TOWN BOARD WORK SESSION

December 14, 2020 - 5:30 PM
Town Board Chambers, 301 Walnut Street, Windsor, CO 80550 ZOOM:
https://windsorgov.zoom.us/j/93251630506 OR join by telephone at
(888) 788-0099 or (877) 853-5247 - Webinar ID:932 5163 0506

GOAL of this Work Session is to have the Town Board receive information on topics of Town business from the Town Manager, Town Attorney and Town staff in order to exchange ideas and opinions regarding these topics.

Members of the Public in attendance are asked to be recognized by the Mayor before participating in any discussions of the Town Board

AGENDA

1. Overview of the Transportation Master Plan and related topics - S. Ballstadt

2. Future Meetings Agenda

The Town of Windsor will make reasonable accommodations for access to Town services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call (970) 674-2400 by noon on the Thursday prior to the meeting to make arrangements.

MEMORANDUM

Date: December 14, 2020
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Scott Ballstadt, Director of Planning
Re: Overview of the Transportation Master Plan and related topics
Item #: 1.

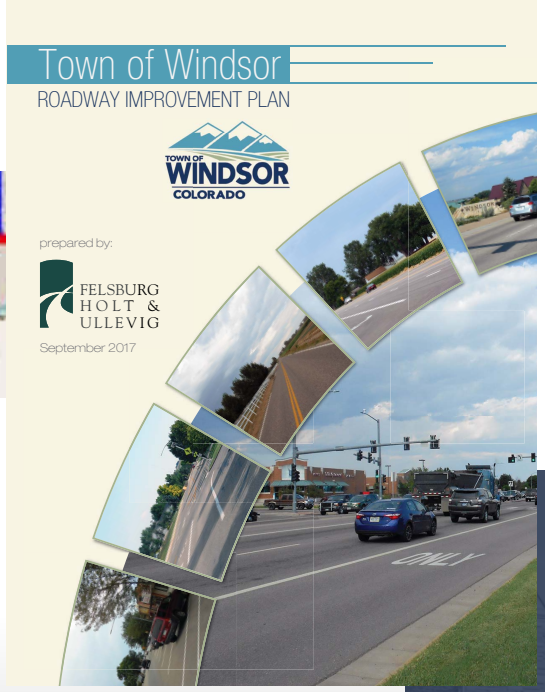
Background / Discussion:

The intent of this work session is to provide an overview of the Town's Transportation Master Plan (TMP) as a refresher and for the Town Board members who weren't yet on the board when it was adopted earlier this year, as well as review how the TMP is used. We will also review the components of traffic impact studies (TIS) related to site specific development proposals and how a TIS is used, in addition to other related topics such as road impact fees.

Transportation consultants Carlos Hernandez, CJH Planning, and Bill Fox, Fox Tuttle, will be leading this discussion along with Community Development staff.

ATTACHMENTS:

- Transportation Master Plan & related topics presentation



TOWN OF WINDSOR
TRANSPORTATION MASTER PLAN & TRAFFIC IMPACT STUDY WORK SESSION

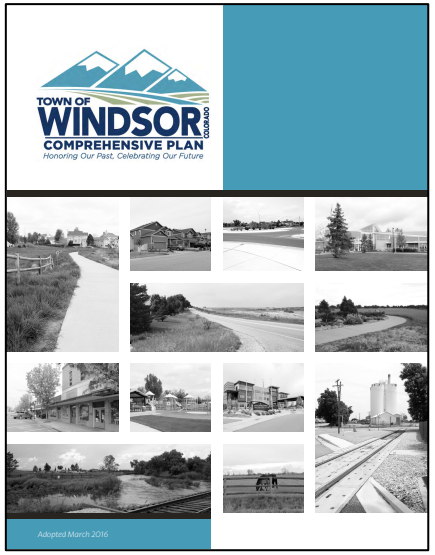
DECEMBER 14TH 2020

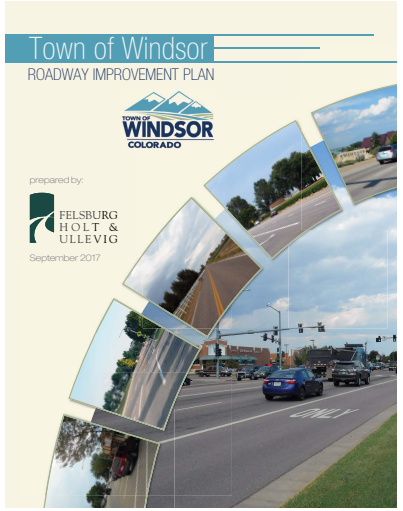
TOWN OF WINDSOR COLORADO

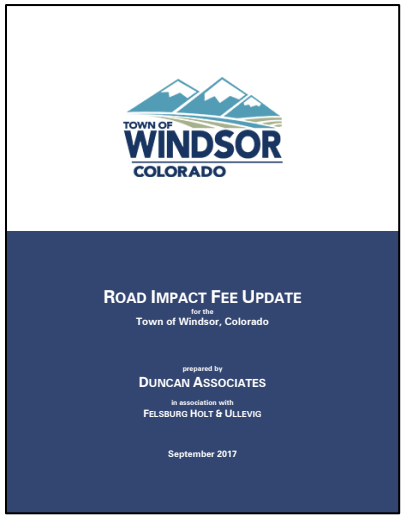
Presentation Outline

- Transportation Planning Overview (RIP, TIP and RIF)
- Traffic Impact Study Overview
- Q/A session with Town Board

Windsor's Transportation Plans

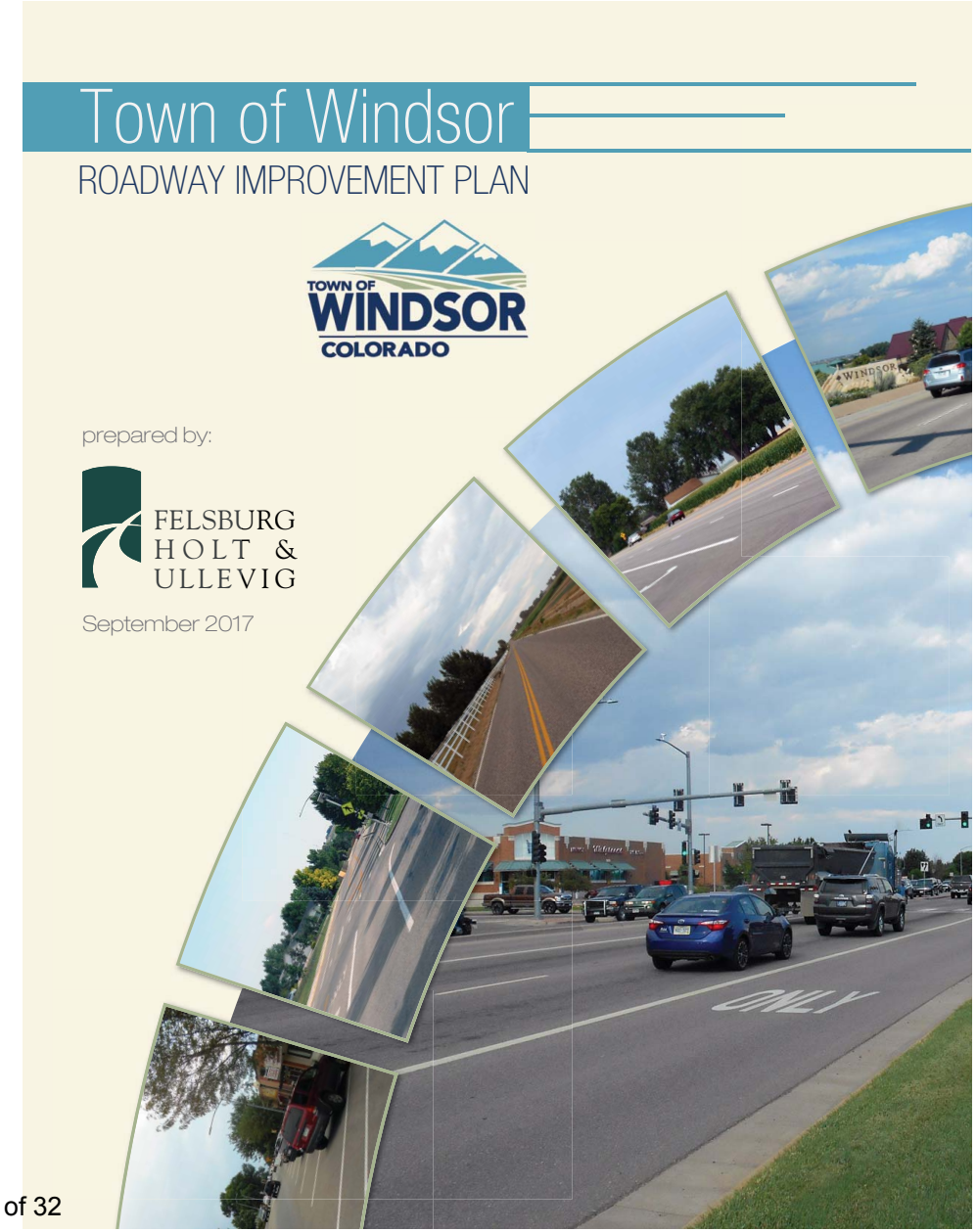






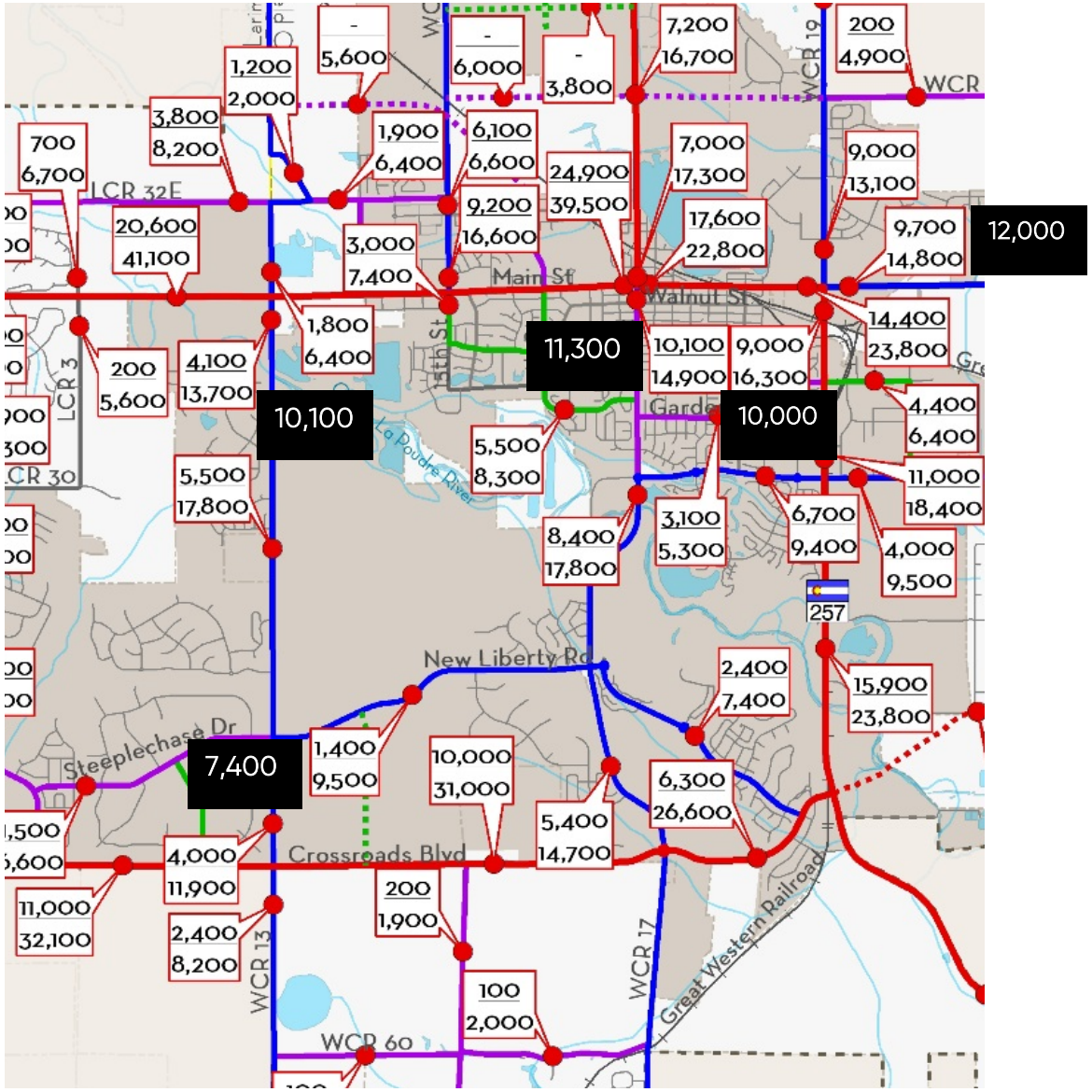
2017 Roadway Improvement Plan

- Based on the 2016 *Town of Windsor Comprehensive Plan*
- Identified 47 miles of new or improved roads by 2040
- Estimated cost of $132 million
  - $97.7 million consists of widening, paving or new Town roads
- Informs the 2017 *Road Impact Fee* and 2020 Transportation Master Plan



Traffic Forecasts*

- Based on town and North Front Range MPO land use changes to 2040
- Assumes employment and households will double in Windsor and the surrounding area to 2040 (60K residents and 32K jobs)
- Assumes 5 to 10 trips per weekday per household based on income and age

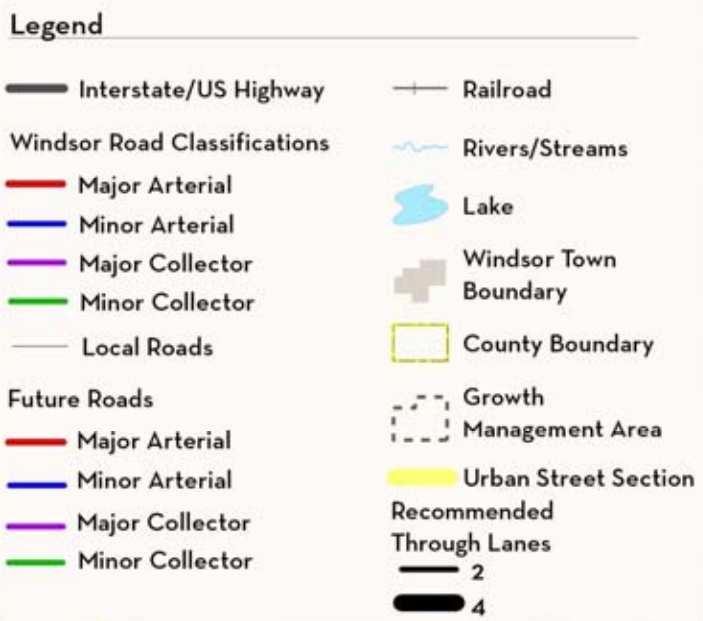


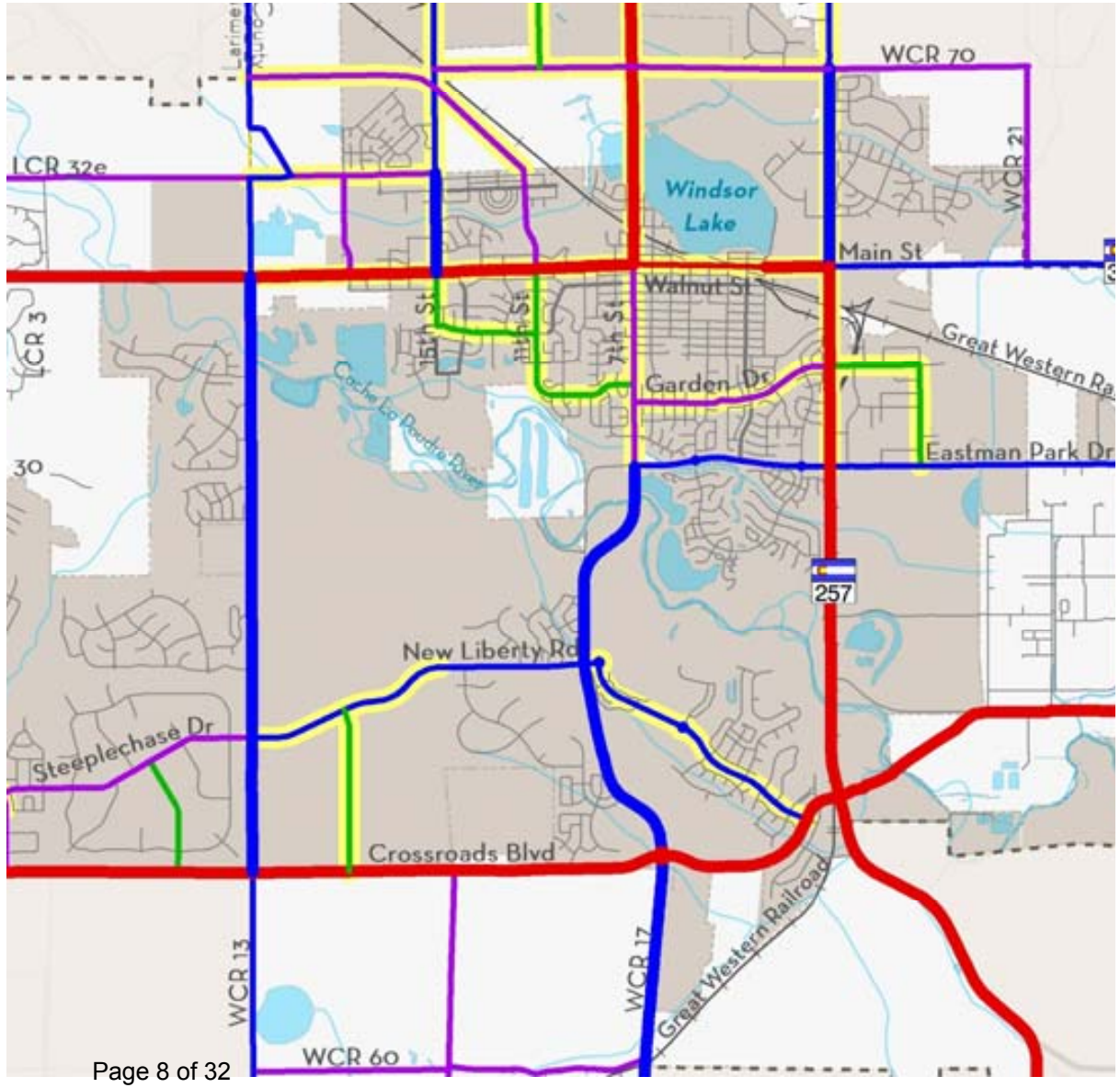
Traffic volumes from 2010 to 2016 grew 18%. That would be a consistent pace to maintain traffic doubling by 2040. Doubling traffic over 24 years would be approximately a 3 to 5% annual compounding growth rate. The traffic forecasts in the RIP did not account for future technology, multimodal travel and the COVID 19 pandemic. Each will have some change in the anticipated traffic growth rate.

Capacity* and New Roads

Daily Capacity Assumption Comparisons

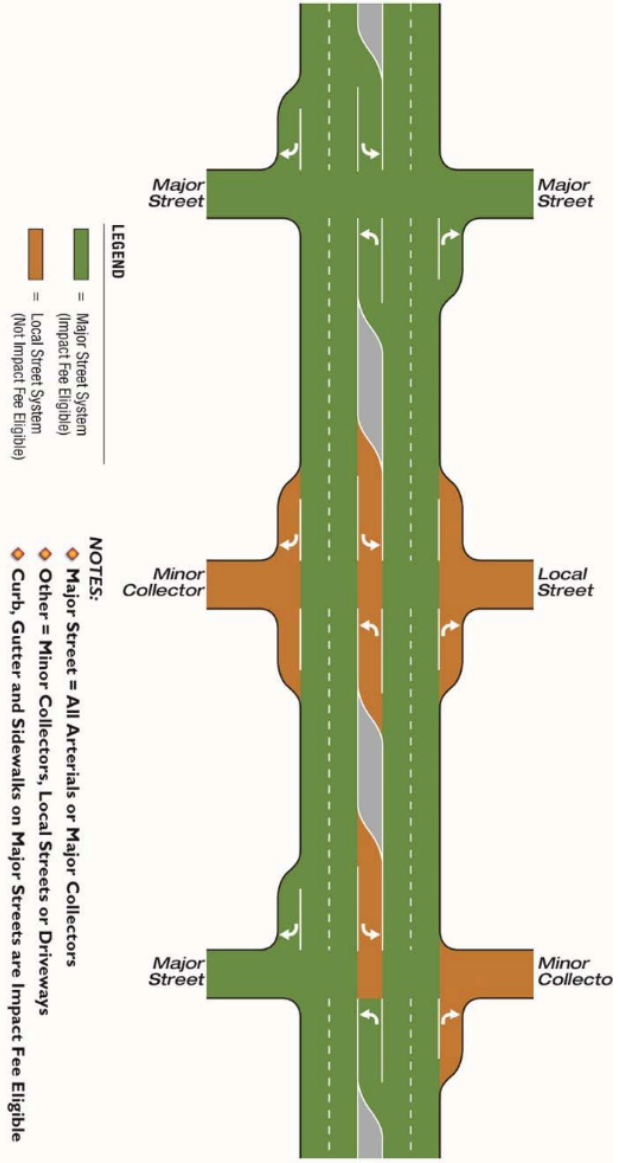
Road Type	Daily Traffic Capacity Thresholds
4-Lane Major Arterial – Urban or Rural	**30,000**
4-Lane Minor Arterial – Urban or Rural	**22,000**
2-Lane Major Arterial – Urban or Rural	**15,000**
2-Lane Minor Arterial – Urban or Rural	**11,000**
2-Lane Urban Collector - Major or Minor	**11,000**
2-Lane Rural Collector – Major or Minor	**8,000**
2-Lane Gravel Road	**200**
4-Lane Highway	**60,000**



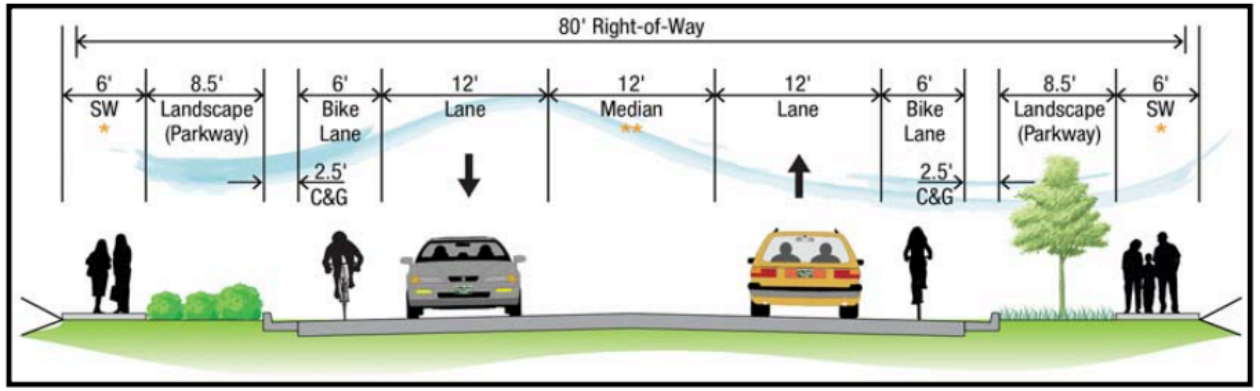


*Based on TRB Highway Capacity Manual. More details here: http://www.trb.org/Main/Blurbs/175169.aspx

Design and Cost Estimates



Roadway Type: Major Urban Collector



*Costs reflect a five-foot wide sidewalk; however, sidewalk installation may be at greater width such as shown and may require additional right-of-way.

**Median may only be required at intersections; configuration to be determined at time of improvements.

Estimated Costs

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	10	$ 4,000	$ 40,000
2	Earthwork (Excavation or Embankment) CIP	CY	68,000	$ 12	$ 816,000
3	Topsoil and Reseeding	AC	7	$ 5,000	$ 35,000
4	Aggregate Base Course (CL 6)	CY	11,300	$ 30	$ 339,000
5	Hot Mix Asphalt	TN	12,400	$ 70	$ 868,000
6	Curb and Gutter - 2 foot Pan	LF	10,560	$ 25	$ 264,000
7	Curb and Gutter - 1 foot Pan	LF	-	$ 20	$ -
8	Concrete Sidewalk	SY	5,867	$ 50	$ 293,333
9	**Subtotal Construction Bid Items (CBI)**				**$ 2,655,333**
10	**Erosion Control and Water Quality (~5% of CBI)**				**$ -**
11	**Traffic Control (~7.5% of CBI)**				**$ 199,000**
12	**Construction and Design Engineering (~20% of CBI)**				**$ 531,000**
13	**Subtotal 9-12**				**$ 3,385,333**
14	**Contingency (10%) for Misc. & Unforeseen Items**				**$ 338,533**
	Median and Foreground Landscape Treatments not assumed for reimbursement costs.			**USE**	**$ 3,720,000**

2020 Transportation Master Plan

- Community driven priorities for multimodal transportation and complete streets
  - Safe and connected walking network (specifically near schools)
  - Low-stress bicycle network
  - Updates RIP priorities with complete street features
  - Strategies for future regional transit
  - Crash reduction program/policies
  - Expand complete street maintenance priorities
  - Prepare for emerging mobility trends
  - Recommendations for joint funding
  - Measuring annual performance

Safety and Crashes

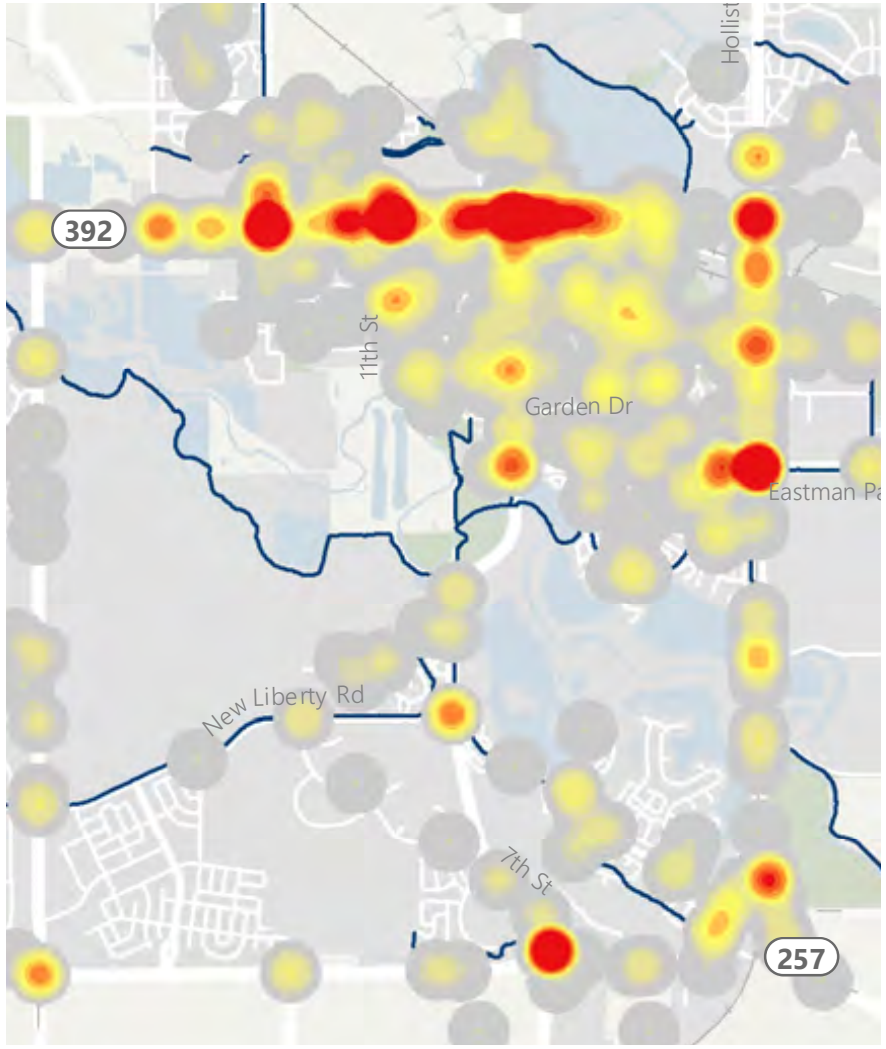
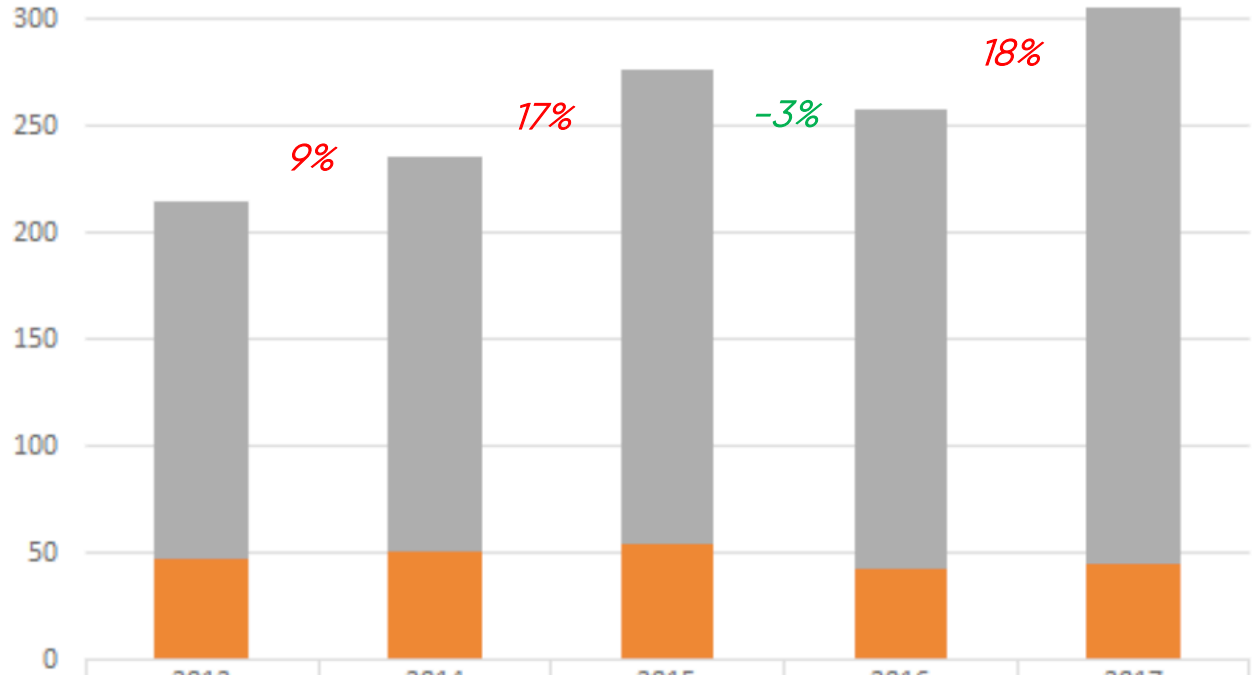


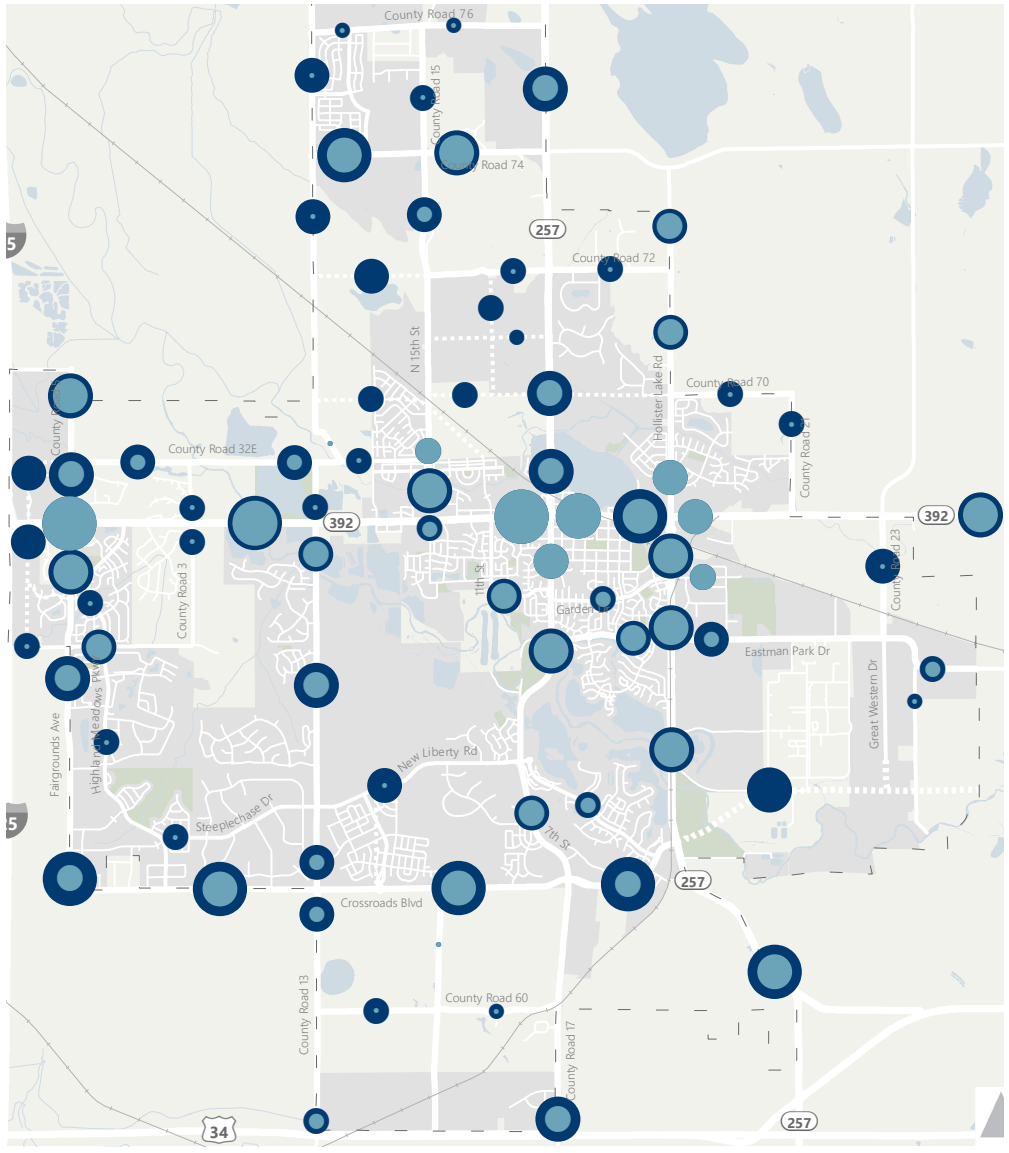
Figure 12: *Total crashes by year and by severity*



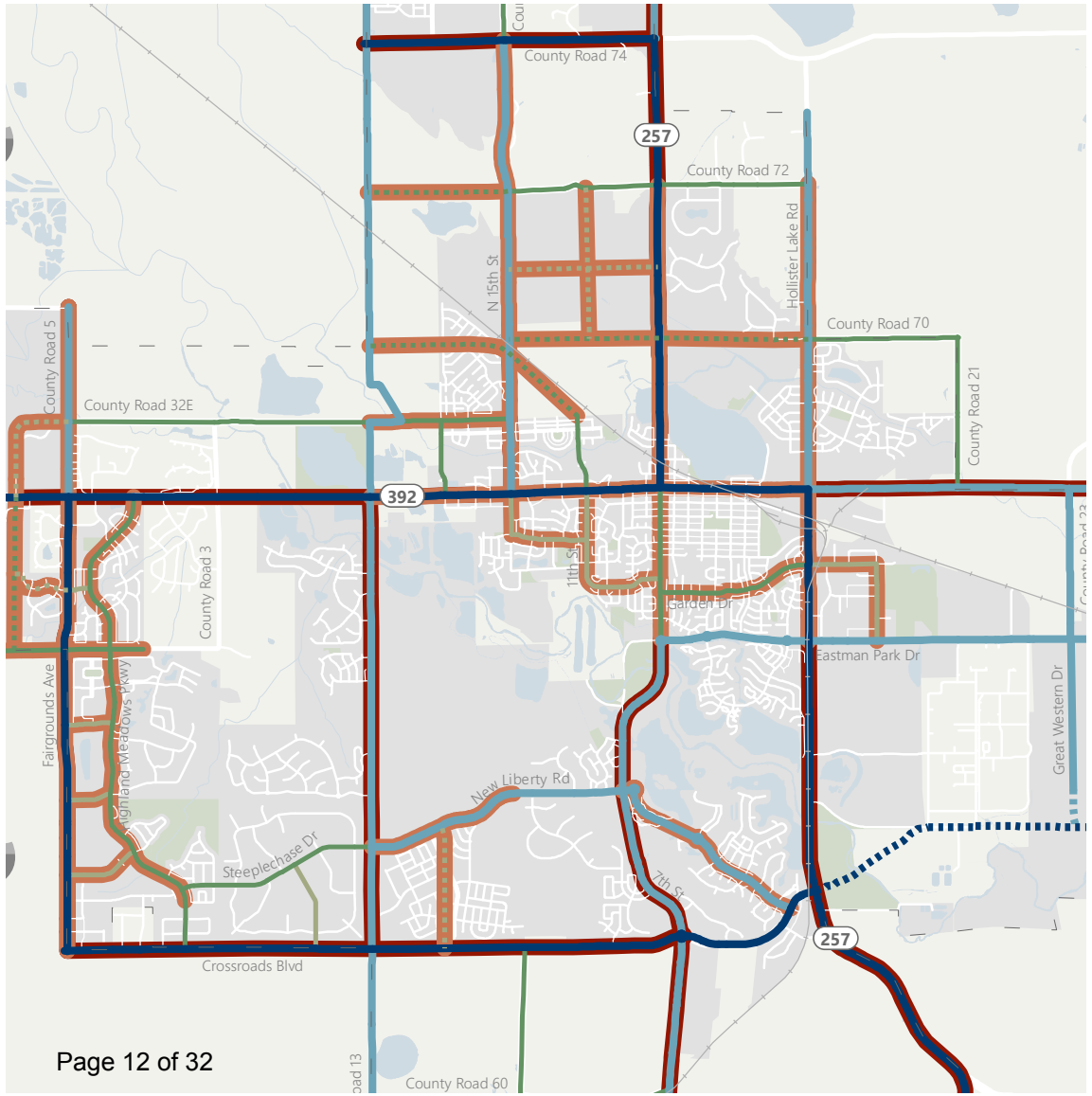
	2013	2014	2015	2016	2017
Property-Damage Only	168	185	222	215	261
Injury	46	50	53	42	44
Fatality	1	1	1	1	1

**Traffic crashes increased 36% over a 5 year period. If the calculated annual growth rate continues without interventions there will be approximately 1,600 crashes per year in 2040.*

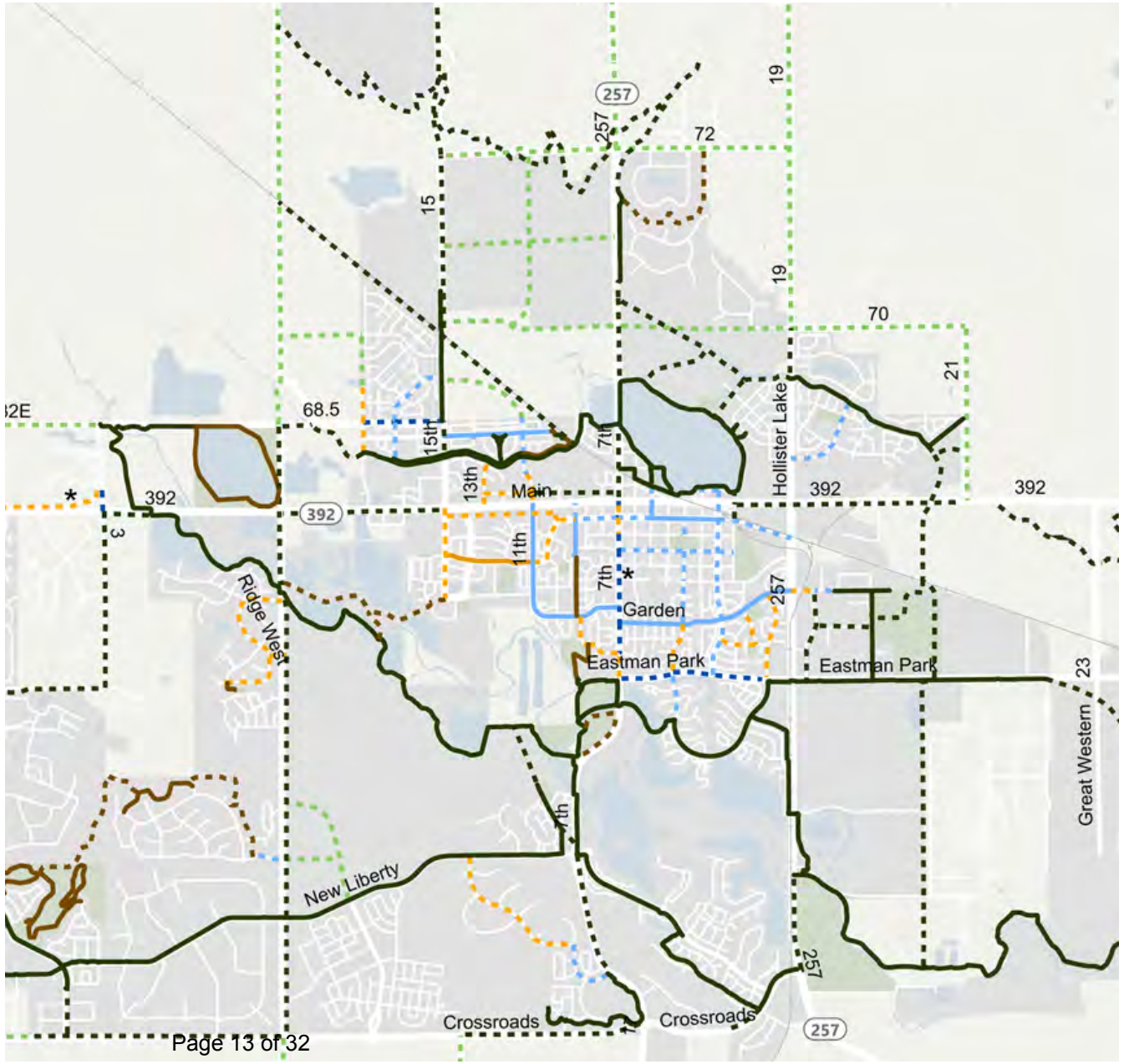
Traffic Growth



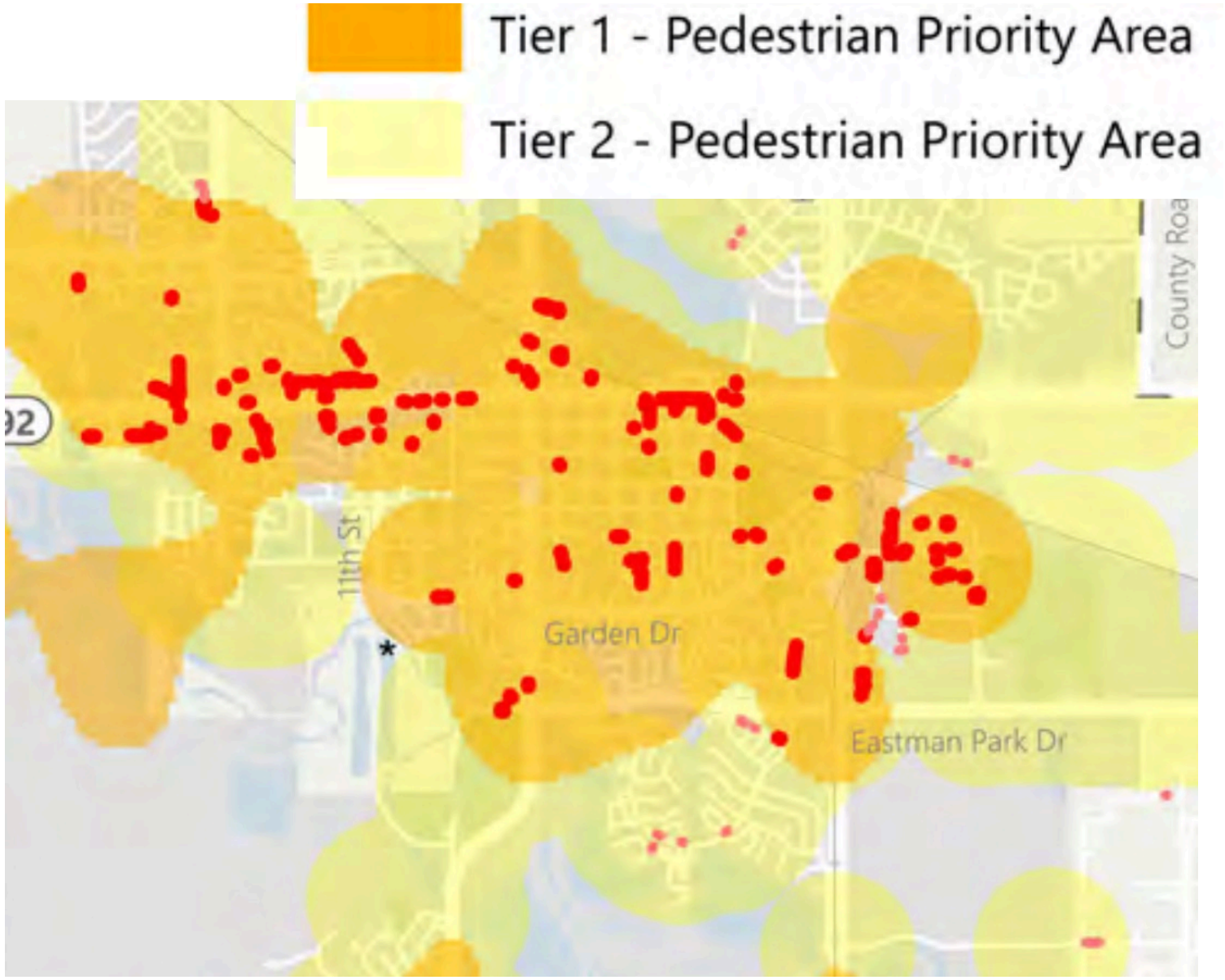
Widen Two to Four Lanes



Bicycling


257
19
72
15
19
70
21
68.5
Hollister Lake
392
392
392
392
Main
13th
11th
7th
Garden
Eastman Park
Eastman Park
Ridge West
New Liberty
Great Western
23
Crossroads
Crossroads
257

Walking


Tier 1 - Pedestrian Priority Area
Tier 2 - Pedestrian Priority Area
County Roa
92
11th St
Garden Dr
Eastman Park Dr

Transit

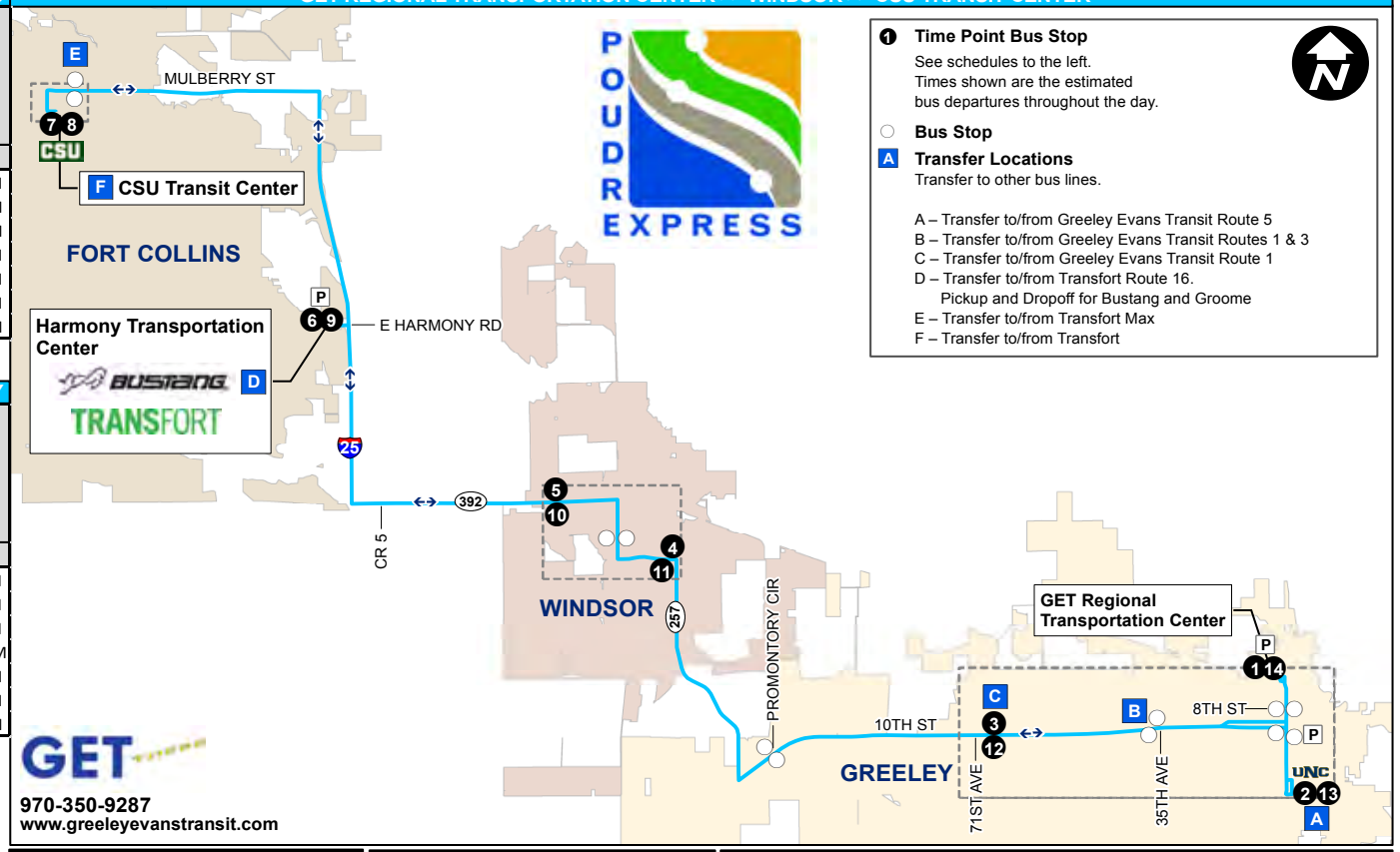
GREELEY >> UNC >> WINDSOR >> FORT COLLINS >> CSU

Greeley Regional Transportation Center	10th Ave & 20th St UNC Central Resident Halls	10th St & 69th Ave McDonald's	Eastman Park Dr & Highway 257 Tolmar	Main St & 15th St King Soopers	Harmony Transportation Center	CSU Transit Center
1	2	3	4	5	6	7
5:00 AM	5:10 AM	5:22 AM	5:36 AM	5:44 AM	5:58 AM	6:18 AM
5:25 AM	5:35 AM	5:47 AM	6:01 AM	6:09 AM	6:23 AM	6:43 AM
6:25 AM	6:35 AM	6:47 AM	7:01 AM	7:09 AM	7:23 AM	7:43 AM
7:35 AM	7:45 AM	7:57 AM	8:11 AM	8:19 AM	8:33 AM	8:53 AM
2:35 PM	2:45 PM	2:57 PM	3:11 PM	3:19 PM	3:33 PM	3:53 PM
3:35 PM	3:45 PM	3:57 PM	4:11 PM	4:19 PM	4:33 PM	4:53 PM
5:15 PM	5:25 PM	5:37 PM	5:51 PM	5:59 PM	6:13 PM	6:33 PM

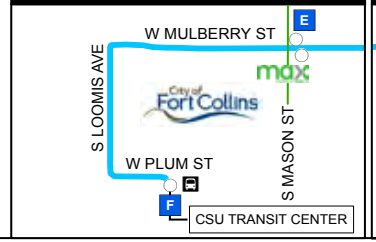
CSU >> FORT COLLINS >> WINDSOR >> UNC >> GREELEY

CSU Transit Center	Harmony Transportation Center	Main St & 15th St Safeway	Eastman Park Dr & Highway 257 Tolmar	10th St & 69th Ave King Soopers	10th Ave & 20th St UNC Central Resident Halls	Greeley Regional Transportation Center
8	9	10	11	12	13	14
6:40 AM	7:00 AM	7:14 AM	7:22 AM	7:36 AM	7:45 AM	7:58 AM
7:05 AM	7:25 AM	7:39 AM	7:47 AM	8:01 AM	8:10 AM	8:23 AM
8:05 AM	8:25 AM	8:39 AM	8:47 AM	9:01 AM	9:10 AM	9:23 AM
9:15 AM	9:35 AM	9:49 AM	9:57 AM	10:11 AM	10:20 AM	10:33 AM
4:15 PM	4:35 PM	4:49 PM	4:57 PM	5:11 PM	5:20 PM	5:33 PM
5:15 PM	5:35 PM	5:49 PM	5:57 PM	6:11 PM	6:20 PM	6:33 PM
6:55 PM	7:15 PM	7:29 PM	7:37 PM	7:51 PM	8:00 PM	8:13 PM

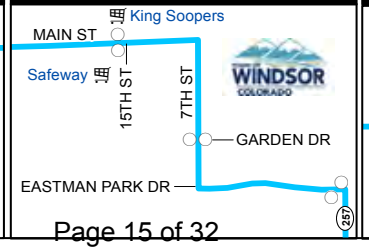
GET REGIONAL TRANSPORTATION CENTER >> WINDSOR >> CSU TRANSIT CENTER



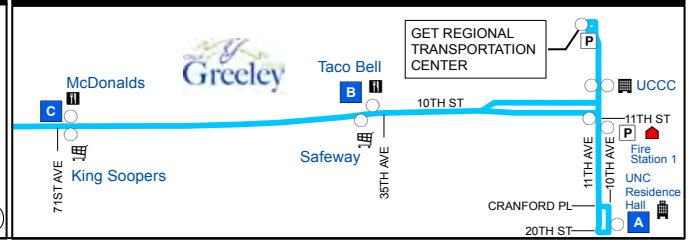
FORT COLLINS ENLARGEMENT



WINDSOR ENLARGEMENT



GREELEY ENLARGEMENT



TMP Priorities and Implementation

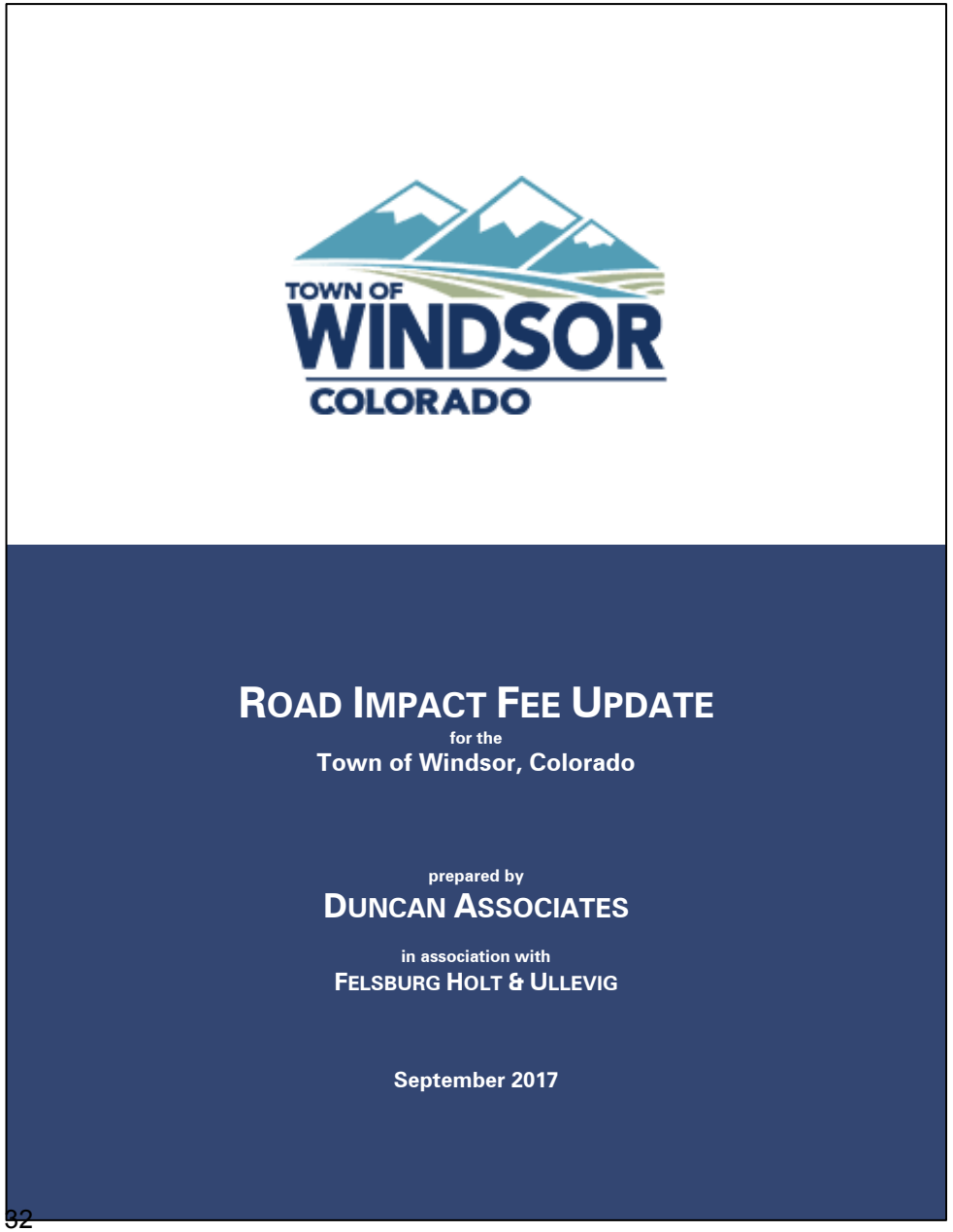
PERFORMANCE MEASURE	WEIGHT
Safety	3
Efficiency	2
Increase transportation options	2
Improve public health	1

PEDESTRIAN PROGRAM ANNUAL FUNDING	
PROJECT	**ANNUAL COST**
Sidewalk completion	$175,000
Rehabilitation of Existing Sidewalks	$130,000
Total (completion + rehabilitation)	**$305,000**
Pedestrian crossing implementation	$150,000
Part-time program management	$45,000
Annual Total	**$500,000**

MULTIMODAL QUICK WIN PROJECTS			
PROJECT	**PLANNING LEVEL COST ESTIMATE**	**IMPLEMENTING AGENCIES**	**PROJECT DESCRIPTION**
7th Street Multimodal Corridor Improvements Study and 7th Street/Main Street Intersection Multimodal Safety Improvements Study	$225,000	CDOT and Weld County as possible funding partners	This project would study and plan multimodal improvements on 7th Street from the Greeley #2 Ditch Trail to the Poudre River Trail to improve safety, access, and comfort for people biking, walking and driving. This project would also study the intersection of Main Street and 7th Street with the planning and design of recommended improvements such as bulb-outs, signal timing changes, and medians to improve the safety of all users at the intersection.
Walnut Street Bikeway and Multimodal Corridor Study	$625,000		This project will determine and implement the appropriate low-stress bike/pedestrian facilities and multimodal safety improvements south of SH 392 from SH 257 to 15th Street.
Colorado Boulevard and SH 392 – Left Turn Treatment Analysis	$300,000	CDOT and Weld County as possible funding partners	In coordination with CDOT, this project would complete a northbound and southbound left turn treatment analysis.
7th Street and Riverplace Drive – Pedestrian crossing treatment	$125,000	CDOT and Weld County as project funding and technical partners	This project would examine the pedestrian and bicycle crossing across 7th Street at the intersection of Riverplace Drive and determine the appropriate crossing treatment to improve safety.
15th Street north of King Soopers – Multiuse Trail	$65,000		This project would fill in the gap in the pedestrian and bicycle network with a 10' wide trail on the west side of 15th Street between Cold Creek Drive and the #2 Ditch Trail.
TOTAL	**$1,340,000**		

2017 Road Impact Fee

- Calculates one-time fees developers pay for new roadways
- Original RIF was completed in 2001 and updated over years and in coming years
- Current version based on the 2017 *Road Improvement Plan* with 2040 growth forecasts
- RIF does not cover:
  - 100% of new road network construction as additional local, reginal and state sources are required
  - Specific site access improvements
  - On-going maintenance
  - Multimodal network in the TMP



Road Impact Fee Details

- RIF is not designed to recover the cost of the planned improvements, but rather to replace capacity consumed by new development (does not get you LOS A)
- The total cost of 42 miles of new and rebuilt roads in the RIF was **estimated** at $132 million in 2017*
- The RIF **could** generate up to $90 million over the next 20 years

**Approximately $30 million of the $132 million is on CDOT's road network. The $130 million does not include the complete street features in the TMP, structures for crossing water features and enhanced intersections such as roundabouts. On-going maintenance of new roads is assumed with on-going sales and property tax from new residences and business. Year 2020 road maintenance $7.5M on 265 miles of roadway. The new roads would be a 16% increase in the total road network by 2040.*

What is covered with the $98M?

Table 13. Cost per Service Unit

	Non-State System	State System	Total System
Widen to 4 Lanes	$51,914,000	$33,957,500	$85,871,500
New 4-Lane Road	$11,286,000	$0	$11,286,000
New 2-Lane Road	$21,204,000	$0	$21,204,000
Pave 2-Lane Gravel Road	$13,338,000	$0	$13,338,000
Total Improvement Costs	$97,742,000	$33,957,500	$131,699,500
÷ New Vehicle-Miles of Capacity (VMC)	440,020	189,375	629,395
Cost per New VMC	$222	$179	$209

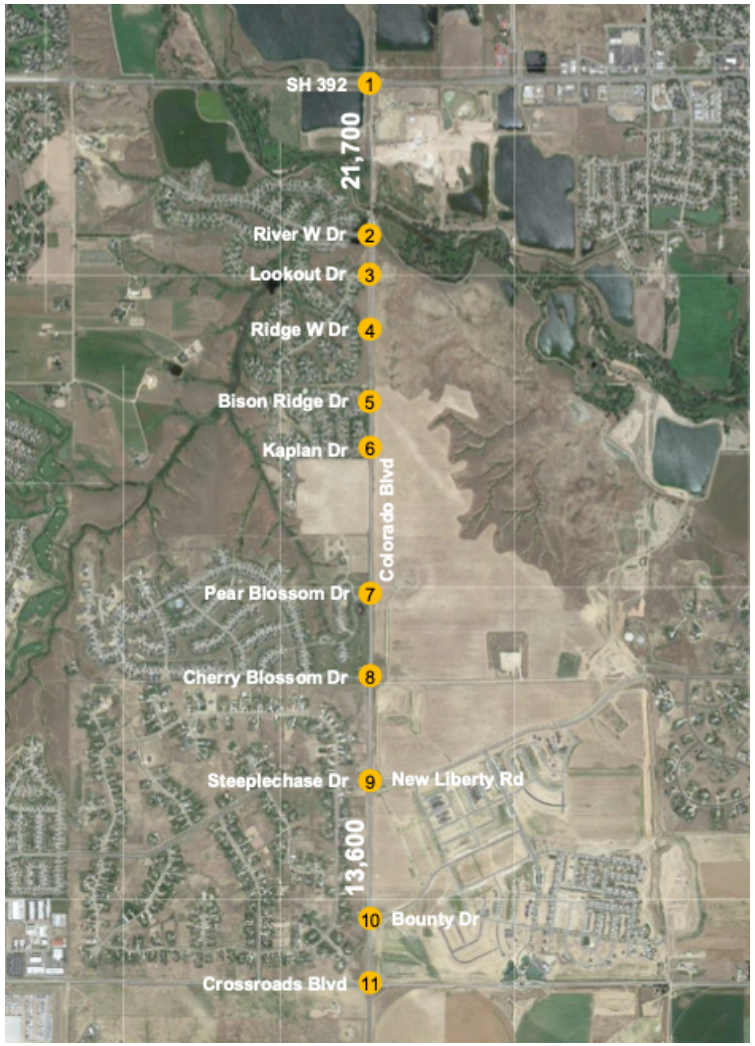
Source: Improvement costs and new VMC from Table 21 in Appendix B.

Current Road Impact Fees

Land Use Type	Unit	Fee
Single-Family Detached	Dwelling	$4,361.00
Multi-Family	Dwelling	$2,768.00
Mobile Home Park	Site	$1,313.00
Retail/ Commercial	1,000 sq. ft.	$5,768.00
Office	1,000 sq. ft.	$5,311.00
Public/ Institutional	1,000 sq. ft.	$3,220.00
Industrial	1,000 sq. ft.	$2,291.00
Warehouse	1,000 sq. ft.	$2,135.00
Mini-Warehouse	1,000 sq. ft.	$1,499.00
Oil and Gas Well	Wellhead	$2,399.00

https://library.municode.com/co/windsor/codes/charter_and_municipal_code?nodeId=WI_CH17SU_ARTXVROIMFE_S17-15-50IMFE

WCR 13 Colorado Blvd Example



RAINDANCE 1,563 DU = $6.8 million

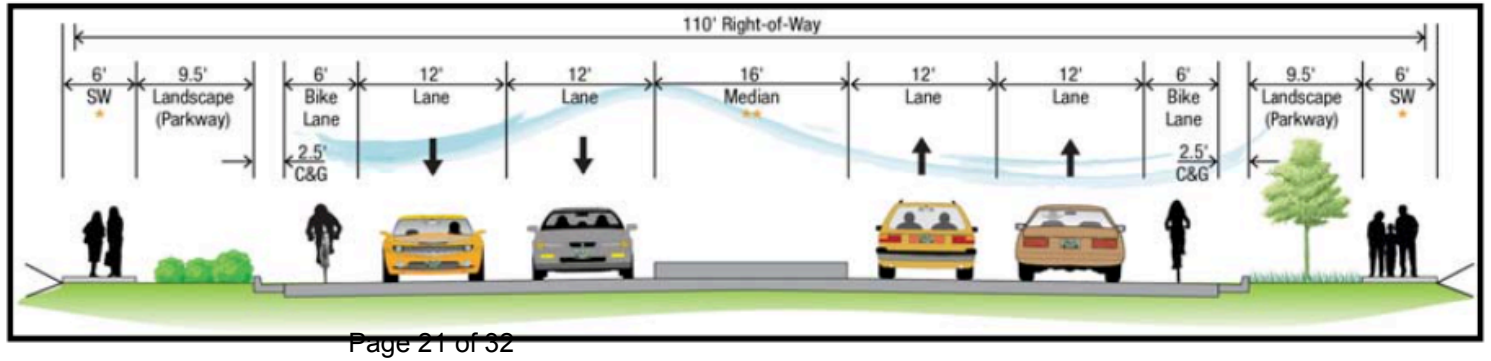
Table 20. Major Roadway Inventory

Road	From - To	Mi.	Lanes Ex.	Lanes Fut.	X-Sec	Fnc Cls	Capacity Exist	Capacity 2040	Daily VMC Exist	Daily VMC 2040	Volume Exist	Volume 2040	Daily VMT Exist	Daily VMT 2040
WCR 13	Crssrds Blvd - Stplchse	0.6	2	4	R	A1	11,000	22,000	6,600	13,200	3,973	11,900	2,384	7,140
WCR 13	Stplechse - Kaplan St	1.2	2	4	R	A1	11,000	22,000	13,200	26,400	5,539	17,800	6,647	21,360
WCR 13	Kaplan Dr - SH 392	1.2	2	4	R	A1	11,000	22,000	13,200	26,400	4,083	13,700	4,900	16,440

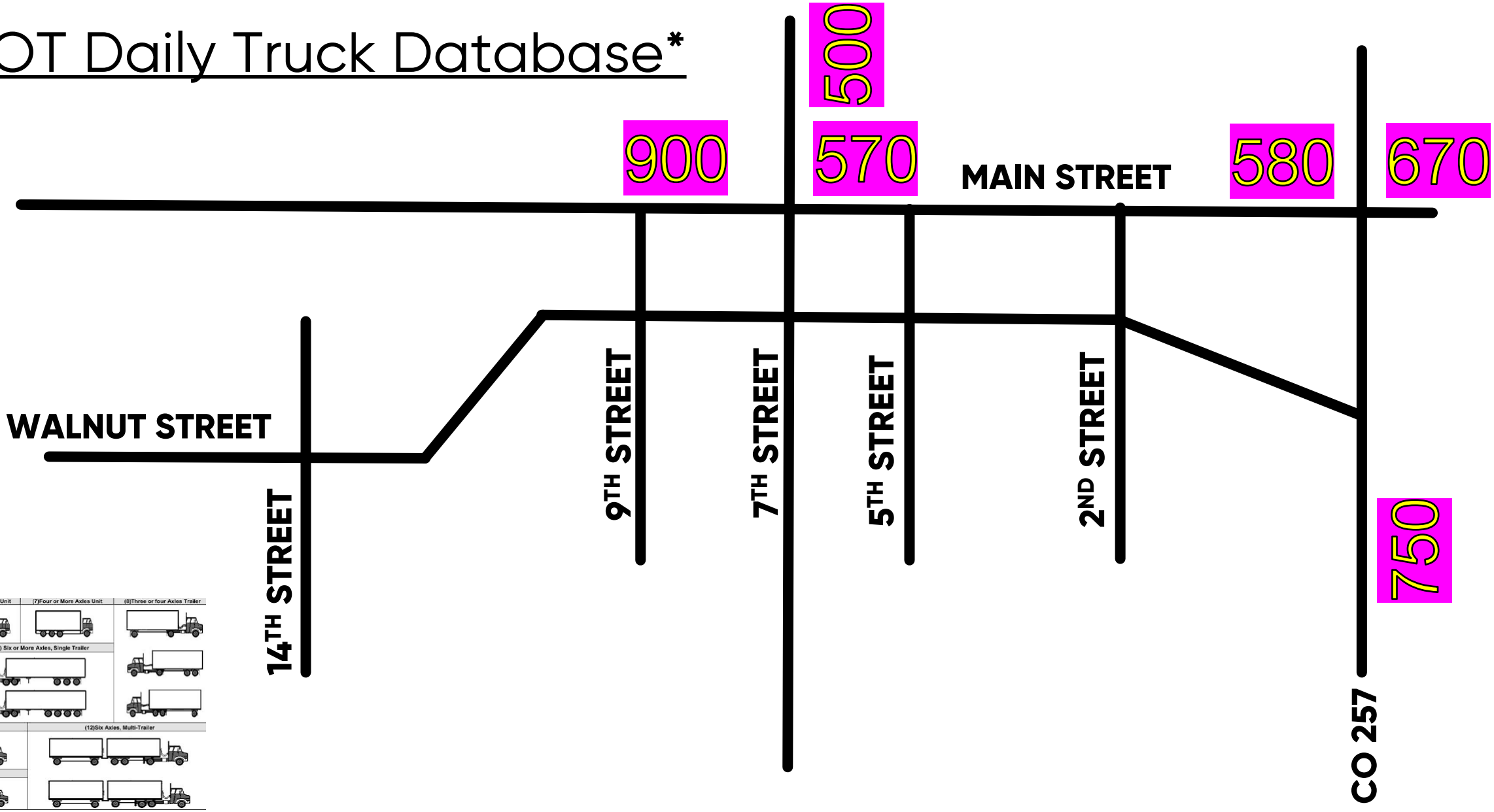
Table 21. Major Roadway Improvement Costs

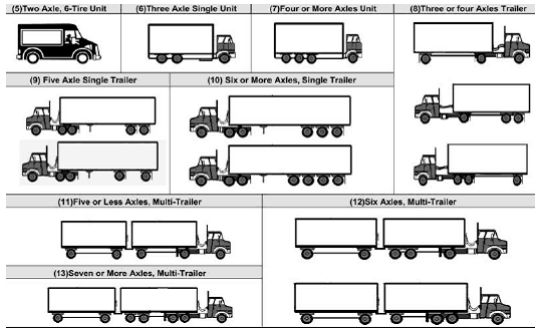
Road	From - To	Planned Improvement	Mi.	Capacity Exist	Capacity 2040	Daily VMC Exist	Daily VMC 2040	New VMC	Estimated Const. Cost
WCR 13	Kaplan Dr - SH 392	Widen to 4 Lanes	1.20	11,000	22,000	13,200	26,400	13,200	$3,048,000
WCR 13	Crssrds Blvd - Stplchs	Widen to 4 Lanes	.60	11,000	22,000	6,600	13,200	6,600	$1,524,000
WCR 13	Stplechse - Kaplan St	Widen to 4 Lanes	.20	11,000	22,000	13,200	26,400	13,200	$3,048,000

Roadway Type: 4-Lane Urban Arterial



CDOT Daily Truck Database*





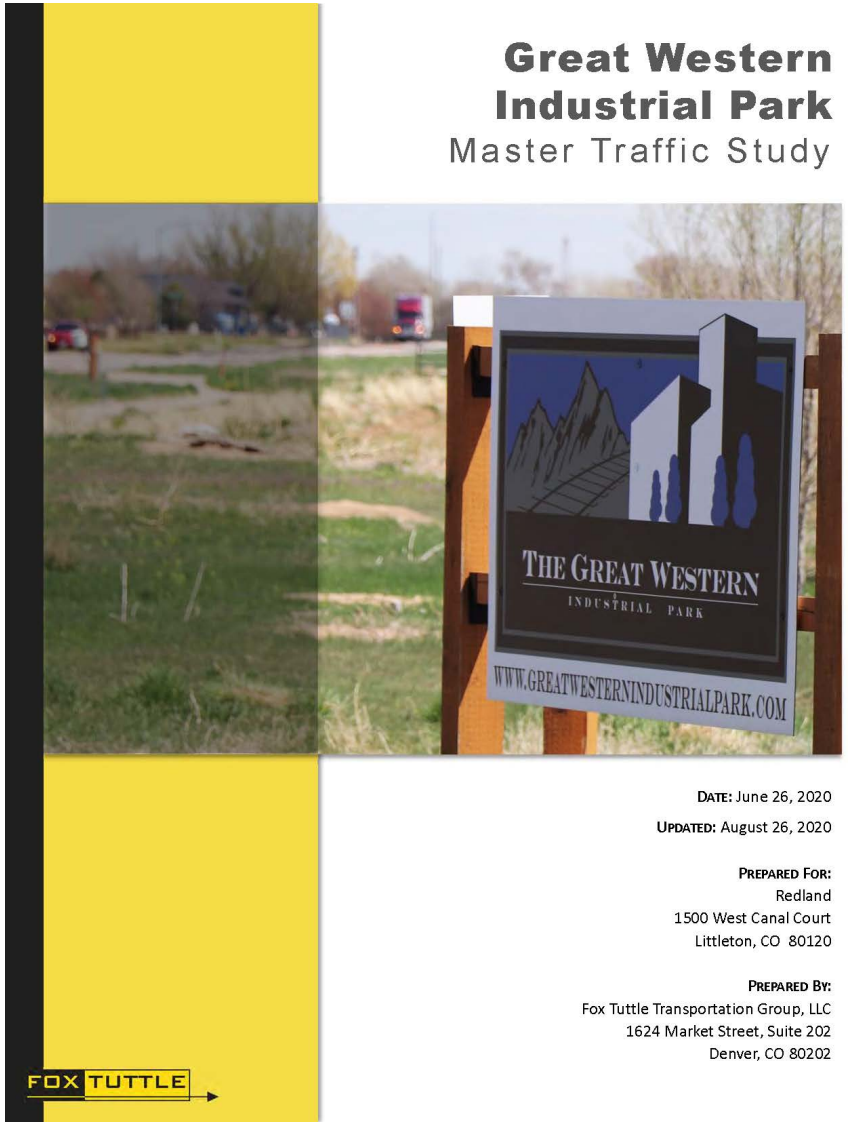
**Single unit and trucks as 3 axles or more. Small parcel delivery trucks and vans not included. Walnut data August 2020. CO 257 and Main from CDOT 2019 counts.*

Main Street Truck Videos (2017)

- Total daily traffic 15,700
  - 4% trucks (690 per day)
- AM peak traffic 1,260
  - 3.5% trucks (44 trucks)
- Noon peak traffic 960
  - 5.6% trucks (54 trucks)
- PM peak traffic 1,320
  - 1.8% trucks (24 trucks)

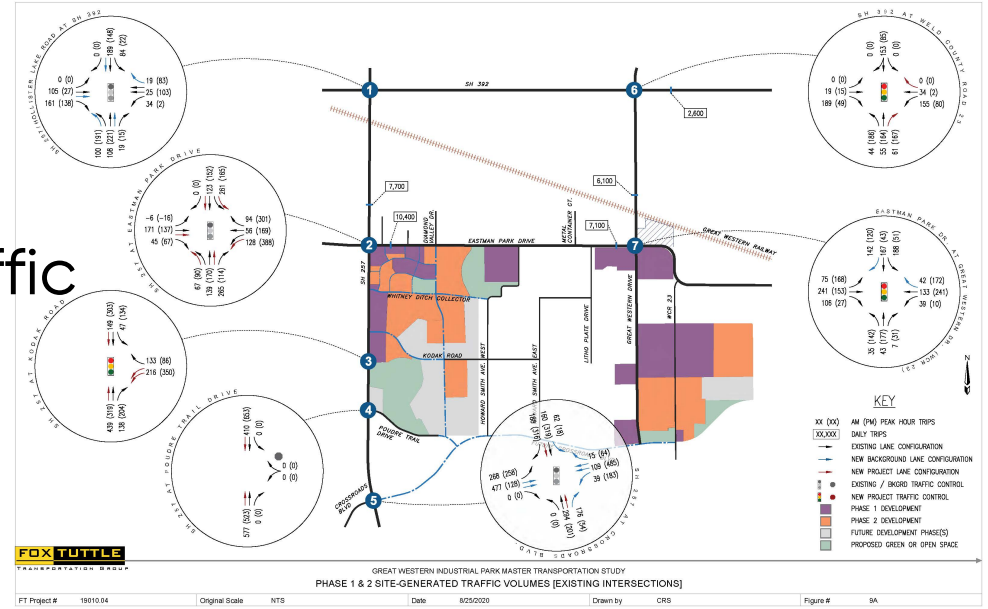
Traffic Impact Study (TIS) Overview

- Components of a traffic study
- How a traffic study forecasts future traffic
- How a traffic study is and is not used to calculate future improvements and funding



Traffic Impact Study (TIS) Overview - Continued

- Components of a traffic study
  - Start with detailed Land Use Plan
  - Existing and projected background traffic
  - Trip generation
  - Trip distribution
  - Traffic assignment
  - Operational evaluation (LOS) – with and without site traffic
  - Traffic mitigation needed and how funded



Traffic Impact Study (TIS) Overview - Continued

- Projecting future background traffic
  - Regional travel model forecasts
  - Projections in TMP
  - Projections in corridor studies (such as Colorado Blvd. corridor)
  - Historic growth factors – CDOT
  - Adjacent development forecasts

Traffic Impact Study (TIS) Overview - Continued

- Trip Generation
  - Start with Institute of Transportation Engineers (ITE) data by land use category – national averages
  - Local adjustments for Windsor area if necessary
  - Adjustments for anticipated multimodal access
  - Field varication at similar sites if necessary

FT#12059 — 12/8/2020

Commerce Place
Traffic Impact Study

Test Alternative: Scheme A and C

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Table 2. Trip Generation Summary

ITE Code	Land Use	Size	Unit	Reduction Factors: Multi-modal	Reduction Factors: Internal	Average Daily Trips: Rate	Average Daily Trips: Total	Average Daily Trips: In	Average Daily Trips: Out	A.M. Peak Hour Trips: Rate	A.M. Peak Hour Trips: Total	A.M. Peak Hour Trips: In	A.M. Peak Hour Trips: Out	P.M. Peak Hour Trips: Rate	P.M. Peak Hour Trips: Total	P.M. Peak Hour Trips: In	P.M. Peak Hour Trips: Out
Grant Parcel																	
934	Fast Food with Drive-Through (2)	3.0	1,000 SF	0.00	0.20	470.95	1,130	565	565	40.19	96	49	47	32.67	78	41	37
912	Drive-in Bank	0.0	1,000 SF	0.00	0.20	148.15	0	0	0	12.08	0	0	0	24.30	0	0	0
945	Gas with Conven. Market(4 KSF)	16.0	Fueling Stations	0.00	0.20	162.78	2,084	1,042	1,042	10.16	130	65	65	13.38	171	86	85
849	Tire Superstore	0.0	1,000 SF	0.00	0.20	20.36	0	0	0	1.34	0	0	0	2.11	0	0	0
931	Quality Restaurant	0.0	1,000 SF	0.00	0.20	89.95	0	0	0	0.81	0	0	0	7.49	0	0	0
310	Hotel	100.0	Rooms	0.00	0.20	8.36	669	335	334	0.47	38	22	16	0.60	48	24	24
814	Specialty Retail	12.0	1,000 SF	0.00	0.20	44.32	425	213	212	1.03	10	6	4	2.71	26	11	15
	Subtotal:						4,308	2,155	2,153		274	142	132		323	162	161
West - Main Parcel																	
814	Specialty Retail	15.0	1,000 SF	0.00	0.20	44.32	532	266	266	1.03	12	7	5	2.71	33	15	18
850	Supermarket	30.0	1,000 SF	0.00	0.00	106.78	3,203	1,602	1,601	3.82	115	69	46	9.24	277	141	136
934	Fast Food with Drive-Through (2)	0.0	1,000 SF	0.00	0.20	470.95	0	0	0	40.19	0	0	0	32.67	0	0	0
945	Gas with Conven. Market(4 KSF)	0.0	Fueling Stations	0.00	0.20	162.78	0	0	0	10.16	0	0	0	13.38	0	0	0
912	Drive-in Bank	0.0	1,000 SF	0.00	0.20	148.15	0	0	0	12.08	0	0	0	24.30	0	0	0
849	Tire Superstore	0.0	1,000 SF	0.00	0.20	20.36	0	0	0	1.34	0	0	0	2.11	0	0	0
931	Quality Restaurant	0.0	1,000 SF	0.00	0.20	89.95	0	0	0	0.81	0	0	0	7.49	0	0	0
220	Apartments (avg. 1 KSF/DU)	340.0	Dwelling Unit	0.00	0.20	7.32	1,991	996	995	0.46	125	29	96	0.56	152	96	56
312	Business Hotel	100.0	Rooms	0.00	0.20	4.02	322	161	161	0.39	31	13	18	0.32	26	14	12
813	Free Standing Discount Superstore	0.0	1,000 SF	0.00	0.20	50.75	0	0	0	1.85	0	0	0	4.35	0	0	0
	Subtotal:						6,048	3,025	3,023		283	118	165		488	266	222
West - Brighton Road Parcel																	
945	Gas with Conven. Market(4 KSF)	0.0	Fueling Stations	0.00	0.20	162.78	0	0	0	10.16	0	0	0	13.38	0	0	0
814	Specialty Retail	0.0	1,000 SF	0.00	0.20	44.32	0	0	0	1.03	0	0	0	2.71	0	0	0
	Subtotal:						0	0	0		0	0	0		0	0	0
	Total:	0.0					10,356	5,180	5,176		557	260	297		811	428	383

** Internal Capture is from Table 7.1 and 7.2 of the ITE Trip Generation Handbook, Volume 1 (9th Edition)*

Driveway Trip Allocation:		Access %	Daily Total	Daily In	Daily Out	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Belle Creek Traffic	all of front parcel	42%	4,308	2,155	2,153	274	142	132	323	162	161
Main Parcel Right-In, Right-Out	15% in and 25% out of main parcel	12%	1,210	454	756	59	18	41	95	40	56
Main Parcel Signal	65% in and 55% out of main parcel	35%	3,629	1,966	1,663	167	77	91	295	173	122
Brighton Road Access	20% in and 20% out of main parcel	12%	1,210	605	605	57	24	33	98	53	44
Total Trips		100%	10,356	5,180	5,176	557	260	297	811	428	383
Previous Traffic Study Trips:			**17457**	**8730**	**8727**	**841**	**454**	**387**	**1410**	**696**	**714**

Trip Gen Table alternative Scheme A plus C

Traffic Impact Study (TIS) Overview - Continued

- Traffic Operational Evaluation – Level of Service (LOS)
  - Based on motorist delay (seconds) when traversing an intersection during peak hours of operation
  - Delay is assigned a LOS letter grade – like a report card – by movement/approach/entire intersection
  - LOS A: < 10 seconds of delay
  - LOS D: 35 – 55 seconds if signalized, 25 – 35 seconds if stop sign control
  - LOS F: > 80 seconds if signalized, > 50 seconds if stop sign controlled
  - LOS F does not necessarily mean failure or gridlock
  - Side street LOS of D, E, or F are common during peak hours – not a mandate for a traffic signal for example

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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.

Traffic Impact Study (TIS) Overview - Continued

- Traffic mitigation and how is it funded
  - Developer pays for all or part of adjacent and nearby improvements
    - Accel./Decel. Lanes
    - Intersection signalization
    - Localized multimodal improvements
    - Need cost share % methodology – usually based on trips added
  - Transportation Impact Fees help pay for citywide improvements
    - Corridor lane widening
    - Multimodal network improvements

MEMORANDUM

Date: December 14, 2020
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Karen Frawley, Town Clerk
Re: Future Meeting Agenda
Item #: 2.

ATTACHMENTS:

- Future Meetings Agenda

FUTURE TOWN BOARD MEETINGS

December 21, 2020 6:00 p.m.	Cancelled
January 4, 2021 6:00 p.m.	Town Board Work Session Review of past SH 392 Bypass Studies and Alignments
January 11, 2021 5:30 p.m.	Town Board Work Session Board-Manager-Attorney Monthly Meeting SafeBuilt Presentation of Annual Report and Audit Urban3 Follow Up
January 11, 2021 7:00 p.m.	Town Board Regular Meeting
January 18, 2021 6:00 p.m.	Town Board Work Session Impact Fees (Road Impact, Parks, Drainage, Water, etc.) Poudre River Trail Corridor Strategic Plan Update
January 25, 2021 5:30 p.m.	Town Board Work Session 7th Street Multimodal & Walnut Street Bikeway Plans
January 25, 2021 7:00 p.m.	Town Board Regular Meeting
February 1, 2021 6:00 p.m.	Town Board Work Session Snow Plan
February 8, 2021 6:00 p.m.	Town Board Work Session Board-Manager-Attorney Monthly Meeting
February 8, 2021 7:00 p.m.	Town Board Regular Meeting
February 15, 2021 6:00 p.m.	Town Board Work Session Eastman Park Drive Corridor Plan
February 22, 2021 6:00 p.m.	Town Board Work Session
February 22, 2021 7:00 p.m.	Town Board Regular Meeting

Future Work Session Topics

- Joint Meeting with Town of Windsor, Town of Severance, Fire District and School District – Tentative for Fall of 2020
- Facility Master Plan Check in (January)
- Telecom Code (February)
- Comprehensive Plan Review
- Proportional services and amenities for planned population (February 2021)
- Economic development/retail needs based on population levels
- Code Amendments for Reimbursements