

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
January 24, 2023

1. Call to Order

Chair Yeater called the meeting to order at 1:15 PM.

2. Roll Call

The hearing clerk called the roll.

PRESENT

Chair Justin Yeater

Commissioner Louisa Andersen- Absent for Roll Call, arrived at 1:21PM

Commissioner Erik Briscoe

Commissioner Jeff Carlson

Commissioner Brian Franzen

Commissioner Larry Modlin

Commissioner Christian Schulte

ABSENT

Louisa Andersen.

3. Approval of Agenda

There were no corrections or additions to the agenda. The agenda was approved as presented.

4. Approval of January 10, 2023 Minutes

Commissioner Franzen moved to approve the minutes dated January 10, 2023, Commissioner Carlson seconded the motion.

Motion carried 6-0. (Commissioner Andersen absent.)

5. Annual Election of Chair and Vice-Chair

Chair Yeater opened the public hearing at 1:16 PM, nominating himself to continue to serve as the Chair. Commissioner Franzen moved that Chair Yeater continue to serve as Chair. Commissioner Modlin seconded the motion.

Motion Carried 6-0 (Commissioner Andersen absent)

Commissioner Modlin moved that Commissioner Briscoe continue to serve as the Vice-Chair of the Planning Commission, Commissioner Franzen seconded the motion.

Motion carried 6-0. (Commissioner Andersen absent.)

6. Public hearing to consider the City of Greeley Transportation Master Plan Update

Brittany Hathaway (Development Review Manager) introduced Paul Trombino (Public Works Director) to present City of Greeley the Transportation Master Plan. She indicated the , Planning Commission's consideration on this item is appreciated and staff has recommended its adoption based on its consistency with the goals and objectives of plan. City Council will review this plan at their work session on February 28th, 2023, with the resolution for approval to be considered on March 7th, 2023.

Paul Trombino greeted the Commissioners and introduced the Transportation Master Plan Update, sharing that the last plan was completed and approved in 2011. The previous plan was based off data from 2009. Compared to where the City is in 2023, there have been significant changes. The proposed plan update covers 20 years, during which time the city's population is projected to grow to more than 160,000 residents. The plan update identifies specific issues that include: Sustainability, Quality of Life, Growth/Development and Congestion. The plan further outlines specific goals to address the identified issues including Safety, Multimodal Network, Equality/Health, Economic Vitality, Environment/Health, and Funding/Strategic Investments. Also, added to the proposed update is an outline to track progress moving forward. This includes a story map that includes built in metrics showing progress as projects move forward and plan objectives are achieved.

Mr. Trombino summarized the Transportation Investment for the Quality-of-Life section of the plan update. This is a big focus of the plan that includes adding urban design focused on inviting neighborhoods with great destination public spaces not just pass through areas. Some of the ideas being worked through include features to incorporate vehicles as well as pedestrian traffic, utilizing higher design elements within the community upon entry.

Mr. Trombino presented the next big piece of the plan (Mobility Choices) that illustrates where the city is going in the future. Mobility Choices provide people with the opportunity to choose how they travel within the city and offers more travel options to people (walking, rolling, biking, transit, driving) by increasing community connectivity to services. This item will be achieved by improving the Multimodal Network, using an aggressive approach between active transportation on streets and strong connectivity in the trails systems.

Mr. Trombino continued by outlining a series of policy initiatives that the plan update identifies. The first of the policy priorities relates to safety a huge priority, particularly on the east side of the community. This will include implementing measures to improve traffic calming, neighborhood safety programs and crash reduction. The initiative for Equity and Health creates more accessibility, providing more mobility options and micro-transit opportunities for people in all neighborhoods to easily reach basic services such as grocery shopping. Economic development is a key issue for curbside management in the plan update. It focuses on cleanliness, landscape, mobility, public space, and lighting. Environment/Technology initiatives include EV Charging options and data sharing for people traveling into the city to simplify determining the mode of transportation they choose to use and what routes that they will travel on while in the city. The Land Use/Transportation Connection is another initiative that plan update addresses and it further covers street and sidewalk standards, mobility connections and accessibility to services.

Mr. Trombino indicted that the plan update will now show a difference in street classification. Previously, it did not categorize whether there were higher classifications for street types. The proposed update has different classifications of criteria that show the road system from a local collector, arterial and expressway perspective that coincide with land use and land development.

Transportation priorities will be defined with tiers that indicate what areas need to be

addressed first and how projects will be staged. The update covers 20 years, and it is likely that things will change before that timeframe so the plan is to focused on a 10 year cycle of projects. Projects that are projected for later than 10 years will be slated as “future” projects. How projects are funded play a big role in how each project is prioritized. The funding portion of the update breaks down how funding relates to each mode of traffic. Currently, the plan includes about 2 billion dollars that will be invested over the next 20 years. The following estimates include the percentage breakdown for each mode of traffic: 34% mobility, 11% active transportation and 55% for active street projects, making significant changes to the overall condition level, balance and consistency in both the east and the west sides of the city. Mr. Trombino completed his presentation, opening the floor to commissioners for questions and comments.

Chair Yeater thanked Mr. Trombino for his presentation and commented that one of the biggest challenges or public feedback they (commissioners) get with land use applications about traffic. Chair Yeater asked Mr. Trombino for a clear way to explain the changes that are needed, how the changes are evaluated and when those changes are made based off of the information collected and how can the commissioners best explain these items from an outsiders perspective.

Mr. Trombino explained at length how speed limits, road capacity, signalization, and daily traffic help to determine these items. He went further to explain how technology plays a role in calculating the vehicle counts, traffic signal lengths, level of service and ensuring balance throughout the city’s transportation routes making accurate wait times at signals and easy mobility for all transportation types. Chair Yeater, Mr. Trombino and Commissioner Briscoe proceeded with discussion regarding 10th Street, 35TH Avenue, 47th Avenue and Center Place Drive regarding the volumes of traffic, what the acceptable level of traffic is, how it is timed and adjusted to be more uniform based on the current flow.

Commissioner Schulte asked if there is anything the Commission can do now that they were unable to do back when some developments were first being considered, going forward that could improve the predictability of traffic assessments. Mr. Trombino explained that when developments are approved it is crucial to look at all possible implementations and what could potentially come down the pipeline.

Commissioner Modlin asked if we have a chance to correct things in the development process outside of the mentioned methods related to speed. Mr. Trombino responded that speed discrepancy is present and alternate routes play a key factor in balancing it out. Mr. Trombino addressed how development plays a role, how adjustments are made, moving forward with changes, what techniques are applied to achieve desired stacking during peak periods, queuing and overall flow. These are all factors used to determine what needs to be changed or adjusted. Discussion also included information on the progress in improving signal operation to eliminate the need for lane widening, traffic forecasts in relation to development and what measures are used to determine and prepare for changes in the current and future traffic forecast.

Becky Safarik, Interim Community Development Director added to Mr. Trombino’s comments noting that there is a huge emphasis on the role the Planning Commission plays in relation to what Mr. Trombino is describing. When there is balanced growth in the community and complete neighborhoods with basic services there is a much better opportunity to affect the transportation system. City Staff are working on balancing all these items to have the complete picture for current and future development.

Commissioner Andersen added that having the concept of complete neighborhoods is good but people in some areas chose to live in an area regardless of only a small store in a neighborhood, if they want to go to the big store they are going to. She asked if the team was imagining this to

increase the traffic flow.

Mr. Trombino answered, providing mobility options brings balance and providing options for people to get to the services they seek and allows them to reach those services in a different way. The discussion continued regarding collector streets, arterial streets, width of the streets compared to the width provided for pedestrians and the balance between these items to determine the appropriate comfort level. Commissioner Andresen continued with the discussion asking if collector streets would be stuck as collector streets forever and about effectiveness of adding stop signs or other calming methods to the arterial and local streets or if they make the overall traffic worse.

Mr. Trombino indicated that collector streets would not necessarily remain collector streets forever and continued the discussion with the commissioners about how alternate routes become effective and provided examples of street calming in the city.

Chair Yeater asked what the current funding sources to achieve the \$2 billion that the plan update outlines and about how the growth projections impact funding.

Mr. Trombino replied with explaining that tax dollars, money spent within the city, federal funding, private dollars, development funds and grant money are all sources for funding in the plan update. These funding sources all tie into the growth projections for the funds that are to be obtained from development and tax dollars.

Commissioner Modlin asked if there is a partnership with CDOT financially.

Mr. Trombino explained they are also a huge partner and City Staff has regular meetings with them. Becky Safarik added that the City is also working with CDOT on additional projects for the city to potentially take over responsibility for certain road ways and explained how interconnected the city, county and CDOT are when it comes to traffic planning.

Commissioner Schulte asked if there is transportation plan flexibility in regard to changes needed if some of the currently forecasted development changes do not proceed.

Mr. Trombino answered, indicating that the plan is flexible and would allow for changes if the forecasted growth and development alter.

Mr. Trombino, Becky Safarik, and the commissioners discussed the comfortability of neighborhoods, widening of sidewalks and the trail system as a whole. In addition, the "O" Street connection and connectivity to access Crossroads via 95th Avenue and 66th Avenue as well as other possible future routes that would provide connectivity, inciting economic growth were also discussed.

Commissioner Andersen asked if there are proposed increases in buses and bus routes to make transit more convenient. Mr. Trombino replied that making the information about transit options easily available and adding stops that are easy to access will increase ease of travel in the transit system. This creates the ability for transit become the best option for more individuals and their families.

Chair Yeater opened the Public Hearing at 3:04 p.m., no one was in audience for the public hearing and Chair Yeater closed the Public Hearing at 3:04 p.m.

Chair Andersen moved to recommend the City of Greeley Transportation Plan Update be adopted, motion seconded by Commissioner Franzen.

Motion carried 7-0.

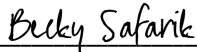
7. Staff Report

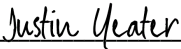
Ms. Safarik stated she had intended to introduce new staff members, but they had to step out so she will introduce them at a future meeting.

Chair Yeater put it on record that City of Greeley Building Department and Planning Staff are exceeding expectations.

8. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 3:07 PM.

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Becky Safarik, Secretary

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Justin Yeater, Chair