Town Board of Trustees

Tuesday, January 24, 2023 at 7:00 pm

PLEASE SILENCE ALL CELL PHONE AND ELECTRONIC DEVICES. THANK YOU.

1. **Meeting Information**
   207 Muegge Way, Bennett, CO 80102
   For a live stream of the meeting use the information below:

   https://us02web.zoom.us/j/84285000718

   Meeting ID: 842 8500 0718

   Passcode: 677682

   One tap mobile
   +16699006833

2. **Call to Order**
   Royce D. Pindell, Mayor
   a. **Roll Call**
3. **Pledge of Allegiance**
   Royce D. Pindell, Mayor
4. **Approval of Agenda**
   Royce D. Pindell, Mayor
5. **Consent Agenda**
   Royce D. Pindell, Mayor
   a. **January 10, 2023 - Regular Meeting Minutes**

      Attachments:

      - **January 10, 2023 - Regular Meeting Minutes** (January_10__2022_-_Regular_Meeting_Minutes.pdf)

   b. **Town of Bennett Master Transportation Plan**
      Resolution 953-23 - A Resolution Adopting the Town of Bennett Master Transportation Plan

      Attachments:

      - **PowerPoint Presentation Town of Bennett Master Transportation Plan** (Bennett_MTP.pdf)

- **Town of Bennett Master Transportation Plan** (0_-_Town_of_Bennett_Master_Transportation_Plan_-_Bohannan_Huston.pdf)
- **Resolution 953-23 - A Resolution Adopting the Town of Bennett Master Transportation Plan** (Resolution_953-23_Transportation_Master_Plan__clean_.pdf)

Public Comments on Items Not Scheduled for Public Hearing

The Board of Trustees welcomes you. Thank you for joining us for our Town of Bennett Board of Trustees Meeting. If you are not speaking, we ask that you please mute your microphone. For public comment please sign up on the provided sheet or in the chat box. If you are on the phone, once we get through the sign-up sheet and chat box we will call for any other comments for items not on the agenda.

Your comments will be limited to three (3) minutes. The Board may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and provide direction to the appropriate member of Town staff for follow-up. Thank you.

Regular Business

6. **Action/Discussion Items**
   a. **Planning and Zoning Commission Bylaw Language**
   Ordinance No. 766-23 - An Ordinance Amending Chapter 2 of the Bennett Municipal Code Regarding Administration for the Planning and Zoning Commission
   Denise Taylor, Assistant to the Town Manager

   Attachments:

   - **Staff Report Planning and Zoning Commission Bylaw Language** (0_-_BofT_Staff_Report_final.pdf)
   - **Chapter 2, Article XIII, Sec. 2-13-70 of the Bennett Municipal Code** (2_-_Sec._2_13_70.___Bylaws__rules_of_procedure.pdf)
   - **Ordinance No. 766-23 - An Ordinance Amending Chapter 2 of the Bennett Municipal Code Regarding Administration for the Planning and Zoning Commission** (1_-_Ordinance_Amendment_Sec_2_13_70.pdf)
   - **Suggested Motion** (3_-_suggested_motion.pdf)

7. **Town Manager Report**
   Trish Stiles, Town Manager

8. **Trustee Comments and Committee Reports**
   Mayor and Trustees
9. **Executive Session**

   Attachments:

   - **Executive Session Script** (Bennett_Exec_Session_Script.pdf)

   a. **(1) for discussion of a personnel matter under C.R.S. Section 24-6-402(2)(f) and not involving: any specific employees who have requested discussion of the matter in**

open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies that do not require the discussion of matters personal to particular employees; and (2) for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e); Town Manager Performance Review and Contract

b. **Return to Open Meeting**
c. **Report from Executive Session**

10. **Action/Discussion Items**
    a. **To Take Action on the Town Manager Yearly Contract Amendment No. 9**
11. **Adjournment**

Individuals with disabilities who need auxiliary aids in attending the meeting may request assistance by contacting the Town Hall at 207 Muegge Way, Bennett, CO 80102-7806, (303) 644-3249. Please give notice at least 48 hours in advance of the meeting to allow for enough time in making the necessary arrangements.

Contact: Christina Hart (chart@bennett.co.us 1303-644-3249 X1001) | Agenda published on 01/20/2023 at 2:08 PM

Town Board of Trustees

Minutes

Tuesday, January 10, 2023 at 7:00 pm

PLEASE SILENCE ALL CELL PHONE AND ELECTRONIC DEVICES. THANK YOU.

1. **Meeting Information**
   207 Muegge Way, Bennett, CO 80102
2. **Call to Order**
   Royce D. Pindell, Mayor
   a. **Roll Call**

Minutes:

Present:

Royce D. Pindell, Mayor

Kevin Barden, Trustee

Steve Dambroski, Trustee

Whitney Oakley, Mayor Pro Tem

Denice Smith, Trustee

Donna Sus, Trustee

Larry Vittum, Trustee

Staff Present:

Trish Stiles, Town Manager

Rachel Summers, Deputy Town Manager

Taeler Houlberg, Administrative Services Director

Alison Belcher, Communications and IT Director

Adam Meis, IT and Communications Manager

Chad Bunger, Community and Economic Development Director

Gerilynn Scheidt, Town Safety Officer

Daymon Johnson, Capital Projects Director

Dan Giroux, Town Engineer

Melinda Culley, Town Attorney

Christina Hart, Town Clerk

Public Present:

Kathy Smiley

Charles Bayley
Caleb Connor

3. **Pledge of Allegiance**
Royce D. Pindell, Mayor

Minutes:
The Pledge of Allegiance was led by Royce D. Pindell, Mayor.

4. **Approval of Agenda**
Royce D. Pindell, Mayor

Minutes:
MAYOR PRO TEM OAKLEY MOVED, TRUSTEE VITTUM SECONDED to approve the agenda as presented. The voting was as follows:
Ayes: Dambroski, Oakley, Pindell, Smith, Sus, Vittum, Barden
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

5. **Consent Agenda**
Royce D. Pindell, Mayor

Minutes:
MAYOR PRO TEM OAKLEY MOVED, TRUSTEE DAMBROSKI SECONDED to approve the consent agenda as presented. The voting was as follows:
Ayes: Oakley, Pindell, Smith, Sus, Vittum, Barden, Dambroski
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote. **1. Action:** Approval of December 12, 2022, Special Meeting Minutes **2. Action:** Approval of December 13, 2022, Regular Meeting Minutes **3. Action:** Approval of Resolution No. 951-22 - Adams County Open Space Grant Agreements

PUBLIC COMMENTS NO ON THE AGENDA
There were no public comments presented.

a. **December 12, 2022 - Special Meeting Minutes**
b. **December 13, 2022 - Regular Meeting Minutes**
c. **Adams County Open Space Grant Agreements**
Resolution No. 951-23 - A Resolution Approving Open Space Grant Agreements Between the Town of Bennett and County of Adams for the Art in the Parks, Civic Center Park Construction and Trupp Park Concrete Improvements Projects

Public Comments on Items Not Scheduled for Public Hearing

The Board of Trustees welcomes you. Thank you for joining us for our Town of Bennett Board of Trustees Meeting. If you are not speaking, we ask that you please mute your microphone. For public comment please sign up on the provided sheet or in the chat box. If you are on the phone, once we get through the sign-up sheet and chat box we will call for any other comments for items not on the agenda.

Your comments will be limited to three (3) minutes. The Board may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and provide direction to the appropriate member of Town staff for follow-up. Thank you.

DRAFT

Regular Business

6. **Action/Discussion Items**
   a. **Bennett-Watkins Fire Rescue Impact Fee Study**
   Ordinance No. 765-23 - An Ordinance Amending Section 4-9-120 of the Bennett Municipal Code to Update the Fire and Emergency Services Impact Fee

Minutes:
Caleb Connor, Battalion Chief - Fire Marshall, Bennett-Watkins Fire Rescue, presented the Bennett-Watkins Fire Rescue Impact Fee Study to the Board.
TRUSTEE VITTUM MOVED, TRUSTEE SMITH SECONDED to approve Ordinance No. 765-23 - An ordinance amending Section 4-9-120 of the Bennett Municipal Code to update the Fire and Emergency Services Impact Fee. The voting was as follows:
Ayes: Pindell, Smith, Sus, Vittum, Barden, Dambroski, Oakley
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

   b. **2023 BennT Water Creek Authority Reappointment**

Minutes:
Trish Stiles, Town Manager, reported to the Board that Charles Bayley, BennT Water Creek Authority board member, is up for reappointment to serve on the Water Authority Board from April 2023 - April 2026.
MAYOR PRO TEM OAKLEY MOVED, TRUSTEE DAMBROSKI SECONDED to reappoint Charles Bayley for an additional three-year term as a Director on the BennT Water Creek Authority Board with a term ending in April 2026. The voting was as follows:
Ayes: Smith, Sus, Vittum, Barden, Dambroski, Oakley, Pindell
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

   c. **Request for Proposal (RFP) 22-016 ADA Self Evaluation and Transition Plan**

Minutes:
Gerilynn Scheidt, Town Safety Officer, presented the ADA Self Evaluation and Transition Plan RFP to the Board.
TRUSTEE BARDEN MOVED, TRUSTEE SUS SECONDED to authorize the Mayor and the Town Bennett to enter into a standard Town contract agreement with Mile High Accessibility Consultants in an amount not to exceed $83,860 for completion of the ADA Self Evaluation and Transition Plan. The voting was as follows:
Ayes: Sus, Vittum, Barden, Dambroski, Oakley, Pindell, Smith
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

d. **Change Order RS-001 for Rock-Sol Consulting Group, Inc. - Extended Time and CDOT Requirements at Marketplace**

Minutes:

Daymon Johnson, Capital Projects Director, reported Change Order RS-001 for Rock-Sol Consulting Group, Inc. extended time request and CDOT Marketplace requirements to the Board.

TRUSTEE SUS MOVED, TRUSTEE BARDEN SECONDED to authorize the Mayor and the Town Bennett to execute Change Order RS-001 with Rock-Sol Consulting Group, Inc. in an amount not to exceed $47,480.09 for consulting services to complete the construction of the Marketplace Intersection Improvements Project. The voting was as follows:

Ayes: Vittum, Barden, Dambroski, Oakley, Pindell, Smith, Sus

Nays: None

Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

7. **Town Manager Report**

Minutes:

• The monthly check-in discussion with CDOT on January 9, 2023, included project progress on the redesign of the Exit 304 off-ramp construction. The redesign is scheduled to go out to bid the week of January 23rd. The design will be a diamond interchange, not a traffic-calming circle. The discussion also included the progress of the trails. The next meeting is scheduled for January 23rd. Discussions will include grant money.

• Public Works cold patched the exposed rebar at Exit 305. CDOT was informed of the work.

• Ms. Stiles, Town Manager, reported to Trustee Vittum, that the Arapahoe County Sub-Regional Form is a virtual meeting on January 19th at 3 pm. The Adams County Sub-Regional Forum is scheduled on January 19th at 5:30 pm.

• The Board Retreat is scheduled for January 27th at CORE Electric Cooperative in Bennett from 8:00 am - 2:00 pm.

8. **Trustee Comments and Committee Reports**

Mayor and Trustees

Minutes:

Larry Vittum, Trustee, reported on the following:

• Attended the virtual DRCOG meeting on December 21, 2022.

• Attended the Arapahoe County Open Space and Trails Advisory Board meeting on January 4th.

Donna Sus, Trustee, reported on the following:

• Will be attending the January 12th REAP meeting.

Royce D. Pindell, Mayor, reported on the following:

• The deadline to submit the Town Manager's evaluation is January 10th. The evaluation will be during the executive session on January 24th.

Mayor Pindell called for a recess at 8:47 pm. The meeting resumed at 9:03 pm.

9. **Executive Session**

a. **For the purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators under C.R.S. Section 24-6-402(4)(e); Impact Fee Incentive.**

Minutes:
MAYOR PRO TEM OAKLEY MOVED, TRUSTEE SMITH SECONDED to go into executive session for the purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators under C.R.S. 24-6-402(4)(e); Impact Fee Incentive. Voting was as follows:
Ayes: Barden, Dambroski, Oakley, Pindell, Smith, Sus, Vittum
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

The Board went into executive session at 9:10 pm.

b. **Return to Open Meeting**

Minutes:
The Board came out of the executive session at 10:40 pm.

Royce D. Pindell, Mayor, announced that the Board has been in executive session and the following persons participated via hybrid in that session: Trustee Barden, Trustee Dambroski, Trustee Vittum, Christina Hart, Chad Bunger, Dan Giroux, Rachel Summers, Trish Stiles, Trustee Smith, Trustee Sus, Mayor Pindell and Melinda Culley. Royce D. Pindell, Mayor, asked if there were any matters not included in the motion for an executive session or violations of the Open Meetings Law, and if so, that these concerns be stated for the record.

No concerns were presented.

c. **Report from Executive Session**

10. **Action/Discussion Items**

a. **Impact Fee Incentive**

Minutes:
MAYOR PRO TEM OAKLEY MOVED, TRUSTEE VITTUM SECONDED to approve an impact fee incentive of $10,000 for the sewer impact fee to the date of March 31, 2023, for twelve months at which time the fee would revert to the 2023 fee schedule.
MAYOR PINDELL AMENDED THE MOTION, TRUSTEE DAMBROSKI SECONDED THE AMENDMENT the incentive will be provided to the six builders identified by Town Staff during the executive session. Staff has been directed to enter into agreements with those developers with the terms discussed. The voting was as follows:
Ayes: Dambroski, Oakley, Pindell, Smith, Sus, Vittum, Barden
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

11. **Adjournment**

DRAFT

Minutes:

TRUSTEE DAMBROSKI MOVED, TRUSTEE VITTUM SECONDED to adjourn the meeting. The meeting was adjourned at 10:43 pm. Voting was as follows:

Ayes: Oakley, Pindell, Smith, Sus, Vittum, Barden, Dambroski

Nays: None

Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

Minutes Approved:

Royce D. Pindell, Mayor

Christina Hart, Town Clerk

Individuals with disabilities who need auxiliary aids in attending the meeting may request assistance by contacting the Town Hall at 207 Muegge Way, Bennett, CO 80102-7806, (303) 644-3249. Please give notice at least 48 hours in advance of the meeting to allow for enough time in making the necessary arrangements.

Contact: Christina Hart (chart@bennett.co.us 1303-644-3249 X1001) | Minutes published on 01/18/2023 at 9:08 AM

Master Transportation Plan

Board of Trustees

January 24, 2023

town of Bennett

Agenda

What's the Plan

- Highlights
- Community Outreach Summary
- Plan Components Walkthrough
- Recommendations
- Questions

Highlights

Overarching Takeaways

MTP Purpose: To establish a long-range vision for the Town's transportation system. The MTP seeks to better understand and address current and future transportation needs and establishes an overall framework, sets community goals and identifies a range of investment opportunities to move people in the most efficient and safest manner possible.

Incorporates and plans for the increase in roadway users due to anticipated development.

Considers and provides recommendations for current roadway network needs and issues – provides the background for increased implementation support

A reference for Town staff – outlines basic roadway design criteria and provides supportive visuals

Supports a phased approach to roadway improvements.

Community Outreach Summary

town of Bennett MTP

Let's Connect: Bennett Master Transportation Plan

The Town of Bennett has initiated the first ever Master Transportation Plan (MTP) to establish a long-range vision for the Town of Bennett's transportation system for the next 20+ years. The MTP seeks to better understand and address current and future transportation needs for the Bennett community. It establishes an overall framework, sets community goals, and identifies a range of investment opportunities to move people in the most efficient and safest manner possible today and for years to come.

Current and Future Transportation Network

townofbennett

town of Bennett MTP

1 like

townofbennett The Town of Bennett is asking residents for feedback and input on several different transportation topics in Town. If you have a minute fill out our Master Transportation Plan questionnaire or take CDOT's Bike & Pedestrian Safety Survey online here: townofbennett.colorado.gov/happening-now/master-transportation-plan

townofbennett

townofbennett Don't forget, we are hosting a Public Input Meeting tonight at Town Hall! Join us to hear about current projects and provide your feedback. townofbennett.colorado.gov/community/bennett-events/public-input-meetings

July 13

How do you typically travel around or outside of the community?

100% Drive Alone

User Safety Poll

Responses to the questionnaire indicate concerns with the overall safety of the transportation network for all users. Indicated below, respondents ranked each mode as unsafe, with bicycling being the least safe mode of transportation in Bennett.

Driving	Walking	Bicycling
33/100	26/100	19/100

What improvements would make you feel safer as a driver?

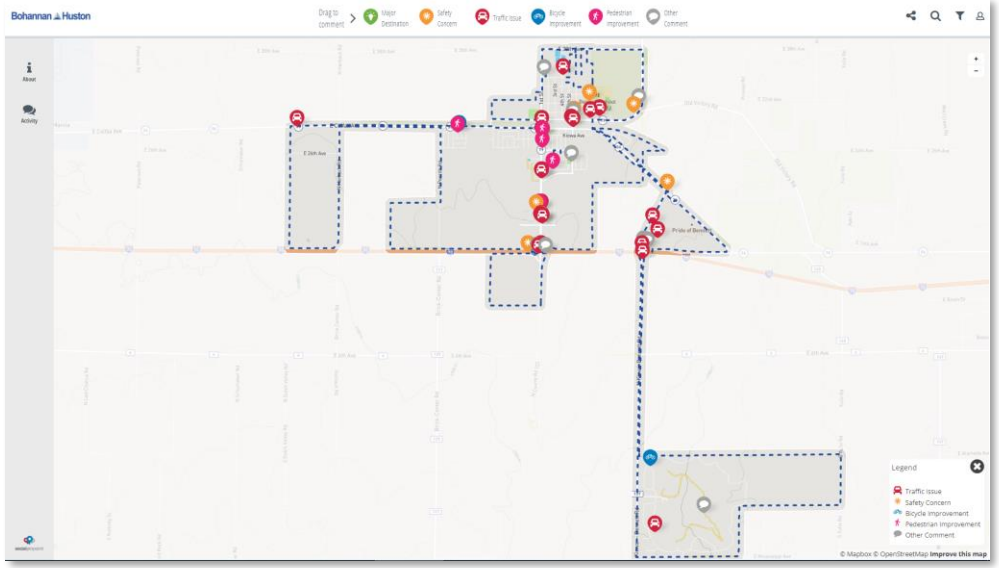
Additional Signalization	Road Maintenance	Additional Roads	Increased Enforcement	Slower Speeds	I Already Feel Safe	Other
67.9%	50.0%	32.1%	25.0%	7.1%	3.6%	50.0%

What improvements would make you feel safer as a pedestrian?

Additional Facilities	Additional Crossings	Additional Signalization	Facilities Maintenance	Slower Speeds	I Already Feel Safe	Other
75.9%	55.1%	44.9%	24.1%	10.3%	10.3%	17.2%

What improvements would make you feel safer as a bicyclist?

Additional Facilities	Additional Crossings	Additional Signalization	Wider Sidewalks	Facilities Maintenance	Slower Speeds	I Already Feel Safe	Other
75.0%	42.9%	39.3%	28.6%	25.0%	14.3%	3.6%	17.9%



townofbennett

town of Bennett

ENGAGE. SHAPE. BUILD.

JANUARY 19,2022

5:30 p.m. - 6:30 p.m.

We Want to Hear From You!

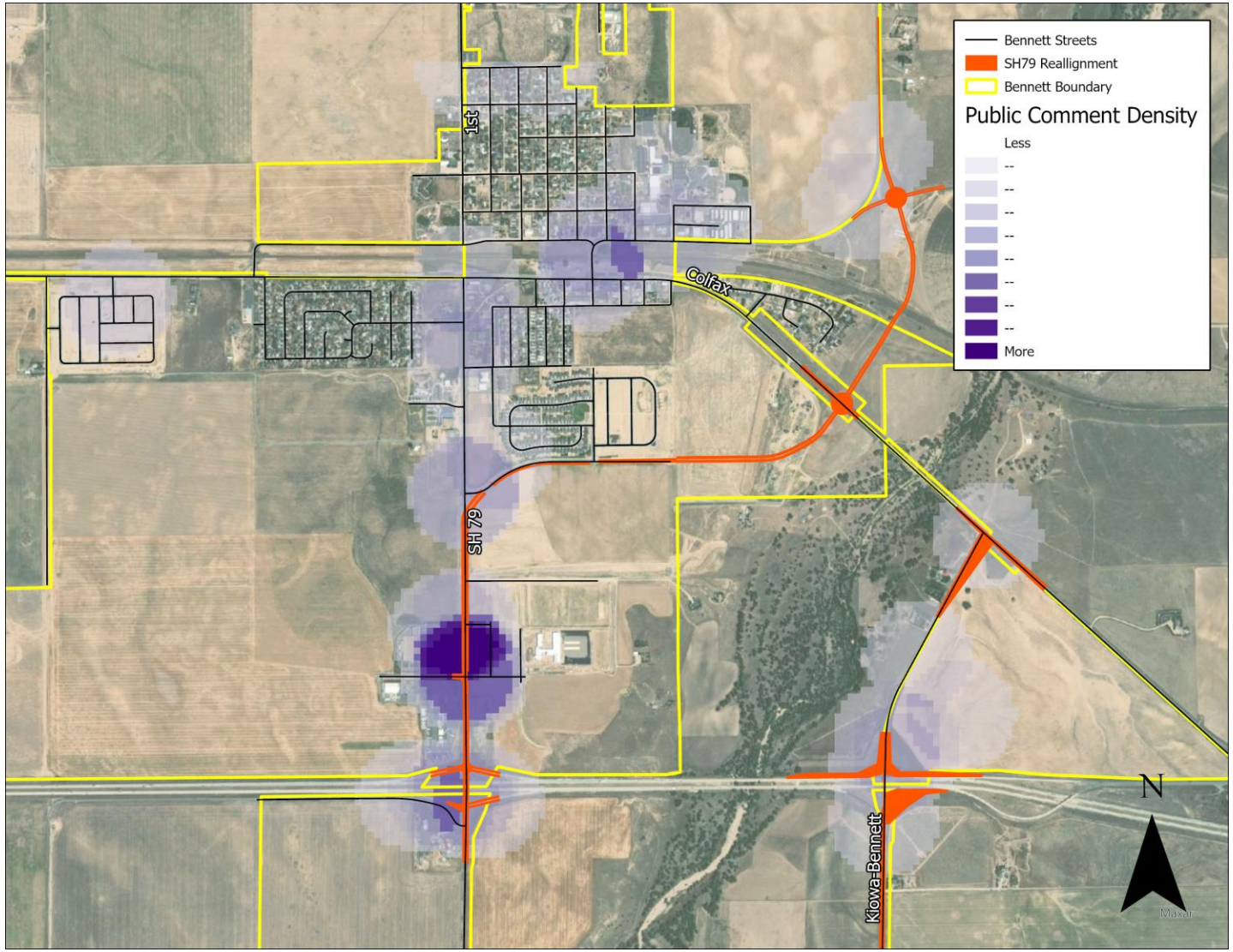
- **Master Transportation Plan Overview & Feedback**
- **Building Department and Contractor Updates**

Meeting Information and Zoom Link available online at townofbennett.colorado.gov

townofbennett We need your input! Engage. Shape. Build is tonight, join us virtually from 5:30 p.m. - 6:30 p.m. to hear about our first-ever Master Transportation Planning process and the Building Department's new software. More information and the Zoom link can be found here: http://townofbennett.colorado.gov/.../public-input-meetings

January 19

Community Input – Safety & Efficiency

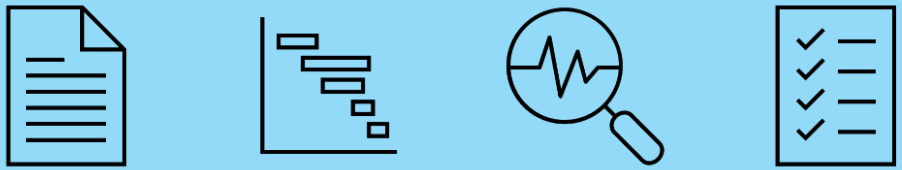


Key Takeaways

- Highlight Problem Areas – based on community experience
- Incorporate feedback into recommendations
- Communicate community input to Town stakeholders/partners

Plan Components

The Details



Executive Summary

- Key Themes
- How to approach improvements moving forward
- How to use the plan | Plan Components

Master Transportation Plan

- Introduction
- Goals, Strategies and Action
- Projections – Population, Employment, and Housing
- Recommendations and Implementation

Supplemental Documentation

- Existing Conditions
- Transportation Network Analysis
- Basic Roadway Design Criteria
- Preliminary Cost Estimates
- Community Engagement
- Traffic Calming
- EV Charging Station Location

Plan Recommendations

Two Buckets

Regional Coordination

Roadway Improvement/Development

Regional Coordination

Planning and Data Development

1. Integrate the MTP into CAIMP
2. Coordinate the updated Town functional classification with the DRCOG regional functional classification system
3. Coordinate with DRCOG to inform/incorporate socioeconomic data into the regional model

Regional Roadway Planning

1. Coordinate with nearby local agencies, CDOT and DRCOG to support improvements in network cohesiveness
2. Continue to coordinate and push CDOT on critical improvements on state-owned facilities identified in the plan
3. Coordinate with Adams and Arapahoe Counties on improvements to cross-jurisdictional roadways identified in the plan

Project Development and Access to Federal Funding

1. Continue coordination and participation with DRCOG and associated technical committees
2. Incorporate identified transportation projects into the subregional forum process

Roadway Improvement/ Development

Basic Roadway Design Standards: Considerations for Future Implementation

1. The plan not only identifies near-term roadway improvements, but also future roadway needs based on the pace of anticipated development.
2. Basic roadway design standards have been developed for each roadway type in Bennett – required and optional elements.
3. Revise and adopt updates to the Town's Roadway Design and Technical Criteria policy
4. Utilize the prioritization ranking for each roadway to support continued planning and design for improvements and build out
5. Consider roadway upgrades when planning maintenance activities – implement additive pedestrian and bicycle facilities

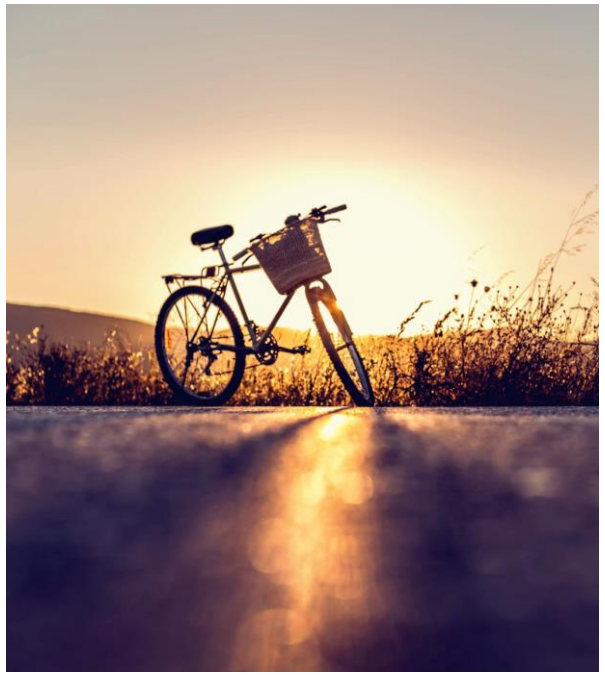
Questions?

Thank You!

Derrick Webb, AICP
Senior Planner/Project Manager
dwebb@bhinc.com
720.587.2654

Bohannan Huston

town of Bennett



BENNETT

town of Bennett MTP

MASTER TRANSPORTATION PLAN 2023

Prepared For:

Prepared By:

Bohannan Huston

January 24, 2023

town of Bennett MTP

Bohannan Huston

CONTENTS

Executive Summary **3**

Chapter 1 | Introduction **8**

Study Area 8

Connection to Key Local Plans 8

Connection to Notable Regional Plans 11

Demographics, Development Opportunities and Commuting Patterns 12

Chapter 2 | Goals, Strategies and action **15**

Town of Bennett Comprehensive Plan to Master Transportation Plan 15

MTP Goals, Strategies and Action 15

Community Engagement Quick Summary 16

Chapter 3 | Projections: Population, Employment and Housing **19**

DRCOG Population and Employment Projections Summary 19

Town of Bennett Population and Household Projections 21

Implications of Projections and Commuting Data 22

Chapter 4 | Transportation Network **23**

Existing and Future Roadways 23

Active Transportation Network 27

Chapter 5 | Recommendations and Implementation **29**

Overview 29

Regional Coordination 29

Basic Roadway Design Standards: Considerations for Future Implementation 32

Cost Estimates and Phasing 33

Identified Roadway Projects 36

EXECUTIVE SUMMARY

The Town of Bennett Master Transportation Plan (MTP) sets the foundation to support short- and long-term multimodal transportation improvement projects for the foreseeable future. This plan builds on the need identified in the recently updated Town of Bennett Comprehensive Plan (2021) to "…guide the Town's policy development, and the delivery of services, prioritize transportation projects, outline opportunities, and generate a strategic action plan for the next ten years."

Town of Bennett residents, employees and visitors traveling to and through the Town require a variety of transportation systems that enable them to visit the destinations they need and desire to go to including parks and trails, schools, work, health centers, shopping, and other social and community amenities. A safe, efficient and reliable multi-modal transportation system is crucial for ensuring mobility and freedom of choice when choosing how and where to travel.

The MTP addresses the needs of all transportation modes, including driving, biking, walking, and future transit to accommodate existing needs and future growth and development anticipated in the Town of Bennett. The plan identifies transportation goals, policies, strategies, and priority investments for the future that respond to Town needs focused on current and projected housing, employment, and travel patterns. Overall, it provides a long-range transportation vision for the future to best serve system users and address increasing demands for travel in and around the Bennett community. Taking into consideration fiscal constraints and potential population and development adjustments as conditions change over time, this plan contains flexible and realistic recommendations and projects for the future that are necessary for the Town to transform its vision for the future into reality.

Town of Bennett Comprehensive Plan Guiding Principle #1: A comprehensive, safe and efficient transportation system that provides for all forms of travel, including vehicular, bicycle, pedestrian and public transit.

KEY THEMES

Throughout the planning process, a set of key transportation-related themes were identified. These themes are briefly outlined below with further discussion included in ensuing chapters of this plan.

Town growth and impact on the roadway network

Growth within the community is a predominant topic of not only the Town's comprehensive plan, but also this plan. It is clear there are specific planning and implementation considerations that must be addressed between the two to ensure a cohesive and efficient environment for current and future residents. Without proper planning, uncoordinated development has the potential to negatively affect the efficiency of the transportation network in the Town. This is both a specific purpose of this plan, and the benefit of completing this process now instead of after the fact. Outlined in more detail within Chapter 4 of this plan, estimated impacts from development are accounted for and necessary roadway improvements are outlined for near- and long-term implementation.

Peak period congestion and safety concerns

Traffic congestion is caused by a number of factors, such as design issues, roadway capacity issues; and localized factors like traffic patterns, traffic control, accidents and construction. Often congestion is felt by motorists during peak periods of vehicular travel – typically defined as the continuous 60-minute stretch of time with the highest traffic volume for morning and afternoon period of travel. Additionally, congestion is more readily perceived at intersections where travel time delay is more acutely experienced by drivers. Additionally, previous studies associated with development in the community have estimated that on average the increase in roadway users may increase travel delay between 20-35 seconds with associated improvements on the current roadway configuration. Chapter 4 and the Transportation Network Analysis supplement provide further detail on the overall analysis completed to develop this plan.

Issues of safety were predominant in the comments received through community engagement. The user safety poll allowed respondents to rank each mode of transportation (driving, walking,

Achievable Goal: To provide a safe, efficient, and connected multi-modal transportation network.

Key Strategy: Improve vehicular access, traffic circulation and pbulic safety at interstate highway interchanges accessing Bennett.

Catalyst Action: Completion of a master transportation plan for the Town of Bennett and incorporating the plan into the Town's GIS systems.

Policy Directive: The Town shall work with DRCOG, CDOT, RTD and other regional transportation entities to coordinate development of multi-modal transportation system.

and bicycling) based on their perception of each activity. In general, respondents ranked each mode as unsafe, and noted that bicycling is the least safe mode of transportation in the Town. In addition, respondents were also invited to identify specific locations and associated issues on an interactive map provided throughout the planning process. In most instances, safety was the issue indicated. A comment density map is included in the Transportation Network Analysis supplement outlining concentrations of comment locations throughout the Town that require specific attention.

Continued regional coordination

Lastly, a common thread between the analysis and the recommendations is the need for a focused effort surrounding continued regional coordination. The Colorado Department of Transportation is the owner of several integral roadway corridors throughout the community. Coordination between the Town and CDOT is of the utmost importance in order to facilitate several improvement recommendations included in this plan. Another purpose of this plan is to help outline the background and support the identified improvements to increase the potential for implementation.

It is also important for the Town of Bennett to continue coordinating and collaborating with both Adams and Arapahoe Counties. It has already been noted that the town is experiencing a substantial increase in growth – much of the anticipated future growth taking place through annexation which will have compounding roadway improvement and connection implications between the different jurisdictions.

As a means for greater regional coordination and access to necessary federal funding to support implementation, Bennett staff should also continue to coordinate with the Denver Regional Council of Governments (DRCOG) and participate in technical committee and sub-regional forums. Coordinating with DRCOG on the identified transportation projects included within this plan may open funding opportunities and help with the identification of competitive projects for the allocation of funding within Adams and Arapahoe Counties.

HOW TO APPROACH IMPROVEMENTS MOVING FORWARD

This plan identifies roadway improvements that are recommended to take place over the next 20-plus years. Through the development of these recommendations, each has been prioritized based on the Town's priority ranking process and all roadway improvements have been assigned a basic preliminary cost estimate associated with the full build-out of the improvement.

To support further planning, fundraising, and budgeting, all data associated with recommended roadway improvements has been integrated into the Town's Capital Asset Inventory Master Plan (CAIMP) framework. This allows Town staff to monitor improvement implementation, assess and reassess priority levels based on a variety of indicators (such as new developments, collaborative agreements, allocated funding, etc.), and have a better understanding of overall cost.

Implementation may also occur in a phased approach. In many cases, the complete build-out of a particular roadway, including additional attributes, such as sidewalks, multi-use trails, and bicycling amenities may take place over time rather than all at once. For example, roadway improvements along 38th Avenue may start with lane improvements and given the pace of development in this part of the community, bike lanes and sidewalks may follow in the future. It will be important for Town staff to consider community needs and related development impacts as implementation decisions are made.

HOW TO USE THIS PLAN | PLAN COMPONENTS

Community-focused transportation planning is a comprehensive endeavor. The process of developing a master transportation plan for the Town of Bennett has produced a substantial amount of supporting information and detail to set an appropriate course forward for future roadway upgrades and network implementation. The ensuing plan has been compiled to be user-friendly and approachable - a guide for Town staff and decision makers and a resource for residents. As such, the plan has been separated into two key components, a shorter overview of key planning outcomes (the Master Transportation Plan) and a set of supplemental documents providing detailed information where needed for future planning and implementation activities. Each of these components is outlined for reference below.

Master Transportation Plan Components

1. Introduction – The introduction outlines the study area of the plan, notes connections to key local and regional plans, and provides an overarching discussion on local demographic trends, development opportunities and commuting patterns.

2. Goals, Strategies and Action – This brief chapter builds on the goals, strategies and actions initially developed in the Town's Comprehensive plan and further expands on these ideas by incorporating community engagement outcomes.

3. Projections – Population, Employment, and Housing – The projections chapter outlines the connection between continued growth in the Town and implications for the roadway network.

4. Transportation Network – This chapter provides an overarching analysis summary of the current roadway network in Bennett and outlines recommendations for updates to roadway functional classification and future roadway and active transportation network expansion/ build-out.

5. Recommendations and Implementation – The final chapter of the plan puts the pieces together and outlines the need for continued planning and data development, regional roadway coordination, alignment with federal funding opportunities and future transit planning. This chapter also provides an overview of updated roadway design standards and an example of cost estimates for implementation moving forward.

Supplemental Documentation

Existing Conditions Supplement provides a deeper dive into the socioeconomic conditions affecting the transportation system within and adjacent to the Town of Bennett.

Transportation Network Analysis Supplement provides a substantially more detailed account of the analysis completed to develop recommendations

for the transportation system moving forward. Items of note are functional classification, access and connectivity, traffic estimates and volume-to-capacity determinations.

Basic Roadway Design Criteria Supplement provides a detailed breakdown of the basic design criteria for each roadway type in Bennett – arterials, collectors and local roads. Each roadway detail includes an illustrative example of roadway cross sections, definitions and design considerations. This supplement also includes minimum attribute measurements by each roadway type.

Preliminary Cost Estimates Supplement provides a snapshot of cost estimates by roadway type by material type.

Community Engagement Supplement provides a slightly more detailed account of engagement activities undertaken during the transportation planning process.

Traffic Calming Supplement provides a toolkit of possible traffic calming treatments that may be helpful based on future needs. Each traffic calming treatment includes an illustrative example and considerations for implementation.

EV Charging Station Location Supplement provides a quick map of an initial investigation into potential electric vehicle charging locations throughout the Town.

CHAPTER 1 | INTRODUCTION

STUDY AREA

The Town of Bennett, officially incorporated in 1929, traces its origins back to 1862 originally established as a homestead by four Bennet brothers in a location just south of the current Bennett Post Office. The Town is situated on the eastern edge of the Denver metropolitan area along Interstate 70 (I-70) in Adams and Arapahoe Counties. While the Town's incorporated area is approximately seven square miles, Bennett is the shopping and service hub for over twenty thousand residents along the I-70 corridor (Figure 1). According to the U.S. Census Bureau, Bennett was home to 2,862 residents in 2020 with approximately 68 percent in family households. In addition to the availability of community amenities including access to regional and local parks, trails, and recreational facilities, Bennett is also experiencing a substantial housing and population boom. Since 2017, 329 housing units have been built and over 1,000 single-family lots are approved for development.

CONNECTION TO KEY LOCAL PLANS

Town of Bennett Comprehensive Plan (2021)

Bennett's comprehensive plan outlines the Town's commitment to responsible planned development; economic vitality; high-quality public services, resilient infrastructure, programs and policies; and the continued expansion of a healthy community and serves as a focused update of the Town's 2012 and 2015 comprehensive plans. Furthermore, the plan outlines the town's vision statement with states that the Town, "is a community built with small town character that is happy, connected, safe, and innovative with opportunity to live well and thrive."

The transportation-related component highlights the following as an achievable goal for the community: "To provide a safe, efficient, and connected multi-modal transportation network." Subsequently, the associated key strategy focuses on the need to improve vehicular access, traffic circulation and public safety at interstate highway interchanges accessing Bennett. Some of the key recommendations from the Plan that should be considered in this MTP include:

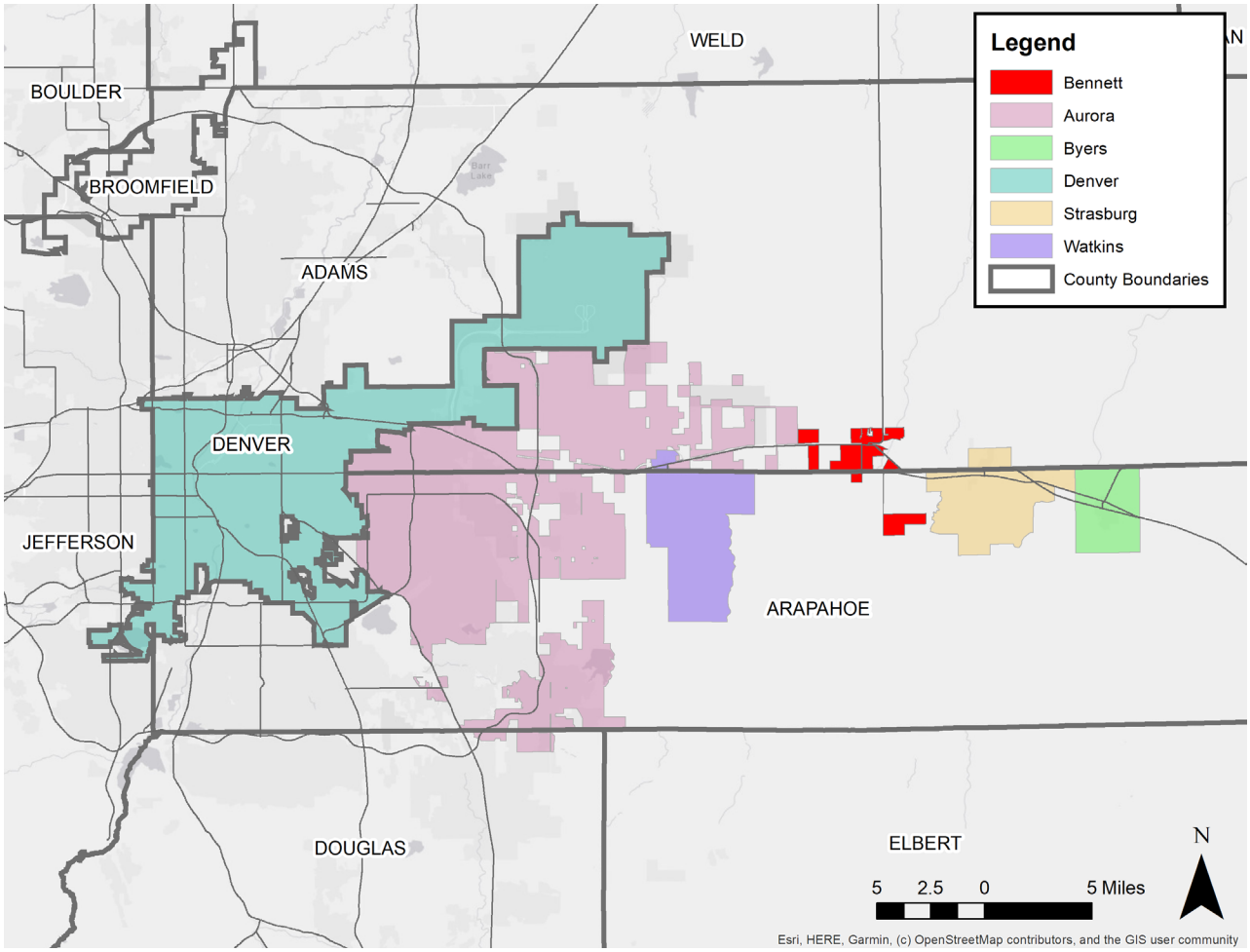


Figure 1 Regional Context and Study Area

- The realignment of SH 79 in Bennett, beginning at Edward Avenue, extending north and east over the Union Pacific Railroad and reconnecting with the existing SH near the intersection of East Palmer and Old Victory Highway.
- Improving the existing SH 79 and Kiowa-Bennett Road interchanges
- Constructing a new interchange on I-70 at Harback Road, and
- The review and outline of expansion opportunities for roadway, transit, and other cutting-edge transportation opportunities, including a multimodal transportation network of bike lanes and trails, and future public transit elements that consider the following:

  * Express bus service to the Denver metro area
  * Initiation of a local bus circulator or trolley service
  * Commuter rail service to RTD's planned East Corridor commuter rail line – connection to UP rail line or new infrastructure within I-70 median right-of-way, and
  * A high-speed rail station located at an I-70 interchange with service from Denver.

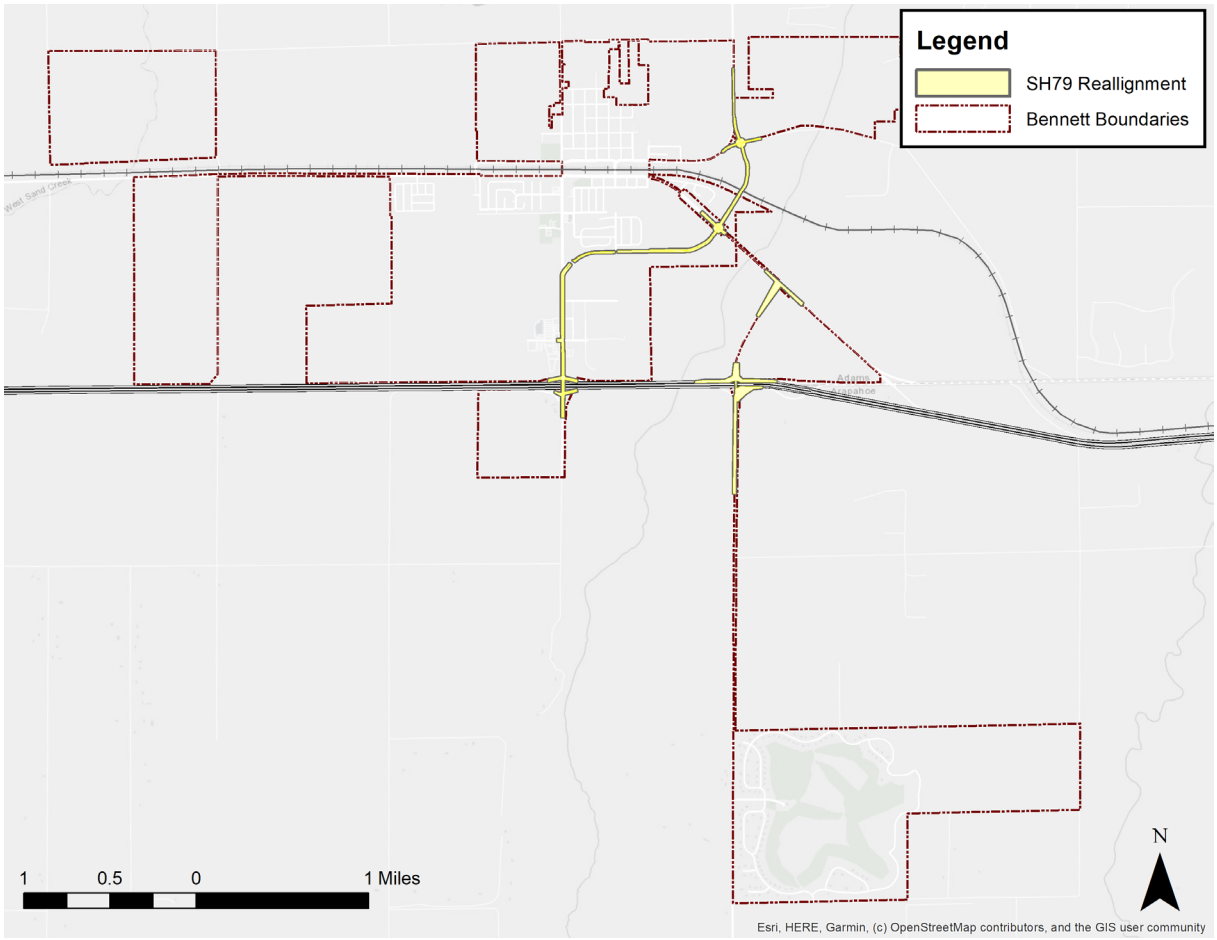


Figure 2 SH79 and Kiowa-Bennett Rd Preferred Alignment

Town of Bennett SH 79 and Kiowa-Bennett Corridor Planning and Environmental Linkage (PEL) Study (2013)

The Town of Bennett in partnership with Adams and Arapahoe Counties and Colorado Department of Transportation (CDOT) prepared the PEL study to identify and assess potential transportation improvements along the SH79 and Kiowa-Bennett Road corridors. The purpose of the corridor project is to improve regional connectivity, reduce conflict and delay at the SH79 at-grade crossing of UPRR, and address safety concerns along the major corridors within the study area for existing and future conditions. The MTP builds upon the next steps outlined in the PEL study and incorporates concept design for the preferred alternative in the development of future recommendations for the entire transportation system. The next steps identified within the plan include:

- Secure necessary funding to move projects forward into the National Environmental Policy Act (NEPA) process
- Complete the NEPA analyses of Recommended Alternative or separate project phases
- Complete design
- Obtain ROW
- Complete Intergovernmental Agreement with local agencies regarding maintenance
- Complete construction

Town of Bennett Capital Asset Inventory Master Plan (CAIMP) Integration

CAIMP is the GIS-based capital asset dashboard the Town utilizes to capture, store, manipulate,

analyze, manage and present a variety of spatial and geographical data in one accessible location. In early 2019, Town staff, engineers, and consultants focused efforts on providing a complete review of all the Town's assets covering utilities, roads, buildings, parks and planning cases.

A key feature of the development of this MTP is the integration of Bennett's roadway network and associated planned improvements as an outcome of this planning process. All developed data, analysis and implementation details have been packaged and incorporated into CAIMP to provide a holistic understanding of how identified roadway improvements fit into the larger picture of capital improvements for the Town. Chief among the data provided for CAIMP is a full account of phased roadway improvements and associated cost estimates as the Town continues to develop for the next 20-plus years. This information is further summarized later in this plan, however a detailed account of roadway implementation recommendations is contained within the Town of Bennett MTP Recommendations Supplement document.

CONNECTION TO NOTABLE REGIONAL PLANS

DRCOG 2050 Metro Vision Regional Transportation Plan (2022)

The Denver Region Council of Governments (DRCOG)'s Metro Vision Regional Transportation Plan (MVRTP), adopted in 2022, encompasses the region's vision for a multimodal transportation system needed to respond to future growth and demographic trends. It identifies transportation facilities, improvements, and services for the DRCOG region.

Overarching goals of the plan include:

- Creating a safety program to increase the region's investments in projects to eliminate transportation fatalities and serious injuries;
- Continuing to invest in programs for community mobility planning and implementation, regional transportation operations and technology, regional air quality, commute options, and human service transportation through DRCOG's Transportation Improvement Program;
- Investing in a regional bus rapid transit system;
- Implement mobility hubs at strategic locations across the region to connect various travel modes;
- Creating a program focused on freight-related investments to implement multimodal freight plans recently adopted by both DRCOG and CDOT;
- Enhance the relationship between transportation and land use development;
- Provide for maintenance of a well-connected multimodal system; Incorporate

transportation management actions to increase the existing system's efficiency;

- Include travel demand management efforts to reduce single-occupancy vehicle trips..

It is important to note that the 2050 MVRTP does not currently include any major infrastructure projects in the Town of Bennett municipal limits or in areas immediately adjacent to the community.

Bennett Transportation Improvement Projects

The DRCOG TRIPS database lists a completed project in the 2022-2025 cycle noting improvements to the SH79 and I70 interchange eastbound ramp improvements. These improvements include widening the interchange footprint, relocating the existing ramp interchange, and signalizing the eastbound off-ramp. The cost of this project was roughly $2.2 million (federal, state, and local dollars combined).

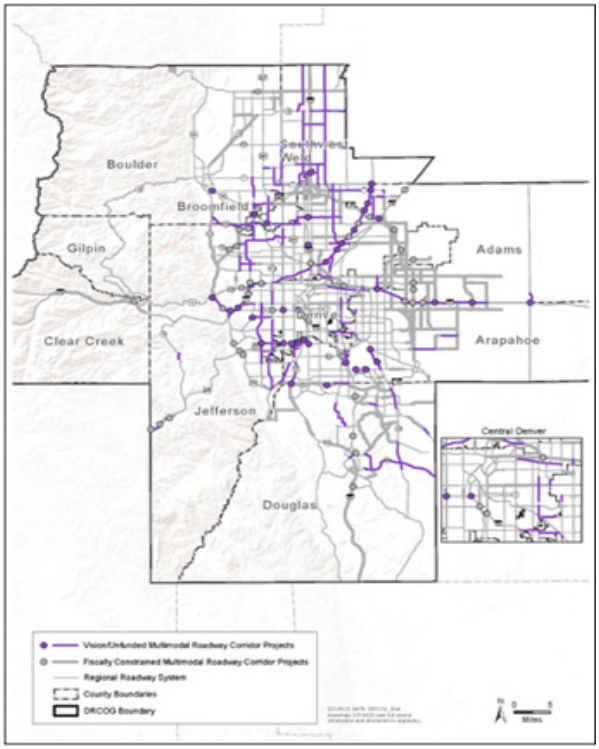


Figure 3 DRCOG Fiscally Constrained Transportation Project Map (2022)

DEMOGRAPHICS, DEVELOPMENT OPPORTUNITIES AND COMMUTING PATTERNS

Demographic information for the Town of Bennet helps to tell a comprehensive story about those living and working in the area today and how they travel to everyday destinations. Based on data from the US Census, Bennett had a total population of 2,862 people in 2020, with a majority of those identifying as White (91.8 percent). American Community Survey 5-year estimates indicate that a large percentage of residents live in family households (68.1 percent) and that most residents are above the poverty line (approximately 91 percent).

Anticipated Development

Development in Bennett is unlike that currently taking place throughout most of the greater Denver region. With substantial development opportunity throughout the current Town boundaries as well as property located immediately adjacent, Bennett has the opportunity to improve the roadway network in line with and fully understanding the anticipated influx of roadway users as development progresses. This is not typically the case in more urban communities where development necessitates infrastructure upgrades in areas of constrained right-of-way.

Given the Town's current size and available space, this plan has the benefit of providing staff with an understanding of exactly what types of roadway improvements, functional classifications, volume and capacity expectations, and right-of-way needs for completely new roads as well as improvements to roads at their most basic (gravel surface) implementation.

Figure 6 below illustrates known/anticipated development locations (at the completion of this plan) throughout the Town based on a 3-, 5-, and 10-year timeline of development. Bennett has become a focal point for the development community given its available land and proximity to job centers in Aurora, Denver, and beyond.

The development of this MTP benefitted from traffic impact analyses previously completed for each known development site. This information is summarized in connection with the roadway network in Chapter 3, however, key considerations that outline the development opportunities in Bennett are listed below.

High-level preliminary estimates based on projects currently in the planning process (initial conversations with staff, formal applications, zoned, final plats approved, or under construction). Note: these estimates are provided as an illustrative example of the amount of potential development the current and future roadway network will be required to handle. The real estate market is volatile. Assumed and/or anticipated expectations developed today, may not be realized to the full extent in the near future.

Single family dwelling units (20 years): 3,743

Multi-family dwelling units (10-20 years): 1,156

Square footage estimates:

- Retail square footage: 737,000
- Warehouse square footage: 952,000
- Office square footage: 1,635,000

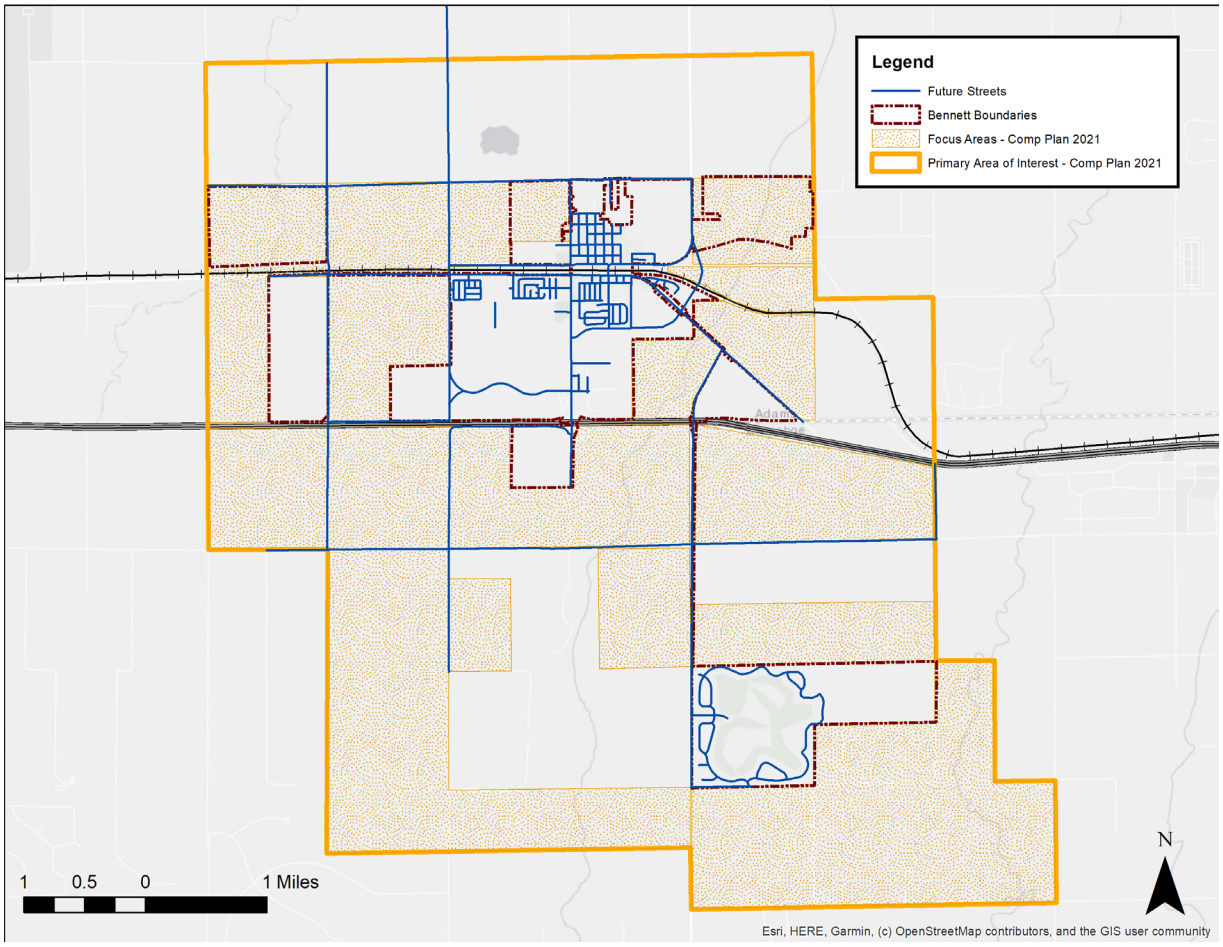


Figure 4 Future Focus Area

Work Inflow & Outflow

A substantial amount of people living in Bennett travel outside the Town for work (94 percent) while a very small amount both live and work in Bennett (5.8 percent) based on 2018 data from On the Map. Almost 90 percent of the workforce in Bennett travels into the Town from elsewhere. As the population continues to grow in the Town of Bennett, this information helps illuminate the importance of continuing to provide a transportation system that promotes safe and convenient access to I-70 for travel to the greater Denver region and large employment bases in Denver, Aurora, and the interconnected surrounding areas.

Means of Transportation to Work

Analyzing transportation-related indicators within the American Community Survey, Bennett residents rely heavily on the automobile. Most residents drive alone (78.9 percent) while some carpool (11.3 percent) with over 35 percent of occupied housing units within the Town have two vehicles available (compared to 43 percent for renter-occupied housing).

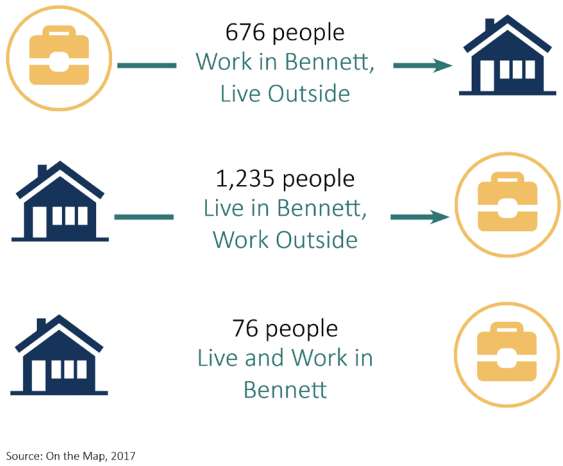


Figure 5 Bennett Work Inflow and Outflow

CHAPTER 2 | GOALS, STRATEGIES AND ACTION

TOWN OF BENNETT COMPREHENSIVE PLAN TO MASTER TRANSPORTATION PLAN

The Town's 2021 Comprehensive Plan makes note that "Bennett is one of the most accessible communities in the Denver area," pointing out that the network includes Interstate 70, US Highway 36, State Highway 79, as well as the Union Pacific Railroad. The plan also notes that the "regional highway system's condition and functionality significantly impact the Town's existing and future roadway systems."

Over the last two decades, several plans and studies have been completed in Bennett that prioritize transportation as a key factor in the Town's future success. Several studies addressing transportation needs not only informed the development of the comprehensive plan, but also helped shape this MTP.

The Comprehensive Plan not only sets the stage for this MTP, but specifically notes that a "key next step [for the town] is creating a Master Transportation Plan… to guide the Town's policy development, and the delivery of services, prioritize transportation projects, outline opportunities, and generate a strategic action plan for the next ten years." The MTP is also focused on reviewing and outlining expansion opportunities for roadway, transit, and other cutting-edge transportation opportunities, including a multi-modal transportation network of bike lanes and trails and future public transit elements.

MTP GOALS, STRATEGIES AND ACTION

Included in the Comprehensive Plan is the identification of an Achievable Goal and an associated Key Strategy and Catalyst Action. Each of these are included below.

- **Achievable Goal:** To provide a safe, efficient, and connected multi-modal transportation network.

- **Key Strategy:** Improve vehicular access, traffic circulation and public safety and interstate highway

interchanges accessing Bennett.

- **Catalyst Action:** Completion of a master transportation plan for the Town of Bennett and incorporating the plan into the Town's GIS system.

Given the fact that the community already worked through a process to develop a goal related to the transportation network and identified a set of key strategies to meet that goal, the project team utilized this initial set of information to engage with community members to identify more detail that would help guide the planning process further. A full account of engagement is included in the MTP Community Engagement supplemental document.

Figure 6 to the right, highlights the ranking identified by participants. The Safety and Connectivity elements of the achievable goal are clearly important to residents, followed by efficiency and multi-modal improvements. It is generally assumed that general familiarity with the term "multi-modal" may have been part of the reason for the differentiation among that element and the higher ranked items. This is understandable. Based on the results of the community transportation questionnaire (detailed and summarized below) vehicular use is the predominant means of transportation in and throughout the Town, and modes such as walking, and bicycling are substantially less utilized.

COMMUNITY ENGAGEMENT QUICK SUMMARY

A key factor in any successful planning process is deliberate and consistent community engagement throughout the development of the plan. Summarized below are key activities for formal and informal community engagement that informed the resulting MTP. A detailed account of MTP engagement activity outcomes is outlined in the MTP Community Engagement supplemental document.

The predominant amount of community input came through the use of a community questionnaire. The questionnaire was posted to the project website and available in the Spring of 2022. Respondents were asked a variety of questions regarding their current travel behaviors, the perceived safety of different modes of transportation, commuting patterns and factors that influence the safety and efficiency of the transportation network.

Of particular note is the fact that of the questionnaire responses, 100 percent of responders indicated that driving alone was their primary form of travel within and outside of Bennett.

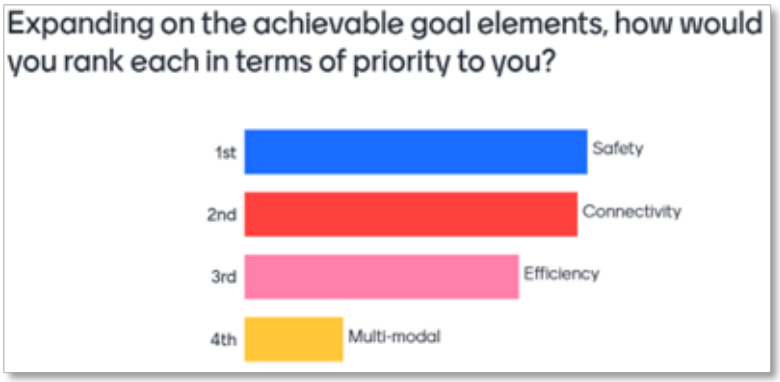


Figure 6 Achievable goal elements ranking

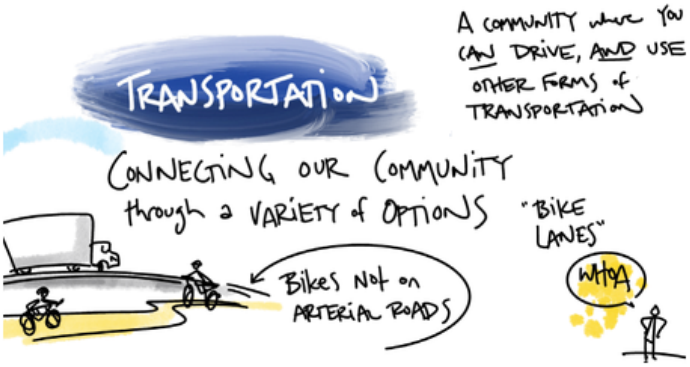
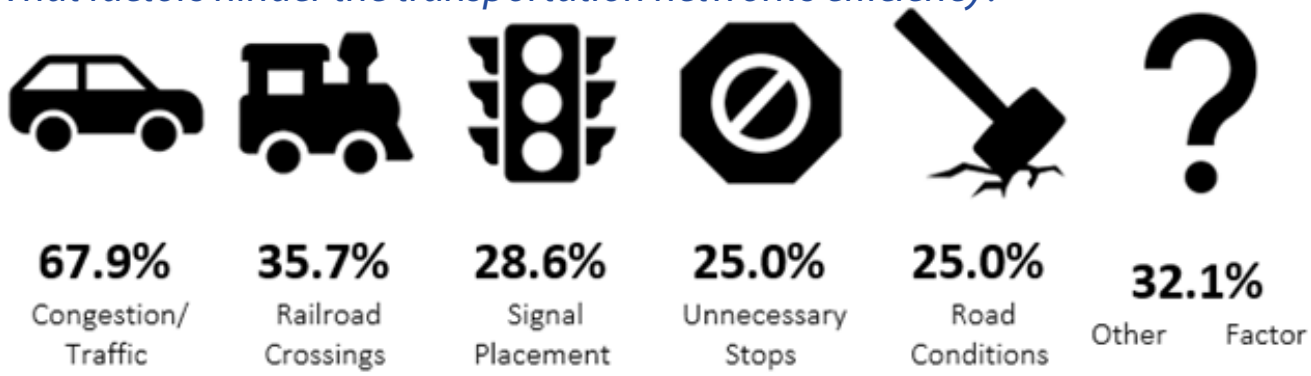


Figure 7 Town of Bennett Comprehensive Plan (2021) - Transportation Section

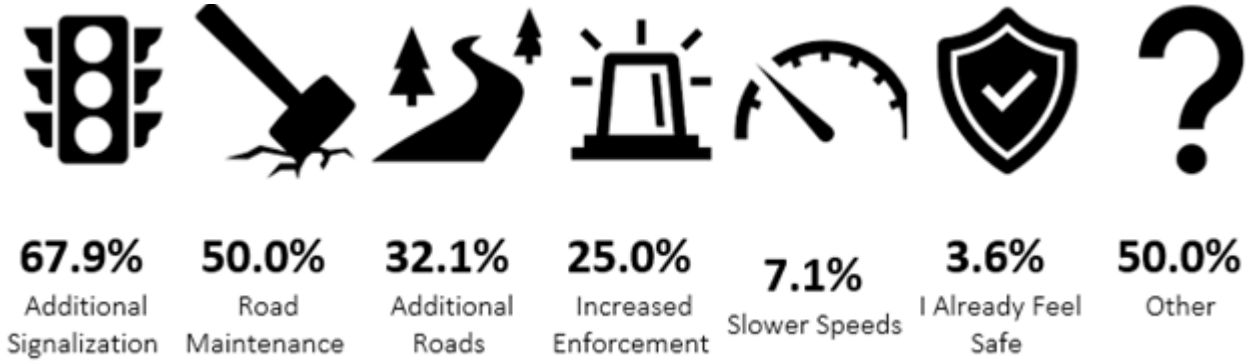
User Safety Poll

Responses to the questionnaire indicate concerns with the overall safety of the transportation network for all types of users. Indicated below, respondents ranked each mode as unsafe, with bicycling being the least safe mode of transportation in Bennett.

What factors hinder the transportation network's efficiency?



What improvements would make you feel safer as a driver?



What improvements would make you feel safer as a pedestrian?

75.9%	55.1%	44.9%	24.1%	10.3%	10.3%	17.2%
Additional Facilities	Additional Crossings	Additional Signalization	Facilities Maintenance	Slower Speeds	I Already Feel Safe	Other

What improvements would make you feel safer as a bicyclist?

75.0%	42.9%	39.3%	28.6%	25.0%	14.3%	3.6%	17.9%
Additional Facilities	Additional Crossings	Additional Signalization	Wider Sidewalks	Facilities Maintenance	Slower Speeds	I Already Feel Safe	Other

How long is your typical commute?

While most respondents indicated a commute time over 30 minutes, it is likely this is from residents that commute to work over longer-distances to the metro area and beyond. It is important to note that 25 percent of respondents indicated they don't commute (due to working from home or not working at all). This question does not differentiate between work commute and short trips within the community.

15.4%	18.8%	12.5%	28.1%	15.6%	9.4%
1-10 Minutes	11-20 Minutes	21-30 Minutes	30+ Minutes	Work from Home	Don't Work

CHAPTER 3 | PROJECTIONS: POPULATION, EMPLOYMENT AND HOUSING

This core purpose of this plan is to develop an estimate of needed roadway improvements taking into account not only existing conditions, but also anticipated conditions that will ultimately have an impact on the Town's roadway network. While not summarized within this plan, a full account of Bennett's existing conditions can be reviewed within the Existing Conditions supplementary document.

This plan contains and considers household population and employment projections through the year 2040 that use DRCOG forecasts as a baseline level of analysis for potential impact on the transportation network – both locally and regionally. The plan also incorporates input from Town staff based on known development projects, current zoning, and local development policies and aspirations. This process is believed to be more reflective of current trends and local policies than the regional forecast and was substantially analyzed and discussed in the development of the future roadway network for the Town.

DRCOG POPULATION AND EMPLOYMENT PROJECTIONS SUMMARY

The figures below depict population and employment by transportation analysis zone (TAZ) – a unit of analysis similar to a Census block group used for regional transportation planning purposes – for the years 2020 and 2040, as well as growth rates from 2020-2040. TAZ-level forecasts are developed by DRCOG for the entire Denver metropolitan area; projections for the Bennett area were developed by DRCOG in consultation with the Town of Bennett, Adams County, and Arapahoe County. There is an inherent level of uncertainty in predicting actual growth by location. As such, the future year maps included below should be referenced for understanding general growth patterns across Bennett and the surrounding area and the development potential that has been currently identified. It is also important to note that TAZs are not consistent with jurisdictional boundaries and that population and employment forecasts are limited regionally based on defined county-level control totals coordinated with the State of Colorado's Demography Office.

Also, important to note is that TAZ level population projections are bound by county control totals developed by DRCOG staff in conjunction with the State Demography Office. This is to say that although Bennett's projections may be higher, and any extrapolation from anticipated development may infer higher increases in both population and employment, for regional transportation planning purposes, regionally forecasted amounts cannot exceed these control totals.

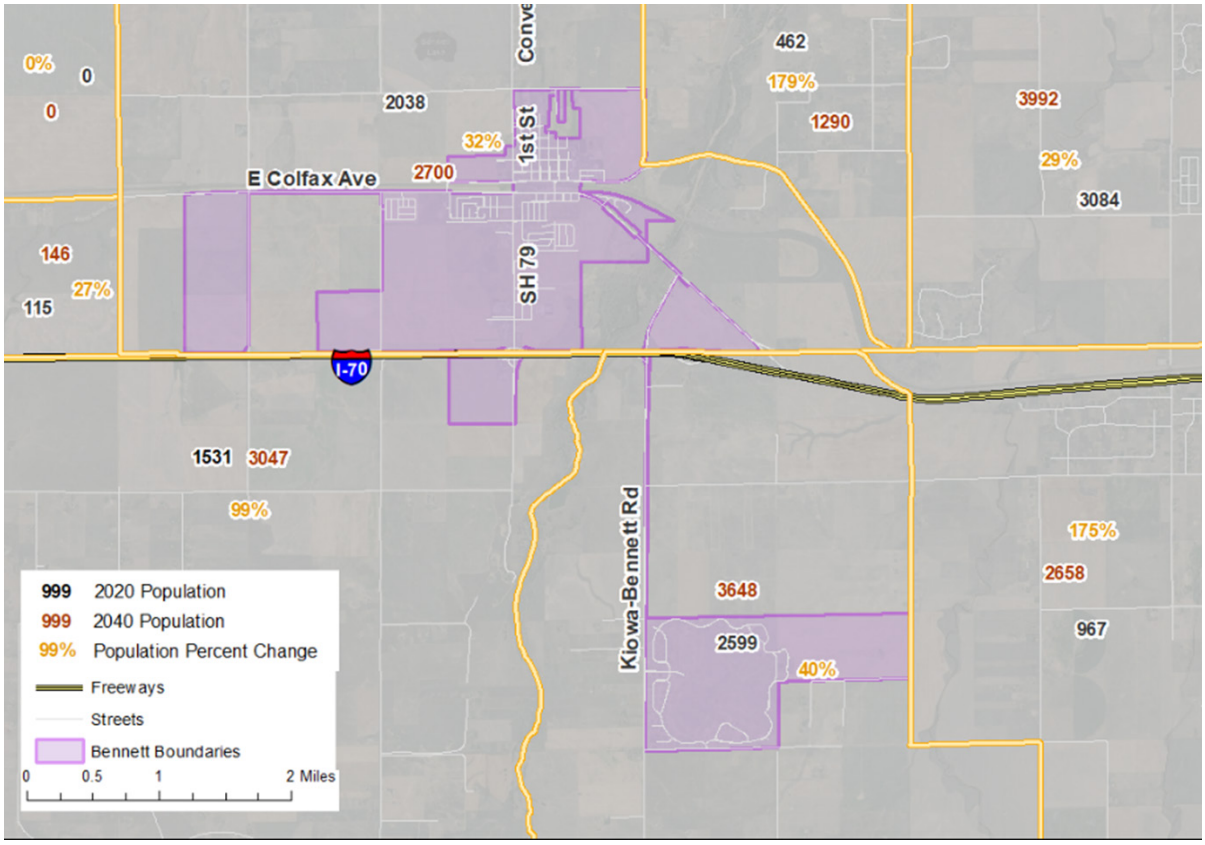


Figure 8 DRCOG 2020, 2040 Population Estimates by TAZ

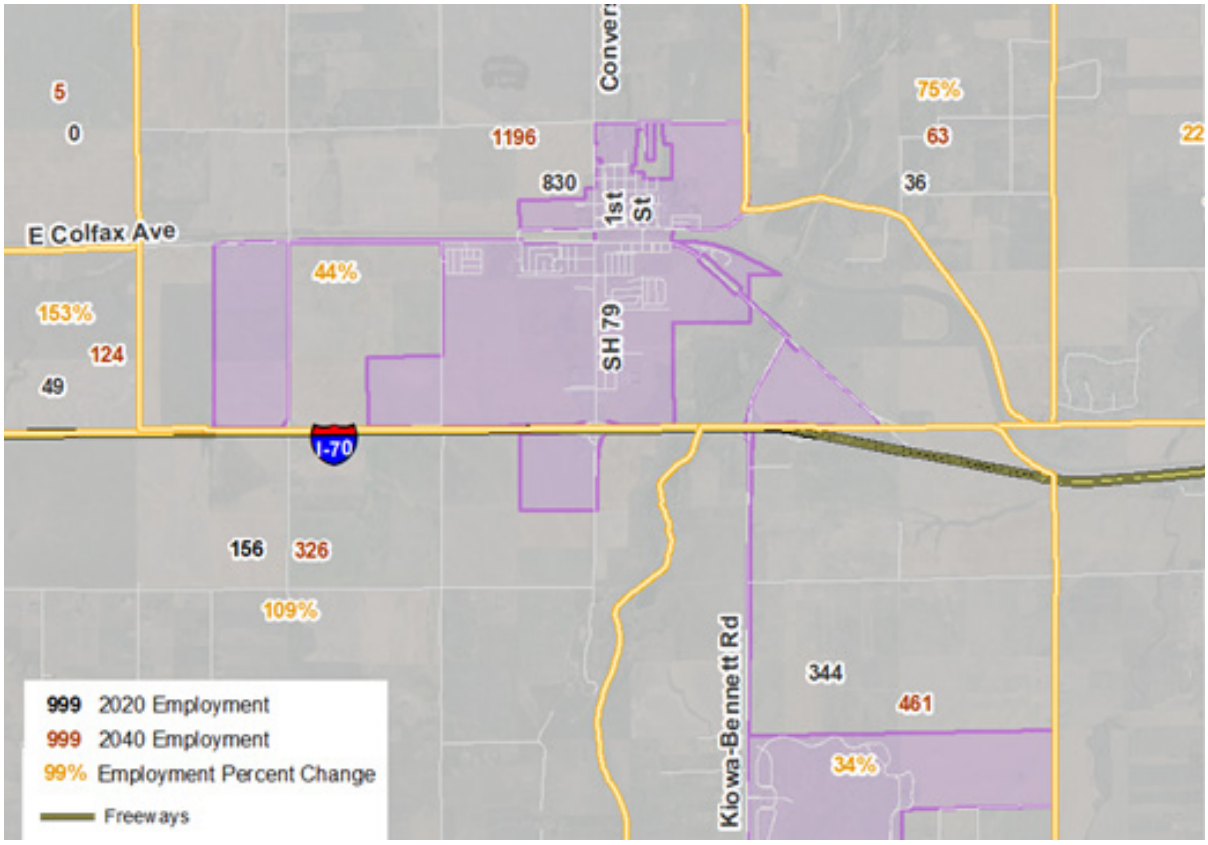


Figure 9 DRCOG 2020, 2040 Employment Estimates by TAZ

TOWN OF BENNETT POPULATION AND HOUSEHOLD PROJECTIONS

According to the Town's 2021 Comprehensive Plan update, the Town estimates at least 1,200 acres of undeveloped land potential. While developing the Capital Asset Inventory and Master Plan (CAIMP) system, the town noted that the potential for residential and commercial growth is significant based on three major contributing factors (as also seen across the state):

- The current and increasing population growth in the State;
- The expansion and population increase in Metro Denver; and
- Housing prices that push potential buyers into surrounding areas, like Bennett.

This development opportunity is further exemplified by the Town's housing absorption rates over the last three years. At the end of 2020, 80 percent of 250 newly platted home sites had obtained certificates of occupancy. In 2021, the Town noted five different residential developments in various stages of construction accounting for 948 platted lots and 129 certificates of occupancy. The 2021 housing absorption rate mid-way through 2021 was calculated to be at roughly 14 single-family equivalents per month. Extrapolating this noted absorption rate and coupling it with the identified available land for absorption and the population forecast in 2029 (12,581), the Town of Bennett anticipates absorbing roughly 4,358 single family equivalent units by 2030. The Town's development absorption map is available in Figure 6, Chapter 1.

While flux in the housing market along with potential continued supply chain issues and workforce shortages due to the pandemic can affect resulting development in the community, it's important to note the potential increase in population based on average household size and the proposed housing development in the Town. The table below provides an illustrative example of what development anticipations could produce by 2040 with all inputs remaining constant.

Table 1 provides an illustrative example of what unimpeded development anticipations could produce by 2040 with all inputs remaining constant.

2020 Average Household Size	2.78
2020 Number of households	1047 households
2040 Anticipated additional number of households (based on current available information on development pipeline)	6005 households
2020 Current population	2,862 residents
2040 Projected Increase in Population (based on development)	19,605 residents
2040 Total Projected Population (based on development)w	22,467

Table 1 Population Projection Example

IMPLICATIONS OF PROJECTIONS AND COMMUTING DATA

Noted previously in this chapter, a detailed understanding of the anticipated development in the Town helps provide a clearer understanding of the future needs of the roadway network – what infrastructure upgrades are needed, and what new infrastructure needs to be planned for and implemented. The bullet points included below include some of the questions town staff, stakeholders and the consulting team worked through in the development of the future roadway network.

• Will development increase in commute times?

• Without prioritized and phased improvements to the roadway network, how and where will congestion occur?

• Will Bennett continue to export residents to external job sites and import workers for service and retail jobs?

• What are the implications and opportunities not only for accessing the regional network, but also for future transit investments in the area/region?

• How should local trips be protected?

• What destinations need elevated access and what connections are critical to maintain?

• What happens if/when housing patterns shift, higher-income professionals move to Bennett, hybrid work environments persist, and commercial retail expectations change?

• An over-abundance of the single-family housing type can affect commuting patterns and create a reliance on single-occupancy vehicle travel – limiting the effectiveness of potential transportation investments in the future. This can limit the effectiveness of potential transportation investments undertaken by the Town of Bennett.

Are there proposals in the pipeline for multi-family housing? This type of housing will make Bennett more adaptive and more resilient to future changes in the housing and transportation realm largely the connection to pressure on the transportation system.

Since the current majority of employed residents in Bennett commute to work, transportation investment priorities are twofold. First, transportation investments should support regional travel needs including improved roadway connections to regional arterial roadways. The development of connections to regional bicycle networks will also provide the opportunity for Bennett residents to better access employment, and recreation, sites outside of the community. This will only be more relevant as development continues to move from the Denver metropolitan center outward toward Bennett and the surrounding communities in Arapahoe and Adams Counties. Establishing and expanding public transportation opportunities for Bennett residents and workers should also be considered. Over the long-term, Bennett may consider strengthening relationships and partnerships with the counties and RTD to expand service and create opportunities to access the rest of the metropolitan area without a private vehicle. Shuttle services and park and ride transit stations may also help connect with the regional transit system as service slowly increases.

Secondly, connectivity within the community must be enhanced to ensure the transportation system as a whole works as efficiently as possible with the substantial number of new homes expected. As discussed previously, the housing mix that Bennett ultimately sees developed will have a direct impact on the number of associated vehicles the transportation system will need to be able to manage. Not only are increased connections between and within new developments of paramount concern, but active transportation (bicycle and pedestrian) connections will also be important to shift transportation modes of internal trips within Bennett.

CHAPTER 4 | TRANSPORTATION NETWORK

EXISTING AND FUTURE ROADWAYS

The Town of Bennett's roadway network serves the needs of both internal and community-adjacent residents traveling to access jobs, services, recreational sites and other destinations. This section of the plan summarizes the roadway network throughout the Town, and the current and recommended long-term roadway networks by road type (i.e. functional classification). For a detailed account of the analysis completed to develop this plan, including traffic estimates, capacity analysis, etc., please see the Transportation Network Analysis Supplement.

Current Functional Classification

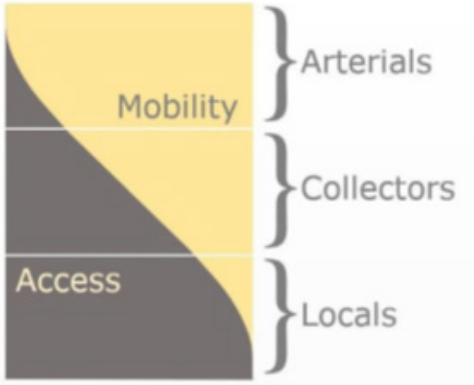
Functional classification refers to a road network hierarchy based on the level of mobility and access provided. Typically, higher category roads such as freeways and arterials provide more mobility and less access while lower category roads such as collectors and local streets provide less mobility and more access.

Bennett has historically coordinated roadway functional classification with the Town Board of Trustees adopted Bennett Roadway Design Standards, specifically, Chapter 4, Section 4.2.2 Roadway Classifications and Specifications. At the onset of this planning process, the currently adopted roadway classifications were used as a starting point. The table (and subsequent map) below provides an overview of the general requirements of each classification..

Note: The Town originally also had residential and non-residential classifications for collectors, however these were not defined in the currently adopted Roadway Design Standards document. It did appear that these classifications were related to context alone and did not necessarily require changes in design.

Functional Classification	Traffic Volumes	Speed	Number of Moving Lanes
Local	Less than 1.500 vehicles per day	25 mph	2
Collector	1,500 to 7,00 0vehicles per day	35 mph	2
Entry Street	n/a	25 mph	n/a
Arterial	7,000 to 12,000+ vehicles per day	45 mph	4

Table 2 Currently adopted basic roadway design criteria (December 2018)



Source: FHWA, COMPASS (Idaho)

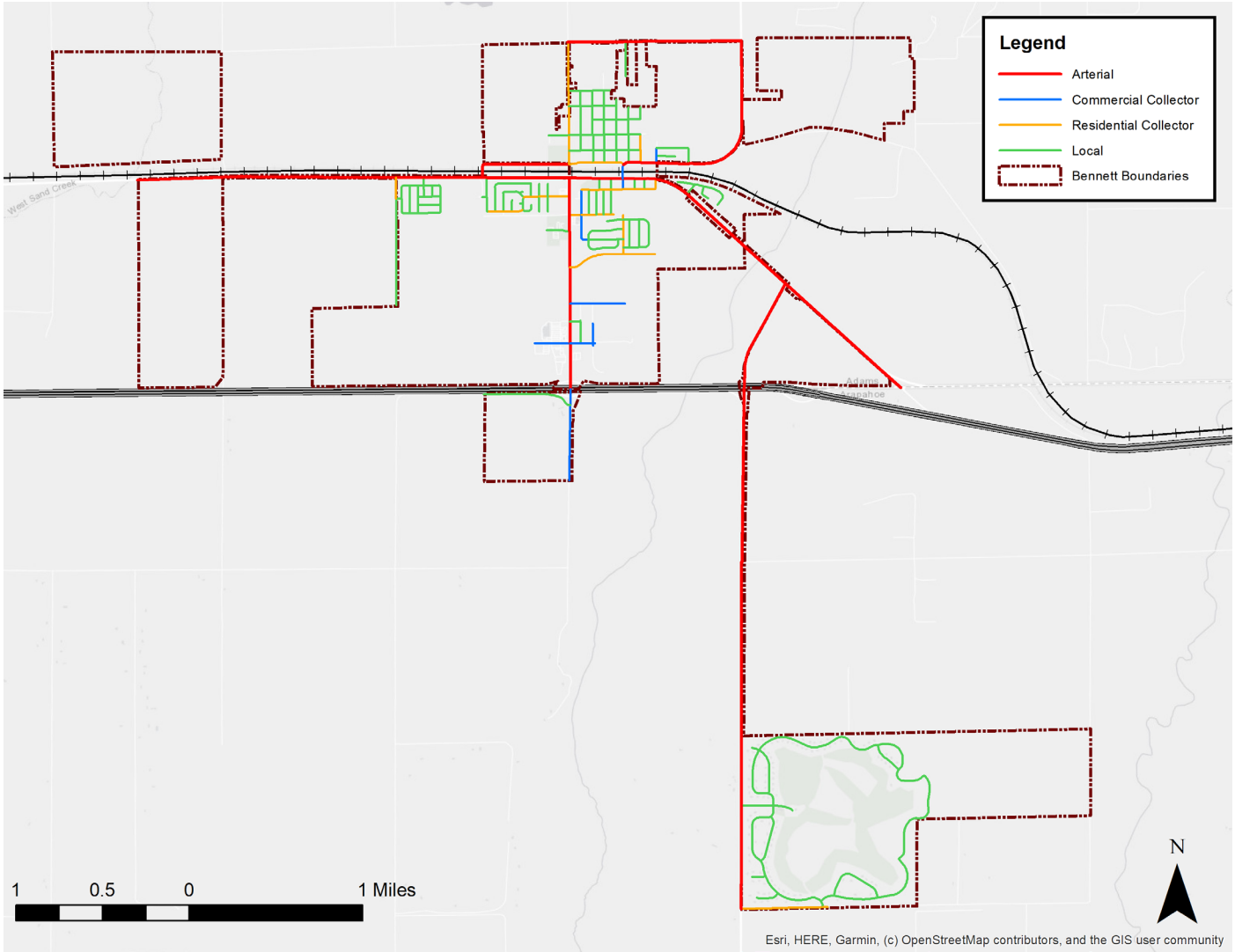


Figure 10 Current Functional Classification

Recommended Classification and Network Build Out

Adopted in December 2018, the current Roadway Design and Technical Criteria document outlines the following roadway functional classifications in the Town:

- Local – provide direct access to adjacent property.
- Collector – distribute traffic between arterial and local streets.
- Entry Streets (considered lower than a collector) – used when collectors are not appropriate connections between arterial and local streets.
- Arterial – permit relatively unimpeded traffic movement

Based on the Town's current classification map, Collector streets are also further delineated between residential and commercial applications, however design standards do not dictate a difference in implementation.

The analysis outlined in the Transportation Network Analysis supplement necessitated an update to the functional classification and design criteria the Town will need to use moving forward. Given the amount of anticipated development, the estimated increase in vehicular movement, the estimated capacity changes of the current roadway

network, and the general availability of right-of-way, it is recommended that the Town adapt their current functional classification and design criteria to a more robust and standardized set moving forward. The updated classifications are outlined below and include details for number of lanes and volume ranges. The table also includes the currently adopted details for comparison's sake.

It should be noted that the volume ranges provided in the recommended classifications are meant to provide Town staff with flexibility in determining future roadway classifications for the Town These recommended classifications are based on rural guidelines provided by the Federal Highway Administration.

The recommended functional classifications applied to the current anticipated network build-out for the Town of Bennett is illustrated in the map provided in Figure 12 below. Estimated future volumes and anticipated capacity constraints were used to identify classifications appropriate for the extent of the Town's roadway network.

	Lanes	Volumes (per day)	Speed	Minimum ROW
Current Classification				
Arterial	4	7,000 to 12,000	45 MPH	110 feet
Collector	2	1,500 to 7,000	35 MPH	65 feet
Entry	2	1,500 to 7,000	25 MPH	65 feet
Local	2	less than 1,500	25 MPH	50 feet
Proposed Classification				
Principal Arterial	4	2,000 to 8,500+	45 MPH	110 feet
Minor Arterial	4	1,500 to 6,000	45 MPH	95 feet
Major Collector	2	300 to 2,600	35 MPH	84 feet
Minor Collector	2	150 to 1,110	35 MPH	67 feet
Local	2	15-400	25 MPH	52 feet

Table 3 Recommended Classification Detail - Current and Proposed

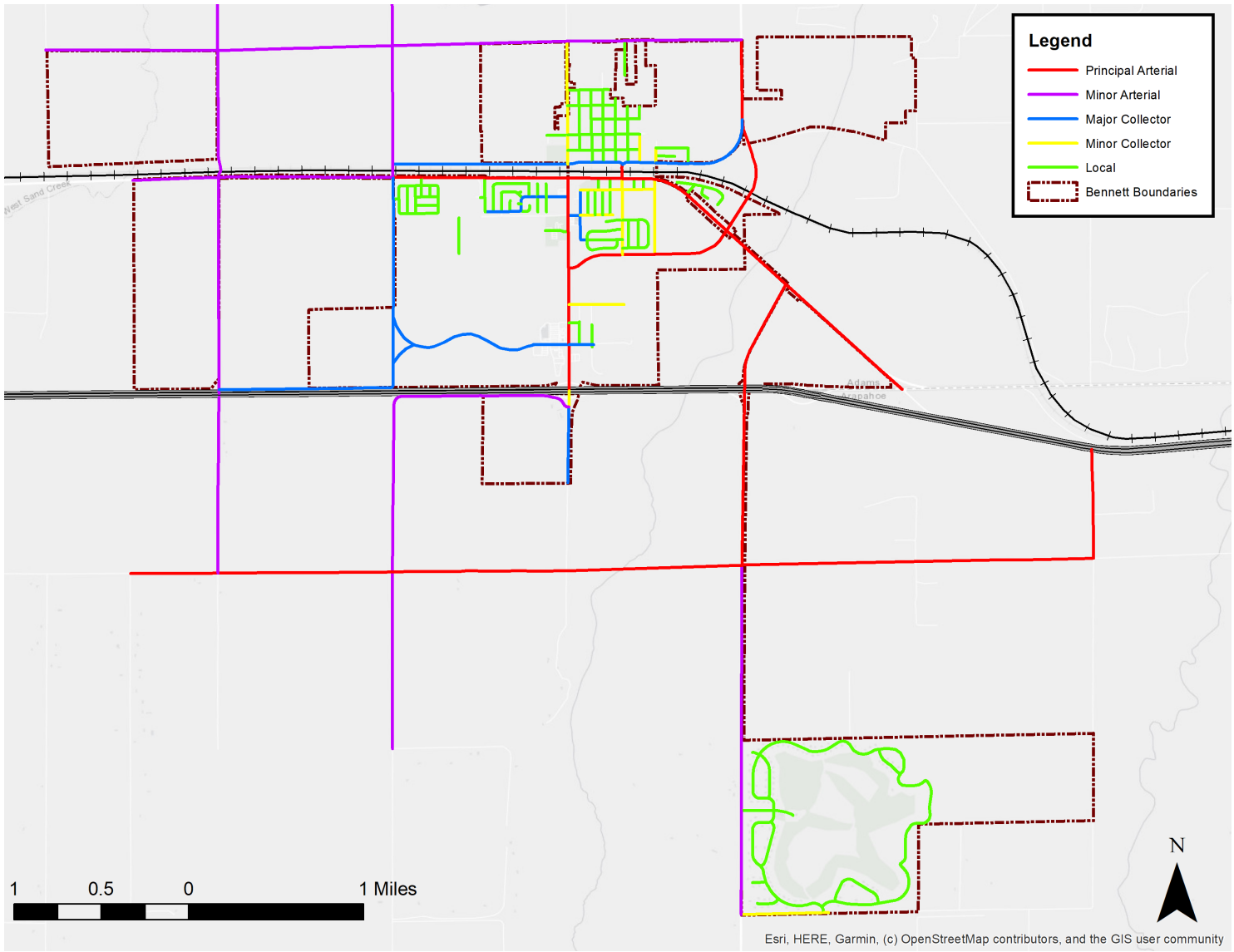


Figure 11 Recommended Functional Classification and Future Roadway Network Build Out

ACTIVE TRANSPORTATION NETWORK

The active transportation network in the Town of Bennett will expand over time with development growth to provide greater mobility across the Town. Active transportation considerations are recommended to be included as the transportation network is improved and built out over the next 20-plus years. A major priority in this implementation is to not only connect residential areas to major destinations and increase access to a wide variety of parks and recreational facilities, but to also consider what has already been implemented and planned for the future.

The active transportation network will feature a system of multi-use trails, on-street bike lanes, and sidewalks, and will be expanded through multiple approaches:

• Public investment projects that enhance facilities as part of roadway improvements.

• Public investment projects that implement dedicated bicycle and pedestrian improvements as needed with the pace of growth in town.

• Privately funded roadway enhancements and widening projects that take place as new development occurs.

In accordance with the Roadway Design and Technical Criteria guidance updated and further developed as a part of this plan (see Chapter 5, Recommendations and Implementation), on-street bicycle facilities should be located along all roadways with the exception of principal arterials (where bicycle infrastructure is provided via the implementation of an off-street multi-use trail). Sidewalks and multi-use trails should be provided along all roads, including local roads and design decisions should consider the context of implementation.

In many cases, on-street bike lanes and multi-use trails are proposed along the same corridor to provide facility options that appeal to a wide range of users. Trails along major roads are meant to be complemented with connections to in-place and planned local/regional trails as available.

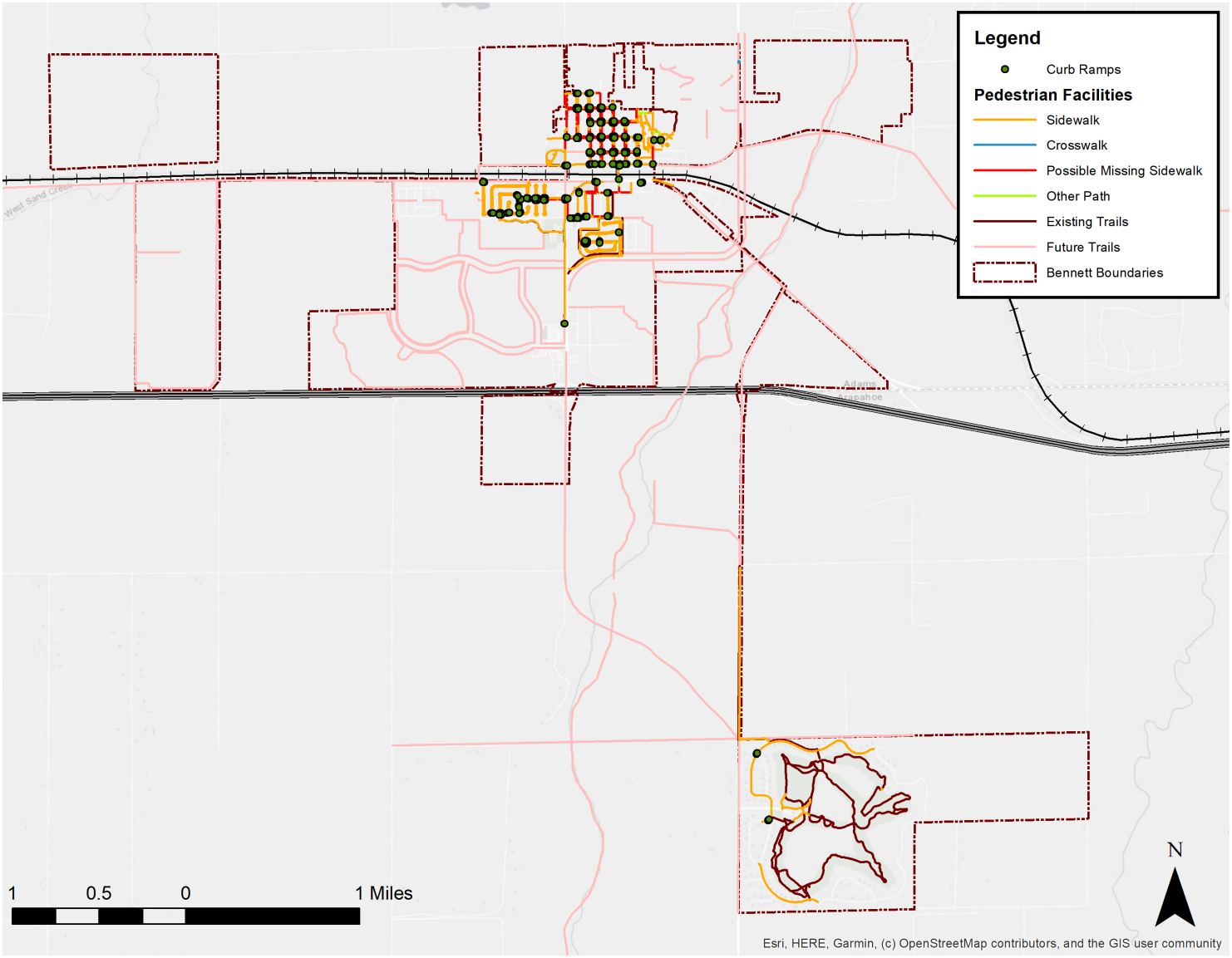


Figure 11 Current and Planned Pedestrian and Bicycle Facilities

CHAPTER 5 | RECOMMENDATIONS AND IMPLEMENTATION

OVERVIEW

The Bennett MTP provides a blueprint for a comprehensive transportation network that accommodates the levels of growth anticipated, enables residents and visitors to travel efficiently through Town, and supports a high quality of life. The following section outlines the recommendations and steps the Town can take to further develop the transportation system, including updates to and the further application of the Town's Roadway Design and Technical Criteria policy.

The long-term success of the plan will depend on actions at the local and regional levels and the involvement of the private sector to ensure a shared vision for the Town's ensuing transportation system. Implementation considerations for the Town of Bennett involve investments in key corridors identified in this plan and continued reference to the design and technical criteria policy as implementation occurs. Additionally, the Town must also continue to participate in regional planning efforts to create opportunities to access federal funding and ensure that Town priorities are accounted for as part of regional policy decisions.

REGIONAL COORDINATION

Planning and Data Development

Aside from the inclusion of the data developed for this MTP into the Town's current Capital Asset Inventory Management Plan (CAIMP), this plan contains a series of products and information that should be incorporated into the regional transportation planning process led by the Denver Regional Council of Governments (DRCOG). These products include:

- Functional classification update: Bennett staff should coordinate with DRCOG to incorporate the designations contained in the Town's long-range roadway network into the regional functional classification system. The current regional functional classification system does not accurately reflect the current or anticipated role and travel demand within Bennett and the connections to adjacent jurisdictions.

- Socioeconomic forecast: Bennett staff should coordinate with DRCOG to incorporate the socioeconomic data developed for this plan and utilized to determine future roadway network

needs. This plan notes the discrepancy between currently developed TAZ-level population and employment forecasts for Bennett.

Regional Roadway Planning

• The regional nature of commuting patterns identified through the development of this MTP demonstrates the need to coordinate with nearby local agencies, CDOT, and DRCOG on transportation improvements on roadways that are either outside of Town limits or not under direct control of the Town of Bennett, but directly affect Town residents.

• Anticipated congestion and the need for infrastructure improvements along roadways such as E. Colfax Ave., and SH79 further necessitate coordination with CDOT along these state-owned and managed facilities.

• Likewise, coordination with Adams County and Arapahoe County will be necessary for seamless improvements and implementation planning for roadways such as E. 38th Ave, Harback Rd., Penrith Rd. E. 6th Ave and connections adjacent to Kiowa-Bennett Rd.

Project Development and Access to Federal Funding

• Town of Bennett staff should continue to coordinate with DRCOG and participate in technical committees and sub-regional forums on available funding opportunities and identify the transportation projects included herein that are most likely to be competitive for federal funding.

• Bennett staff should be directly involved in all discussions related to the allocation of federal funding within Adams and Arapahoe Counties.

Regional Transit Planning

Given Bennett's proximity to the metro region, and the current extent of the Regional Transportation District's (RTD) service boundary, the Town's transit options are limited, however future opportunities are on the horizon.

• The Town should coordinate with RTD on potential extension of transit service to the Bennett area as incremental planning activities are undertaken. As growth and development continues to increase in the Town transit service expansion will be an important strategy for the community to consider for increasing transportation options and reducing the dependency on single-occupancy vehicles – 100 percent of respondents to the transportation questionnaire indicated they commute to work alone, and of commuters, almost 30 percent indicated their commute is 30 minutes or longer.

In anticipation and consideration of service expansion to the eastern portion of the Denver metropolitan area, the Town of Bennett has already begun a preliminary investigation into the coordination of anticipated growth and potential park and ride locations considering potential access points to I-70. The map provided below outlines this preliminary investigation for future consideration as the provision of transit becomes more viable in this part of the region.

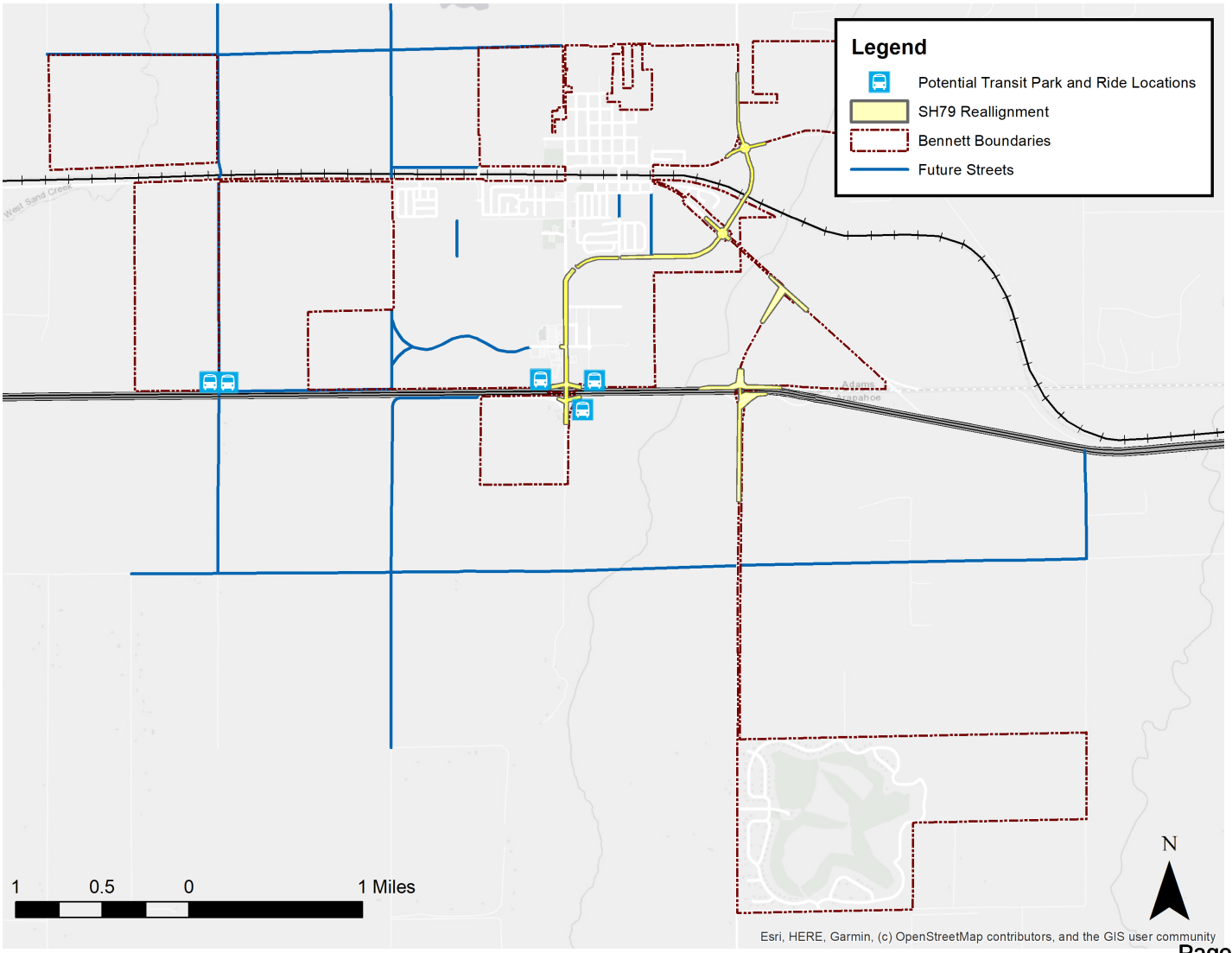


Figure 12 Preliminary/Potential Transit Park and Ride Locations

BASIC ROADWAY DESIGN STANDARDS: CONSIDERATIONS FOR FUTURE IMPLEMENTATION

Roadways are critical facilities that are integral to people's daily lives. Because people rarely live, work, shop and play in the same place, roadways connect people to jobs, important services like healthcare, social networks, and recreational opportunities. Whether someone is walking, bicycling, riding transit, or driving, roads are what take people from their origin to their destination. In addition to their role establishing connections, roadways can define the character of a place and contribute to a sense of community identity. Roadway design must also address the safety needs of all individuals and ensure that road users of all modes, ages and abilities can reach their destination conveniently and safelyy.

An illustrative example of the updated roadway design standards is included below. For a full account – including detailed information on roadway widths, right of way needs, bicycle and pedestrian amenities, etc., please see the Basic Roadway Design Standards Supplement. This document presents both required and recommended features for roadways in the Town of Bennett based on their anticipated traffic volumes and general purpose. The roadway type definitions and design considerations included in the document will ensure that all new or improved roads have consistent dimensions and elements and can safely accommodate travel by road users of all travel modes, ages, and abilities. Because the purpose of a given roadway is influenced by adjacent land uses, this document also defines different land use types and provides guidance about desired or necessary roadway elements based on the land uses adjacent to the roadway. Finally, this document contains guidance on factors that affect roadway operations, including access management and potential traffic calming options based on roadway type and land use context.

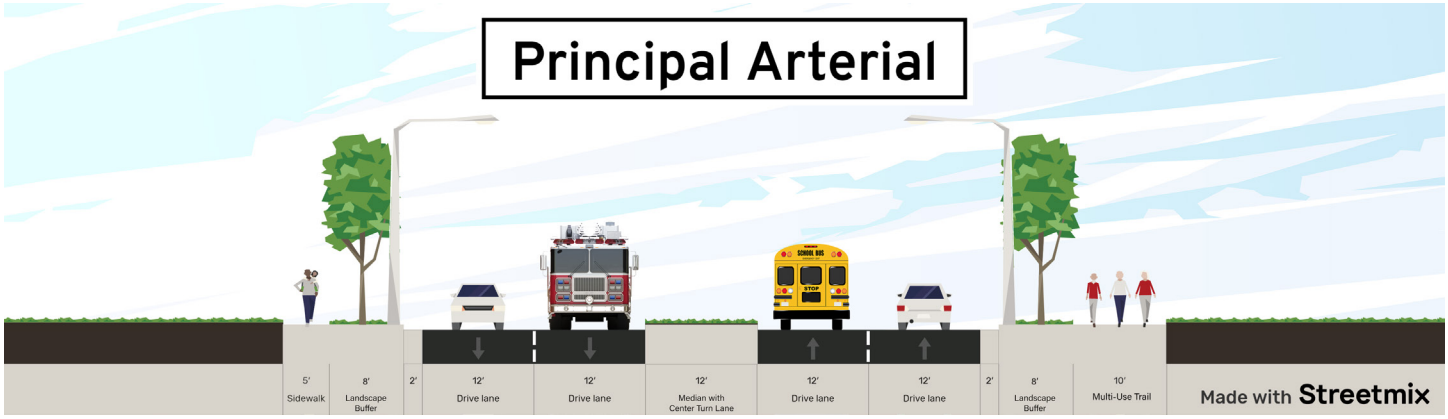


Figure 13 Principal Arterial with Raised Median

ROADWAY TYPES

Principal Arterial

Definition: Principal arterials typically serve longer-distance local and regional trips and are intended to carry the largest volumes of non-Interstate roadways at generally higher speeds (i.e. design speed of 45-55 MPH). These roadways generally prioritize vehicle throughput over providing access to adjacent parcels.

Design Considerations: Principal arterials shall feature curb and gutter and should include either a continuous turn lane or raised landscaped median, depending on implementation context. Principal arterials may have as many as four travel lanes (two lanes in each direction) with turning lanes at appropriate intersections. Within the Town of Bennett, principal arterials should not include bicycle amenities, however, should include considerations for a detached sidewalk and multi-use trail separated from vehicle traffic by a landscaped buffer.

COST ESTIMATES AND PHASING

Cost Estimates

Completing the build-out of the Town roadway network will require substantial capital investments as well as ongoing funding for road maintenance and operations. To assist in budgeting for these anticipated expenditures, preliminary costs were developed for the various roadway types consistent with design guidance requirements. Costs shown in the Project List section below consider capacity and impact of expected traffic volumes when applying a cost to materials for various roadway types. All costs are based on the per linear mile cost of new roadway construction with the assumption of asphalt pavement and where applicable, the inclusion of a turn lane (collector and above). Please find the detailed set of preliminary cost estimates by roadway type in the Cost Estimates Supplement – an illustrative example is provided in the accompanying table.

Phasing and Prioritization

Noted in the Town of Bennett Comprehensive Plan (2021), "a primary focus of Bennett infrastructure is to plan, protect and construct sustainable and resilient infrastructure for current and future residents." Building on the development of the Town's 2019 Capital Asset Inventory Master Plan (CAIMP) framework, projects identified for future consideration and implementation within this plan, follow the same prioritization process as the projects currently included in CAIMP.

General guidance for prioritization in this system include the following:

Principal Arterial with Median	Per Linear Foot	Per Linear Mile
Asphalt Pavement with Landscaped Median	$ 670.00	$ 3,537,600.00
Asphalt Pavement with Hardscaped Median	$ 940.00	$ 4,963,200.00
Concrete Pavement with Landscaped Median	$ 980.00	$ 5,174,400.00
Concrete Pavement with Hardscaped Median	$ 1,250.00	$ 6,600,000.00
Miscellaneous Items	**Per Linear Foot**	**Per Linear Mile**
5' Concrete Sidewalk	$ 50.00	$ 264,000.00
6' Concrete Sidewalk	$ 60.00	$ 316,800.00
10' Concrete Trail	$ 100.00	$ 528,000.00
12' Concrete Trail	$ 120.00	$ 633,600.00
Striped Bike Lane	$ 1.50	$ 7,920.00
12' Asphalt Travel Lane	$ 80.00	$ 422,400.00
12' Concrete Travel Lane	$ 150.00	$ 792,000.00

Table 4 Cost by Roadway Type Estimate Example

Condition, Criticality, and Capacity

• Each in this category is prioritized based on a standardized rating scale. A rating of 1 equals the asset is in worst condition or doesn't currently exist, whereas a rating of 5 equals in great or new. In general, those that are rated most crucial have a capacity rating of 0-10 percent and those assets that are rated least critical have 90-100 percent capacity remaining.

Community Care

• The community care prioritization scale ranks the asset based on health and safety needs, sustainability, community service, planning, or neighborhood character.

Co-Worker

• The co-worker prioritization scale adds rating to assets based on the health and wellbeing of employees, production or process improvements, development, legacy, and enhancement.

In all cases, the lower the score, the higher the priority.

In addition to the implementation of prioritization ranking for each identified transportation-related project in this plan, a preliminary analysis of project phasing was developed. The maps included below attempt to identify a grouping of projects based on the "trigger" of development implementation to plan for or "phase" roadway improvements in the future. In the end, this process validated the Condition, Criticality, and Capacity prioritization ranking already developed for each project in the list and moving forward can be utilized as background or additional information to validate planning and funding considerations.

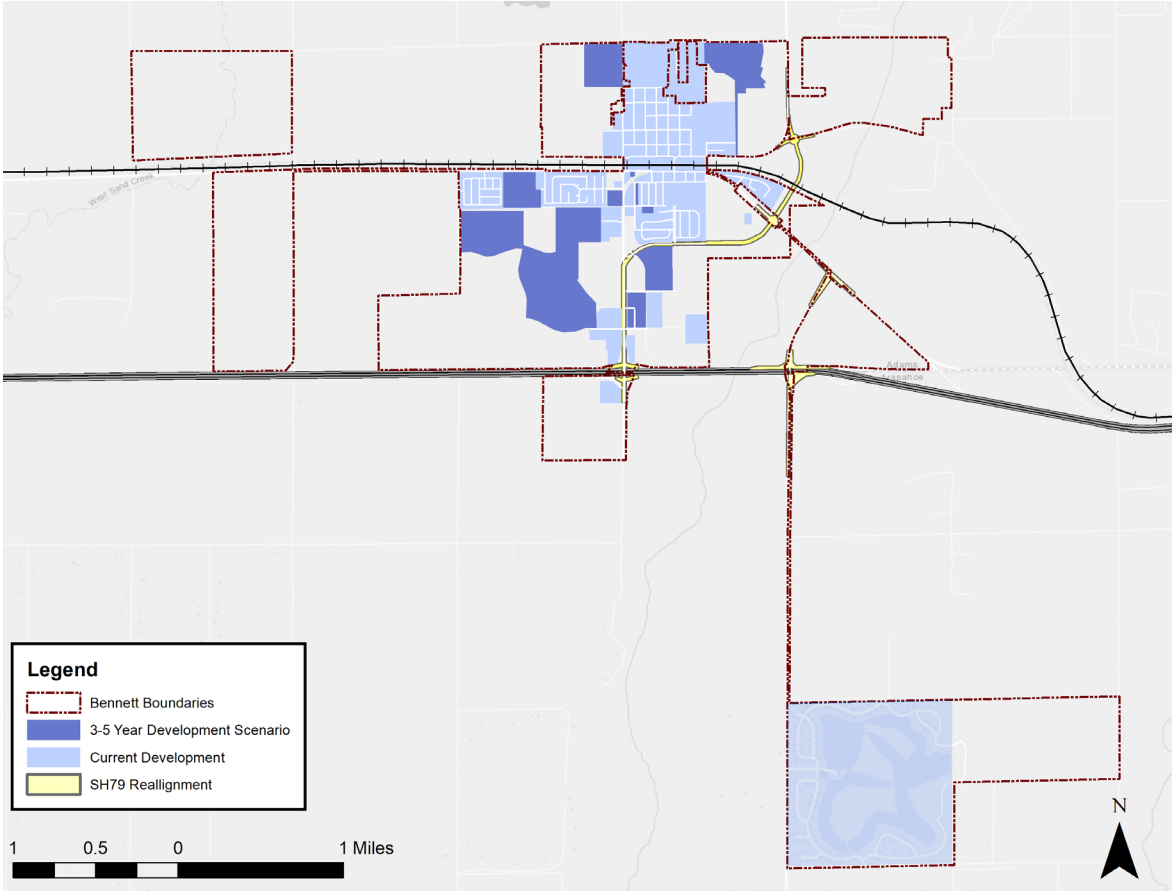


Figure 14 Development Scenario (3-5 Years)

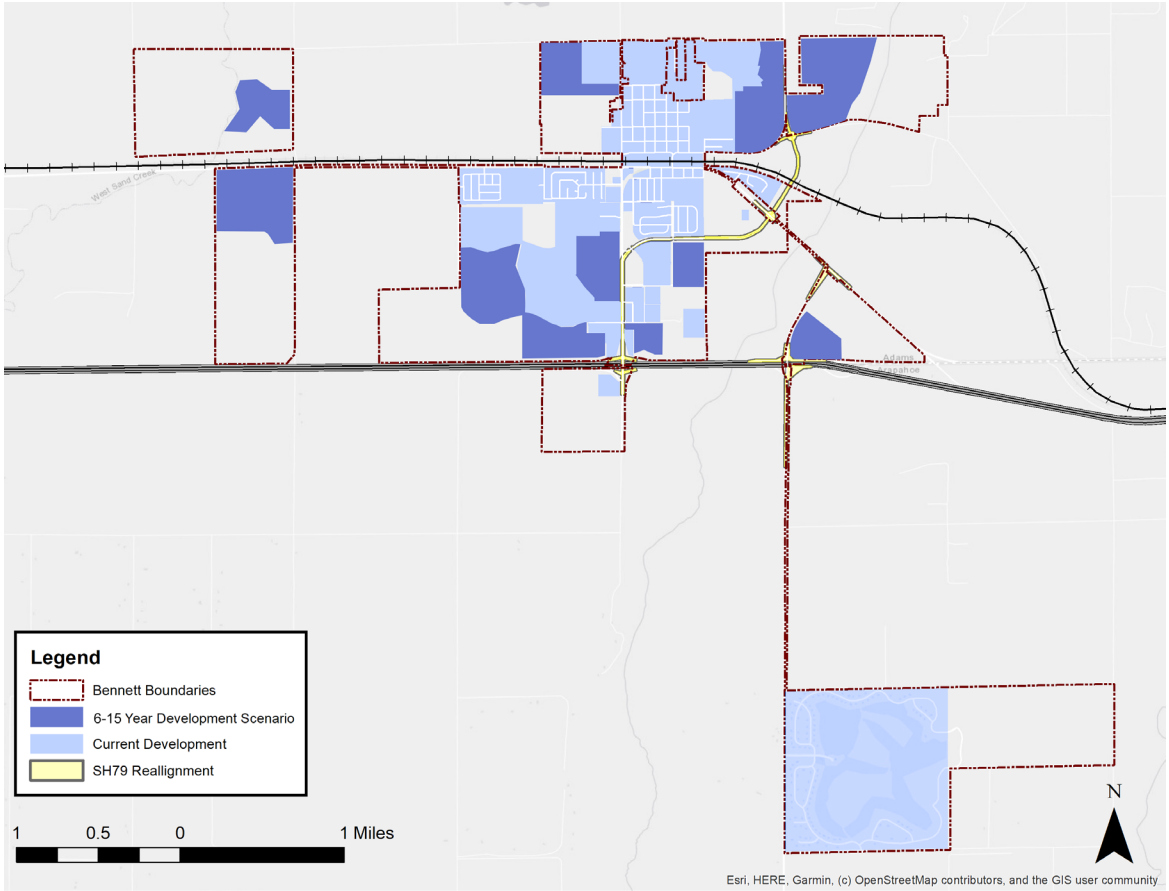


Figure 15 Development Scenario (6-15 Years)

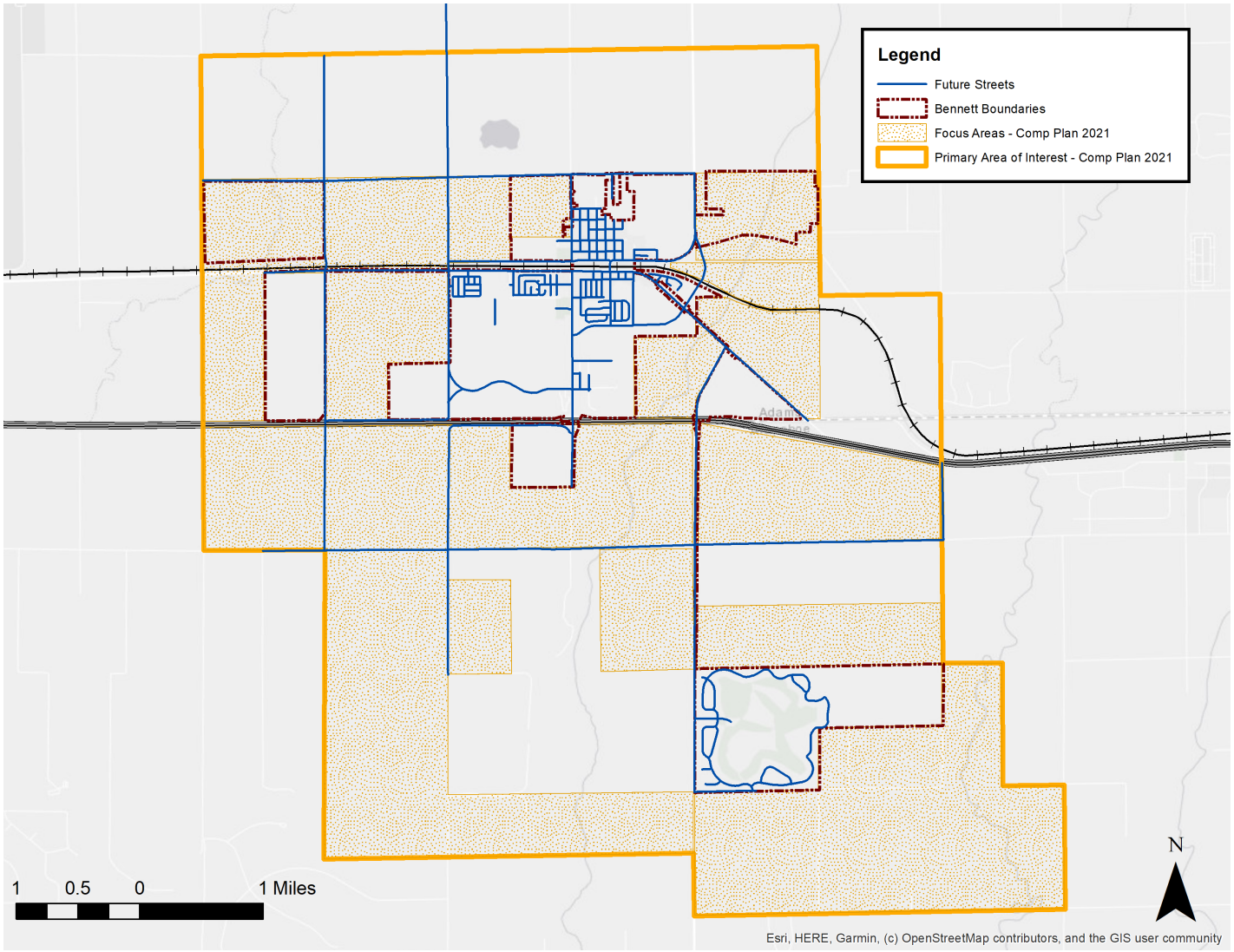


Figure 16 Future Focus Area

IDENTIFIED ROADWAY PROJECTS

As outlined in the previous section of this plan, the projects have been prioritized based on current Town standards. These projects relate directly to anticipated necessary roadway improvements based on anticipated development and the increased capacity required by the influx of vehicular traffic. In many cases, roadway improvements to currently developed roads in the network will be phased and may include the addition of new lanes or bicycle and pedestrian amenities. The general cost estimate by roadway type included in this plan also includes cost estimates for travel lanes (by material type) as well as bicycle and pedestrian improvement. Each of these items is estimated by linear foot and by linear mile to provide Town staff with the ability to better estimate and plan for project costs into the future.

Given the Town's utilization of the Capital Asset Inventory Master Plan (CAIMP) for support on future planning and implementation decisions, as well as budgeting and fund raising, the full lists of future projects identified through the development of this plan have been incorporated into CAIMP and are readily accessible through that platform for public consumption. For project specific details, please visit the Town's website or the CAIMP webtool specifically: https://townofbennett.colorado.gov/caimp

RESOLUTION NO. 953-23

A RESOLUTION ADOPTING THE TOWN OF BENNETT MASTER TRANSPORTATION PLAN

WHEREAS, the Board of Trustees finds it is necessary and desirable to identify a long-range transportation vision for the Town of Bennett; and

WHEREAS, toward that end, the Board of Trustees engaged Bohannan Huston to prepare a Master Transportation Plan for the Town that identifies transportation goals, policies, strategies, and priority investments for the future that respond to Town needs focused on current and projected housing, employment, and travel patterns; and

WHEREAS, the Board of Trustees desires to approve and adopt the Town of Bennett Master Transportation Plan.

BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BENNETT, COLORADO:

Section 1. The proposed Town of Bennett Master Transportation Plan is hereby approved in essentially the same form as the copy of such plan accompanying this resolution, subject to the conditions set forth in Exhibit A.

INTRODUCED, READ, AND ADOPTED THIS 24th DAY OF JANUARY 2023.

TOWN OF BENNETT, COLORADO

_____

Royce D. Pindell, Mayor

ATTEST:

_____

Christina Hart, Town Clerk

EXHIBIT A
TOWN OF BENNETT MASTER TRANSPORTATION PLAN
Conditions of Approval

1. Make minor administrative modifications as directed by Town Staff, Town Engineer and Town Attorney.

STAFF REPORT

TO: Mayor and Town of Bennett Board of Trustees

FROM: Denise Taylor, Assistant to the Town Manager

DATE: January 24, 2023

SUBJECT: Ordinance No. 766-23 – Planning and Zoning Commission Bylaw Language

Background

Chapter 2, Article XIII of the Bennett Municipal Code establishes the Planning and Zoning Commission for the Town of Bennett. The section of the Code addresses duties and powers, terms of office, meetings and other matters. Section 2-13-70 states, "The Planning and Zoning Commission shall adopt bylaws and rules of procedure that are consistent with this Code."

The Code already has explicit provisions for conducting public hearings, notice of the hearings, quasi-judicial matters, rights of participants, rules of evidence, etc. As such, the Planning and Zoning Commission already adheres to these provisions. After consultation with the town attorney, staff believes specific bylaws for the Planning and Zoning Commission are not necessary and the Code should be amended to make them optional.

Striking the word "shall" and replacing it with the word "may" offers the Planning and Zoning Commission the flexibility to create bylaws when (and if) it becomes a need. Ordinance No. 766-23 (attached) changes the language in Section 2-3-70 to read as follows: "The Planning and Zoning Commission **may** adopt bylaws and rules of procedure that are consistent with this Code."

Staff Recommendation

Staff recommends the Board of Trustees adopt Ordinance No. 766-23, an ordinance amending Chapter 2 of the Bennett Municipal Code regarding administration for the Planning and Zoning Commission.

Attachments

1. Chapter 2, Article XIII, Sec. 2-13-70 of the Bennett Municipal Code
2. Ordinance No. 766-23

Sec. 2-13-70. Bylaws; rules of procedure.

The Planning and Zoning Commission shall adopt bylaws and rules of procedure that are consistent with this Code.

ORDINANCE NO. 766-23

AN ORDINANCE AMENDING CHAPTER 2 OF THE BENNETT MUNICIPAL CODE REGARDING ADMINISTRATION FOR THE PLANNING AND ZONING COMMISSION

WHEREAS, the Board of Trustees of the Town of Bennett (the "Town") previously adopted Chapter 2 of the Bennett Municipal Code, which sets forth general provisions and requirements related to administration and personnel; and

WHEREAS, the Board of Trustees desires to amend Article XIII – Planning and Zoning Commission of the Bennett Municipal Code regarding general provisions and administration of the Planning and Zoning Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF BENNETT, COLORADO, AS FOLLOWS:

Section 1. Section 2-13-70 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 2-13-70. – Bylaws; rules of procedure.

The Planning and Zoning Commission may ~~shall~~ adopt bylaws and rules of procedure that are consistent with this Code.

INTRODUCED, READ, ADOPTED, APPROVED, AND ORDERED PUBLISHED BY TITLE ONLY THIS 24th DAY OF JANUARY 2023.

TOWN OF BENNETT, COLORADO

_____
Royce D. Pindell, Mayor

ATTEST:

_____
Christina Hart, Town Clerk

Suggested Motion

I move to approve Ordinance No. 766-23 – An ordinance amending Chapter 2 of the Bennett Municipal Code regarding Administration for the Planning and Zoning Commission.

EXECUTIVE SESSION SCRIPT

(Note: Two-thirds of the quorum present must vote yes; the session may only occur at a regular or special meeting of the Board)

I MOVE TO GO INTO EXECUTIVE SESSION:

(1) for discussion of a personnel matter under C.R.S. Section 24-6-402(2)(f) and <u>not</u> involving: any specific employees who have requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies that do not require the discussion of matters personal to particular employees; and (2) for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e); Town Manager Performance Review and Contract

BEGIN THE EXECUTIVE SESSION:

It's January 24, 2023 and the time is _____. For the record, I am the presiding officer, Mayor Royce D. Pindell. As required by the Open Meetings Law, this executive session is being electronically recorded.

Also present at this executive session are the following persons:

As a reminder, everyone participating in the executive session has a duty to maintain the confidentiality and privacy of this executive session.

ANNOUNCEMENT NO. 1

This is an executive session for the following purpose:

(1) for discussion of a personnel matter under C.R.S. Section 24-6-402(2)(f) and <u>not</u> involving: any specific employees who have requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies that do not require the discussion of matters personal to particular employees; and (2) for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e); Town Manager Performance Review and Contract

I caution each participant to confine all discussion to the stated purpose of the executive session, and that no formal action may occur in the executive session.

If at any point in the executive session any participant believes that the discussion is going outside the proper scope of the executive session, please interrupt the discussion and make an objection.

ANNOUNCEMENT NO. 2

ANNOUNCEMENT TO BE MADE BY THE PRESIDING OFFICER
BEFORE CONCLUDING THE EXECUTIVE SESSION
(WHILE THE TAPE RECORDER IS STILL ON)

I hereby attest that this recording reflects the actual contents of the discussion at the executive session and has been made in lieu of any written minutes to satisfy the recording requirements of the Open Meetings Law.

The recording will be retained for a 90-day period.

The time is now _____, and we now conclude the executive session and return to the open meeting.

(turn off tape and return to open meeting)

ANNOUNCEMENT NO. 3

STATEMENT TO BE MADE BY THE PRESIDING OFFICER
UPON RETURNING TO THE OPEN MEETING

The time is now _____, and the executive session has been concluded. The participants in the executive session were:

For the record, if any person who participated in the executive session believes that any substantial discussion of any matters not included in the motion to go into the executive session occurred during the executive session, or that any improper action occurred during the executive session in violation of the Open Meetings Law, I would ask that you state your concerns for the record.

Seeing none, the next agenda item is…