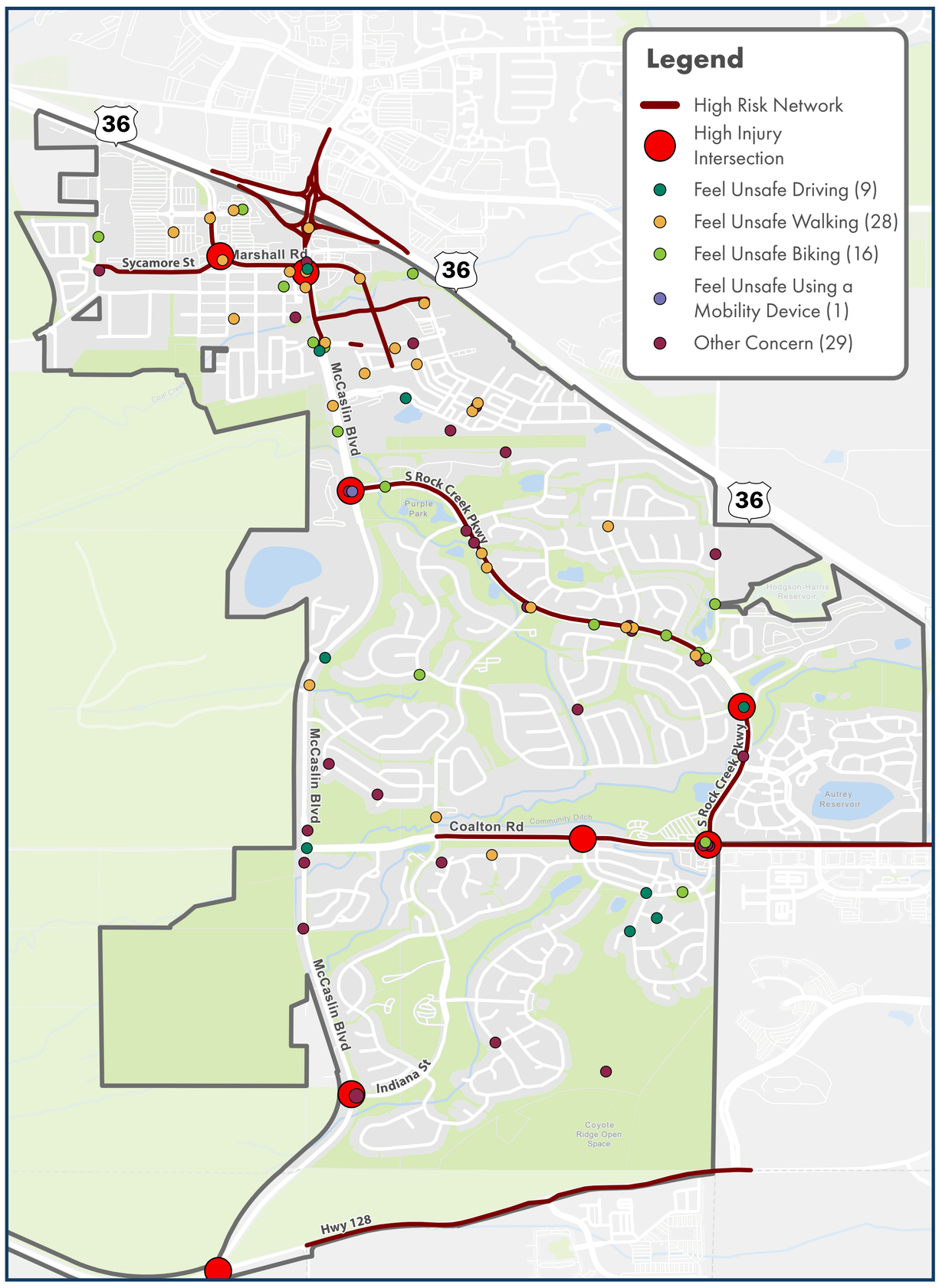
Pedestrian & Bicycle Involved: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.

Broadside at Traffic Signal: Also known as a T-bone crash, a broadside crash at a signalized location happens when the front end of one car crashes into the side of another car at a signalized location.

Fixed Object: This crash type involves a motor vehicle and a stationary object such as utility poles, guardrails, trees, or buildings.

Rear End: This crash type occurs when the front of one vehicle collides with the back of another vehicle.

High Injury Network & High Risk Network:



A **high-injury network (HIN)** is a roadway network that identifies locations where the most injury crashes are occurring based on historical crash data.

A **high-risk network (HRN)** identifies contextual factors related to historical crashes to identify locations where there is a high risk for potential crashes in the future based on roadway characteristics.

Town of Superior Safety Countermeasures: We Want Your Input!

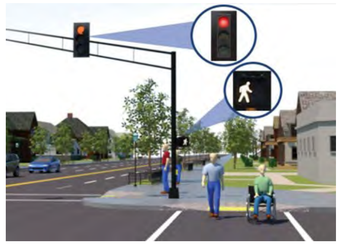
Town of Superior
Gateway To Boulder Valley®

Input Key:

- Very Supportive
- Supportive with some concern
- Not Supportive

Common factors contributing to the top injury crash types in Superior may potentially be reduced by the following countermeasures. Please indicate your level of support by placing a sticker in the dashed boxes associated with the following:

Leading Pedestrian Interval



A leading pedestrian interval (LPI) is a strategy to reduce conflicts between vehicles and people walking and biking. A LPI gives pedestrians a 3-7 second head start, allowing them to enter the crosswalk before vehicles turn or proceed which increases the visibility of pedestrians to turning drivers.

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 13%

Pedestrian Refuge Islands

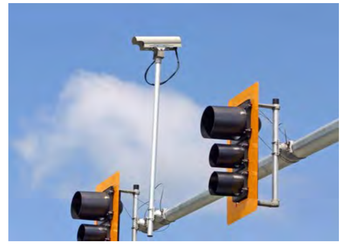


A pedestrian refuge island is intended to help protect pedestrians who are crossing a multilane road. The presence of a pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross.

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 56%

Red Light Cameras & Speed Cameras



Red light cameras and speed cameras are an automated system that photograph drivers and vehicles that run red lights and that are traveling faster than the legal speed limit on the roadway. Drivers are ticketed for the violation, holding them accountable for dangerous behavior

Crash Type(s) Addressed:
Broadside at Signalized Intersections
Speed-related
Rear End

Crash Reduction Potential:
Red light camera – 25%
Speed camera – 54%

Curb Extensions (Bulb-outs)



Curb extensions - also known as bulb-outs extend the curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance and improving the ability of pedestrians and motorists to see each other.

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 37%

Raised Crossings





Raised crosswalks are ramps that provide elevated crossing areas spanning the entire width of the roadway, often placed at midblock crossings or right-turn slip lanes. These crosswalks act as traffic-calming measures that slow vehicles and allow pedestrians to cross at grade with the sidewalk.

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 45%

Protected Left-turns



"Protected-only" phasing provides a separate phase for left-turning traffic and allowing left-turns to be made only on a green left arrow signal indication. Separate left-turn motor vehicle movements prevent turning vehicles from overlapping with the pedestrian walk phase or conflicting with oncoming vehicles.

Crash Type(s) Addressed:
Approach Turn
Pedestrian and Bicycle

Crash Reduction Potential: 99%

Appendix C: Survey Questions

Overview

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior joined forces and successfully applied for Safe Streets and Roads for All (SS4A) grant funding to create a Vision Zero Action Plan for each agency. **Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries.**

The Boulder County Vision Zero Action Plan project kicked off earlier this year. Specific to Superior, this project has analyzed historic and potential crash activity on Superior roadways and has incorporated community input gathered this summer to characterize roadway safety. This information has been used to identify safety concerns and countermeasures to reduce harmful crash events on Superior streets.

Instructions: *Please review the summary of injury crash trends and safety analysis and proposed countermeasures and provide your feedback.* ***Your feedback is extremely important and will influence the recommendations that will be included in the final safety action plan.***

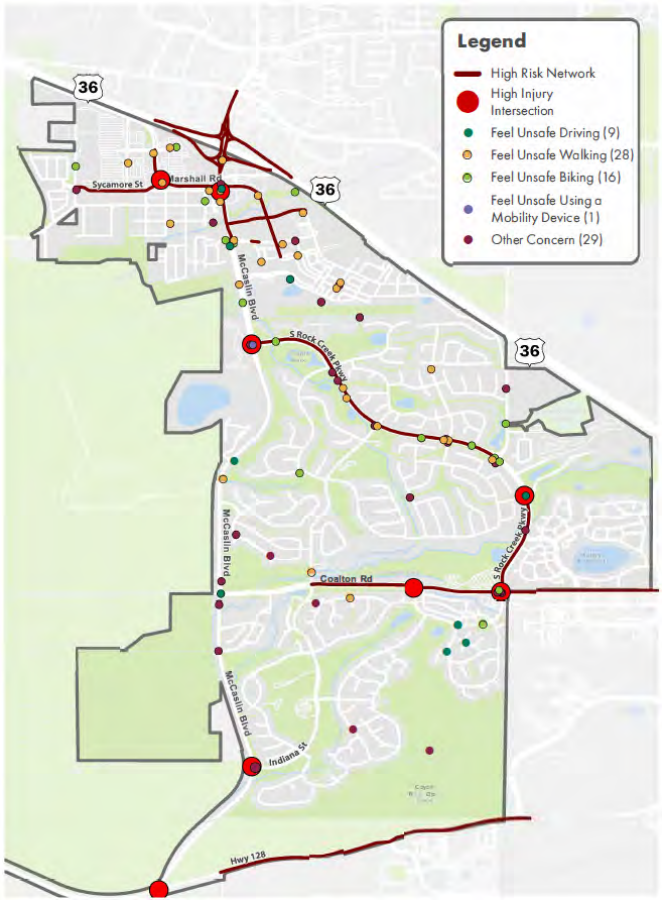
Si desea acceder a esta encuesta en español, haga clic aquí.

High Injury / High Risk Network

Definitions:

- A high-injury network (HIN) is a roadway network that identifies locations where the top injury crashes are occurring based on historical crash data.
  A high-risk network (HRN) identifies contextual factors related to historical
- crashes to identify locations where there is a high risk for potential crashes based on roadway characteristics. The HRN may reveal locations that do not necessarily have a recent history of injury crashes but have a high risk for injury crashes in the future.

The map below shows the HIN and HRN for Superior along with locations where community members indicated having safety-related concerns. Community input displayed on the map was collected over the summer of 2024 through an online survey and interactive map, virtual public meeting, and through tabling at the Superior 4th of July festival.



Crash Trends

78% of all injury crashes in Superior include Approach Turn, Pedestrian & Bicycle Involved, Broadside at Traffic Signal, Fixed Object, or Rear-End. Injury crashes represented in the analysis include crashes that resulted in a minor injury, serious injury, or fatality in a traffic collision event on Superior roadways. These are the top five injury crash types identified in Superior:



Approach Turn: Crashes that occur when someone turns left in front of oncoming traffic without yielding the right-of-way.



Pedestrian and Bicycle Involved: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.



Broadside at Traffic Signal: Also known as a T-bone crash or an angle collision, a broadside crash at a signalized location happens when the front end of one car crashes into the side of another car at a signalized location.



Fixed Object: This crash type involves a motor vehicle and a stationary object such as utility poles, guardrails, trees, or buildings.



Rear End: This crash type occurs when the front of one vehicle collides with the back of another vehicle.

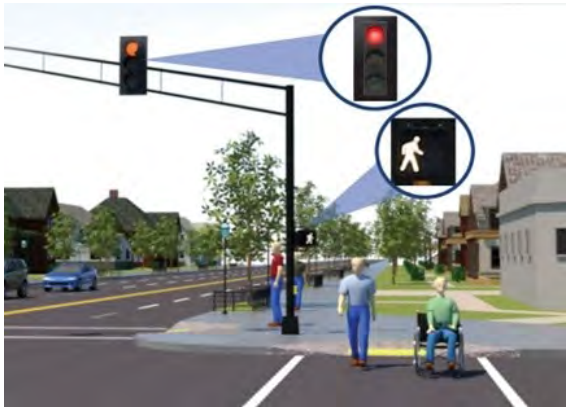
Safety Countermeasures

There are many common factors contributing to these crash types, such as speeding and lack of compliance with traffic signals. Countermeasures aimed at mitigating these factors can reduce the frequency and/or severity of traffic crashes. The crash reduction potential of each countermeasure estimates the expected reduction in crashes following implementation of the countermeasure, based on the FHWA's Crash Modification Factors Clearinghouse. Please review the countermeasures identified by the project team for Superior and indicate your level of support.

Leading Pedestrian Interval

A leading pedestrian interval (LPI) is a strategy to reduce conflicts between vehicles and people walking and biking. A LPI gives pedestrians a 3-7 second head start, allowing them to enter the crosswalk before vehicles turn or proceed which increases the visibility of pedestrians to turning drivers.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	13%



* 1. How supportive are you of implementing Leading Pedestrian Intervals at signalized intersections?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

2. Do you have any other comments or feedback on Leading Pedestrian Intervals? If you have concerns or are not supportive of Leading Pedestrian Intervals, please share why.

Pedestrian Refuge Islands

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	56%



S. Coal Creek Dr & Akron Pl

* 3. How supportive are you of implementing pedestrian refuge islands?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

4. Do you have any other comments or feedback on Pedestrian Refuge Islands? If you have concerns or are not supportive of Pedestrian Refuge Islands, please share why.

Red Light Cameras and Speed Cameras

Red light cameras and speed cameras are an automated system that photograph drivers and vehicles that run red lights and that are traveling faster than the legal speed limit on the roadway. Drivers are ticketed for the violation, holding them accountable for dangerous behavior.

Crash Type it Addresses	Crash Reduction Potential
Broadside at Signalized Intersections Speed-related crashes Rear End	Red light camera – 25% Speed camera – 54%



* 5. How supportive are you of implementing red light and speed cameras?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

6. Do you have any other comments or feedback on Red Light Cameras and Speed Cameras? If you have concerns or are not supportive of Red Light Cameras and Speed Cameras, please share why.

Curb Extensions (Bulb-outs)

Curb extensions - also known as bulb-outs or neckdowns extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	37%



* 7. How supportive are you of implementing curb extensions (bulb-outs)?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

8. Do you have any other comments or feedback on Curb Extensions (Bulb-outs)? If you have concerns or are not supportive of Curb Extensions (Bulb-outs), please share why.

Raised Crossings

Raised crosswalks are ramps that provide elevated crossing areas spanning the entire width of the roadway, often placed at midblock crossings or right-turn slip lanes. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that slow vehicles and allow pedestrians to cross at grade with the sidewalk.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	45%





Indiana St by Superior Elementary

* 9. How supportive are you of implementing raised crossings?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

10. Do you have any other comments or feedback on Raised Crossings? If you have concerns or are not supportive of Raised Crossings, please share why.

Protected Left-turns

"Protected-only" phasing provides a separate phase for left-turning traffic and allowing left turns to be made only on a green left arrow signal indication. Separate left-turn motor vehicle movements prevent turning vehicles from overlapping with the pedestrian walk phase or conflicting with oncoming vehicles.

Crash Type it Addresses	Crash Reduction Potential
Approach Turn Pedestrian and Bicycle	99%



* 11. How supportive are you of implementing protected left-turns?

◯ Very supportive

◯ Supportive with some concerns

◯ Not supportive

12. Do you have any other comments or feedback on Protected Left-Turns? If you have concerns or are not supportive of Protected Left-Turns, please share why.

Project Prioritization

* 13. Superior will consider several factors when deciding how to prioritize implementation of recommended projects in the Action Plan. Which of the following factors do you feel should be weighed more heavily? Please rank from highest priority (1) to lowest priority (4).

_____	Prioritizing vulnerable populations (for example: elderly, young children, low income, etc.)
_____	Places where there are more known/historical crashes
_____	Locations that make it safer for walking and biking
_____	Places where there is a high risk for a serious crash in the future

14. Do you have any other comments or feedback on safety countermeasures or prioritization?

Thank you

We value your participation. Please visit boco.org/visionzeroactionplan to learn more about the Boulder County Vision Zero effort.

Superior Vision Zero Action Plan
Phase 3 Engagement Summary

May 2025



Contents

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Introduction

Recognizing the importance of implementing a regional approach to road safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 Safe Streets and Roads for All (SS4A) grant funding. The Partners were awarded the SS4A grant funding which enables each Partner to develop a Vision Zero Action Plan (VZAP) of their own. The VZAP will be a detailed analysis of traffic crashes and risk factors in the county or jurisdiction, and provide specific recommendations to comprehensively improve transportation safety in the coming years. The Superior Vision Zero Action Plan is being developed using community engagement to supplement the data-driven safety analysis completed for the project. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

In spring 2025, the project team implemented Phase 3 of outreach. During this phase, the community was asked to review the full draft Vision Zero Action Plan and provide feedback regarding the Plan's effectiveness. The community and stakeholder engagement efforts included digital engagement strategies, including an online survey. The community feedback collected in Phase 3 will be used to refine the overall Vision Zero Action Plan.

Project Outreach Set-up & Promotion Information

Understanding that outreach and communication with the community was a top priority, the project team created a variety of content to promote and encourage participation in the engagement efforts for this project. Diversifying the outreach platforms allowed Superior to reach a wider array of community members for more comprehensive engagement.

Website

During Phase 1, the project team worked closely with the Partners to develop a Vision Zero Action Plan project website hosted on Boulder County's webpage. The website contains static information including project overview, project schedule, to-date safety progress in each of the jurisdictions, an opportunity to sign up for project updates, FAQs, and program contact information. It also includes information that is updated regularly including public engagement opportunities, upcoming public meetings, and past public meeting recordings and presentations. The Partners promoted the project website with their constituents, and the project team included the website address and QR code on all promotional and engagement materials.

The website can be accessed by QR code, by the abbreviated weblink, or by the full weblink:

QR Code:

Abbreviated weblink: https://boco.org/visionzeroactionplan

Full weblink: https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/

Social Media

The project team assembled a social media calendar to promote the Draft Plan and online survey completion. The project team worked with the Superior communications teams to push content out through their social media channels. Each social media calendar included text content, images, and outlined the platforms for distribution (Twitter [X], Facebook, Instagram, Nextdoor, LinkedIn) for each post.

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consisted of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team facilitated meetings with the Steering Committee, and targeted meetings as needed. The Stakeholder Committee convened once during Phase 3.

Steering Committee Meeting #3

On April 23, 2025, the project team hosted a virtual meeting with members of the Steering Committee. The team reviewed information about the project scope, background, and schedule, then provided an overview of the Strategy and Action development process. For each Draft Plan, the Steering Committee members were invited to visit an interactive online board presenting the draft Strategies and Actions. As the project team reviewed the draft content, participants placed sticky notes with comments or questions. Steering Committee members were also prompted to identify actions that their organization could actively support or implement, as well as any potential gaps or key actions that were missing. The Steering Committee Meeting presentation and results of the interactive activity are available in Appendix A.

Community Engagement

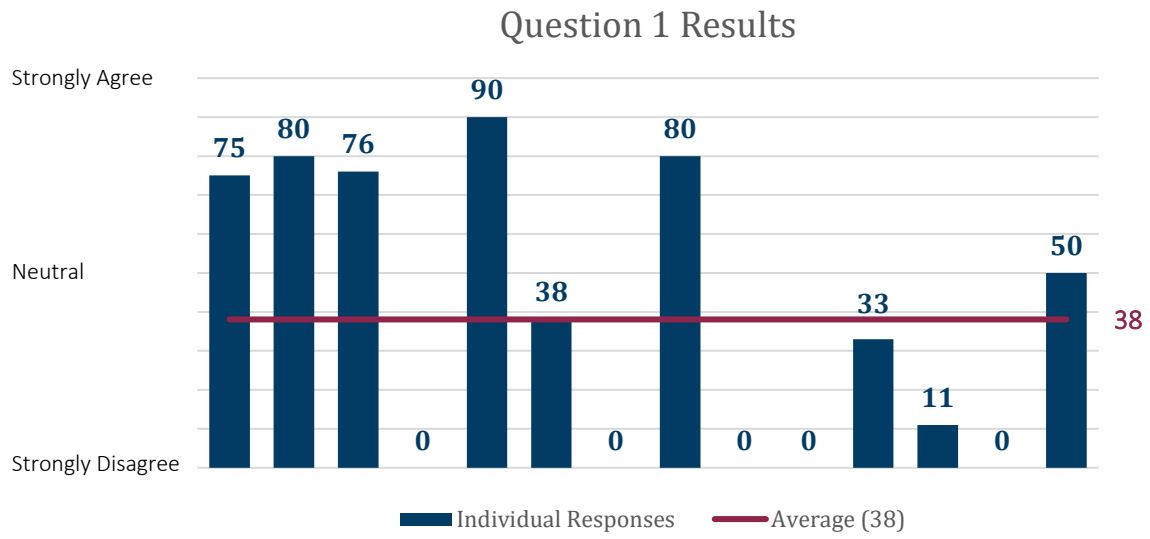
Community engagement strategies included an online survey referencing the digital version of the Draft Plan.

Online Survey

An online survey was shared with the public on SurveyMonkey and was open from April 30, 2025 through May 21, 2025 in both English and Spanish. The survey invited participants to review the Draft Executive Summary or full Draft Plan, then provide feedback about whether the Plan is effective in providing a roadmap to achieve Vision Zero. Participants were also able to provide open-ended comments relating to the Draft Plan. The full online survey can be viewed in Appendix B. There were 14 online survey results.

Question 1: Do you feel that this plan will be effective in providing a roadmap to achieve Vision Zero?

Participants were asked to indicate on a scale from 0 – 100 whether they agree that the plan will be effective in providing a roadmap to achieve Vision Zero, with a score of 0 equating to strongly disagree and a score of 100 equating to strongly agree. Of the 14 responses, the lowest score received was a 0, and the highest score received was a 90. The average score was 38. The distribution of responses is indicated in the chart below.



Question 2: Please provide any additional thoughts related to Question 1 or other comments on the plan.

Participants were invited to share any additional thoughts on their answer to Question 1 or general feedback about the plan. Of the 14 participants, seven provided open-ended comments. Some responses centered around a concern that the number of severe crashes during the study period do not warrant changes to the transportation network, while other individual comments noted a desire to address the more common and less severe crash types (such as rear end crashes) and a concern that vulnerable user crashes are more frequent following recent safety improvements in Superior. Two comments were generally supportive of the plan, with one noting a desire to include the other two Safe System elements (Safer Vehicles and Post-Crash Care). One additional comment questioned the cost and impact identified in the plan of a Safe Routes to School strategy. Three of the five participants that indicated a score of 0 for Question 1 did not provide an open-ended response sharing their concerns.

Next Steps

Phase 3 outreach for the Superior Vision Zero Action Plan project solicited feedback from project stakeholders and community members. This invaluable feedback ensures that the proposed Strategies and Actions in the plan will be effective in creating a roadmap to achieve Vision Zero. The project team will use the Phase 3 outreach results to refine the final Vision Zero Action Plan, which is anticipated to be formally adopted in summer 2025.

Appendices

Appendix A: Steering Committee Meeting Materials

Boulder County, Superior, & Lafayette

VISION ZERO ACTION PLANS

Steering Committee Meeting #4

April 23, 2025



Please Introduce Yourself in the Chat

- Name
- Organization
- What Action Plan you are interested in today?
  - Boulder County
  - Lafayette
  - Superior
  - Combination of two of them (list which two)
  - All of them



Meeting Goals and Format Overview

Meeting Goals

- Share draft Strategies & Actions with the Steering Committee.
- Gather feedback on how Strategies & Actions meet the goal of achieving Vision Zero.
- Understand how the represented groups in the Steering Committee can support and assist with completion of Strategies & Actions.



Meeting Agenda

- Introductions (1:05 – 1:10)
- Agenda & Background (1:10 – 1:15)
- Strategy and Action Development & Review (1:15 – 2:15)
  - Boulder County Overview (1:15 - 1:35)
  - Lafayette Overview (1:35-1:55)
  - Superior Overview (1:55-2:15)
- Group Discussion (2:15-2:25)
- Next Steps (2:25-2:30)

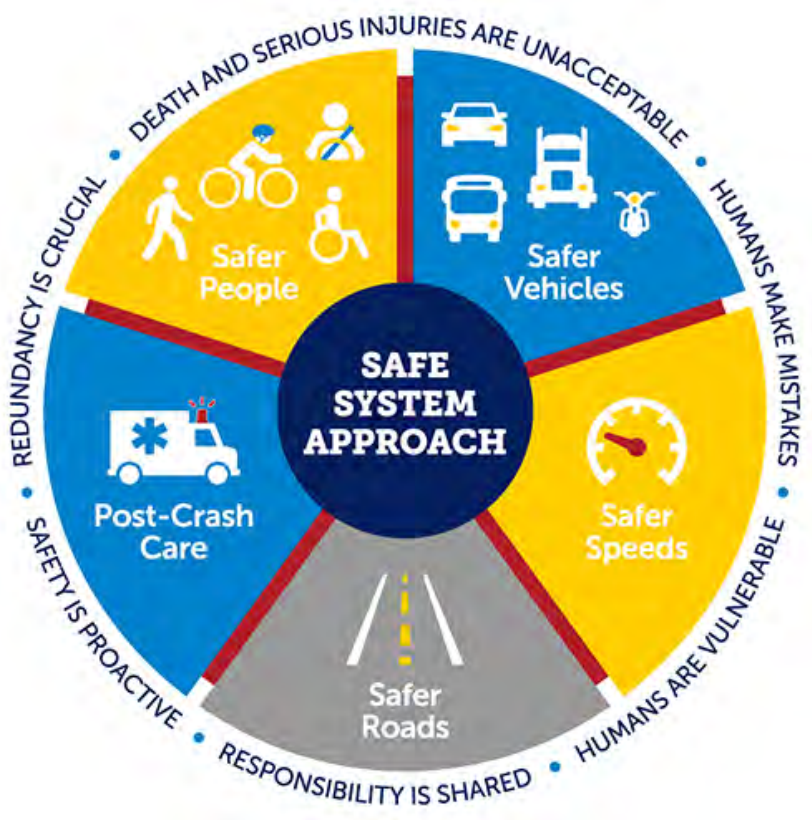


Vision Zero & Safe System Approach

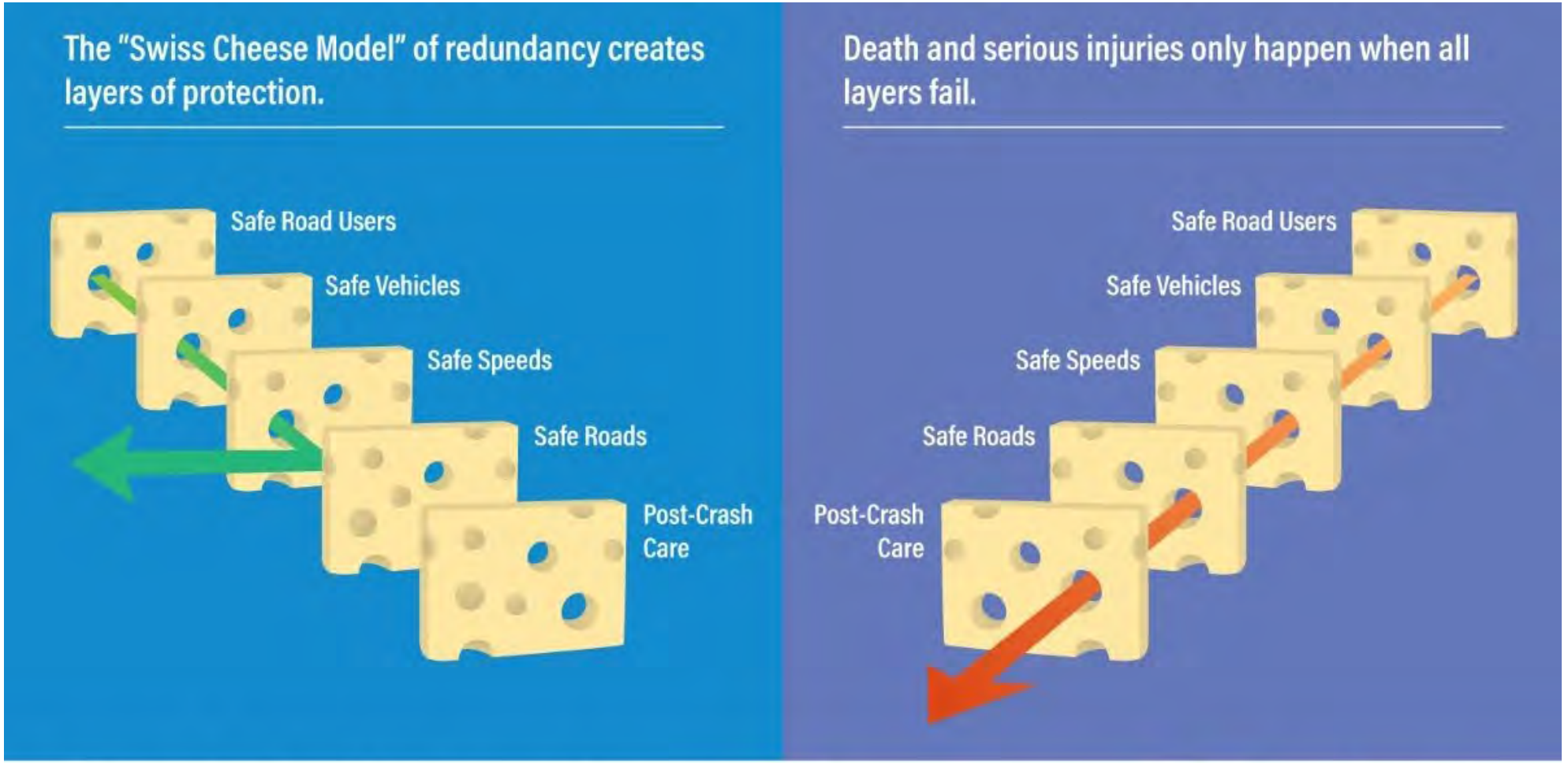
Goal: Eliminate all traffic fatalities and serious injury crashes

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



Vision Zero & Safe System Approach



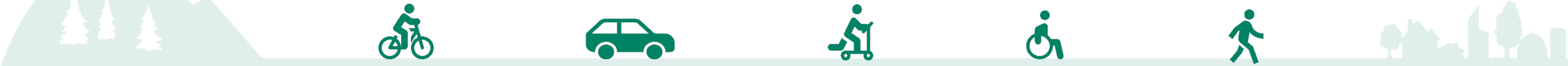
The Safe System Approach

CAMBRIDGE SYSTEMATICS

GHSA Governors Highway Safety Association

Action Plan Development

- Deliver three standalone Vision Zero Action Plans:
  1. **Boulder County** – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
  2. **City of Lafayette**
  3. **Town of Superior**
- Create list of specific actions, noting responsibility and potential funding sources for implementation.



Schedule

Draft Recommendations for Review

March-April 2025	*April 2025*	*May 2025*	*May/June 2025*	*Summer 2025*
Stakeholder Engagement	Finalize Draft Plans	Community Review of Draft Plans	Finalize Action Plans	Adoption
• Meet with: Emergency Services, Elected Officials, Steering Committee	• Based on feedback from Stakeholder engagement	• Plans open to the public for review & comment	• Finalize plans based on public comment	• Adoption will occur for each agency

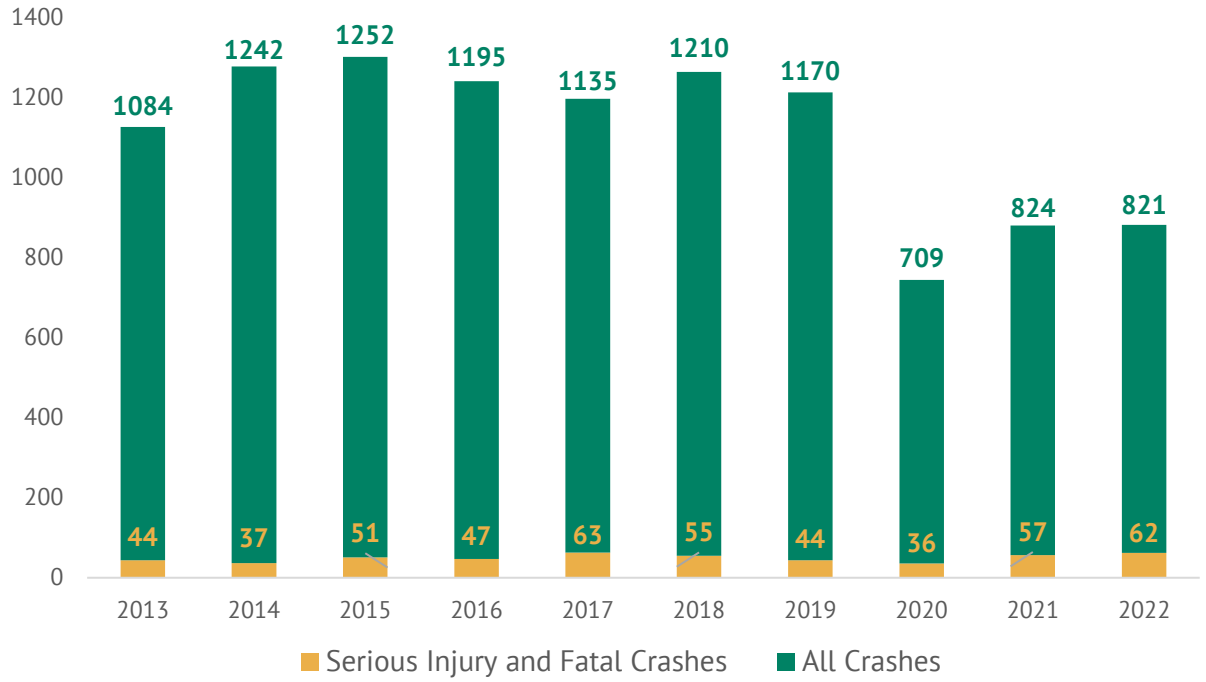
Overview of Strategy & Action Development

- Organized by Safe System Focus Areas
- Designed to address the top crash types resulting in serious injuries or fatalities
- Overarching strategies with tangible actions



Boulder County Action Plan Update (1:15 – 1:35)

Boulder County: Safety Analysis

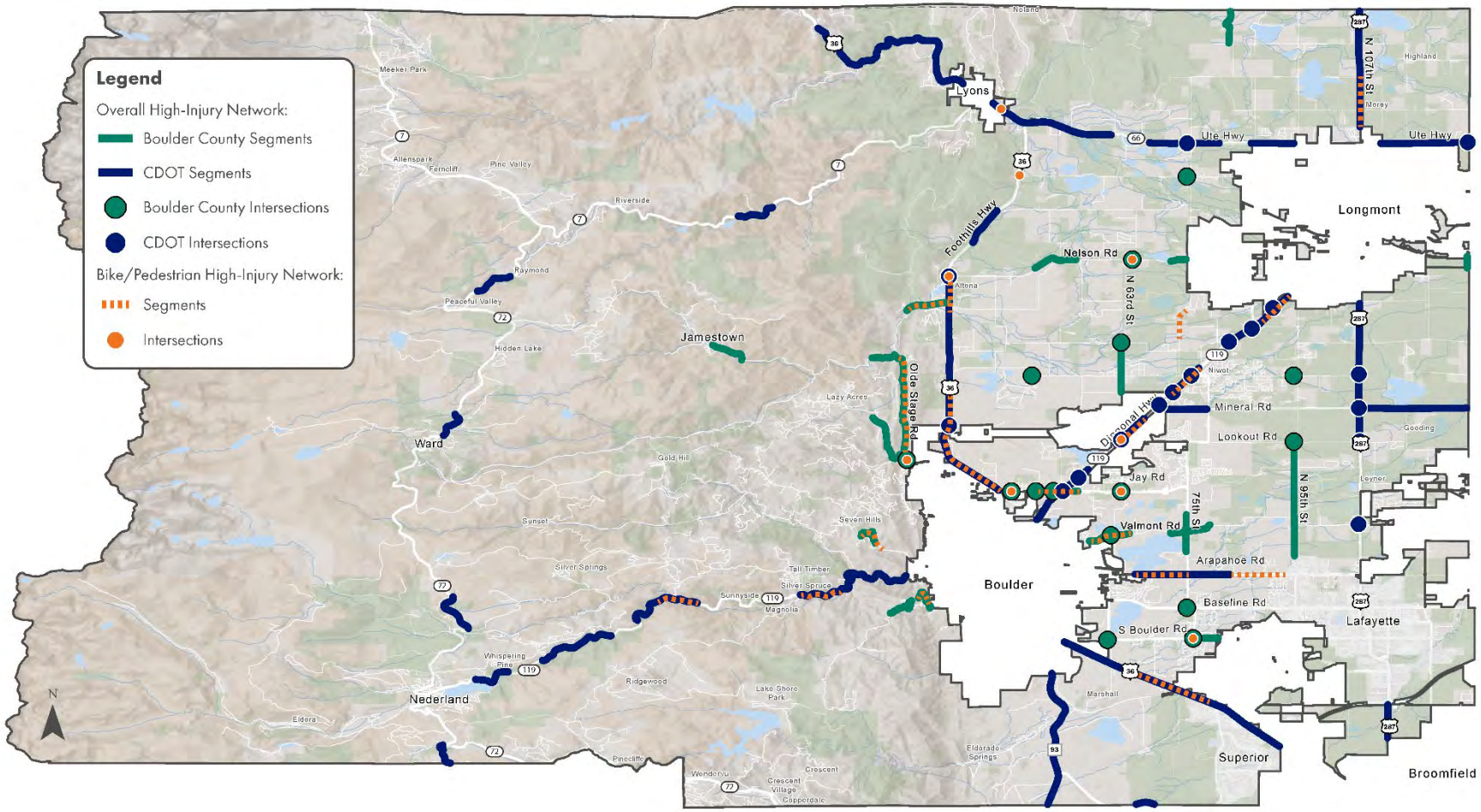


Over 10 years, **123** people died in traffic crashes in the Project Area

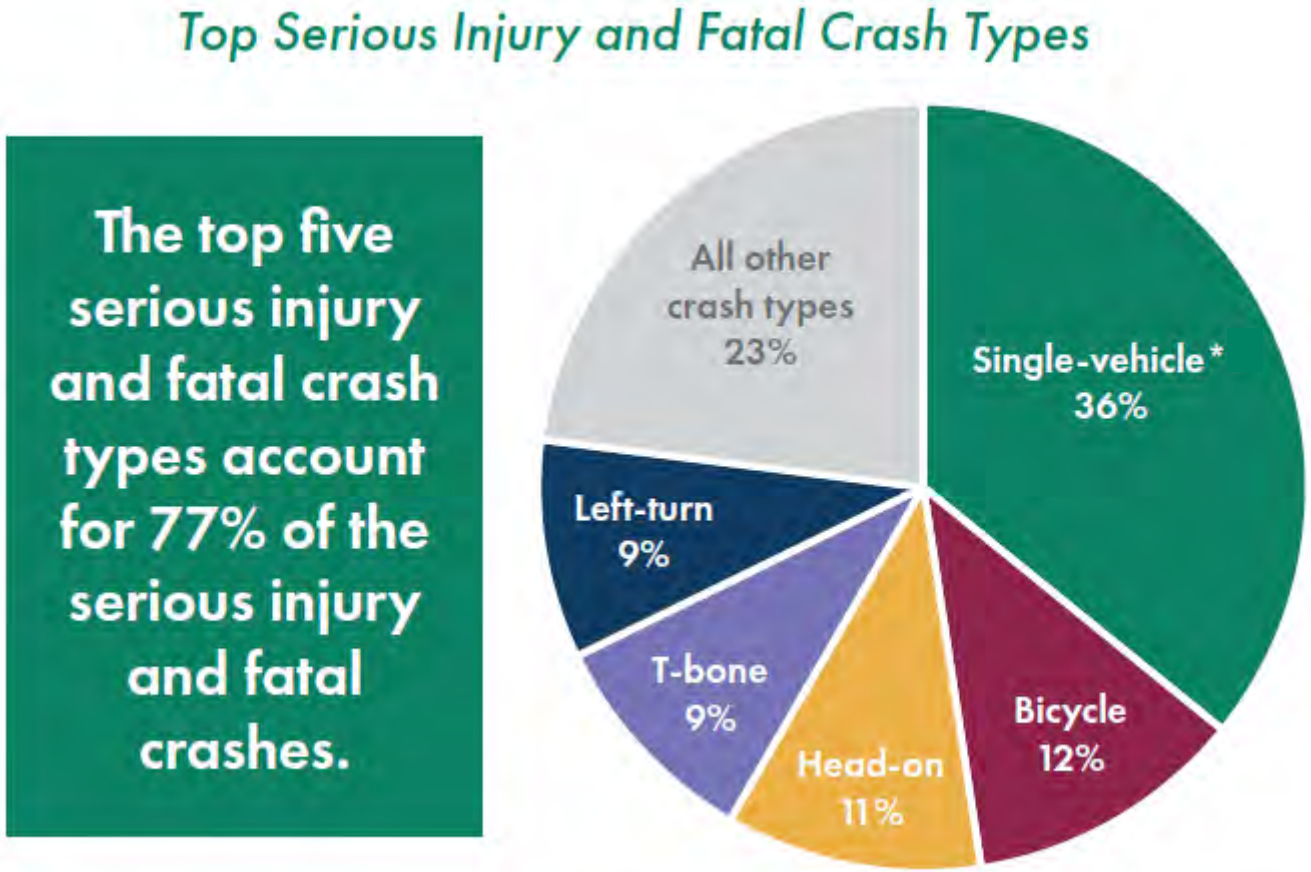
Although the number of crashes has decreased in recent years, **the percent of serious injury and fatal crashes has increased** since 2020

Source: Colorado Department of Transportation (CDOT) crash data

Boulder County: High Injury Network



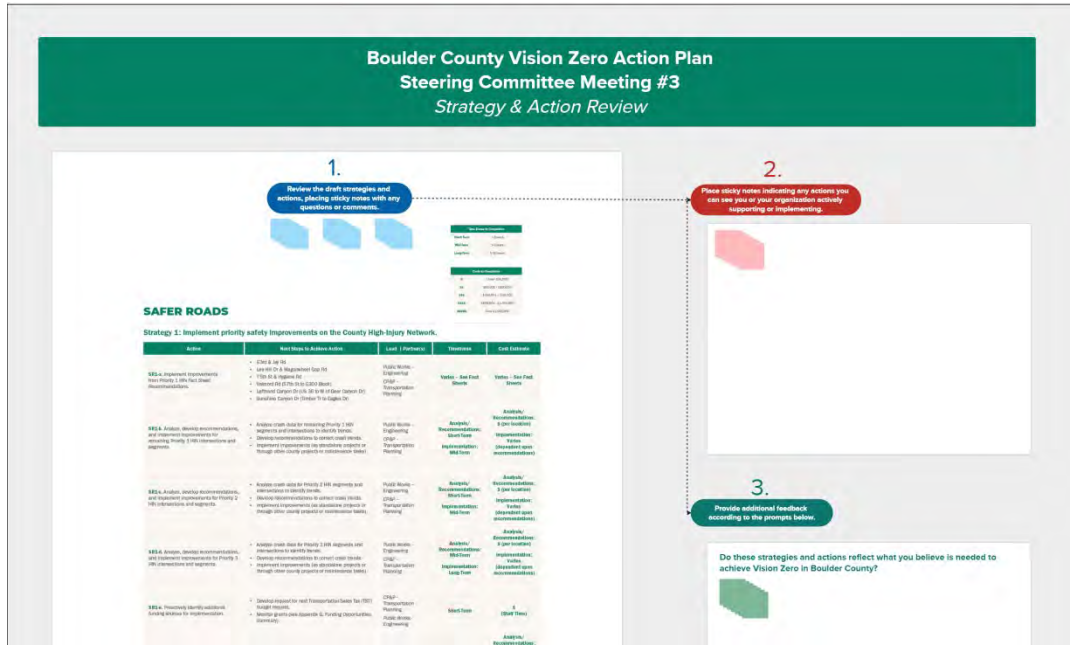
Boulder County: Top 5 Crash Types

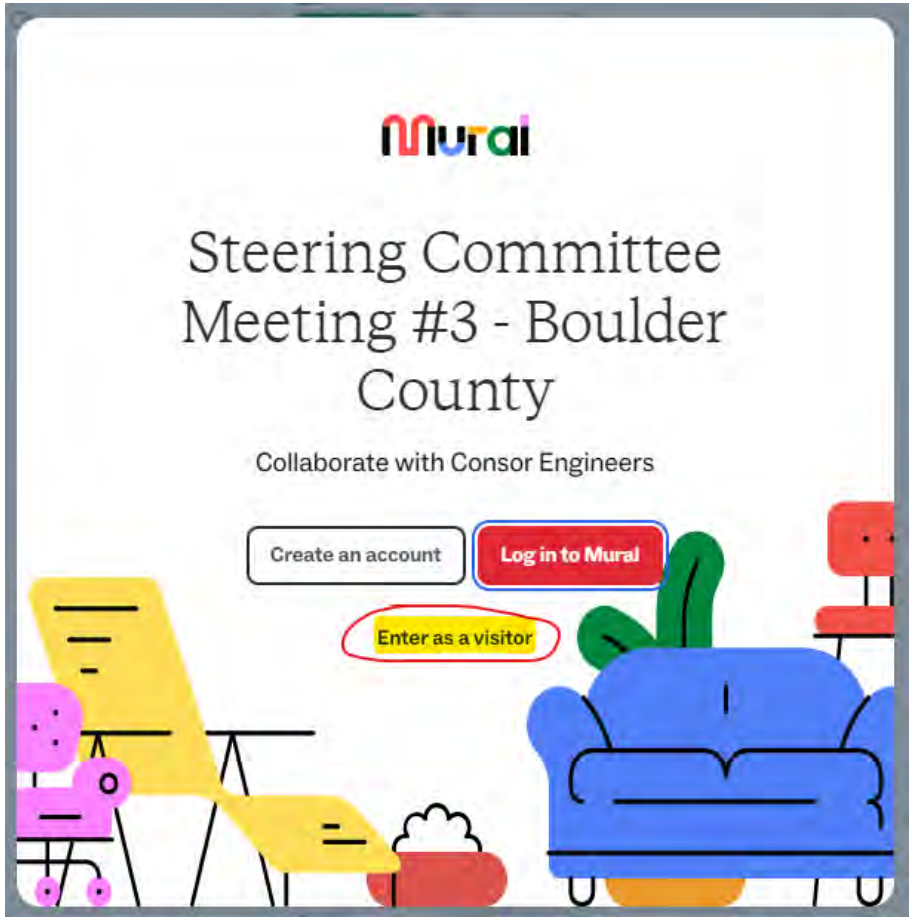


**Examples of single-vehicle crashes include departing the road, colliding with fixed objects, and overturning vehicles.*

Boulder County Strategy / Action Review

- Mural Board Activity

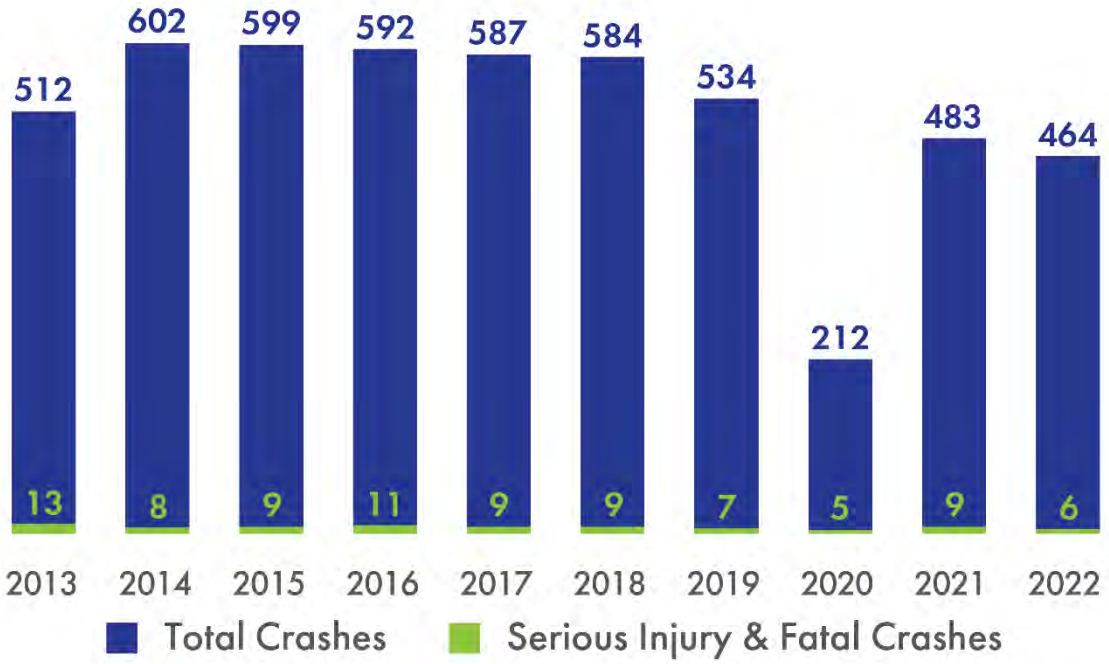




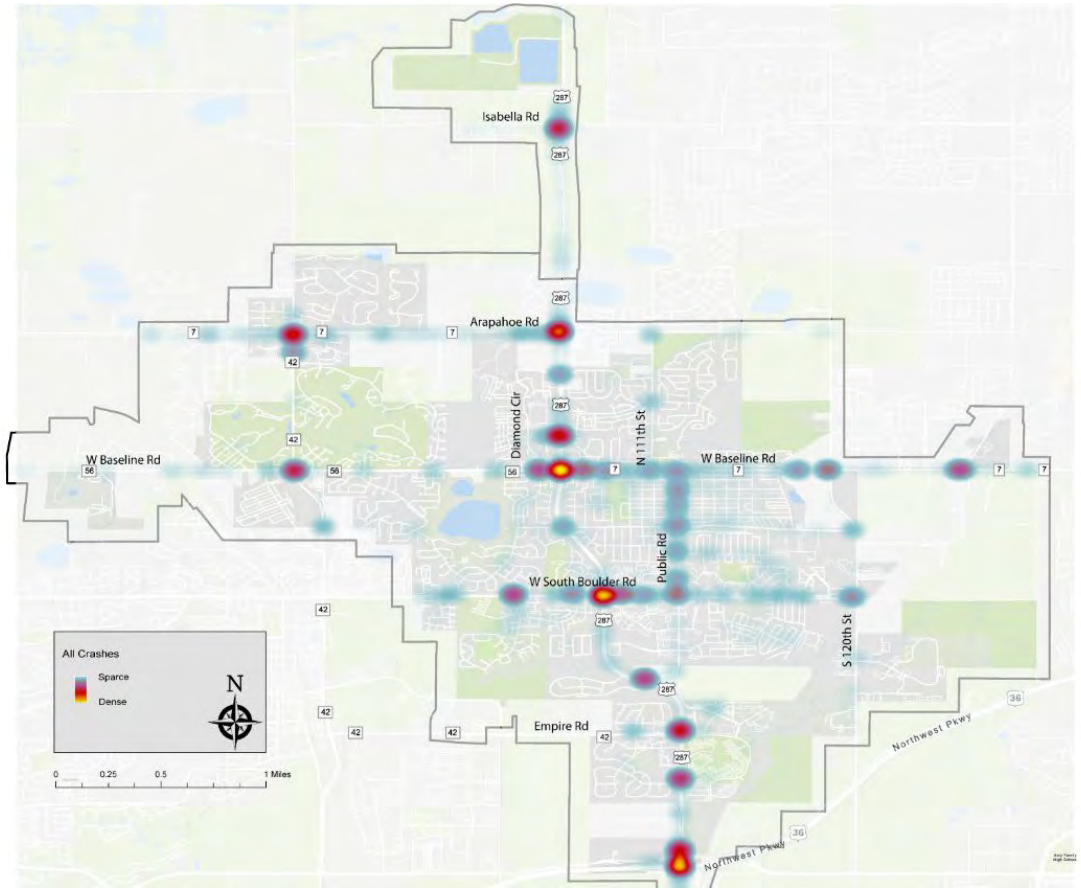
Lafayette Action Plan Update (1:35 – 1:55)

Lafayette: Safety Analysis

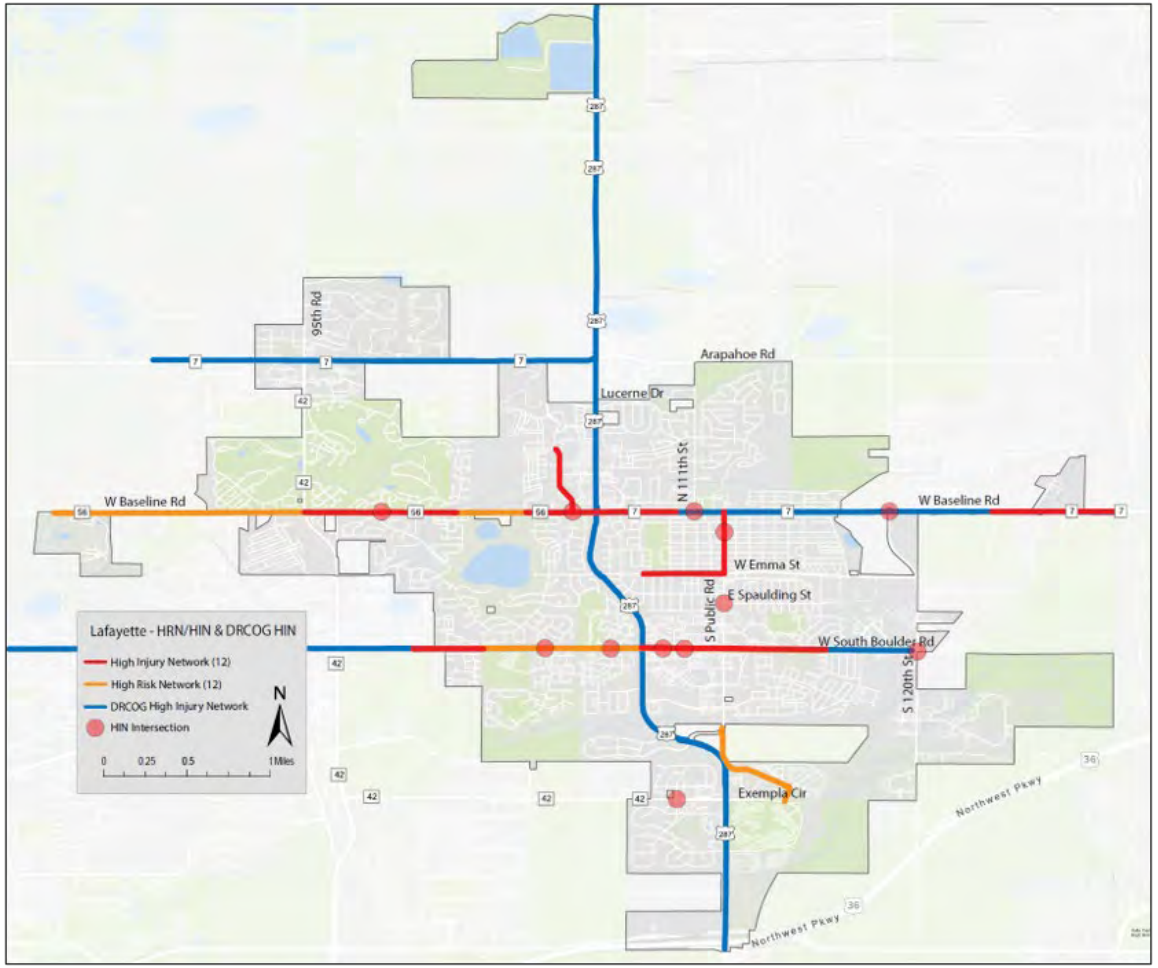
Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette



Source: Colorado Department of Transportation (CDOT) crash data

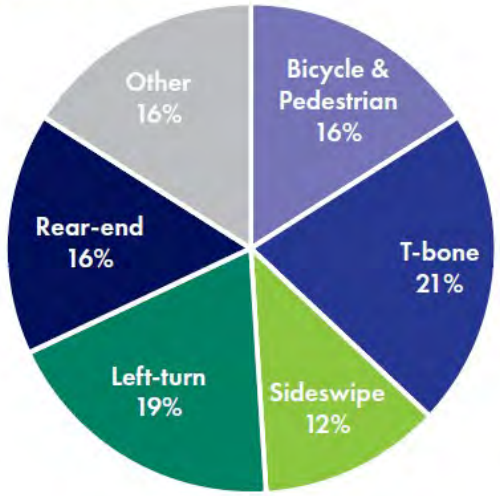


Lafayette: Comprehensive Safety Network



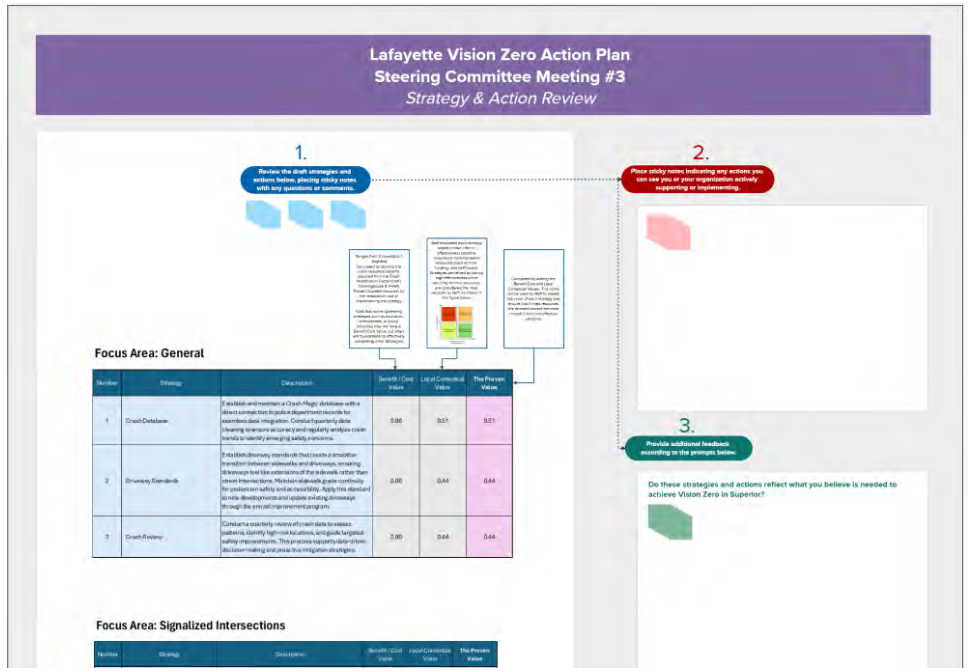
Top Serious Injury and Fatal Crash Types

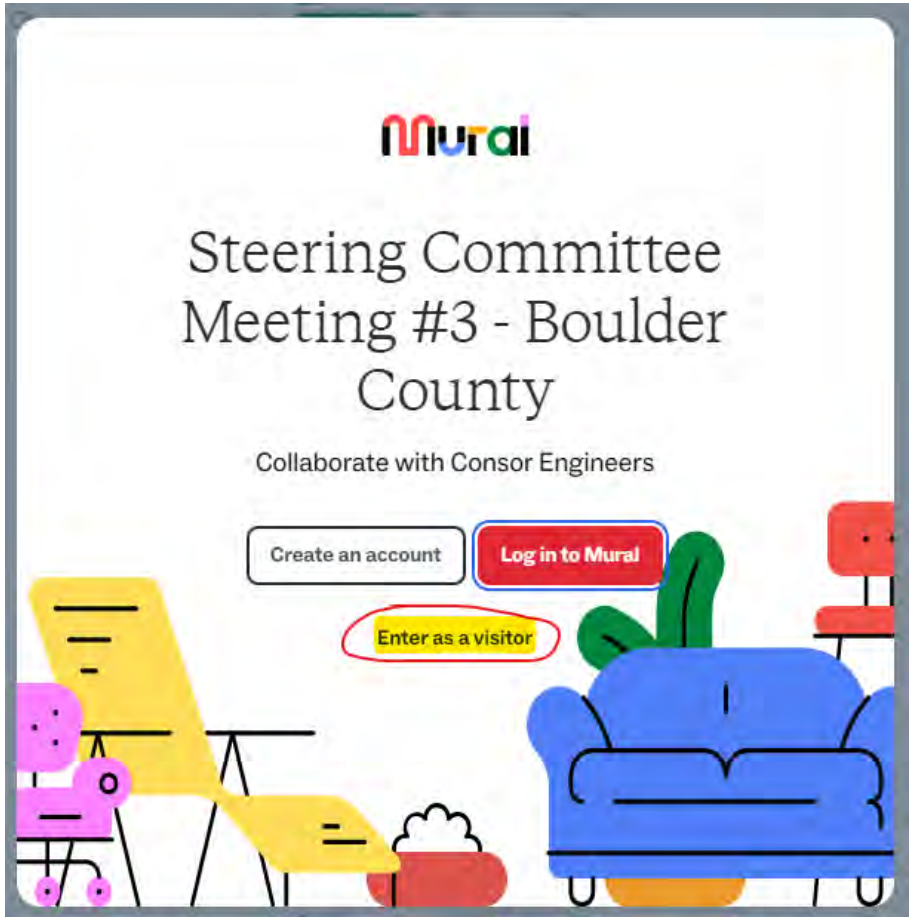
The top five serious injury and fatal crash types account for 84% of the serious injury and fatal crashes.



Lafayette Strategy / Action Review

- Mural Board Activity

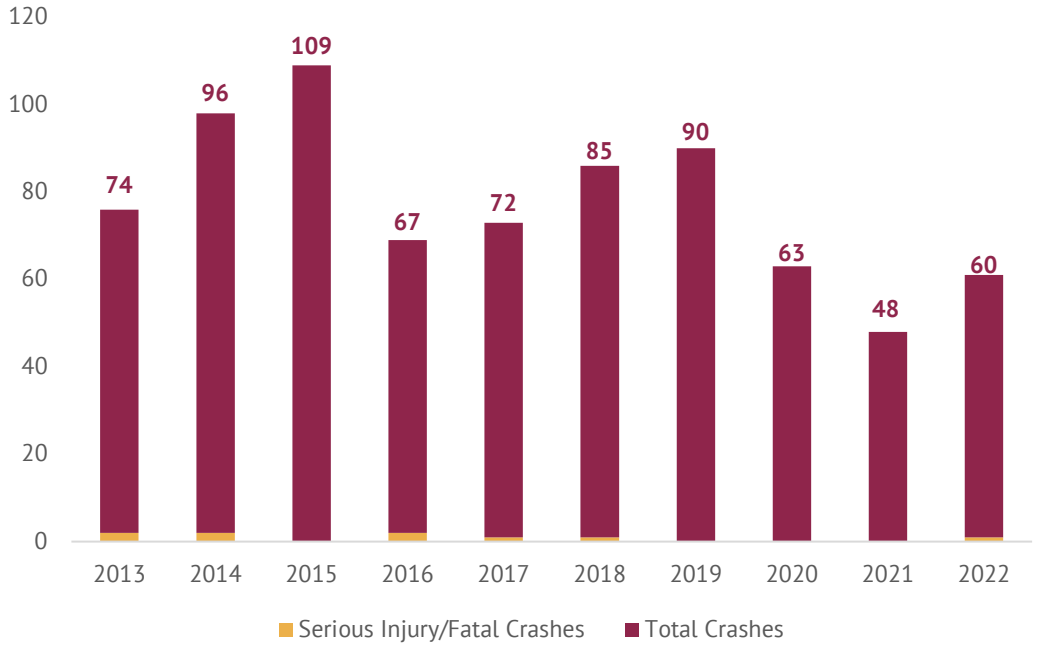




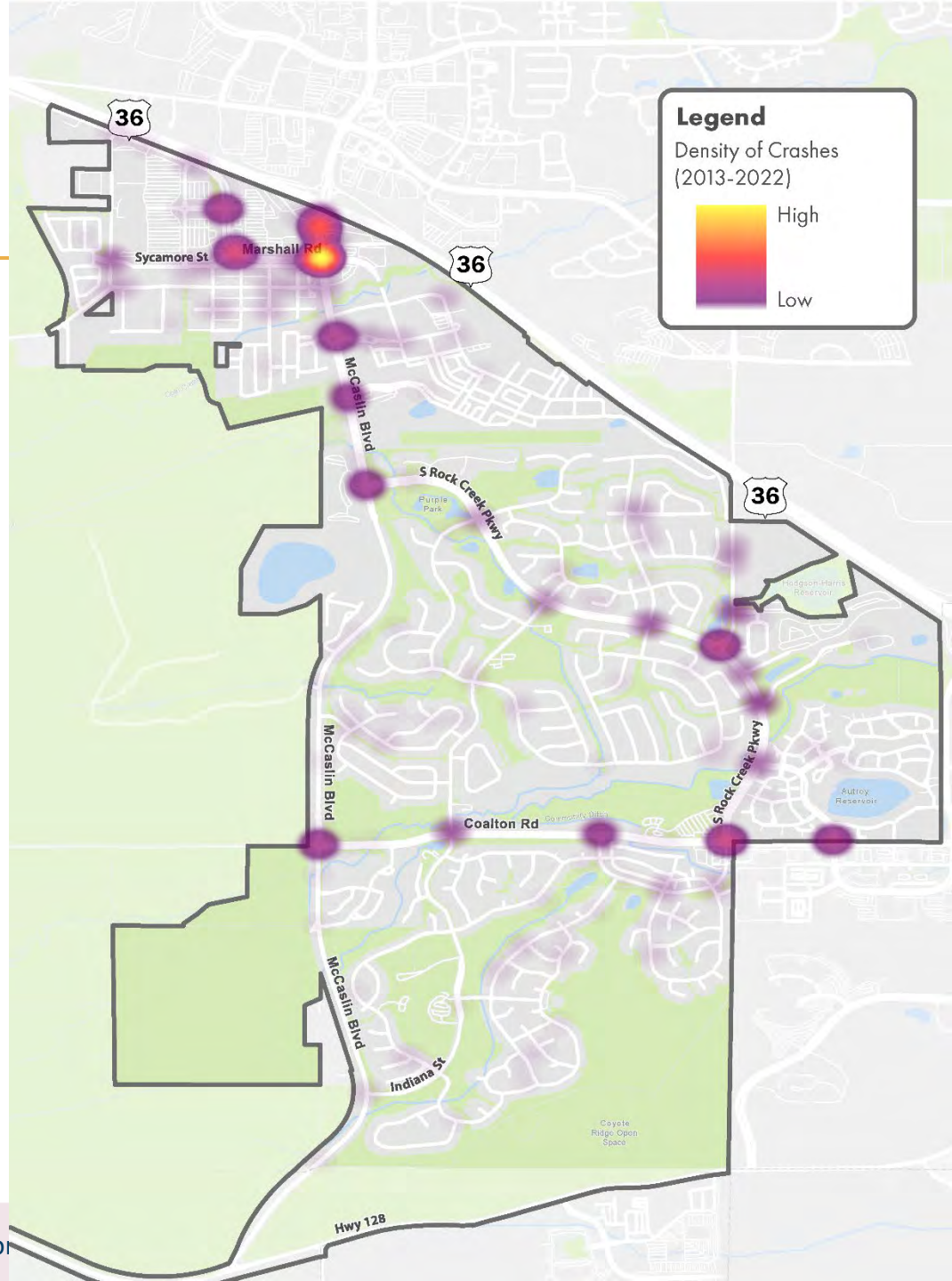
Superior Action Plan Update (1:55 – 2:15)

Superior: Safety Analysis

Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



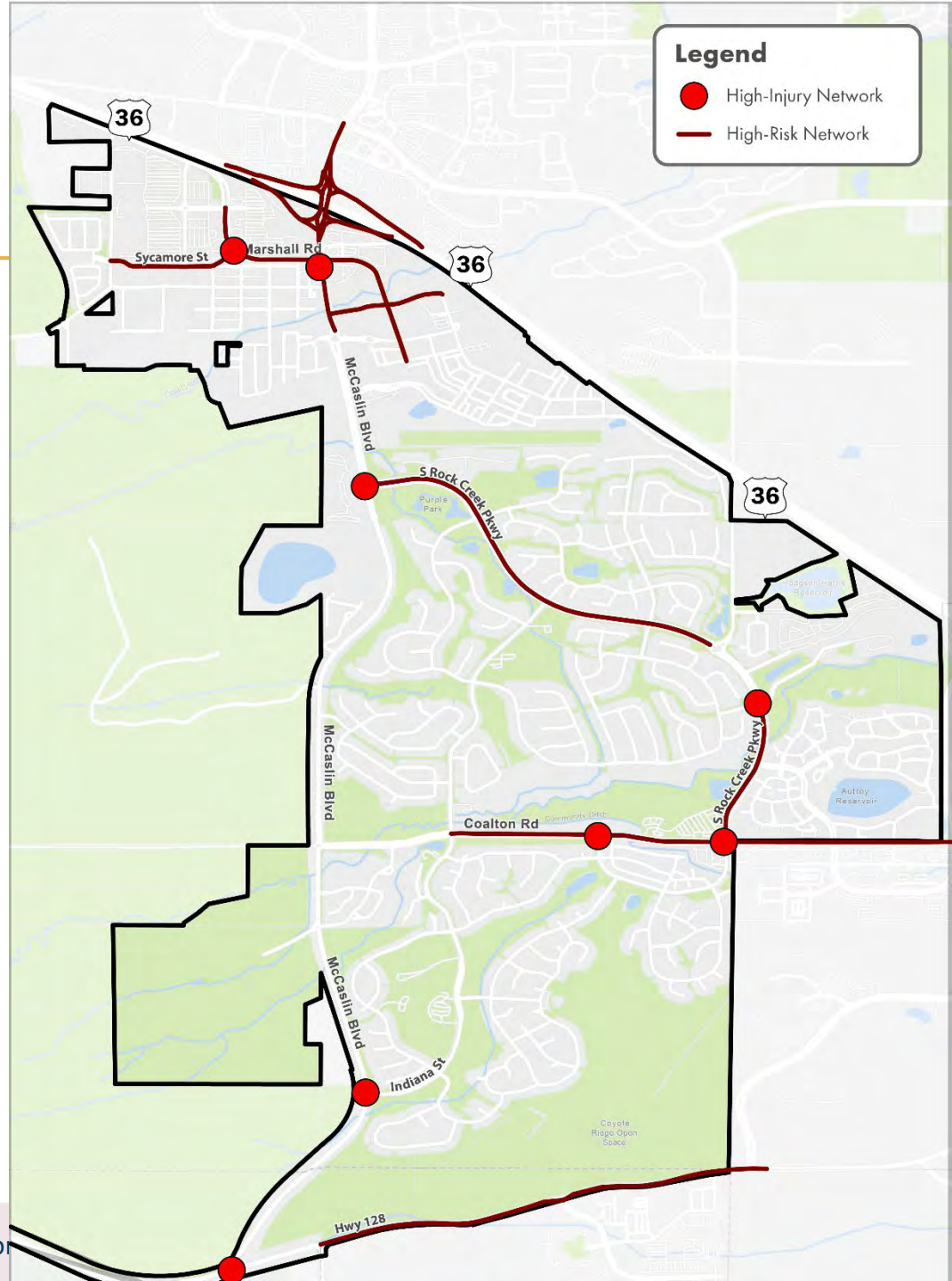
Source: Colorado Department of Transportation (CDOT) crash data



Superior: Comprehensive Safety Network

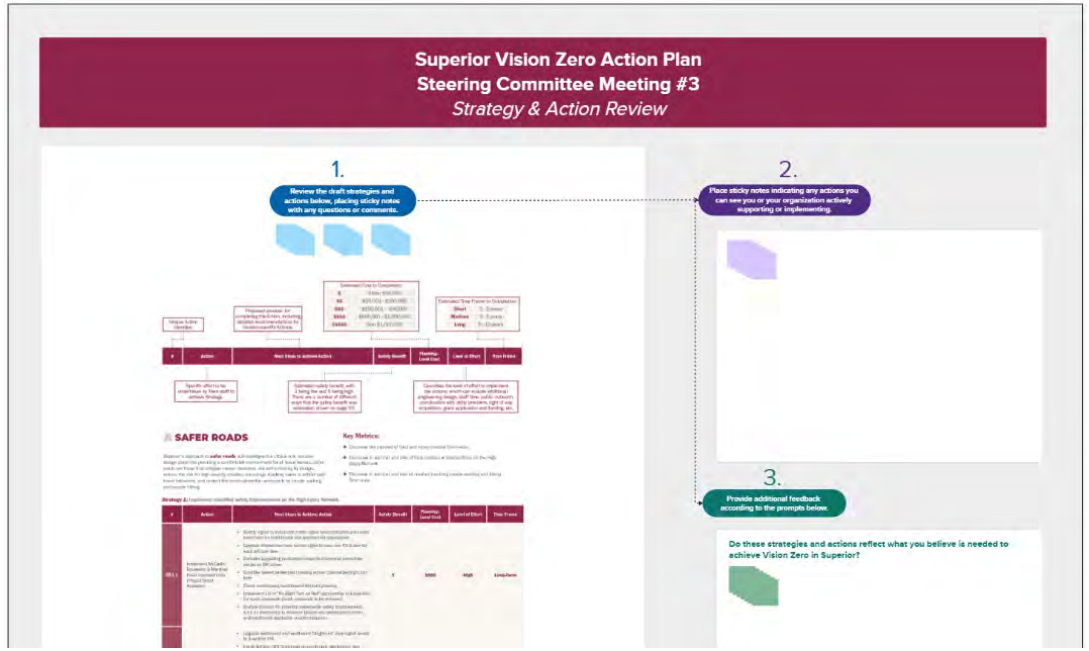
The most common crash types resulting in an injury in Superior were:

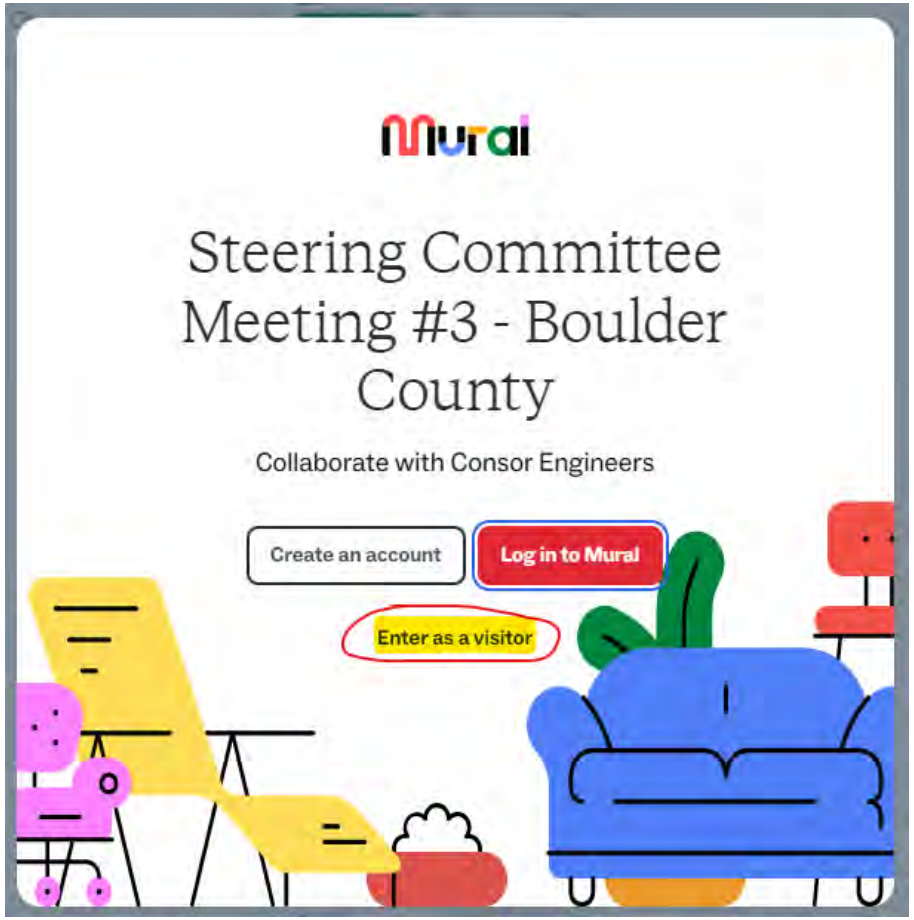
- ***Approach Turn*** (21% of all crashes)
- ***Bicycle Crashes*** (19% of all crashes)
- ***Broadside Crashes*** (13% of all crashes)
- ***Fixed-Object Crashes*** (11% of all crashes)
- ***Rear-End*** (9% of all crashes)
- ***Pedestrian*** (6% of all crashes)



Superior Strategy / Action Review

- Mural Board Activity





Superior Vision Zero Action Plan
Steering Committee Meeting #3
Strategy & Action Review

1.

Review the draft strategies and actions below, placing sticky notes with any questions or comments.

2.

Place sticky notes indicating any actions you can see you or your organization actively supporting or implementing.

3.

Provide additional feedback according to the prompts below.

Do these strategies and actions reflect what you believe is needed to achieve Vision Zero in Superior?

Are there any major gaps or key actions that are noticeably missing?

In the Safer People category, bike regulations and public information. - Landon Hilliard

Unique Action Identifier

Proposed process for completing the action, including recommendations for location-specific actions.

Estimated Cost to Completion:

$	Under $50,000
$$	$50,001 - $100,000
$$$	$100,001 - $500,000
$$$$	$500,001 - $1,000,000
$$$$$	Over $1,000,000

Estimated Time Frame for Completion:

Short	1 - 3 years
Medium	3 - 5 years
Long	5 - 10 years

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame

Specific effort to be undertaken by Town staff to achieve strategy.

Estimates the potential safety benefit of implementing the action, from Low to High or being high. Page 31 provides more information about Safety Benefit levels.

Describes the level of effort from low to high to implement the actions, which can include considerations for staffing, time, need for outreach, coordination with utility providers, right of way acquisition, grant application and funding, etc.

SAFER ROADS

Superior's approach to **safer roads** acknowledges the critical role roadway design plays in reducing crash severity and frequency. Safer roads are those that employ context-sensitive solutions, are self-enforcing by design, reduce the risk for high severity crashes, encourage roadway users to exhibit safe travel behaviors, and protect the most vulnerable users such as people walking and people biking.

Key Metrics:

- Decrease the number of fatal and injury crashes Town-wide.
- Decrease in number and rate of total crashes at intersections on the High Injury Network.
- Decrease in number and rate of crashes involving people walking and biking Town-wide.

Strategy 1: *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR1.1	Implement McCaskey Boulevard & Marshall Road Improvements Project Analysis Available in **Appendix D**	• Modify signal to install one traffic signal head indication over each travel lane for northbound and southbound approaches • Consider installing near-side control signs to have one R10-5 over for each left-turn lane • Consider upgrading pedestrian ramps to directional pedestrian ramps on SW corner • Consider raised pedestrian crossing across channelized right-turn lane • Check northbound/southbound left-turn phasing • Implement LPI or "No Right Turn on Red" sign (similar to Louisville) for south crosswalk (north crosswalk to be removed) • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	1	$$$$	High	Long-Term
SR1.2	Implement Rock Creek Parkway & Spar Drive Improvements Project Analysis Available in **Appendix D**	• Upgrade eastbound and westbound "Highcrest" style signal heads to 4-section FYA • Upgrade to R10-10 (I-5) signage on eastbound, westbound, and southbound approaches • Install raised crossings at channelized right-turn islands in northeast and northwest corners • Consider protected-only by time of day for dual eastbound left-turns • Install ADA-compliant and directional curb ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4.5	$$$	High	Long-Term
SR1.3	Implement Rock Creek Circle & Osakis Road/Stone Creek Trail Improvements Project Analysis Available in **Appendix D**	• Remove "State Law Yield" signs and install W11-15 (combined bicycle/pedestrian warning sign) with W16-7P/W16-7PR (down left/down right warning sign) at RRFB crossing location • Install ADA-compliant curb ramps on the northwest and southwest corners • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4	$$	Medium	Long-Term
SR1.4	Implement McCaskey Boulevard & Rock Creek Parkway Improvements Project Analysis Available in **Appendix D**	• Update "Highcrest" style signal heads to 4-section FYA • Install raised crossings at channelized right-turn islands on northeast, southeast, and southwest corners • Install additional traffic signal head to northbound through lane • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4	$$	High	Long-Term
SR1.5	Implement Sycamore & Marshall Road Improvements Project Analysis Available in **Appendix D**	• Update southbound, westbound, and eastbound left-turn "Highcrest" style signal heads to 4-section FYA • Add left-turn sign for westbound • Install raised crossing island to the center of the northbound receiving lanes • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	3.5	$	Low	Short-Term
SR1.6	Improve the existing on-street bicycle facility on the US 53 Interchange	• Construct a bicycle/pedestrian shared use path at the US 53 Interchange and connect it to the McCaskey Boulevard shared use path underpass	3.5	$$$$$	High	Long-Term
SR1.7	Implement Bork Creek Circle & Osakis Road Improvements Project Analysis Available in **Appendix D**	• Install directional and ADA-compliant corner ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	2.5	$$	Medium	Mid-Term
SR1.8	Implement McCaskey Boulevard & CD 12th Road Improvements Project Analysis Available in **Appendix D**	• Update "Highcrest" style signal head to 4-section FYA • Update mast arm signal • Change geometry of southbound slip lane to 30-40-60 • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	1	$$$$$	High	Long-Term

Strategy 2: *Reduce risk factors on the transportation network.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR2.1	Implement safety improvements on the top 10 intersections to prevent severe crashes	• Prioritize road segments according to number of risk factors • Identify countermeasures to reduce or mitigate risk factors • Implement countermeasures identified	4.5	Varies	Varies	Mid-Term
SR2.2	Ensure new street construction reduces the presence of risk factors as practicable	• Assess proposed streets for risk factors • Reduce and mitigate risk factors prior to street acceptance	4.5	Varies	Varies	Ongoing

Annual Report Card Planning

Crosswalk

Strategy 3: *Upgrade pedestrian/bicycle crossing treatments of locations that were identified through the Systemic Crossing Analysis.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR3.1	Install crossing improvements at Rock Creek Parkway & Coal Creek Drive Project Analysis Available in **Appendix D**	• Replace stale low signs with W11-15 signage • Add "Arrow Down Right" sign under the W8FB located on the center of the median • Review existing crosswalk on the south leg or install RRFB on south crosswalk	3.5	$	Medium	Mid-Term
SR3.2	Install crossing improvements at Rock Creek Parkway & Tyler Drive Project Analysis Available in **Appendix D**	• Install bollards (using paint and post or concrete) on the northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Extend concrete median to provide pedestrian refuge area for a two-stage crossing • Add stop bar for westbound approach	3	$$ (scaled & yield) $$$ (crosswalk)	High	Long-Term
SR3.3	Install crossing improvements at Superior Plaza Way Project Analysis Available in **Appendix D**	• Tighten curb radii on northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Install median refuge island on the east leg to allow pedestrians to cross in two stages	3	$$$	High	Long-Term
SR3.4	Install crossing improvements at Tower Avenue and South of Discovery Parkway Project Analysis Available in **Appendix D**	• Install a PHB	2	$$$$	Medium	Mid-Term
SR3.5	Install crossing improvements on Indiana Street east of McCaskey Boulevard Project Analysis Available in **Appendix D**	• Install median refuge island and crossing markings at location of existing midblock pedestrian ramps • Install W11-15 sign at the crosswalk	1	$	Medium	Mid-Term

Strategy 4: *Determine signage standards for improved road user clarity.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR4.1	Identify standard signage for RRFB crossings, shared pedestrian and bicycle crossings and Safety Townsite	• Create an engineering design standard for RRFB signage • Identify locations with RRFBs Town-wide • Deploy standard signage at RRFB locations	2	$$	Low	Short-Term
SR4.2	Upgrade dual lane roundabout signage, lane markings, and visibility to improve safety and clarity for all users traveling through roundabouts	• Create an engineering design standard for dual lane roundabout signage and sight distances • Identify locations with dual lane roundabouts Town-wide • Deploy standard signage at dual lane roundabout locations	2.5	$$ (per intersection)	Medium	Mid-Term

Strategy 5: *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR5.1	Restrict permitted WB turns at signalized intersections to reduce left-turn crashes where sight distance challenges exist, are misaligned and are creating challenging geometrics for left-turning vehicles to see oncoming traffic	• Identify locations with misaligned left-turn lanes with sight distance challenges • Upgrade traffic signal operations to be protected only	4	$ - $$$ (per intersection) Note: Cost is higher if upgrades to traffic signal mast arms or new signal installation are needed	Low	Short-Term
SR5.2	Implement protected WB turns when 2-path bottom is removed to reduce pedestrian conflict intersections to improve pedestrian safety and minimize conflicts between pedestrians and vehicles	• Identify signalized locations that would be candidate locations for protected WB turns when 2-path bottom is removed • Confirm traffic operations analysis for upgrading signal timing/phasing • Update phasing, including upgrades to 4-section FYA signal heads as needed	3	$ (per location) $$ (crosswalk)	Medium	Mid-Term
SR5.3	Maintain vegetation in known areas where visibility is limited and prune trees to confirm there is adequate sight distance	• Cut back vegetation in the spring and early fall in areas that have known visibility issues or sight obstructions • Respond promptly to requests when a tree location with a sight obstruction arises • Promote an educational campaign to remind all road users to slow down and travel cautiously in locations with impaired visibility	1.5	$ (per location)	Low	Ongoing
SR5.4	Maintain retroreflective backplates to improve traffic signal head visibility	• Perform annual assessment of all locations with retroreflective backplates and determine if they need to be repaired	1	$ (per intersection)	Low	Ongoing
SR5.5	Update yellow and red clearance intervals to reduce the likelihood of red-light running crashes	• Confirm yellow and red clearance intervals Town-wide are in compliance with the MUTCD (Chapter 4) • Adjust signal timing as necessary	1	$ (per intersection)	Low	Short-Term
SR5.6	Overall traffic signal indications over intersections to improve traffic signal head visibility and meet MUTCD requirements	• Identify signalized intersection locations that do not have traffic signal indications over each travel lane • Determine if mast arm can accommodate an additional traffic signal head (i.e., is mast arm long enough enough and can it structurally support additional indications) • Install additional traffic signals if mast arm is viable • Replace traffic signal mast arm and include approvable traffic signal heads over each travel lane as needed	1	$ - $$$ (per intersection) Note: Cost is higher if upgrades to traffic signal mast arms or new signal installation are needed	Medium	Short/Mid-Term
SR5.7	Replace "Highcrest" style signal heads with "Anglehouse" flashing yellow arrows (FYAs) to meet current MUTCD requirements	• Identify locations with "Highcrest" style signal heads • Replace "Highcrest" style signal heads with 4-section FYA heads	1	$ (per intersection)	Medium	Mid-Term

Strategy 6: *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SR6.1	Upgrade at intersection curb ramps to be ADA compliant to improve pedestrian safety and accessibility	• Complete ADA assessment of all pedestrian curb ramps • Identify opportunities for upgrades through existing or ongoing projects or upcoming re-development • Prioritize remaining locations for 10-year Implementation Plan	0	$ (per curb ramp)	Medium	Short-Term
SR6.2	Reallocate road space to enhance bicycle and pedestrian safety and comfort and reduce motor speeds	• Identify upcoming opportunities for restriping through pavement overlay programs • Identify opportunity lane width and restriping/road space to support buffered bike lanes and/or pedestrian refuge islands • Perform traffic operations analysis to determine impacts of pedestrian reallocation of space	0	$ Note: Cost is higher if pedestrian refuge islands are implemented	Medium	Short-Term
SR6.3	Implement pedestrian and bicycle accessibility improvements in commercial areas to improve comfort and access to destinations	• Update town code to include standards for pedestrian and bicycle facilities for new development • Evaluate existing pedestrian and bicycle facilities located in commercial areas against updated town code standards • Identify private property locations (i.e. parking lots) that are in need of pedestrian and bicycle improvements and coordinate with property owners to upgrade to Town standards	0	$$$	Medium	Mid-Term
SR6.4	Implement protected bike lanes (PBLs) to create safe and comfortable spaces for bicyclists that reduce conflict with vehicles	• Identify locations for new or upgraded protected bicycle lanes • Produce engineering design drawings for protected bicycle lane projects	0	$$$ (per mile)	High	Long-Term
SR6.5	Implement locations for multi-use paths (MUPs) to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles	• Identify locations through the Transportation Plan Update for multiuse paths • Produce engineering design drawings for multi-use path projects	0	$$$ - $$$$ (per mile)	High	Long-Term
SR6.6	Complete missing sidewalk gaps throughout the Town to improve pedestrian connectivity	• Identify sidewalk gaps through the Transportation Plan Update • Identify opportunities for upgrades through existing or ongoing projects or upcoming redevelopment • Prioritize remaining locations for 10-year Implementation Plan	0	$$$$$	High	Long-Term
SR6.7	Implement pedestrian refuge islands where appropriate to shorten road crossings to shorten crossing distance and increase visibility	• Identify locations with multilane crossings, particularly those with high traffic volumes • Evaluate feasibility of implementation of pedestrian refuge islands based on analysis of geometry and traffic operations impacts	4	$$ (per location)	High	Mid-Term
SR6.8	Tighten corner turning radii and implement bulbouts at key locations to reduce vehicle turning speeds, slow turning traffic, and shorten pedestrian crossing safety	• Identify locations with large turning radii • Evaluate feasibility of tightening corner radii and implementing bulbouts based on turning operation analysis	4	$$$ (per location)	Medium	Mid-Term
SR6.9	Install raised crossings at channelized right-turn lanes to improve pedestrian and bicycle crossing visibility	• Identify locations with channelized right-turn islands for upgrading raised crossings and/or removing channelization • Confirm that the design includes a raised crossing when reviewing design plans that include installation of a channelized right-turn island	4	$$$ (per location)	Medium	Mid-Term
SR6.10	Implement traffic signal improvements to signalized intersections, such as installing a pedestrian refuge island, implementing a leading pedestrian interval, or adjusting the pedestrian walk phase timing to improve pedestrian safety and comfort	• Identify locations adjacent to land use generators attracting pedestrians crossing at slower speeds or locations that have high pedestrian demand • Determine appropriate pedestrian countermeasures to improve pedestrian safety and comfort on a site by site basis based on traffic operations and intersection geometry	2	$ - $$ (per location)	Low	Short-Term
SR6.11	Enhance bicycle and pedestrian wayfinding signage throughout the Town with a branded signage fix additional nodes in existing paths to improve bicycle and pedestrian safety and comfort	• Identify locations for additional bicycle and pedestrian wayfinding • Use existing wayfinding design standards for wayfinding signage and implement wayfinding signage to design, fabricate, and implement additional signage	2	$$	Low	Mid-Term

SAFER PEOPLE

Superior's approach to **safer people** includes empowering the community with the knowledge to make safer travel behaviors through education and encouragement campaigns.

Key Metrics:

- Increase in the number of safety education and engagement activities.
- Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: *Raise community awareness of multimodal safety programs, policies, and treatments.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame

SP1.1	Write and publish a quarterly multimodal safety column in the newsletter paired with educational information to educate and encourage the public to use multimodal paths	• Work with Communications & Community Engagement Department to identify a multimodal topic, write article, and publish into familiar along with social media promotions and Town's newsletter (Superior Scene)
		• Possible topics include:
		  • The Town's sidewalk riding policy
		  • Appropriate usage and regulations for E-bikes
		  • Multimodal routes and signage within the Town
		  • Bicycle maintenance best practices
		  • Safe operation of bicycles and e-bikes (paired with installation of PHB on McCaskey Blvd)
		  • How all modes should navigate roundabouts
			2	$ (per article)	Low	Short-Term/ Ongoing

SP1.2	Champion a Safe Routes to School Program for each school (WIDE) to improve bicycle and pedestrian safety, comfort, and access around schools.	• Coordinate with BWD to develop a Safe Routes to School Plan	2	$$$	Medium	Mid-Term

SAFER SPEEDS

Speed is a leading factor of the severity of crashes and the chances of survival of a person walking or biking decreases significantly when struck at a faster vehicle speed. Safer speeds are those that are **safe, reasonable, and appropriate** and allowed for slower travel speeds and using traffic safety cameras where they are needed.

Key Metrics:

- Decrease in speeding on arterial and collector streets.
- Decrease red-light running crashes at signalized intersections.

Strategy 1: *Manage speeds effectively through engineering, education, and enforcement.*

#	Action	Next Steps to Achieve Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame
SS1.1	Implement road diets on non-local roadways with excessive street widths to reduce vehicle speeds	• Collect speed and volume data to identify non-local roads with high speed limits and/or high numbers of speeding vehicles • Identify opportunities at identified roadways • Perform engineering design and develop public-facing concepts • Conduct public outreach gathering feedback about proposed concepts	3.5	$$$$$	High	Long-Term
SS1.2	Install safety cameras at signalized intersections and arterial corridors to reduce red-light running and speeding	• Identify potential signalized intersections or arterial corridors to install safety cameras (automated) • Conduct community outreach and education to inform the community about the potential enforcement changes	2 (red-light cameras) 4 (speed cameras)	$$ (per location)	Medium	Mid-Term

SS1.3	Publicize the traffic calming program and the process for requesting locations to evaluate the public about the existing program	• Strategies to publicize could include:
		  • Signage at public locations (recreation centers, parks, library, Town Hall, etc.)
		  • Social media promotions
		  • Newsletter in the Sentinel
			1	$	Low	Short-Term

Group Discussion
(2:15 – 2:25)

Discussion – Share Out

- Is there anything that would be helpful for us to know as we consider implementing these Strategies & Actions?
- Are there specific strategies that you or your organizations can help champion?

Next Steps

Next Steps

- Revising Strategies & Actions based on discussion
  - Notes, PPT, and Strategies & Actions to follow; please provide additional input by 4/29
- May – Draft Plan Public Review Periods
  - We will send Steering Committee an update when draft Plans are available for review
- Summer 2025 – Plan Adoption!

Appendix B: Survey Questions

Superior Vision Zero Action Plan - Final Community Survey

Overview

The Superior Vision Zero Action Plan is a data-driven, community-informed strategy designed to eliminate serious injury and fatal crashes on roadways in Superior. The Vision Zero Action Plan was developed in partnership with the City of Lafayette and Boulder County and included community engagement opportunities throughout the process. The final plan incorporates feedback received, identifies key safety challenges, and outlines targeted actions and location-specific projects to create a safer and more connected multimodal transportation system.

Please review the Executive Summary or the full Action Plan, and then answer the following questions to let us know your thoughts about the plan.

Para acceder a la versión en español, haga clic aquí.

Superior Vision Zero Action Plan - Final Community Survey

Survey Questions

* 1. Do you feel that this plan will be effective in providing a roadmap to achieve Vision Zero?

Strongly Disagree Neutral Strongly Agree

2. Please provide any additional thoughts related to Question 1 or other comments on the plan.

Superior Vision Zero Action Plan - Final Community Survey

Thank you

Thank you for participating in the development of the Superior Vision Zero Action Plan. If you'd like to receive updates on the Superior Vision Zero Action Plan progress, please sign up here.

APPENDIX F

FUNDING OPPORTUNITIES SUMMARY

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Superior Programs											
Sales & Use Tax	The Sales and Use Tax, passed by voters in 2024, is a 0.315% sales and use tax which will be used to for capital improvement projects.	Approximately $1.6 Million annually	N/A	N/A	X	X	X	X	X		X
Superior General Fund/CIP	The Town passes an annual budget with alloted dollars for transportation-related projects including upgrades, maintenance, and construction of new facilities.	Varies	N/A	N/A	x	x	x	x	x	x	x
Boulder County Programs											
Countywide Transportation Sales Tax	This fund, passed by voters in 2001 and extended by voters in 2007 and again in 2022, is a countywide 0.1 percent tax (one cent on a $10 purchase) on all sales in Boulder County. Revenues fund transportation projects including transit service and programs, roadway safety and resilience, regional corridors, regional trails and commuter bikeways, and community mobility programs.	Approximately $4.1 Million annually	N/A	Approved by voters to extend without end in 2022	X	X	X	X	X		X
Boulder County Road & Bridge Fund	The Boulder County Road and Bridge Fund (R&B) is a combination of property taxes, use taxes, state vehicle registration fees, specific ownership tax on vehicle registration, and gasoline taxes collected by the State and County. RR&B funds are restricted to use on the construction and maintenance of roadway-specific projects (including transit and bicycle facilities). R&B collections will be spent on planning, designing, and constructing capital projects, such as repaving roads, repairing and replacing bridges, replacing culverts, repairing sidewalks, etc. The remainder of the road and bridge fund is used by the county for road and infrastructure maintenance activities.	Varies (for the 2024 budget, was $5.9 Million for maintenance and rehabilitation and $8.8 Million for dedicated transportation salex tax projects)	N/A	N/A	X	X	X	X	X	X	

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Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Regionally-Administered Programs											
DRCOG Transportation Improvement Program (TIP)	The Denver Regional Council of Government (DRCOG) Transportation Improvement Program (TIP) outlines a four-year plan for federally and state-funded transportation projects to be implemented in the Denver region, aligning with the goals of Metro Vision and the Regional Transportation Plan. Developed through collaboration among local governments, the Colorado Department of Transportation, and the Regional Transportation District, the TIP ensures that selected projects meet air quality standards and regional priorities. The program includes set-aside funds for specific initiatives, such as transportation demand management and air quality improvements, to address targeted regional needs. TIP funding is sourced from 5 major programs: Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), and State Multimodal Transportation and Mitigation Options Fund (MMOF).	$100,000 minimum	20%	Next anticipated call for projects in late 2025/early 2026. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X	X	X		X
DRCOG Transportation Improvement Program (TIP) Set Asides Programs	DRCOG's Transportation Improvement Program also funds set-aside programs. Under the Policies for TIP Program Development, a portion of available DRCOG-controlled funds are removed from the pool of available funds prior to a call for projects for the Transportation Improvement Program. These funds are set-aside for specific projects that address priorities identified by the Board. Each program develops its own policies, solicitation application and evaluation criteria. y. For the Fiscal Year 2024-2027 TIP, the TIP Policy identifies five set-asides: • Transportation Demand Management Services • Regional Transportation Operations and Technology • Air Quality Improvements • Human Service Transportation • Community Mobility Planning and Innovation The Community Mobility Planning and Innovation set-aside is made of four constituent programs: • Transportation Corridor Planning • Community-Based Transportation Planning • Livable Centers Small-Area Planning • Innovative Mobility	Set asides for fiscal years 2024-2047 • Transportation Demand Management: $2 Million • Regional Operations & Technology: $16 Million for projects, $4 Million towards signal timing plan development • Human Service Transportation: $8 Million • Transportation Corridor Planning: $3 Million • Community-Based Transportation Planning: $2.5 Million • Livable Centers: $2.5 Million • Innovative Mobility: $4 Million	20%	Spring 2025: • Transportation Demand Management non-infrastructure projects Anticipated Summer 2025: • Transportation Corridor Planning Anticipated fall and winter 2025: • Community-based Plans Spring 2026: • Regional Transportation Operations and Technology 2024 calls: • Human Service Transportation (last call was winter 2024) • Innovative Mobility (last calls were summer and fall 2024) • Livable Centers (last calls were summer and fall 2024)	X	X	X	X	X		X

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
State-Administered Programs											
CDOT Transportation Alternatives Set-Aside Program (TA)	Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Varies	20%	Anticipated next NOFO release in Spring 2026. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X				X
CDOT Revitalizing Main Streets	CDOT seeks to award grants for projects that support downtown vitality and the built environment, community access to public streets and bringing innovative uses of public spaces to life with multimodal transportation projects. The funds may be used for active transportation infrastructure improvement and amenity projects that meet the aim of the program. In addition, projects must be 'shovel ready', therefore can be completed within a 12 month period from grant contract execution, if approved.	$10,000-$250,000	10%	For 2025, 6 deadlines (2/26, 4/30, 6/25, 8/27, 10/29 & 12/31)	X	X	X	X			
CDOT Safe Routes To School (SRTS)	The FHWA Safe Routes to School (SRTS) program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.	Infrastructure grants: $100,000 to $1,000,000	20%	Bi-annual cycle, with next anticipated opening in FY 2027	X	X		X	X		X
CDOT Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal initiative aimed at reducing traffic fatalities and serious injuries on public roads. It provides funding to states for safety improvement projects that are data-driven and focus on reducing crashes. The program emphasizes identifying high-risk locations and implementing cost-effective measures to enhance roadway safety for all users. Twenty-five percent of HSIP for Region 1 is set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Local agency HSIP funding applications not exceeding a requested amount of $500,000 are eligible to be considered for this set aside.	Minimum request $250,000, multiple project locations can be combined to meet the $250,000 threshold)	10%	FY28 HSIP applications were due February 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY26.	X	X	X	X	X		

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
State-Administered Programs (Cont.)											
DOLA Community Development Block Grant (CDBG)	The Department of Local Affairs Division of Local Government (DOLA-DLG) administers the federal Community Development Block Grant (CDBG) program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation or installation of public improvements or public facilities. Examples of projects include sewer and water systems, commercial streetscape improvements, community centers, food banks, shelters, health clinics etc. The funds must be used for activities that either benefit primarily low to moderate income persons (a project located in at least a 51% low income community OR the project beneficiaries must be at least 51% low income based on local data); assist in prevention or elimination of slums or blight.	Varies	N/A	Annual	X	X	X				
CDOT Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Grant Funding Program (CCTAP)	The Community Clean Transportation Assistance Grant Funding Program (CCTAP) will look to support communities and other governmental entities in the nonattainment area with eligible projects that will provide demonstrated improvements to air quality in the nonattainment area. Projects funded through this program should aim to meet the business purpose of NAAPME and look to address at least one of the funding focus areas identified in the NAAPME 10-Year Plan. Additional consideration will be given to projects that support disproportionately impacted communities, as defined in Colorado Revised Statutes.	$500,000 - varies (maximum award per project based on total amount available each funding round)	20%	Annual (due in Spring) - future funding rounds for CCTAP are at the discretion of the Board of Directors	X	X	X	X			X
Federal/National Programs											
USDOT Active Transportation Infrastructure Investment Program (ATIIP)	The ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Active transportation projects or group of projects with a total cost of over $15 million, or total cost of $100,000 for planning and design grants	20%	NOFO presumed to be released in Spring 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		

Summary of Potential Town of Superior VZAP Funding Opportunities

Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Federal/National Programs (cont.)											
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant (formerly RAISE) is a federal program aimed at supporting transportation infrastructure projects that promote sustainability, equity, and resilience. Administered by the U.S. Department of Transportation, RAISE provides funding for projects that improve safety, environmental outcomes, and accessibility, particularly in underserved and rural communities. It focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and environmental stewardship.	Capital grant in urban area: $5 million to $25 million	20%	There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		
USDOT Safe Streets and Roads for All (SS4A)	The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or ˜Toward Zero Deaths" initiatives.	Planning and Demonstration grants: $100,000 to $5,000,000 Implementation grants: $2,500,000 to $25,000,000	20%	NOFO released in March 2025 with applications due June 26, 2025. IIJA funding is currently committed through FY 26.	X	X	X	X	X		X
USDOT Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Up to $12,000,000	20%	Next NOFO anticipated to open in Fall 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.					X		
USDOT Multimodal Project Discretionary Grant Opportunity (MPDG)	Includes: Mega Grant, INFRA Grant & Rural Surface Transportation Grant - applicants may choose to apply to one, two, or all three of these grant programs. The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Varies	Varies	Next NOFO anticipated to open in Spring 2025. There is uncertainly regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		