

Greeley City Council Agenda

Regular Meeting
Tuesday, March 7, 2023 at 6:00 p.m.

City Council Chambers at City Center South, 1001 11th Ave, Greeley, CO 80631 Zoom Webinar link: <https://greeleygov.zoom.us/j/86218464323>

NOTICE:

City Council Meetings are held on the 1st and 3rd Tuesdays of each month in the City Council Chambers. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in person meeting in Council Chambers.

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

Members of the public are also invited to choose how to participate in Council meetings in the manner that works best for them.

Watch Meetings:



Meetings are open to the public and can be attended in person by anyone.



Meetings are televised live on GTV8 on cable television.



Meetings are livestreamed on the City's website, Greeleygov.com as well as YouTube at [Youtube.com/CityofGreeley](https://www.youtube.com/CityofGreeley)

For more information about this meeting or to request reasonable accommodations, contact the City Clerk's Office at 970-350-9740 or by email at cityclerk@greeleygov.com.

Meeting agendas, minutes, and archived videos are available on the City's meeting portal at greeley-co.municodemeetings.com

Comment in real time:

During the public input portion of the meeting and public hearings:



In person attendees can address the Council in the Chambers.



The public can join the Zoom Webinar and comment from the remote meeting.

Submit written comments:



Email comments about any item on the agenda before Noon on the day of the meeting to cityclerk@greeleygov.com



Written comments can be mailed or Dropped off at the City Clerk's office at City Hall, at 1000 10th St. Greeley, CO 80631





Mayor
John Gates

Councilmembers

Tommy Butler
Ward I

Deb DeBoutez
Ward II

Johnny Olson
Ward III

Dale Hall
Ward IV

Brett Payton
At-Large

Ed Clark
At-Large

**A City Achieving
Community Excellence**
Greeley promotes a healthy, diverse economy and high quality of life responsive to all its residents and neighborhoods, thoughtfully managing its human and natural resources in a manner that creates and sustains a safe, unique, vibrant and rewarding community in which to live, work, and play.

City Council Meeting Agenda

March 07, 2023 at 6:00 PM

**City Council Chambers, City Center South, 1001 11th Ave & via
Zoom at <https://greeleygov.zoom.us/j/86218464323>**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of the Agenda
5. Recognitions and Proclamations
6. Citizen Input
7. Reports from Mayor and Councilmembers
8. Initiatives from Mayor and Councilmembers

Consent Agenda

The Consent Agenda is a meeting management tool to allow the City Council to handle several routine items with one action.

Council Members may request an item be pulled off the Consent Agenda and considered separately under the next agenda item in the order they were listed.

9. Approval of the City Council Proceedings of February 21, 2023
10. Introduction and first reading of an Ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2023 and for funds held in reserve for encumbrances through December 31, 2022

End of Consent Agenda

11. Pulled Consent Agenda Items

- [12.](#) Consideration of a motion to set the public hearing and second reading of an Ordinance amending Title 24 of the Greeley Municipal Code by repealing Title 2, Chapter 9 (Metropolitan Districts) and enacting Title 24, Chapter 12 (Metropolitan Districts) and making amendments thereto
- [13.](#) Public hearing and consideration of a Resolution to approve the 2045 Transportation Master Plan – Greeley on the Go
- [14.](#) Public hearing to consider a motion to approve the Allocation Plan for HOME Investment Partnership Program-American Rescue Plan grant from the U.S. Department of Housing and Urban Development
- [15.](#) Scheduling of Meetings, Other Events
- [16.](#) Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances
- [17.](#) Executive Session for the purpose of completing the annual performance review of the City Manager
18. Adjournment



Council Agenda Summary

Title

Recognitions and Proclamations

Summary

Mayor Gates will present the following proclamations:

National Developmental Disabilities Awareness Month

Kiwanis Club Stars of Tomorrow 75th Anniversary

Mayor Pro Tem Payton will present the *What's Great about Greeley* Report.

Introduction of Kim Priddy, Performance and Data Analytics Director

Attachments

National Developmental Disabilities Awareness Month Proclamation

Kiwanis Club Stars of Tomorrow 75th Anniversary Proclamation

What's Great about Greeley Report

Mayor Introduction of Kim Priddy



NATIONAL DEVELOPMENTAL DISABILITIES AWARENESS MONTH

WHEREAS, there is a growing population of children and adults with developmental disabilities who reside in the City of Greeley; and

WHEREAS, historically people with development disabilities were institutionalized and/or segregated from their families, friends, and communities; and

WHEREAS, in 1987 President Ronald Reagan officially declared March to be Developmental Disabilities Awareness month. The theme of National Developmental Disabilities Awareness Month was decreed that “For many of these people with developmental disabilities there is now the prospect of a brighter future and greater opportunity. Americans are becoming increasingly aware that such disabilities need not keep individuals from realizing their full potential in school, at work, or at home, as members of their families and of their communities;” and

WHEREAS, the Arc of Weld County proudly supports National Developmental Disabilities Awareness Month, urging as President Reagan did before them that all Americans join together in providing “to our fellow citizens with such disabilities both encouragement and the opportunities they need to lead productive lives and to achieve their full potential.”

NOW, THEREFORE, I, John Gates, by virtue of authority vested in me as Mayor of the City of Greeley, Colorado, do hereby proclaim the month of March 2023 as **Developmental Disabilities Awareness Month** in the City of Greeley and urge all citizens to support programs that serve people with Developmental Disabilities and to ensure that all people with disabilities are treated with the dignity and respect that they so deserve.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, this 7th day of March, 2023.

John Gates
Mayor



Kiwanis 75th Annual Stars of Tomorrow

WHEREAS, Kiwanis International is a global organization of volunteers dedicated to improving the world one child and one community at a time. The motto of Kiwanis International is “WE BUILD”; and

WHEREAS, the six Objects of Kiwanis International are:

- 1) To give primacy to the human and spiritual, rather than material values of life;
- 2) To encourage the daily living of the Golden Rule in all human relationships;
- 3) To promote the adoption and application of the higher social, business and professional standards;
- 4) To develop; by precept and example, a more intelligent, aggressive, and serviceable citizenship;
- 5) To provide, through Kiwanis clubs, a practical means to form enduring friendships, to render altruistic service, and to build better communities; and
- 6) To cooperate in creating and maintaining that sound public opinion and high idealism which make possible the increase of righteousness, justice, patriotism, and goodwill; and

WHEREAS, Kiwanis Club of Greeley will host the 75th Stars of Tomorrow competition on March 18, 2023, at the Union Colony Civic Center. The Stars of Tomorrow is a professionally judged talent showcase for the youth of Weld County, grades one through twelve. Participants will be graded on talent, technique and artistry, presentation, stage presence and selection of material; and

WHEREAS, the Stars of Tomorrow show started in Greeley in 1947 by Kiwanis Club members Ralph Waldo, Jr., Lew Kitts, Mike Meyer and Howard Weiss as a club project. The project has become a signature project for the Kiwanis Rocky Mountain District.

NOW, THEREFORE, I, John Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim March 18, 2023 as *Kiwanis Stars of Tomorrow Day* in the City of Greeley and encourage all Greeley citizens to support our youth of tomorrow by attending this program or contributing to this wonderful community organization.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, Colorado, this 7th day of March 2023.

John Gates
Mayor



City Council Meeting
March 7, 2023

A Story Best Lived In.

***In all ways, we will transmit
this City not only, not less, but
greater and more beautiful than
it was transmitted to us.***

- Athenian Oath

Greeley Central's Brett Todd Spotlighted in National Center for School Mental Health Newsletter

- Article highlights importance of youth supporting the mental well-being of students



Youth Engagement Spotlight

2022 Youth Leadership Summit Participant Brett Todd

"Hello! My name is Brett Todd and I am a junior at Greeley Central High School in Greeley, Colorado. Since middle school, I have held a significant interest in mental health processes and the way the mind functions. With this, I began to investigate the various ways I could use my voice to help better the mental and emotional well-being of those I surrounded myself with, not only in my school, but across the district as well. After the world shut down in 2020, one of my good friends introduced me to the Student Health Advisory Council (SHAC) that wellness coordinators formed within our district to help students come together to share their voices for the betterment of our school. I have been able to share my ideas and opinions in regard to how to engage in campaigns that help better their mental health. I have participated in Strength training as we support everyone to take their knowledge into the various ways including HOSA, National Center for School Mental Health, and frequently discussed in many students as I can.

Within the last few months, I have been able to share my experiences better in our country. Back in November, I was selected to represent my school at the National Center for School Mental Health. This experience has been an emphasis on social emotional learning into our curriculum. As a youth leader myself, I have been able to share my experiences to help improve not only the current status of our schools but also the schools of tomorrow. I want my children to be able to attend a school where they feel safe, and where they can feel supported, and valued. With our work today, we can ensure that this prospect is possible for many generations.



On January 23rd, youth leaders at the initial WSCC Intensive Training met via Zoom once again to develop SMARTIE goals as to how we want to initiate action in our local areas to support the mental well-being of our students. By creating these goals, we laid the groundwork for ways to make a change within our districts as well as statewide. For example,

All-State Honors for Greeley West and Greeley Central Students

- All-State Honor Orchestra - Josh Rascon (Greeley West)
- All-State Choir – Maya Cooney, Jadyn Franz, Natalie Highfield, Maleea Hurtado Hamby, Cecily Mash, and Aly Toews (Greeley Central)



UNC's Jerome Campbell Earns Invite to NCAA Indoor Championships

- First place in 60-meter hurdles at Big Sky Indoor Championships with a time of 7.65 seconds.
- First UNC hurdler to qualify for NCAA Indoor Championships





A Story Best Lived In.

Council Meeting 3-7-23

Mayor Recognition: Kim Priddy

I'd like to insert a special recognition at this time.

I'd like to extend a council welcome to a new member of the city's leadership team.

Kim Priddy, would you please stand.

Kim is starting her second week on the job as the new Performance and Data Analytics Director. She joins us after serving as the senior business analyst for Larimer County Behavioral Health.

In her new role, she will be responsible for helping assess and approve operational performance through data-driven metrics.

Please join me in welcoming Kim to the city. We're glad to have you and wish you much success.



Council Agenda Summary

Title

Citizen Input

Summary

During this 15-minute portion of the meeting, anyone may address the Council on any item of City Business appropriate for Council consideration that is not already listed as a public hearing on this evening's agenda.

As this meeting is being conducted in a hybrid format, citizen input will be accepted first from those in the City Council Chambers, and then from the virtual meeting audience via the meeting's webinar.

Written comments submitted for any item on the agenda will be placed in the public record and provided to the Council for their review and should include the name and city of residence of the person submitting the comments for the record.



Council Agenda Summary

Title

Reports from Mayor and Councilmembers

Summary

During this portion of the meeting any Councilmember may offer announcements or reports on recent events and happenings. These reports should be a summary of the Councilmember's attendance at assigned board/commission meetings and should include key highlights and points that may require additional decision and discussion by the full Council at a future time.



Council Agenda Summary

Title

Initiatives from Mayor and Councilmembers

Summary

During this portion of the meeting any Councilmember may bring before the Council any business that the member feels should be deliberated upon by the Council. These matters need not be specifically listed on the Agenda, but formal action on such matters shall be deferred until a subsequent Council meeting.

Initiatives will generally fall into three categories:

- 1) A policy item for Council deliberation and direction for a future Worksession, Committee meeting, or regular/special Council meeting;
- 2) A request to the City Manager for information or research;
- 3) A request involving administrative processes or procedures.

At the close of this portion of the meeting, the Mayor will confirm Council's consensus that the individual requests be pursued.

Attachments

Status Report of Council Initiatives and Related Information

Greeley City Council

Status Report of Council Initiatives

Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Status or Disposition (After completion, item is shown one time as completed and then removed.)	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:
15-2021	Olson	Formation of a committee for implementation of a funding strategy for the 35th and 47th interchanges.	December 7, 2021 Council Meeting	Councilmember Olson will be following up with Manager Lee and Director Trombino on next steps	Pending outcome of federal grant application submitted	Report to Council early 2023	Paul Trombino
09-2022	Butler	Review traffic and safety surrounding 15 acre open area between 71st Avenue and 8th Street	June 7, 2022 Council Meeting	Requested that Public Works review the traffic and to improve safety in this congested area.	Additional signage installed for traffic and parking. Staff worked with School District, builder and GPD to ensure road is passable for school buses. GPD will focus enforcement times to ensure compliance with posted speed limit. Staff developing neighborhood safety improvement options and working with School District on transportation issues to improve coordination and support related to safety and infrastructure around school sites.	Anticipate providing report to Council on Improvements in early 2023	Paul Trombino
10-2022	Butler	Review costs and strategies to live stream Planning Commission and Water Board meetings for public and Councilmembers	June 7, 2022 Council Meeting	Asked staff to investigate the cost of live streaming Planning Commission and Water and Sewer Board meetings and return to Council with findings	Additional technology costs ~ \$15,000. Parts are backordered, eta approx. mid-January. Anticipate additional operation costs to include 1 add'l staff at each B&C meeting to accommodate hybrid meeting. Assessing costs related to staffing, overtime expenses or other flexible staff options. Some testing has occurred for broadcasting of meetings. Additional equipment testing will be done once equipment is received. Staff will identify long-term operational impacts at that time.	Anticipated report to Council 1st Qtr 2023	Kelli Johnson
12-2022	Butler	Varying Boards & Commissions meeting times	September 6, 2022 Council Meeting	Asked staff to research the ability for alternative meeting times for Boards & Commissions to increase community engagement and recruitment	CCO survey to Boards due back 12/16. Gathering feedback and will work with CMO on how to deliver to Council. Request to share data of B&C survey with ELT prior to a Work Session. Could be coupled with 10-2022 at a single WS	Report to Exec. Team and Council/1st Qtr 2023	City Clerk's Office
16-2022	Clark	Concerns over the increase in incidents and safety in the tunnel under Hwy 34 in the Hillside/Farr Park neighborhood	November 1, 2022 Council Meeting	Requested staff study implementing a closure of the tunnel entrance between the hours of 10:00 PM and 7:00 AM over safety concerns	Neighborhood meeting scheduled for 1/25/23 5:30 - 7:00 pm at Jackson Elementary.	Report to Council between 3/25/23 and 4/25/23	Paul Trombino/Becky Safarik
17-2022	DeBoutez	Expressed concern about neighborhood issues, i.e. speeding and noise violations. Expressed concern about growing number of Air BNB's in neighborhoods and additional nuisances from those rentals	November 15, 2022 Council Meeting February 21, 2023 Council Meeting	Requested GPD and PW research technologies available for traffic calming, speed/red light cameras and decibel measuring devices to improve safety, wellbeing and quality of life in Greeley. Requested staff also research effects of Air BNB rentals on neighborhood nuisance problems. Add this research to current PW/GPD report on adding technology tools to combat neighborhood issues.	CMO recommendation - Do we invest in additional technology tools and structure to combat neighborhood issues? PW/GPD provide report on technologies available, cost of such technology, and how different technologies are used in other communities and the results of implementing such technology.	Work Session report/CMO recommendation on neighborhood issues and technological options	Adam Turk/Paul Trombino

Item No. 8.

01-2023	Butler	Costs and feasibility study of translation services for agendas and meetings	January 3, 2023 Council Meeting	Request staff research the costs and feasibility of translating the agenda, agenda packet and live streamed meetings in other languages? Is Spanish the predominant language for translation or are other languages also appropriate?	CCO to work with C&E to gather statistical information for report.	Work Session Report	City Clerk's Office/Communication & Engagement
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Council Agenda Summary

Title:

Approval of the City Council Proceedings of February 21, 2023

Summary:

A meeting of the City Council was held in the City Council's Chambers on February 21, 2023. The draft proceeding of the meeting has been prepared and is being presented for the Council's review and approval.

Decision Options:

- 1) To approve the proceedings of the Council meeting as presented; and/or
- 2) Amend the Council meeting proceedings, if amendments or corrections are needed, and approve as amended.

Council's Recommended Action:

A motion to approve the City Council proceedings as presented (or amended).

Attachments:

Draft Council meeting proceedings of February 21, 2023

City of Greeley, Colorado
CITY COUNCIL PROCEEDINGS
February 21, 2023

1. Call to Order

Mayor Gates called the meeting to order at 6:00 p.m. in the City Council Chambers at 1001 11th Ave, Greeley, Colorado, with hybrid participation available via the City's Zoom platform.

2. Pledge of Allegiance

Mayor Gates led the Pledge of Allegiance.

3. Roll Call

Heidi Leatherwood, City Clerk called the roll.

Present:

Mayor John Gates
Councilmember Tommy Butler
Councilmember Deb DeBoutez
Councilmember Dale Hall
Mayor Pro Tem Brett Payton
Councilmember Ed Clark
Councilmember Johnny Olson

4. Approval of the Agenda

City Manager Lee had no changes to the agenda.

5. Recognitions and Proclamations

Mayor Gates read the Youth Art Month Proclamation for the month of March. Lauren Thurman and Joni Wilson were present in Council Chambers to accept the Proclamation.

Councilmember Hall presented *What's Great about Greeley?*

6. Citizen Input

1. Steve Teets spoke about housing needs and persons displaced in the apartment renovation.
2. David Meek spoke about the benefits for everyone when city staff connects with community members.
3. Edwin Grant spoke about Colorado energy resources, taxes, and debt.

7. Reports from Mayor and Councilmembers

Councilmember Olson spoke about the merge grant for US 34 and 35th and 47th. The city was not awarded the grant; however, staff is meeting with USDOT to debrief.

Councilmember Butler spoke about the 16th Street project and invited everyone to the downtown Freezy Days this weekend.

Mayor Gates met with Sharon Eberhard and Allison Dunning with Merry Makers who will hold an event at the Aims Community College Welcome Center with 65 balloon artists July 16-24, 2023, to fund Life Stories Child and Family advocacy.

8. Initiatives from Mayor and Councilmembers

Councilmember Clark thanked Steve Teets for his activism in the community and asked that staff connect with Mr. Teets regarding the displacement of residents that need housing.

Consent Agenda

- 9. Consideration of a motion to approve the City Council Work Session Proceedings of January 24, 2023, and the City Council Proceedings of February 7, 2023.**
- 10. Consideration of a Resolution Authorizing the City to Enter into the First Amendment to the Intergovernmental Agreement for Potable Water Interconnect with North Weld County Water District and East Larimer County Water District**
- 11. Consideration of a Resolution appointing Keith Coleman and Diane Knutson as Assistant Municipal Judges and Assistant Liquor Licensing Hearing Officers for the City of Greeley, Colorado**
- 12. Introduction and first reading of an Ordinance amending Title 24 of the Greeley Municipal Code by repealing Title 2, Chapter 9 (Metropolitan Districts) and enacting Title 24, Chapter 12 (Metropolitan Districts) and making amendments thereto**

Councilmember Butler moved to approve the Consent Agenda Items 9 -12. Mayor Pro Tem Payton seconded the motion. The motion passed 7-0 at 6:23 p.m.

End of Consent Agenda

- 13. Pulled Consent Agenda Items**

None.
- 14. Public hearing and second reading of an Ordinance amending Title 24 of the City of Greeley Municipal Code to update the allowance for childcare centers/preschools and make various revisions and clarifications to development requirements**

Interim Community Development Director, Becky Safarik and City Planner, Caleb Jackson introduced the item with a presentation at 6:24 p.m.

With the adoption of the new Development Code in 2021, some subsequent amendments are necessary to correct omissions, technical errors, provide clarification, and include adaptations to achieve best practices.

The proposed updates include changes to minor variances, neighborhood meeting requirements, park land dedication formula, child care center/preschools as an allowed use in residential zones, home occupation, landscaping standards, and mailed notices for neighborhood meetings/public hearings.

Councilmember Hall asked about the clarification on “minor” variances. In response, Mr. Jackson replied that variances for setbacks, building location, or building height qualify as “minor” when they do not exceed 1 foot or 10 percent, whichever is less.

Councilmember Olson asked about the fees and who will be responsible for them. In response, Mr. Jackson replied that the fees will be the responsibility of the applicant per the adopted fee schedule of the city.

Councilmember Clark asked about Childcare Centers. In response, Mr. Jackson replied that childcare centers and childcare homes are different. Both uses are allowed, and this will allow the larger centers to apply in residential zones in the future.

Councilmember DeBoutez asked about home occupations, and illegal home occupations, especially related to Airbnb. In response to the question, Mr. Jackson replied that any home occupation that doesn’t meet the standard in the development code is not a legal home occupation. Furthermore, he offered that the City requires a business license and lodging taxes for this use.

Councilmember DeBoutez expressed her concern with Airbnb’s and the results of this use. She asked for staff to add the use of Airbnb’s to her initiative of neighborhood nuisance issues.

The Public Hearing opened at 6:35 p.m.

1. Edwin Grant spoke about his experience with easements.
2. Steve Teets spoke about home daycare centers.
3. Pastor Steven Grant asked about businesses who are remote and if this amendment would affect them.

The Public Hearing closed at 6:39 p.m.

Councilmember Olson moved to adopt the ordinance and publish by title only. Councilmember Clark seconded the motion. The motion passed 7-0 at 6:40 p.m.

15. Public hearing and second reading of an Ordinance amending Title 12, Chapter 7 of the Greeley Municipal Code relating to vacant and abandoned buildings

Interim Community Development Director, Becky Safarik introduced the item with a presentation.

In September 2022, City Council adopted regulations related to a variety of noncriminal property code requirements to improve code compliance related to chronic nuisance situations. The approved code modifications also included specific treatment for abandoned and neglected buildings.

Councilmember DeBoutez asked if this amendment would help with the general welfare of the community and allow for the removal of neglected vacant buildings in downtown. In response, Ms. Safarik replied that the ordinance amendments would help with a timeline aimed at compliance.

Councilmember Butler asked when enforcement would begin. In response to the question, Ms. Safarik replied that the ordinance is effective 5 days after final publication and that staff has a list of properties that will be in violation. Ms. Safarik will work with staff on enforcement procedures to gathering evidence if such violations go to Administrative Hearings.

Councilmember Olson asked about the timeframe in the code and why compliance for property conditions and occupation was not the same. In response to the question, Ms. Safarik explained that this was consistent with neighboring municipalities.

Councilmember Clark asked about compliance for the property downtown that was been boarded up for over 20 years. In response to the question, Ms. Safarik replied that the property is on the list.

The Public Hearing opened at 6:56 p.m.
With no speakers, the Public Hearing closed at 6:56 p.m.

Councilmember Olson moved to amend the ordinance in Sec. 12-384. Definitions; Vacant or Abandoned Building; 2. “The property is not lawfully occupied for 60 days” (instead of 90) as proposed. Councilmember Butler seconded the motion. The motion passed 7-0 at 7 p.m.

Councilmember Olson moved to adopt the ordinance as amended and publish in full. Councilmember DeBoutez seconded the motion. The motion passed 7-0 at 7:01 p.m.

16. Appointment of applicants to the Citizen Budget Advisory Committee, Golf Course Advisory Board, Parks and Recreation Advisory Board, and Stormwater Board

City Clerk Leatherwood announced the appointments:

Citizen Budget Advisory Committee- Javier Alvarado Vega
Gold Course Advisory Board – Adam Klett
Parks and Recreation Advisory Board – Greg McIntosh, Monica Ramirez
Stormwater Board – Paul Henneck

17. Scheduling of Meetings, Other Events

None.

- 18. Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances**

Councilmember Olson moved to approve the motion. Councilmember Clark seconded the motion. The motion passed 7-0 at 7:02 p.m.

- 19. Consideration of a motion to go into Executive Session to receive legal advice from the City Attorney and to determine positions, develop strategy, and give instructions to negotiators regarding 2023 collective bargaining with Greeley Firefighters**

Mayor Pro Tem Payton moved to approve the motion. Councilmember Butler seconded the motion. The motion passed 7-0 at 7:03 p.m.

- 20. Consideration of a motion to go into Executive Session for the purpose of completing the annual performance review of the City Council Appointees – City Manager, City Attorney and Municipal Judge**

Mayor Pro Tem Payton moved to approve the motion. Councilmember Butler seconded the motion. The motion passed 7-0 at 7:04 p.m.

21. Adjournment

Mayor Gates adjourned the meeting at 7:05 p.m.

19.The Executive Session was called to order at 7:11 p.m. to receive legal advice from the City Attorney and to determine positions, develop strategy, and give instructions to negotiators regarding 2023 collective bargaining with Greeley Firefighters. Present for participation in the Executive Session were all members of City Council plus the following:

Doug Marek, City Attorney
Noel Mink, Human Resources Director
Raymond Lee, City Manager
Paul Fetherson, Deputy City Manager
Brian Kuznik, Fire Chief

A motion to go into an Executive Session for a conferral with the City Attorney to receive legal advice and to determine positions, develop strategies, and provide instructions to negotiators regarding collective bargaining, as provided in C.R.S. 24-6-402(4)(b) and 24-6-402(4)(e)(I), and Greeley Municipal Code 2-151(a)(2) and 2-151(a)(5)

Mayor Gates cautioned each participant to confine discussion to the stated purpose and reminded that no formal action may occur in Executive Session. If at any point any participant believed that the discussion was going outside the proper scope of the Executive Session, participants were advised to interrupt the discussion and raise an objection.

The meeting concluded at 7:42 p.m.

20. The Executive Session was called to order at 7:45 p.m. for the purpose of completing the annual performance review of the City Council Appointees – City Manager, City Attorney and Municipal Judge

Present for participation in the Executive Session were all members of City Council.

A motion to go into an Executive Session to discuss the following matter as provided under C.R.S. Section 24-6-402(4)(f) and Greeley Municipal Code Section 2.151(6)(a): To discuss personnel reporting to the City Council.

Mayor Gates cautioned each participant to confine discussion to the stated purpose and reminded that no formal action may occur in Executive Session. If at any point any participant believed that the discussion was going outside the proper scope of the Executive Session, participants were advised to interrupt the discussion and raise an objection.

The meeting concluded at 8:35 p.m.

The recordings will be retained as provided in the City's records retention policy and in conformity with the Colorado Open Meetings Law for a period of 90 days.

Approved:

John D. Gates, Mayor

Attest:

Heidi Leatherwood, City Clerk



Council Agenda Summary

March 7, 2023

Key Staff Contact: John Karner, Finance Director

Title:

Introduction and first reading of an Ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2023 and for funds held in reserve for encumbrances through December 31, 2022

Summary:

This is the first supplemental appropriation ordinance modifying the 2023 budget. This appropriation ensures that existing commitments in progress at 2022 year-end can be completed in 2023, designates funds for additional commitments, and appropriates new grants that have been awarded.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes												
If yes, what is the initial, or, onetime impact?	\$41,212,480												
What is the annual impact?	\$41,212,480												
What fund of the City will provide Funding?	See Ordinance												
What is the source of revenue within the fund?	Fund Balance, Grants, Expense Reimbursement, & Settlement Funds.												
Is there grant funding for this item?	Yes												
If yes, does this grant require a match?	Yes, Items 5, 19, & 23												
Is this grant onetime or ongoing?	Onetime												
Additional Comments:	<p>Total appropriations made by this ordinance, excluding transfers, are \$41,212,480. The following funding sources will be used to cover the appropriations made by this ordinance.</p> <table border="1"> <thead> <tr> <th>Source</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Fund Balance</td> <td>\$ 26,340,188</td> </tr> <tr> <td>Expense Reimbursement</td> <td>7,534,237</td> </tr> <tr> <td>Grants</td> <td>7,201,821</td> </tr> <tr> <td>Settlement Funds</td> <td>136,234</td> </tr> <tr> <td>Grand Total</td> <td>\$ 41,212,480</td> </tr> </tbody> </table>	Source	Total	Fund Balance	\$ 26,340,188	Expense Reimbursement	7,534,237	Grants	7,201,821	Settlement Funds	136,234	Grand Total	\$ 41,212,480
Source	Total												
Fund Balance	\$ 26,340,188												
Expense Reimbursement	7,534,237												
Grants	7,201,821												
Settlement Funds	136,234												
Grand Total	\$ 41,212,480												

Legal Issues:

City Charter prohibits actual expenditures from exceeding appropriations at the fund level. This ordinance will ensure that this does not occur.

Strategic Focus Area:



Business Growth



Community Vitality



High-Performance Government



Housing for All



Infrastructure and Mobility



Quality of Life



Safe and Secure Communities

Decision Options:

- 1) Introduce the ordinance as presented; or
- 2) Amend the ordinance and introduce as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for March 21, 2023.

Attachments:

Ordinance
Detail Supporting Schedule

CITY OF GREELEY, COLORADO
ORDINANCE NO. 10, 2023

AN ORDINANCE APPROPRIATING ADDITIONAL SUMS TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF GREELEY FOR THE BALANCE OF THE FISCAL YEAR OF 2023 AND FOR FUNDS HELD IN RESERVE FOR ENCUMBRANCES AT DECEMBER 31, 2022.

WHEREAS, the City of Greeley has or will incur expenses for certain activities described below during the 2023 fiscal year; and

WHEREAS, the revenues received in the City of Greeley in 2022, exceeded the amount of revenues estimated in the 2022 Budget by more than the total amount of the expenditures in the same year.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. In accordance with section 5-17 of the Greeley Charter, from actual and anticipated revenues which exceed the revenue estimates in the 2023 budget and amounts held in fund balance reserves from 2022, there is hereby appropriated the following designated sums to be allocated for use during the remainder of 2023:

Fund	Amount	Transfers	Total
100 GENERAL FUND	\$ 4,146,604	\$ 329,500	\$ 4,476,104
102 CONVENTION AND VISITORS FUND	100,000	-	100,000
103 HUD GRANTS FUND	6,506,821	-	6,506,821
104 STREETS AND ROADS FUND	479,500	-	479,500
300 PUBLIC IMPROVEMENT	449,237	-	449,237
304 FOOD TAX	156,265	-	156,265
318 QUALITY OF LIFE	160,000	-	160,000
321 STREET INFRASTRUCTURE IMPROVEMENTS	3,000,000	-	3,000,000
330 DEVELOPMENT FUNDS	250,000	-	250,000
410 SEWER	775,000	-	775,000
420 WATER	23,110,384	-	23,110,384
502 LIABILITY	1,680,000	-	1,680,000
510 EQUIPMENT & FLEET	398,669	-	398,669
Grand Total	\$ 41,212,480	\$ 329,500	\$ 41,541,980

Section 2. All actions heretofore taken (not inconsistent with the provisions of this ordinance) by the officers, agents and employees of the City in connection with this appropriation are hereby ratified, approved and confirmed.

Section 3. This Ordinance shall take effect on the fifth day following its final publication, as provided by Section 3-16 of the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 2023.

ATTEST

THE CITY OF GREELEY, COLORADO

City Clerk

Mayor



City of Greeley 2023 Appropriation City Council Meetings: March 7th & March 21st

Fund	Item	Department	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
100 - GENERAL FUND								
	1	CCO	Fund Balance	Funding for Policy Management Software. It has been identified the need for a centralized policy software, to be implemented in 2023. Implementation of this software supports the City's goal of operational excellence as we transition and prepare for unprecedented growth.	50,000	-	50,000	-
	2	CMO/ REM	Fund Balance	This request will appropriate \$60,000 of General Fund balance to support a department assessment on Real Estate Management.	60,000	-	60,000	-
	3	FINANCE	Fund Balance	This request will appropriate \$750,000 from the General Fund to augment & support the Finance team to complete the 2022 Audit.	750,000	-	750,000	-
	4	CMO/ CHCO	Fund Balance	This request will appropriate \$730,760 of General Fund balance to support the City's organizational development & culture efforts, executive coaching, and a strategic work plan tool. Funding will also be used to support various human capital efforts such as an employee recognition program, onboarding, & city-wide anti-harassment training.	730,760	-	730,760	-
	5	CMO/ Housing Grant		This request is to appropriate a total of \$1,358,794 for the Housing First initiative. Of the total appropriation request, \$1,048,610 is being reappropriated and was approved by Council in 2022 for the Housing First initiative. \$345,000 is being appropriated in new grant funding from the Office of Supported Housing, which requires a \$310,184 City match. This will allow the City to serve more people in need and will have a larger impact on the homelessness issue. This funding will also foster stronger relationships with our community providers.	1,358,794	345,000	1,703,794	-
	6	CMO	Fund Balance	This request will appropriate \$107,050 of General Fund balance to support staffing needs within the City Manager's Office (funding of a 6 month position and a reclassification of an existing but vacant position).	107,050	-	107,050	-
	7	CMO/ Housing	Fund Balance	This request will appropriate \$70,000 using General Fund balance to support the recruitment costs for the search of a Housing Director.	70,000	-	70,000	-
	8	IT	Fund Balance	Funding will be used for managed support of the ERP system at the completion of the refinement project which includes mandatory compliance updates, assessment of impacts, documentation, and testing services.	450,000	-	450,000	-
	9	IT	Fund Balance	Funding will be used to provide temporary staffing to back fill staff turnover from the ERP project team, provide additional reporting capabilities to support department operations, as well as fund a term limited position to increase training and competency with the new ERP system across the organization.	225,000	-	225,000	-
100 - GENERAL FUND					3,801,604	345,000	4,146,604	-
102 - CONVENTION AND VISITORS FUND								
	10	CE	Fund Balance	The City of Greeley contracts with the Chamber of Commerce to promote tourism through Visit Greeley. Visit Greeley exists to champion tourism by enhancing visitor experiences in alignment with the City of Greeley's image campaign, and to promote local businesses and experiences. Visit Greeley promotes: the city as a destination for new and returning conferences, meetings and events that result in room-night stays in Greeley lodging facilities; hospitality-related initiatives to enhance the economic vitality of Greeley; fostering, enhancing and otherwise building Greeley tourism; and actively using and championing a coordinated campaign that aligns with the city's existing "Greeley, a story best lived in" image campaign. In alignment with the budget process, this 2023 Visit Greeley contract was executed in the amount of \$150,000. Following a strategic planning conversation with Visit Greeley to agree upon outcomes and objectives, there was a demonstrated need to increase funding to the pre-COVID amount of \$250,000.	100,000	-	100,000	-
102 - CONVENTION AND VISITORS FUND					100,000	-	100,000	-
103 - HUD GRANTS FUND								
	11	EHH	Grant	This request will appropriate federal grants for HOME American Rescue Plan Act (ARPA) in the amount of \$1,481,453, Community Development Block Grants (CDBG) CV in the amount of \$2,668,033, and Housing Rehab grants in the amount of \$2,357,335.	-	6,506,821	6,506,821	-
103 - HUD GRANTS FUND					-	6,506,821	6,506,821	-

Fund	Item	Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
Item No. 10.							
104 - STREETS AND ROADS FUND							
12	PW	Operating Transfer: GENERAL FUND	Due to the number of storms, extremely cold temperatures in January of 2023, and an increase in salt prices the Division has already used 2,131 tons or \$237,550. As a result, additional funding is needed to purchase salt to ensure safe and efficient travel for our residents and visitors. The Division will need to purchase an estimated additional 2,500 tons for \$278,500. We anticipate approximately 5 - 7 more storms this spring and fall. A replacement V-Box salt sander is also included in this request.	-	329,500	329,500	-
13	PW	Grant	In response to ongoing safety issues and concerns in the downtown, the City applied for and received \$150,000 Safer Streets Grant from the Colorado Division of Criminal Justice to improve the safety and appearance of an alley downtown between 8th and 9th Avenues. The grant will provide improvements to the area infrastructure related to trash collection. Studies have shown a correlation between improved trash management and public safety. With the approval of the appropriation, City staff will move forward with public outreach to properties adjacent to the alley, design and install the waste infrastructure and lighting to improve safety in the alley.	-	150,000	150,000	-
104 - STREETS AND ROADS FUND				-	479,500	479,500	-
301 - PUBLIC IMPROVEMENT							
14	PW	Expense Reimbursement	GURA additional revenue. \$700,000 was placed in the 2023 budget for new sidewalk installation. This request is to appropriate an additional \$449,237 of funding that was awarded to GURA for new sidewalk installation.	-	449,237	449,237	-
301 - PUBLIC IMPROVEMENT				-	449,237	449,237	-
304 - FOOD TAX							
15	CPRD	Fund Balance	This request is to appropriate fund balance from the Food Tax fund to replace the water dump bucket at the Family FunPlex. The dump bucket that was installed at the Family FunPlex is the wrong size and causing safety hazards.	80,925	-	80,925	-
16	CPRD	Fund Balance	Funding is requested to repair the Discovery Bay play structure & Centennial pool slide which have cracks, rust, & visible damage. The work and inspection will be completed prior to the pools opening on Memorial day weekend.	75,340	-	75,340	-
304 - FOOD TAX				156,265	-	156,265	-
318 - QUALITY OF LIFE							
17	CPRD	Fund Balance	Funding is requested to increase the budget for the Sheep Draw Trail extension crossing under 83rd Avenue due to inflationary factors. This project will close the only gap in the Sheep Draw Trail between 90th Avenue at Pebble Brook and the Poudre Trail at 59th Avenue.	160,000	-	160,000	-
318 - QUALITY OF LIFE				160,000	-	160,000	-
321 - STREET INFRASTRUCTURE IMPROVEMENTS							
18	PW	Fund Balance	Additional Keep Greeley Moving (KGM) Revenue received in 2022 will be used in 2023 to improve additional Sidewalks and Curbs & Gutter which will allow improved efficiency for overlay projects planned in 2024 by having concrete work completed the year before the overlay of a street.	3,000,000	-	3,000,000	-
321 - STREET INFRASTRUCTURE IMPROVEMENTS				3,000,000	-	3,000,000	-
334 - ROAD DEVELOPMENT							
19	PW	Grant / Fund Balance	Public Works submitted for a USDOT Federal Grant for \$250,000 under the Safe Streets and Roads for All (SS4A). This is a reimbursable grant for \$200,000 with \$50,000 City of Greeley match. The grant will pay for developing a Safety Action Plan for the City of Greeley. This will enable the City to submit for future SS4A grants for capital improvement projects. This scope of work lays out a comprehensive high-level approach for developing a plan of action to drive Greeley's Vision Zero (VZ) Safety Action Plan. It focuses on critical steps to develop a high-quality, action-oriented plan, including public participation, analysis of trends, development of goals and objectives, and implementation methods. A Vision Zero Plan includes a holistic well-defined process to eliminate severe crashes and reduce other types of traffic crashes. This Plan would include goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project solutions, and progress and transparency. The City has committed to building upon previous safety activities and addressing the top three priorities of the developed Vision Zero Plan by 2025. This plan will make identified projects eligible for future SS4A funding.	50,000	200,000	250,000	-
334 - ROAD DEVELOPMENT				50,000	200,000	250,000	-

Fund	Item	Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
Item No. 10.							
413 - SEWER CAPITAL REPLACEMENT							
20	W&S	Fund Balance	This request will appropriate \$775,000 for the Wastewater Treatment & Reclamation Facility (WTRF) project. It has been determined that a liquid stream update is not necessary until the first upgrades from the previous master plan are finished in 2026. The previous solid stream master plan was completed in 2012 and needs to be updated as all recommendations have been implemented. Projects are being implemented that will rely on critical solid stream process infrastructure that need upgrades and a plan to evaluate a replacement or repair of the infrastructure in the immediate future. This presents an immediate need for a plan to install an additional cake hopper or to repair or replace solids handling tanks that are 50-90 years old. Additionally, a long-term plan is included for the City's wastewater treatment needs. This is a Water and Sewer Board priority that will determine the 50-year plan for wastewater treatment for the City of Greeley.	775,000	-	775,000	-
413 - SEWER CAPITAL REPLACEMENT				775,000	-	775,000	-
421 - WATER OPERATIONS							
21	W&S	Fund Balance	The City has been in the process of updating water meters that now use a cellular connection. Not only can customers check their usage and conservation efforts, the connection allows for automated leak detection. The cellular connection requires a \$0.89 per meter charge (per month) to cover the cost of connecting to the cellular network.	290,000	-	290,000	-
22	W&S	Fund Balance	This request will provide sufficient funding for chemical costs for the treatment of water. Chemical costs have continued to escalate, while source water quality at the Bellvue Water Treatment Plant & Boyd Lake Water Treatment Plant has declined due to runoff from the Cameron Peak Fire.	490,000	-	490,000	-
23	W&S	Fund Balance / Expense Reimbursement	This request is to appropriate \$8,290,000 in funds for the mitigation efforts against the lasting impacts of the Cameron Peak Fire. \$7,085,000 will be reimbursed both by federal & state entities for various watershed mitigation efforts. These efforts include the installation of sediment basins, wattles & log jam debris prevention structures, and aerial mulching. \$4,073,000 will be reimbursed by the United States Natural Resources Conservation Service Emergency Watershed Protection Program (NCRS-EWP) and the United States Forest Service (USFS). \$3,012,000 will be reimbursed by the Colorado Water Conservation Board (CWCB). \$1,205,000 will be appropriated using fund balance to cover the cost share of the reimbursements, although every effort will be made to have neighboring municipalities share this portion.	1,205,000	7,085,000	8,290,000	-
421 - WATER OPERATIONS				1,985,000	7,085,000	9,070,000	-
422 - WATER CONSTRUCTION							
24	W&S	Fund Balance	This request is to appropriate \$3,782,256 to secure further easements in the path of the pipeline to the Terry Ranch aquifer. This project will secure the isolated aquifer on the Colorado-Wyoming border for use as water storage to protect the City from further drought. Negotiations with property owners are ongoing and real estate is making purchases of the necessary easements for the entire project. The City is reimbursed for 80% of the cost for the first \$78.125 million spent to develop the aquifer as a water storage resource. These dollars are worth more now than they will be in the future, and the project is a priority of the Water & Sewer Board.	3,782,256	-	3,782,256	-
25	W&S	Fund Balance	This request will appropriate an additional \$75,000 for the Bellvue 60" Pipeline – Gold Hill Segment project. This project is for the final segment of the Bellvue 60" transmission line that will be capable of carrying the full future plant production of the Bellvue Water Treatment Plant to all four pressure zones in the City. In normal operating conditions, the pipeline will reduce pumping costs for the Mosier & Gold Hill storage tanks and reduce the operating time for the Boyd Lake Water Treatment Plant. We are projecting operating savings of \$780,000 per year.	75,000	-	75,000	-
422 - WATER CONSTRUCTION				3,857,256	-	3,857,256	-

Fund	Item	Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
Item No. 10.							
423 - WATER CAPITAL REPLACEMENT							
26	W&S	Fund Balance	This request is to reappropriate the Cityworks project as it has reached its 3-year appropriation limit. Cityworks is a software and database system that will significantly improve the tracking of infrastructure and assets in the City. The department has tens of thousands of fire hydrants, valves, pumps, and miles of pipe. Maintaining records on these assets, including details of diagnostic tests and inspections is an important part of the department's maintenance plans and capital improvement planning.	333,128	-	333,128	-
27	W&S	Fund Balance	This request is to reappropriate \$365,000 for the Boomerang Golf Course Water Efficiency Improvements project that is nearly complete. The project has reached its 3-year limit and needs to continue to complete the remaining construction and installation of an overflow and drainage system for the pond.	365,000	-	365,000	-
28	W&S	Fund Balance	This request is to reappropriate \$2,500,000 for the Boyd Water Treatment Plant Process Improvements project as it has reached its 3-year limit. The project needs to continue to complete the installation of the new flocculators at the plant.	3,100,000	-	3,100,000	-
29	W&S	Fund Balance	This request is to reappropriate the Bellvue Needs Assessment project that will fund the engineering, consulting, and construction work that will address the repairs and litigation expenses for the construction defect claims at the Bellvue Water Treatment Plant.	2,330,000	-	2,330,000	-
30	W&S	Fund Balance	This request will appropriate additional funding for the Lead and Copper Service Line Inventory & Replacement project and will address an immediate public health concern. This project funds the identification and replacement of lead service line water pipes in the water distribution system, both on the City-owned and customer-owned portions of the system. The City has been replacing lead pipes when they are identified on the City portion of the system. Changing regulations are making the City responsible for the lead pipes in the customer-owned portion as well. The City has until October of 2024 to be in a position to assert that lead pipes in the system have been identified and replaced.	3,930,000	-	3,930,000	-
31	W&S	Fund Balance	This request will appropriate \$125,00 in additional funding for the Hourglass & Comanche Reservoir Rehabilitation. Funds are needed to design repairs for the Peterson Dam and to complete permitting through the Department of Natural Resources. The repair was initially scheduled for 2024; however, by funding this in 2023, construction will be completed under the existing contractor for their work in the High Mountain Reservoir, providing savings for mobilizing the contractor.	125,000	-	125,000	-
423 - WATER CAPITAL REPLACEMENT				10,183,128	-	10,183,128	-
502 - LIABILITY							
32	HR	Fund Balance	This request will appropriate \$1,680,000 in Liability fund balance to support the potential payout of several claims, 2023 premium shortfall, and design of a Risk and Safety Standard for the City of Greeley.	1,680,000	-	1,680,000	-
502 - LIABILITY				1,680,000	-	1,680,000	-
512 - FLEET REPLACEMENT							
33	PW	Fund Balance	Additional funds are required to purchase new Mobile Data Terminals (MDTs) for the new police units. Funds will replace fifteen (15) MDTs that IT can no longer support due to the age of the current MDTs.	52,500	-	52,500	-
34	PW	Fund Balance	Due to continued supply chain issues in the automotive industry, several vehicle orders were canceled by manufacturers in the 2022 budget cycle. An inflation factor of 10% has been added to the cost of the replacement vehicles to account for the difference between 2022 and 2023 cost increases.	209,935	-	209,935	-
512 - FLEET REPLACEMENT				262,435	-	262,435	-
513 - EQUIPMENT REPLACEMENT							
35	POLICE	Settlement Funds	The Greeley Police Department Weld County Drug Task Force will use Weld County Opioid Settlement Funds to purchase two Mass Spectrometers to assist with opioid investigations.	-	136,234	136,234	-
513 - EQUIPMENT REPLACEMENT				-	136,234	136,234	-
TOTAL (Less Additional Operating Expenditures Between Funds)				\$ 26,010,688	\$ 15,201,792	\$ 41,212,480	\$ -
OPERATING TRANSFERS							
12	PW	Fund Balance	Additional Salt Operating Transfer of Fund Balance GENERAL FUND to STREETS AND ROADS FUND	329,500	-	329,500	-
				329,500	-	329,500	-
				\$ 26,340,188	\$ 15,201,792	\$ 41,541,980	\$ -



Council Agenda Summary

Title:

Pulled Consent Agenda Items

Summary:

Pulled Consent Agenda items will be considered in the order they appeared on the consent agenda.



Council Agenda Summary

March 7, 2023

Key Staff Contact: Becky Safarik, Interim Community Development Director
Don Threewitt, Interim Planning Manager

Title:

Consideration of a motion to set the public hearing and second reading of an Ordinance amending Title 24 of the Greeley Municipal Code by repealing Title 2, Chapter 9 (Metropolitan Districts) and enacting Title 24, Chapter 12 (Metropolitan Districts) and making amendments thereto

Summary:

At the February 21, 2023 City Council meeting, staff provided an introduction and first reading of a proposed ordinance amending Title 24 of the Greeley Municipal Code by repealing Title 2, Chapter 9 (Metropolitan Districts) and enacting Title 24, Chapter 12 (Metropolitan Districts) and making amendments thereto. Council approved the ordinance on first reading, directed it to be published in full, and set the matter for a public hearing and second reading on March 7, 2023.

The Ordinance as introduced on February 21, 2023 was inadvertently not published as is required by the Code.

Council is asked to request publication of the ordinance in full and continue the public hearing and second reading of this Ordinance to March 21, 2023.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
Is there grant funding for this item?	No

Legal Issues:

Greeley Municipal Code Section 3-17(e), states: “The ordinance shall be introduced at Council the second time at a meeting not earlier than ten (10) days after first publication for final approval, rejection or other action as may be taken by vote of the Council. This meeting may be the same meeting at which the public hearing on the ordinance is held. The ordinance may be amended before the final approval by the vote of the Council.”

Because the ordinance was not published at least ten days prior to this meeting, the public hearing and second reading cannot proceed at this meeting. Council must first order publication and continue the public hearing and second reading.

Strategic Focus Area:



Business Growth



High-Performance Government



Housing for All

Decision Options:

- 1) Publish the ordinance as introduced on February 21, 2023; and
- 2) Continue consideration of the ordinance to March 21, 2023.

Council's Recommended Action:

A motion to publish the ordinance in full as introduced at the February 21, 2023 Council meeting and schedule the public hearing and second reading for March 21, 2023.

Attachments:

Ordinance as introduced February 21, 2023
Ordinance Appendix A

**CITY OF GREELEY, COLORADO
ORDINANCE NO. 9, 2023**

AN ORDINANCE AMENDING TITLE 24 OF THE GREELEY MUNICIPAL CODE BY REPEALING TITLE 2, CHAPTER 9 (METROPOLITAN DISTRICTS) AND ENACTING TITLE 24, CHAPTER 12 (METROPOLITAN DISTRICTS) AND MAKING AMENDMENTS THERETO

WHEREAS, the Greeley City Charter describes the powers of the City and City Council related to adoption of the function and operation of general municipal public works, parks, water and sewer, and fire facilities; and

WHEREAS, Metropolitan Districts may provide two or more of the following services, fire protection, mosquito control, parks and recreation, safety protection, sanitation, solid waste disposal facilities or collection and transportation of solid waste, street improvement, television relay and translation, transportation, and water.

WHEREAS, the Greeley City Council seeks to establish regulatory standards which balance the expectations and impacts of any Metropolitan District; and

WHEREAS, the City Council has determined certain limited uses of Metropolitan Districts may be allowed as an alternative financing mechanism for infrastructure development; and

WHEREAS, amendments to the Greeley Municipal Code related to Metropolitan Districts are necessary from time to time to align with other municipal code changes and industry standards, and to remove obsolete elements of the code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. That the Greeley Municipal Code be amended by repealing Title 2, Chapter 9 and adding thereto a new Title 24, Chapter 12 to read as shown in Appendix A.

Section 2. This ordinance shall become effective five (5) days following its final publication, as provided by the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED, THIS ____ DAY OF MARCH, 2023.

ATTEST:

CITY OF GREELEY

City Clerk

Mayor

~~CHAPTER 9.~~ **CHAPTER 24.- METROPOLITAN DISTRICTS**~~Sec. 2-510.~~ **Sec. 24-1201.-** Legislative declaration.

(a) Metropolitan districts (districts) organized under C.R.S. title 32, article 1 (the Special District Act), under appropriate circumstances, provide an economic alternative to the development of municipal infrastructure at the expense and risk of the city. The provisions of this chapter are intended to provide procedures for the processing and review of proposals for formation of new districts and to define the restrictions and limitations which may be imposed by the city as a condition to the approval of such districts consistent with the policy and intent of this chapter.

(b) The adoption of this chapter is necessary, requisite and proper for the government and administration of local and municipal matters pursuant to the city's home rule powers granted by article XX of the Colorado Constitution. The city council specifically finds that the determination of whether to use districts to provide for the development of capital facilities and incurring of debt to finance such facilities is purely a matter of local concern and shall determine the merits of allowing the formation of a district for development of municipal infrastructure to allow a district on a case-by-case basis.

~~(Code 1994, § 13.50.010; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-511.~~ **Sec. 24-1202. -** Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Board means the board of directors of a district.

District means a metropolitan district proposed to be established and organized under the Special District Act whose service plan is to be approved by the city under applicable state law, and also means any existing metropolitan district that is located wholly within the corporate limits of the city as of the effective date of the ordinance from which this chapter is derived.

Petitioners means those persons proposing the formation of a district, a service plan for a district or an amendment to an approved service plan of a district.

~~(Code 1994, § 13.50.020; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-512.~~ **Sec. 24-1203.-** Reservation and construction.

The city reserves all the powers and authority granted to municipalities by the Special District Act. The provisions of this chapter shall be construed and applied to supplement the applicable provisions of the Special District Act and, to the extent provided herein, supersede the Special District Act pursuant to the home rule powers granted the city by article XX of the Colorado Constitution.

~~(Code 1994, § 13.50.030; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-513.-~~ District's location.

~~(a) Districts proposed to be located outside of the mid-range expected service area (MRESA) shall demonstrate compliance with those standards required by section 24-1055 of the Development Code,~~

~~which allows the city council to grant a waiver from the requirement for development to occur only within the established MRESA.~~

~~MID-RANGE EXPECTED SERVICE AREA BOUNDARY~~

~~MID-RANGE EXPECTED SERVICE AREA BOUNDARY~~

~~(b) Districts proposed to be located within the MRESA may be permitted only for either of the following types of projects: (1) Substantial redevelopment of a site when it is projected to provide a positive property tax return from the project utilizing the available city infrastructure investment; or (2) Initial development of a site that demonstrates compliance with the standards required by section 24-1055 of the Development Code.~~

~~(Code 1994, § 13.50.040, app. 18-K; Ord. No. 20, 2003, § 1, 2003; Ord. No. 19, 2004, § 1, 2004; Ord. No. 23, 2006, § 1, 2006; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-514. Sec. 24-1204.- Permitted district improvements.~~

~~A district shall only be permitted to construct those capital and infrastructure improvements which are identified within an approved service plan, which may include but are not limited to, required off-site improvements and/or improvements required by section 24-1055 of the Development Code.~~

~~(Code 1994, § 13.50.050; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-515. Sec. 24-1205- District minimum size.~~

~~A district shall consist of an area of at least one square mile in area size with all property included in the district contiguous, except streets, ditches and other similar easements or features. A district may be less than one square mile if it can be demonstrated that the development substantially accomplishes the land use mix and connectivity with adjacent parcels required by section 24-1055 of the Development Code. **A District proposed to issue less than \$7 million of authorized debt will not be considered.**~~

~~(Code 1994, § 13.50.060; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-516. Sec. 24-1206- Use of eminent domain by a district.~~

~~Eminent domain may be utilized by a district only on a case-by-case basis and only after review and approval by the city council. The city council may approve the use of eminent domain within a metropolitan district if the proposed use of eminent domain is necessary for the development of the district and there is an identified public benefit obtained by the use of eminent domain.~~

~~(Code 1994, § 13.50.070; Ord. No. 13, 2007, § 1, 4-3-2007) **The Service Plan shall contain language that prohibits the district from exercising the power of eminent domain. However, the city may choose to exercise its power of eminent domain to construct public improvements within the District in which case the District and the City will enter into an intergovernmental agreement concerning the public improvements and funding for that use of eminent domain.**~~

~~Sec. 2-517. Sec. 24-1207. - District's application for grants.~~

A district may be permitted to apply for grant funds for which the city is also eligible only after review and approval by the city council of the application for said grant proposal by the district.

~~(Code 1994, § 13.50.080; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-518. Sec. 24-1208.~~ - Disclosure.

~~As part of any sale of real property located within a metropolitan district, there shall be a written disclosure statement which accompanies the sales transaction that identifies and describes the increased property tax burden of the property due to its location in the metropolitan district. The document shall be executed as part of the title work associated with the sale of the property, shall be signed by the seller and purchaser of the property and shall be recorded promptly with the county clerk and recorder by the district.~~

~~(Code 1994, § 13.50.090; Ord. No. 13, 2007, § 1, 4-3-2007)~~

As part of any sale of real property located within a metropolitan district, there shall be a written disclosure statement which accompanies the sales transaction that identifies and describes the increased property tax burden of the property due to its location in the metropolitan district. Notices of disclosure shall be provided as follows:

- a. **The metropolitan district will use reasonable efforts and due diligence to cause each developer or and home builder to provide a notice of disclosure to the buyer along with at the time of entering into the purchase contract and obtain the home buyer's signed acknowledgment of the notice of disclosure. The notice of disclosure shall describe the impact of the district mill levy and fees, general purpose of the metropolitan district, and financial impact on each residential property and shall specifically provide the information required by C.R.S. § 38-35.7-110, as amended from time to time.**
- b. **The metropolitan district shall record the notice of disclosure for each property within the district with Weld County at the time the plat is recorded. The metropolitan district shall record the notice of disclosure for each property prior to any building permits for the subdivision being issued if the subdivision plat has already been filed. The metropolitan district shall provide the city with a copy of such notice of disclosure if the subdivision plat has already been filed with Weld County. The notice of disclosure shall include the maximum mill levy that may be assessed and associated taxes that may be imposed on the property for each year the district is in existence all information required by C.R.S. § 38-35.7-110, as amended from time to time.**
- c. **The metropolitan district will use all reasonable efforts and due diligence to cause the developer or home builder to provide information to potential residential buyers by furnishing information describing the key provisions of the approved district to the developer or home builder for prominent display at all sales offices, and by inspecting the sales offices within the district's boundaries on a quarterly basis to assure the information provided is accurate and prominently displayed. Such information shall include the maximum mill levy and associated taxes and fees**

that may be imposed on each property for each year the district is in existence, and a description of the improvements that are or have been paid for by the district.

~~Sec. 2-519.~~ **Sec. 24-1209.** - Referral notice to other affected special districts.

As part of the city review and approval of all proposed districts, a written notice from the city shall be forwarded to each existing special district located within the proposed district's boundary at least 30 calendar days prior to the public hearing. The purpose of the notice is to afford the special districts the opportunity to provide comment about the proposed district and any adverse impacts, including the district's proposed financing and mill levy, which the existing special district anticipates may arise from the district due to its anticipated development and its proposed location.

~~(Code 1994, § 13.50.100; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-520.~~ – District review timeframe.

~~Creation of new districts shall be considered as part of the annual city council review of the mid-range expected service area (MRESA) boundary. An exception to this timeframe may be granted by the city council for a district, in the city's sole discretion, when the proposed district meets the waiver criteria found in section 24-1055.~~

~~(Code 1994, § 13.50.110; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-521.~~ **Sec. 24-1210.** - District fees and costs.

(a) The application and processing fee for the city to review the creation of a district and service plan shall be set periodically by the city manager at a rate to recover administrative review expenses as well as reasonable direct costs incurred by the city related to such district and plan review, including, but not limited to, costs of the city's bond counsel.

(b) All owners of real property within any district shall be required to pay any and all applicable city fees, costs and expenses, including, but not limited to, building and development fees that apply to all properties citywide.

~~(Code 1994, § 13.50.120; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-522.~~ **Sec. 24-1211.** - Required annual report.

Not later than September 1 of each calendar year, each district shall file an annual report (the annual report) with the city clerk, the requirements of which may be waived in whole or in part by the city council, if such reporting requirements place an undue hardship on such district. The annual report shall reflect activity and financial events of the district through the preceding December 31 (the report year). The annual report shall include the following:

(1) A narrative summary of the progress of the district in implementing its service plan for the report year;

(2) Except when exemption from audit has been granted for the report year under the Local Government Audit Law, the audited financial statements of the district for the report year, including a statement of financial condition (i.e., balance sheet) as of December 31 of the report year, and the

statement of operations (i.e., revenues and expenditures) for the report year or a copy of the audit exemption application;

(3) Unless disclosed within a separate schedule attached to the financial statements, a summary of the capital expenditures incurred by the district in development of public improvements in the report year, as well as any public improvements proposed to be undertaken in the five years following the report year;

(4) Unless disclosed within a separate schedule attached to the financial statements, a summary of the financial obligations of the district at the end of the report year, including the amount of outstanding debt, the amount and terms of any new debt issued in the report year, the amount of payment or retirement of existing debt of the district in the report year, the total assessed valuation of all taxable properties within the district as of January 1 of the report year and the current mill levy of the district pledged to debt retirement in the report year;

(5) A summary of residential and commercial development in the district for the report year;

(6) A summary of all fees, charges and assessments imposed by the district as of January 1 of the report year;

(7) Certification by the board of directors that no action, event or condition enumerated in ~~section 2-530~~ has occurred in the report year; and

(8) The name, business address and telephone number of each member of the board of directors and its chief administrative officer and general counsel, together with the date, place and time of the regular meetings of the board of directors.

~~(Code 1994, § 13.50.130; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-523.~~ **Sec. 24-1212.** - Review of annual report.

Annually, the city council, at a regular public meeting, may review the annual reports received from each district. In the event the annual report is not timely received by the city clerk, notice of such default shall be given by certified mail by the city clerk to the board of directors of such district at its last-known address. The failure of the district to file the annual report within 45 calendar days of the mailing of such default notice by the city clerk shall empower the city council to impose the sanctions authorized in ~~section 2-537~~ **24-1212**. The remedies provided for noncompliance with the filing of the annual report shall be supplementary to any remedy authorized by the Special District Act.

~~(Code 1994, § 13.50.140; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-524.~~ **Sec. 24-1213.**- Presubmittal meeting.

Petitioners shall initiate a service plan proposal by scheduling a meeting with designated city staff representatives to discuss the procedures and requirements for a service plan. The city representative shall explain the administrative process and provide information to assist petitioners in the orderly processing of the proposed service plan.

~~(Code 1994, § 13.50.150; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-525.~~ **Sec. 24-1214.** - Filing of proposed service plan.

~~(a) Petitioners shall file a proposed service plan and 15 additional copies with the city clerk. The proposed service plan shall substantially comply with the format of any model service plan which is maintained on file with the city clerk. (b) A copy of the proposed petition to be filed with the district court must be included with the proposed service plan filed with the city.~~

~~(Code 1994, § 13.50.160; Ord. No. 13, 2007, § 1, 4-3-2007)~~

- a. **Petitioners shall file a proposed service plan electronically with the Community Development Department. The proposed service plan shall substantially comply with the format of any model service plan which is maintained on file with the city.**
- b. **Copies of the service plan and intergovernmental agreement, including supporting information as required in [section 24-1215](#) together with a nonrefundable application fee, as established by resolution of the city council, shall be forwarded to the Community Development Department at 1100 10th Street, Greeley, Colorado 80631. The applicant shall pay all reasonable fees and expenses incurred by the city if the city chooses to retain outside financial, legal, accounting, feasibility, or other expertise to assist in the review of the application or service plan.**
- c. **If a proposed metropolitan district submits application documents that deviate from the form or content of the model service plan and model intergovernmental agreement, the documents will be reviewed by the city's financial and legal consultants at the applicant's expense.**
- d. **A copy of the proposed petition to be filed with the district court must be included with the proposed service plan filed with the city.**
- e. **The formal application and application fees must be received by the City no later than the third Tuesday of December in the preceding year for a spring election (May) or the third Tuesday of May for a fall election (November). The city cannot commit to timely processing of applications submitted after these dates for their respective elections.**

~~Sec. 2-526.~~ **Sec. 24-1215.** - Service plan contents.

The proposed service plan shall include the following:

- ~~(1) The information required under C.R.S. § 32-1-202(2), and section 24-1055 of the Development Code.~~
- ~~(2) A map of the proposed district boundaries with a legal description or lot and block description.~~
- ~~(3) An itemization of any costs which petitioners expect to be assumed by the city for the construction and maintenance of public improvements and the timing of said public expenditure.~~
- ~~(4) Proof of ownership for all properties within the district.~~
- ~~(5) A copy of any and all proposed, contractual and/or operations documents which would affect or be executed by the proposed district, including the form of any intergovernmental agreement between the district and the city.~~

(6) A capital plan including the following:

- a. A description of the type of capital facilities to be developed by the district;
- b. An estimate of the cost of the proposed facilities; and
- c. A pro forma capital expenditure plan correlating expenditures with development of district infrastructure.

(7) A financial plan including the following:

- a. The total amount of debt issuance planned for the five-year period commencing with the formation of the district;
- b. All proposed sources of revenue and projected district expenses, as well as the assumptions upon which they are based, for at least a ten-year period from the date of the district formation;
- c. The dollar amount of any anticipated financing, including capitalized interest, costs of issuance, estimated maximum rates and discounts and any expenses related to the organization and initial operation of the district;
- d. A detailed repayment plan covering the life of any financing, including the frequency and amounts expected to be collected from all sources;
- e. The amount of any reserve fund and the expected level of annual debt service coverage which will be maintained for any financing;
- f. The total authorized debt for the district;
- g. The provisions regarding credit enhancement, if any, for the proposed financing, including, but not limited to, letters of credit and insurance; and
- h. A list and written explanation of potential risks of the financing.

(8) Such other information contained in the model service plan or as may reasonably be deemed necessary or appropriate by the city, including, but not limited to, potential impacts to other existing developments within the city.

(Code 1994, § 13.50.170; Ord. No. 13, 2007, § 1, 4-3-2007)

a. Form of application. Any request for approval of a metropolitan district within the city's boundaries shall be in the form of a formal application as follows:

1. A document designated as a "service plan" utilizing the model service plan approved by the city council which shall contain:

(a) The information required under C.R.S. § 32-1-202(2), and [section 24-1055](#) of the Development Code.

(b) A map of the proposed district boundaries with a legal description or lot and block description.

- (c) An itemization of any costs which petitioners expect to be assumed by the city for the construction and maintenance of public improvements and the timing of said public expenditure.
- (d) Proof of ownership for all properties within the district.
- (e) A copy of any and all proposed, contractual and/or operations documents which would affect or be executed by the proposed district, including the form of any intergovernmental agreement between the district and the city.
- (f) A statement that the proposed metropolitan district shall not provide any ongoing governmental services, without the specific approval of the council, as evidenced by a council resolution, after a public hearing on the matter has been held, either at the time of adoption of the service plan or subsequent thereto.
- (g) A copy of any and all of the proposed enabling, controlling, contractual and/or operations documents that would affect or be executed by the proposed metropolitan district, including the intergovernmental agreement between or among the Metropolitan District, the city, or any other government, authority or district.
- (h) Statements regarding community engagement that ensure that residents have adequate opportunity to participate in metropolitan district meetings and remain apprised of the metropolitan district's operations and functions through a public website.
- (i) A statement that the district shall not be authorized to impose, receive, collect, or pledge to any indebtedness of the district a public improvement fee (PIF) unless otherwise approved by the city.
- (j) An assurance that the city would be provided with written notice of the date of hearing on the petition that the proponents would intend to tender to the district court.
- (k) A written intergovernmental agreement with the city in the form of the model intergovernmental agreement approved by the city manager, to be approved subsequent to the city council's adoption of a resolution approving the service plan and the city's approval of a Conceptual Site Plan for the development within the proposed Metropolitan District boundaries, which shall specify:
 - 1. The inclusion of properties within or the exclusion of properties from the boundaries of the Metropolitan District;
 - 2. The refunding of any of the metropolitan district's outstanding bonds which would extend the maturity of the outstanding bonds or increase the total debt service.
 - 3. Any increase in the maximum debt mill levy or maximum operating mill levy above the cap.

4. The consolidation with any other special district pursuant to C.R.S. § 32-1-101 et seq.
 5. The acquisition, ownership, management, adjudication or development of water rights or resources.
 6. Application for grants or other state or federal grants.
 7. Provision of services to properties outside the boundary of the city.
 8. Bond documents may not provide acceleration of debt against the issuer as a remedy.
 9. The authority to plan for, design, acquire, construct, install, relocate, redevelop, finance, operate or maintain fire protection facilities or services.
 10. The operation and maintenance of any part or all of the public improvements.
- (l) In addition, the intergovernmental agreement shall contain the following provisions:
1. Requirements for dissolution of the district upon the accomplishment of the purposes and undertakings for which the metropolitan district was formed. If the metropolitan district was only created for construction of public improvements, it shall dissolve when all outstanding debt is paid. If the metropolitan district was created for providing services or maintenance functions, the metropolitan district may continue so long as those services are provided.
 2. Acknowledgement by the metropolitan district that the city shall not be limited in implementing council or voter approved growth limitations, even though such actions may reduce or delay development within the metropolitan district and the realization of metropolitan district revenue.
 3. All activities by the metropolitan district will be subject to all of the city's zoning, subdivision, building code and other land use requirements.
 4. No telecommunication facilities owned, operated or otherwise allowed by the metropolitan District shall affect the ability of the city to expand its telecommunication facilities or impair existing telecommunication facilities.
 5. If there is a reimbursement agreement approved for public improvements installed by the district, all reimbursed funds shall only be used by the district to repay debt service.
 6. All limitations contained in the service plan, including, but not limited to, those pertaining to the maximum debt mill levy, maximum debt mill levy imposition term, and maximum operating mill levy:

- i. Shall not be subject to set-aside for any reason or by any court of competent jurisdiction, absent a service plan amendment; and
 - ii. Are, together with all other requirements of Colorado law, including in the "political or governmental powers" reserved to the state under the U.S. Bankruptcy Code (11 U.S.C.) Section 903, and are also included in the "regulatory or electoral approval necessary under applicable nonbankruptcy law" as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code Section 943(b)(6). Any debt that exceeds the maximum debt mill levy and the maximum debt mill levy imposition term, shall be deemed a material modification of this service plan pursuant to C.R.S. § Section 32-1-207, C.R.S. and shall not be an authorized issuance of debt unless and until such material modification has been approved by the city as part of a service plan amendment. The city shall be entitled to all remedies available at law to enjoin such actions of the district.
7. The district is not authorized to plan for, design, acquire, construct, install, relocate, redevelop, finance, operate or maintain television relay and translation facilities and services.
 8. Public improvements will be designed and constructed in accordance with the standards, specifications, and approval of the city and any other governmental entities having proper jurisdiction.
 9. Prior to the issuance of any privately placed debt, the district shall obtain the certification of an external financial advisor.
 10. The district shall not exercise its city sales and use tax exemption.
- (m) Provisions that the metropolitan district shall take all action necessary to dissolve, pursuant to C.R.S. § 32-1-701 et seq., upon an independent determination of the council that the purposes for which the metropolitan district was created have been accomplished, whereupon council shall adopt a resolution, after a public hearing thereon, stating that the proposed metropolitan district shall be dissolved; provided, however, that minimum and maximum time limits upon the council's determination may be set forth in the service plan.
 - (n) Statements that the proposed metropolitan district will be subject to all of the city's zoning, subdivision, building code and other land use requirements.
 - (o) If multiple metropolitan districts are proposed to serve different areas of one development, a statement of how the multiple district structure will operate and an assurance that no single district will retain control of all financial decisions for all the districts.

1. Under limited and justified circumstances, the city may, in its sole discretion, permit a single district within a multiple district structure to have some reasonable controls for the sole purpose of ensuring the completion of a very large and complex development. The service plan shall include statements justifying the need for such a district and what reasonable controls the district requires.

(p) Under certain circumstances for large, multiphase developments with long anticipated timeframes for build-out, the city may require, in its sole discretion, statements that specify and limit improvements financed by different areas and/or phases of the development in order to ensure an equitable distribution of public improvement costs.

b. A capital plan including the following:

1. A description of the type of capital facilities to be developed by the district;
2. An estimate of the cost of the proposed facilities; and
3. A pro forma capital expenditure plan correlating expenditures with development of district infrastructure.

c. A financial plan including the following:

1. The total amount of debt issuance planned for the five-year period commencing with the formation of the district;
2. All proposed sources of revenue and projected district expenses, as well as the assumptions upon which they are based, for at least a ten-year period from the date of the district formation;
3. The dollar amount of any anticipated financing, including capitalized interest, costs of issuance, estimated maximum rates and discounts and any expenses related to the organization and initial operation of the district;
4. A detailed repayment plan covering the life of any financing, including the frequency and amounts expected to be collected from all sources;
5. The amount of any reserve fund and the expected level of annual debt service coverage which will be maintained for any financing;
6. The total authorized debt for the district;
7. The provisions regarding credit enhancement, if any, for the proposed financing, including, but not limited to, letters of credit and insurance; and
8. A list and written explanation of potential risks of the financing.

~~Sec. 2-527.~~ **Sec. 24-1216.** - Administrative review.

~~Once a review of the service plan by the city has been completed, a comprehensive analysis shall be made in written report form to the city council. The report shall evaluate the service plan and incorporate comments of the city staff as well as any consultants. The report shall set forth the recommendations made in accordance with the review criteria contained in section 2-526.~~

~~(Code 1994, § 13.50.180; Ord. No. 13, 2007, § 1, 4-3-2007)~~

An Administrative Review Team will review the applicant submittal along with any follow-up documentation that is requested in order to assess the application according to this Policy and other appropriate City policy. Once the final review of the service plan by the city staff has been completed, a comprehensive analysis shall be made in written report form to the city council. The report shall evaluate the service plan and incorporate comments of the city staff as well as any consultants. The report shall set forth the recommendations made in accordance with the review criteria contained in [section 24-1215](#).

~~Sec. 2-528.~~ **Sec. 24-1217.** - Public hearing and criteria applied to a service plan.

Upon completion of the administrative report, a public hearing shall be scheduled for consideration at a regular city council meeting. Public notice shall be accomplished in accordance with the requirements of C.R.S. § 32-1-204.

(1) Any testimony or evidence which, in the discretion of the city council, is relevant to the organization of the district shall be considered.

(2) The city council shall apply the following criteria to consideration of the proposed service plan:

- a. Whether there is a sufficient existing and projected need for organized service in the area to be serviced by the proposed district;
- b. Whether the existing service in the area to be served by the proposed district is inadequate for present and projected needs;
- c. Whether the proposed district is capable of providing economical and sufficient service to the area within its proposed boundaries;
- d. Whether the area to be included in the proposed district has, or will have, the financial ability to discharge the proposed indebtedness on a reasonable basis;
- e. Whether adequate service is not, or will not be, available to the area through the city or other existing quasi-municipal corporations, including existing districts, within a reasonable time and on a comparable basis;
- f. Whether the facility and service standards of the proposed district are compatible with the facility and service standards of the city;
- g. Whether the proposal is in substantial compliance with the city's comprehensive plan;
- h. Whether the proposal is in substantial compliance with the county, regional or state long-range water quality management plans and wastewater plans for the area;

- i. Whether the creation of the district will be in the best interests of the area proposed to be served;
- j. Whether the creation of the district will be in the best interests of the residents or future residents of the area proposed to be served;
- k. Whether the proposed service plan is in substantial compliance with this chapter; and
- l. Whether the creation of the district will foster urban development that is remote from, or incapable of being integrated with, existing urban areas, or place a burden on the city or adjacent jurisdictions to provide urban services to residents of the proposed district.

~~(Code 1994, § 13.50.190; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-529.~~ **Sec. 24-1218.** - Findings and written determination regarding district service plan.

If, after consideration of the applicant's submitted materials, staff reports and public testimony at the public hearing, the service plan is approved, a resolution of approval of the service plan, either as approved or as approved with conditions, shall be adopted by the city council. The resolution of approval of the service plan shall include findings that conclusively establish that the service plan is in substantial compliance with this chapter and, in particular, the criteria found in sections ~~2-526~~ **24-1215** and ~~2-528~~ **24-1217**.

(2). In all cases, the city council shall make findings for its determination of approval, approval with conditions or denial based on the criteria stated in section ~~2-528(2)~~ **24-1217**

~~(Code 1994, § 13.50.200; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-530.~~ **Sec. 24-1219.** - Material modification.

In addition to any material modifications made to any approved service plan, the occurrence of any of the following actions, events or conditions, subsequent to the date of approval of the service plan or most recent amendment thereto, shall constitute material modifications requiring a service plan amendment:

(1) Default in the payment of principal or interest of any district bonds, notes, certificates, debentures, contracts or other evidences of indebtedness or borrowing issued or incurred by the district which:

- a. Persists for a period of 120 calendar days or more;
- b. The defaulted payment exceeds the lesser of \$50,000.00 or ten percent of the outstanding principal balance of the indebtedness; or
- c. The creditors have not agreed in writing with the district to forbear from pursuit of legal remedies.

(2) The failure of the district to develop, cause to be developed or consent to the development by others of any capital facility proposed in its service plan when necessary to service approved development within the district.

(3) Failure of the district to realize at least 75 percent of the development revenues (including developer contributions, loans or advances, fees, exactions and charges imposed by the district on residential and commercial development, excluding taxes) projected in the financial portion of the service plan during

the three-year period ending with the report year, provided that the disparity between projected and realized revenue exceeds \$50,000.00.

(4) The development of any capital facility in excess of \$100,000.00 in cost, which is not either identified in the service plan or authorized by the city in the course of a separate development approval, excluding bona fide cost projection miscalculations; and state or federally mandated improvements, particularly water, storm drainage and/or sanitation facilities.

(5) The occurrence of any event or condition which is defined under the service plan or intergovernmental agreement as necessitating a service plan amendment.

(6) The material default by the district under any intergovernmental agreement with the city.

(7) Any of the events or conditions enumerated in C.R.S. § 32-1-207(2).

~~(Code 1994, § 13.50.210; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-531.~~ **Sec. 24-1220.** - Appeal hearing of material modification determination.

Should the district dispute that one or more of the occurrences enumerated is a material modification, the district may, within 60 calendar days of notice by the city, and after consultation with city staff, request in writing a hearing before the city council. After hearing and receipt of any relevant information presented by the district and the recommendation of city staff, the city council shall make a finding as to whether such occurrence constitutes a material modification. In the event it is found that a material modification has taken place, the district shall submit its request for an amendment in accordance with this chapter, unless waived by the city council. Upon a finding that no material modification has taken place, the district shall be relieved from obtaining an amendment. The city council may, however, require a later amendment if the change or deviation, on a cumulative basis, subsequently becomes a material modification. In making its determination, the city council shall consider, among other relevant information, whether the modification will have a probable adverse financial impact on the city.

~~(Code 1994, § 13.50.220; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-532.~~ **Sec. 24-1221.** - Service plan amendment.

(a) Except as otherwise provided in the approved service plan and except when the city council has determined that no material modification has occurred pursuant to section ~~2-531~~ **24-1220**, within 90 calendar days of the occurrence of an action, event or condition enumerated in ~~section 2-530~~, the board of directors shall forward an appropriate petition to the city council for approval requesting a service plan amendment. The petition for amendment shall include:

(1) Any information or documentation required under the applicable provisions of the Special District Act;

(2) Any material changes since the service plan was last reviewed and approved by the city council to any of the information, assumptions or projections furnished in conjunction with the petition for approval of organization of a district or contained in the service plan;

- (3) A detailed explanation of the activity, events or conditions which resulted in the material modification, including what action was taken or alternatives considered, if any, by the district to avoid the action, event or condition;
- (4) The impact of the material modification on the district's ability to develop the capital facilities and infrastructure necessary to meet its capital development plan;
- (5) The effect of the material modification on the district's ability to retire, as scheduled, its outstanding financial obligations and its ability to issue and market additional indebtedness, if any;
- (6) A current financial plan for the district reflecting development absorption rates anticipated within the district's service area, projected annual revenues and expenditures based upon such projected absorption rates, debt issuance and amortization schedules and a projection of anticipated capital outlays;
- (7) The financial impact of the modification on existing residents of the district;
- (8) An updated five-year capital improvements plan; and
- (9) What alternatives or options are available to the district if the requested amendment is not approved.

(b) All of the required information shall be supported by appropriate technical analysis, reports and supporting documents of qualified professionals and consultants. The amendment shall be processed and reviewed in the same manner as prescribed by this chapter for an initial service plan, except that the submittal requirements of this section shall be substituted for those of section ~~2-525~~ **24-1214**, and the application fee shall be set by the city manager. This section shall not impair the right of the city to bring an action in the district court to pursue appropriate remedies, including, but not limited to, enjoining the activities of the district pursuant to C.R.S. § 32-1-207(3)(b).

(c) After the effective date of the ordinance from which this chapter is derived, all service plan amendments shall comply with this chapter.

~~(Code 1994, § 13.50.230; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-533.— Exemption from compliance with this chapter.~~

~~If any district has not undertaken development of capital facilities or issued any indebtedness within one year after approval of the district by the city, it may apply to the city council within 30 calendar days of expiration of the one-year period for a one-time exemption from compliance with this chapter for a period of time not to exceed two years beginning from the end of the initial one-year performance period. The city council may grant, at its sole discretion, an exemption if the board of directors submits a resolution to the city council stating that, upon issuance of the exemption, the district's authorization under the service plan and the intergovernmental agreement with the city to undertake development of capital facilities or issue any indebtedness is temporarily suspended. Upon issuance of the exemption, the district shall be excluded from compliance with this chapter, except that the district annually, not later than September 1, shall submit financial statements from the previous year and the budget for the current year.~~

~~(Code 1994, § 13.50.240; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-534.~~ **Sec. 24-1222.** - Review of financing.

A district shall not issue any indebtedness that is not consistent with the service plan previously approved by the city, without first submitting the proposed financing to the city for review and comment. The city shall have 60 calendar days to review the proposed financing. The submission shall include the dollar amount of the issue, the estimated interest rate and other financing costs, the type of revenues pledged to repayment, including amount of the mill levy pledged, and a description of the credit enhancements, together with any preliminary official statement or other prospectus for the debt issue. The submission shall be accompanied by a certification of the board of directors that the proposed issuance or refinance of indebtedness is authorized by and in compliance with the service plan for the district.

~~(Code 1994, § 13.50.250; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-535.~~ **24-1223.**- Land use.

Approval of a service plan does not guarantee the petitioner and/or the district any other land use approvals by the city required for the development of property within the district.

~~(Code 1994, § 13.50.260; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-536.~~ **24-1224** - Capital facilities.

Districts are prohibited from developing or constructing any capital facility unless such facility is authorized under the service plan and intergovernmental agreement and any applicable city ordinances.

~~(Code 1994, § 13.50.270; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-537.~~ **24-1225** - Enforcement.

Should any district fail to comply with any applicable provision of this chapter, the city council may impose one or more of the following sanctions, as it deems appropriate:

- (1) Exercise any applicable remedy under the Special District Act.
- (2) Withhold the issuance of any permit, authorization, acceptance or other administrative approval necessary for the district's development of public facilities or construction.
- (3) Exercise any legal remedy under the terms of any intergovernmental agreement under which the district is in default.
- (4) Exercise any other legal remedies, including, but not limited to, seeking injunctive relief against the district, to ensure compliance with the provisions of this chapter.

All remedies of the city are cumulative in nature.

~~(Code 1994, § 13.50.280; Ord. No. 13, 2007, § 1, 4-3-2007)~~

~~Sec. 2-538.~~ **24-1226.** - Application to pending service plans and amendments.

This chapter shall govern the processing, review and consideration of service plans for new districts or those existing districts required to submit service plans or service plan amendments which have not received approval by the city council prior to the effective date of the ordinance from which this chapter is derived.

~~(Code 1994, § 13.50.290; Ord. No. 13, 2007, § 1, 4-3-2007)~~

Sec.24-1227 - Inactive Districts and Exemption from compliance with this chapter

a. If any district has not undertaken development of capital facilities or issued any indebtedness within two-year after approval of the district by the city, it may apply to the city council within 30 calendar days of expiration of the two-year period for a one-time exemption from compliance with this chapter for a period of time not to exceed four-years beginning from the end of the initial two-year performance period.

b. The city council may grant, at its sole discretion, an exemption if the board of directors submits a resolution to the city council stating that, upon issuance of the exemption, the district's authorization under the service plan and the intergovernmental agreement with the city to undertake development of capital facilities or issue any indebtedness is temporarily suspended. Upon issuance of the exemption, the district shall be excluded from compliance with this chapter, except that the district annually, not later than September 1, shall submit financial statements from the previous year and the budget for the current year.

c. If the district issues no debt within the period, the district must commence dissolution proceedings.

Secs. 24-1228—24-1300. - Reserved.



Council Agenda Summary

March 7, 2023

Key Staff Contact: Paul Trombino III, P.E., Public Works Director

Title:

Public hearing and consideration of a Resolution to approve the 2045 Transportation Master Plan – Greeley on the Go

Summary:

The City of Greeley initiated the Greeley on the Go Transportation Master Plan process in 2021 to update the 2035 Comprehensive Transportation Plan (adopted in 2011). Through extensive community outreach, analysis of existing conditions, forecasts for growth and future land use, and an exploration of emerging mobility options, the city has developed a 2045 mobility network plan which emphasizes multimodal connectivity to meet current and future travel demand. Moreover, the 2045 Transportation Master Plan-Greeley on the Go emphasizes investment in priority areas and corridors through near-term (10-year) enhancements to promote multimodal connectivity across the City of Greeley. Connected transportation networks will provide community members with access to a variety of resources and allow for comfortable travel options by multiple modes. This strategic investment in a multimodal transportation network will achieve the Greeley on the Go transportation vision by fostering a livable community attractive to both current and new residents as well as businesses seeking to have a presence in a city where employees can live, work and play. The plan seeks to create an improved transportation system to support economic development of the City of Greeley.

The key differences between the current and proposed transportation plan begin with the establishment of plan goals – safety, multimodal network, equity & health, economic vitality, environment & technology, and funding & strategic investments. Additionally, the new plan is focused on urban design geared towards vibrant and inviting neighborhoods with great public spaces to go to and not just spaces to pass through. The new plan provides for flexibility for integrated mobility options (walking, rolling, biking, transit, and driving), readies the City of Greeley to deploy transportation technology and, increases community connectivity as the City of Greeley continues to grow.

This Plan was recommended for Council Approval by the Citizen Transportation Advisory Board on January 23, 2023. The Planning Commission conducted a public hearing to consider the Plan on January 24, 2023, and voted unanimously to adopt the plan. The City Council reviewed this Plan at its February 28, 2023, work session.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
Is there grant funding for this item?	N/A

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation (if requested)
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Strategic Focus Area:



Business Growth



Community Vitality



Infrastructure and Mobility



Quality of Life

Decision Options:

- 1) Adopt the resolution as presented; or
- 2) Amend the resolution and adopt as amended; or
- 3) Deny the resolution; or
- 4) Continue consideration of the resolution to a date certain.

Council's Recommended Action:

A motion to adopt the Resolution.

Attachments:

Resolution

2045 Transportation Master Plan – Greeley on the Go

Citizen Transportation Advisory Board minutes (January 23, 2023-draft)

Planning Commission minutes (January 24, 2023)

PowerPoint presentation

**CITY OF GREELEY, COLORADO
RESOLUTION 6, 2023**

**A RESOLUTION APPROVING THE 2045 TRANSPORTATION MASTER PLAN –
GREELEY ON THE GO**

WHEREAS, the City of Greeley has adopted a Comprehensive Plan to guide the growth and development of the City; and,

WHEREAS, the City's adopted Comprehensive Plan was most recently updated in 2018 following extensive community engagement and support; and,

WHEREAS, a variety of topic-specific plans related to community development and services have been incorporated into the City's Comprehensive Plan by reference; and,

WHEREAS, a 2035 Comprehensive Transportation Plan was approved in 2011 to guide development activity and improvements within the boundaries of the City of Greeley is incorporated into the City of Greeley Comprehensive Plan by reference; and,

WHEREAS, the City of Greeley has completed an update to the 2035 Comprehensive Transportation Plan known as the 2045 Transportation Master Plan – Greeley on the Go; and,

WHEREAS, the 2045 Transportation Master Plan – Greeley on the Go, provides a strategic investment plan for a multimodal transportation network; and,

WHEREAS, the 2045 Transportation Master Plan – Greeley on the Go plan seeks to create an improved transportation system to aid and support the economic development and vitality of the City of Greeley; and,

WHEREAS, the 2045 Transportation Master Plan – Greeley on the Go, was the result of extensive community engagement, guidance from technical advisors, and participation from key community focus groups; and,

WHEREAS, the 2045 Transportation Master Plan – Greeley on the Go, has been endorsed by the City of Greeley Citizen Transportation Advisory Board and the Planning Commission.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF GREELEY,
COLORADO:**

Section 1. The Greeley City Council adopts the 2045 Transportation Master Plan – Greeley on the Go, attached hereto as Exhibit A, for incorporation by reference into the City's Comprehensive Plan.

Section 2. This Resolution shall become effective immediately upon its passage, as provided by the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED THIS ____ DAY OF MARCH 2023.

ATTEST:

THE CITY OF GREELEY, COLORADO

City Clerk

Mayor

DRAFT
January
2023

GREELEY



on the go

2045
Transportation
Master Plan





Executive Summary

Greeley on the Go transportation vision:

An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.


The City of Greeley initiated the Greeley on the Go Transportation Master Plan process in 2021 to update the 2035 Comprehensive Transportation Plan (adopted in 2011). Through extensive community outreach, analysis of existing conditions, forecasts for growth and future land use, and an exploration of emerging mobility options, the city has developed a 2045 mobility network that emphasizes multimodal connectivity to meet current and future travel demand. Moreover, Greeley on the Go emphasizes investment in priority areas and corridors through near-term (10-year) enhancements that will promote multimodal connectivity across the City of Greeley. Connected transportation networks will provide community members with access to a variety of resources and allow for comfortable travel options by multiple modes. This strategic investment in a multimodal transportation network will achieve the Greeley on the Go transportation vision by fostering a livable community attractive to both current and new residents as well as businesses seeking to have a presence in a city where employees can live, work and play. The plan seeks to create an improved transportation system that will aid the economic development of the City of Greeley.

The key differences between the current and proposed transportation plan begin with the establishment of plan goals – safety, multimodal network, equity & health, economic vitality, environment & technology, and funding & strategic investments. Additionally, the new plan is focused on urban design geared towards vibrant and inviting neighborhoods with great public spaces to go to and not just spaces to pass through.

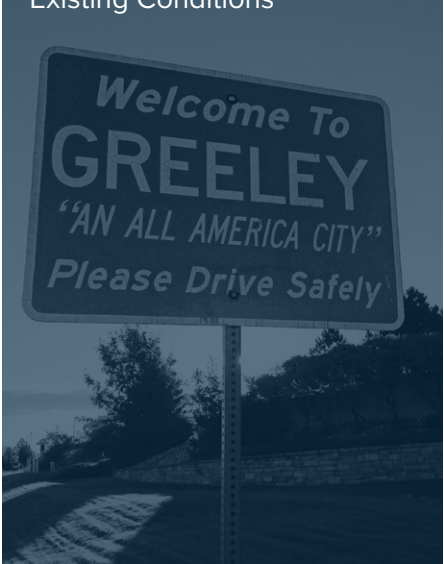
The new plan provides for flexibility for integrated mobility options (walking, rolling, biking, transit, and driving), readies the City of Greeley to deploy transportation technology and, increases community connectivity as the City of Greeley continues to grow.

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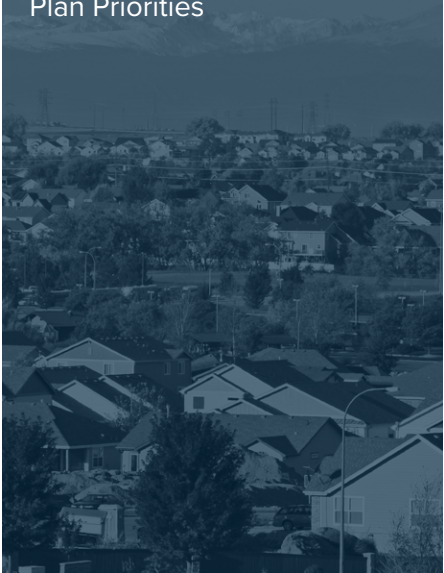
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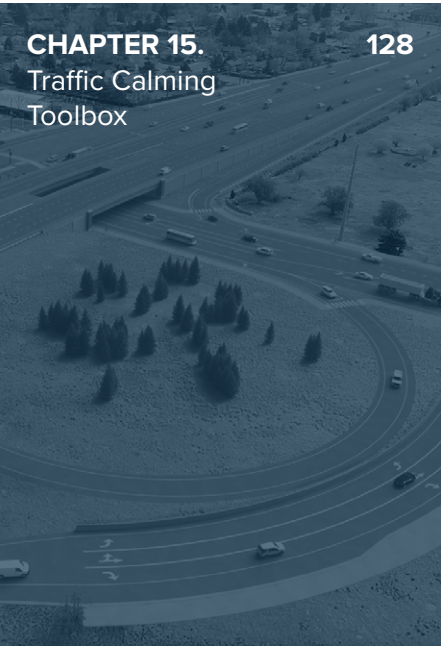
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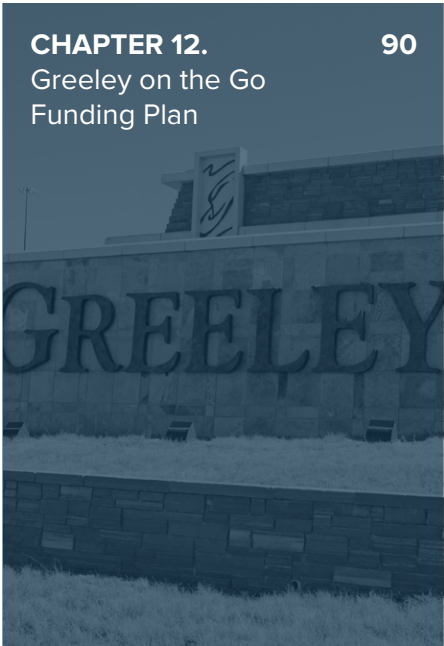
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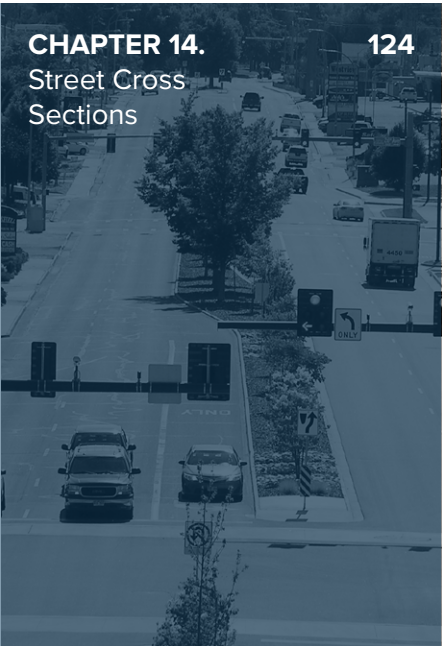
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CHAPTER 01

Transportation Investment for Quality of Life

Transportation Investment for Quality of Life

The City of Greeley initiated the *Greeley on the Go* Transportation Master Plan process in 2021 to update the 2035 Transportation Plan. Through community outreach, analysis of existing conditions, forecasts for growth and future land use, and an exploration of emerging mobility options, the city has identified a 2045 mobility network that emphasizes multimodal connectivity that meets current and future travel demand. Moreover, *Greeley on the Go* emphasizes investment in priority areas and corridors through near-term (10-year) enhancements that will promote multimodal connectivity in key locations.

Connected transportation networks provide community members with access to a variety of resources and allow for comfortable travel options by multiple modes.

By investing in a multimodal transportation network that fulfills the *Greeley on the Go* transportation vision that is described in this Transportation Master Plan, the city is also investing in fostering a livable community that is attractive to both new residents and businesses seeking to have a presence in locations where employees can both live and work.



TMP Then & Now

Greeley 2035 Comprehensive Transportation Plan

Issues

- Sustainability
- Quality-of-life
- Growth and development
- Congestion
- Funding

Fundamental Elements of Each Plan

- Projects developed based on overall network
- Planning to move people with vehicles
- No performance measures for continued evaluation of system
- Individual, segmented pedestrian, bike, transit, & roadway projects
- Technology minimally discussed
- Introduction of roundabouts as a new traffic control device

Greeley on the Go 2045 Transportation Master Plan

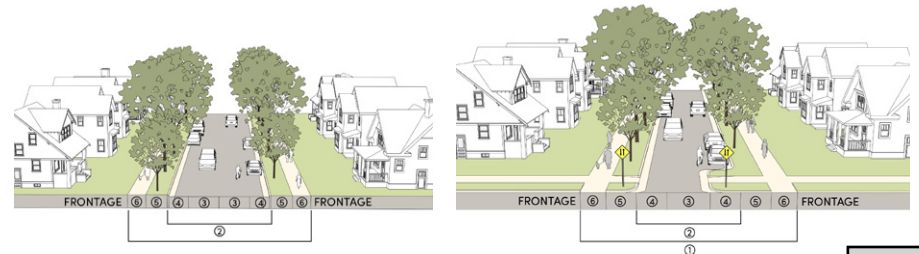
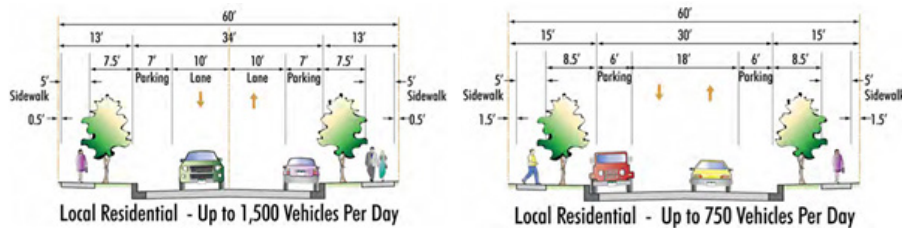
Goals

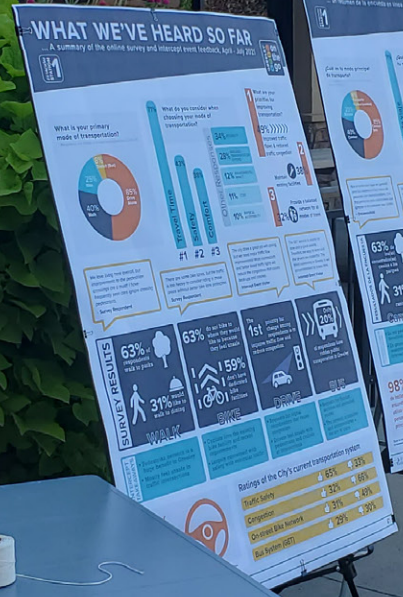
- Safety
- Multimodal network
- Equity & health
- Economic vitality
- Environment & technology
- Funding & strategic investments

- Projects developed based on priority areas and corridors
- Planning to move people with vehicles, transit, and active transportation
- Performance measures for continued evaluation of system
- Projects holistically consider people walking, rolling, biking, taking transit, and driving
- Proactive discussion of evolving transportation technology
- Roundabouts prevalent & incorporated as frequent intersection treatment

- + Urban design focus & vibrant, complete streets oriented
- + New traffic calming toolbox
- + Online story map

New and Updated Roadway Cross Sections





CHAPTER 02

Vision and Goals

Vision and Goals

Greeley on the Go Vision

The vision for the Greeley 2045 Transportation Master Plan, *Greeley on the Go*, was developed through coordination between city staff, key stakeholders and community members. As a growing community in the Colorado Front Range, Greeley is seeking to ensure all community members can comfortably travel using a variety of modes and that the future transportation network supports a strong local economy and helps foster a high quality of life. The vision for transportation in Greeley is for:

An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.

Mobility Goals

To achieve this vision, goals were established for seven areas of community life that are either directly related to transportation or are impacted by transportation:

-  **Safety**
-  **Multimodal Network**
-  **Equity and Health**
-  **Economic Development**
-  **Environment and Technology**
-  **Funding and Strategic Investments**
-  **Land Use and Transportation Connection**



GOALS AND SUPPORTING OBJECTIVES

1. Safety

1.1 Create a transportation system that is accessible and safe for the entire community and focused on people.

- 1.1.0** Work towards eliminating all transportation-related fatalities and injuries across all modes by identifying high-crash or high-risk locations and programming safety treatments.
- 1.1.1** Implement traffic calming elements such as reduced street width, curb bulb-outs, raised pedestrian crossings to help reduce traffic speeds and improve safety.
- 1.1.2** Conduct safety analyses for all modes when making land-use and capital improvement decisions.

2. Multimodal Network

2.1 Create and maintain a safe, connected, local and regional layered multimodal transportation network that offers a variety of transportation choices.

- 2.1.1** Prioritize people within a multimodal transportation system to improve community placemaking by connecting neighborhoods and activity centers.
- 2.1.2** Establish corridor and/or specific city subarea goals for mode prioritization.
- 2.1.3** Improve citywide trail access and connectivity.

2.2 Expand and improve existing mobility choices that connect and strengthen the region, city, and neighborhoods.

- 2.2.1** Improve the pedestrian and bicycle experience by prioritizing sidewalks, bike facilities, and crossings around bus stops, parks, schools, grocery stores, public lands, activity centers, and in identified focus areas.
- 2.2.2** Promote comfortable street environments focused on people with streetscape elements such as street trees, detached sidewalks, and other features.
- 2.2.3** Strive towards becoming a 15-min city with ample connections. Ensuring connectivity throughout Greeley regardless of which area of the community one desires to visit.

3. Equity and Health

3.1 Prioritize transportation investments that increase transportation access and promote opportunities in underserved neighborhoods.

- 3.1.1** Conduct comprehensive, neighborhood-level outreach efforts with meaningful engagement of populations underserved by the current multimodal transportation network.

3.2 Improve transportation options for those with mobility challenges to promote independent living.

- 3.2.1** Maximize multimodal access options to community facilities such as schools, health services, libraries, and recreational sites.
- 3.2.2** Structure and fund the Mobility Division within Public Works Department to facilitate mobility operations, initiatives, programs, education, and outreach.

4. Economic Development

4.1 Integrate transportation infrastructure that builds on Greeley's reputation as an attractive place for businesses to locate.

4.1.1 Modernize street infrastructure and enhance walkability, streetscape amenities, and multimodal connections in the Downtown and UNC districts.

4.1.2 Implement well-connected, well-maintained, and innovative infrastructure that promotes the efficient flow of people, goods and services. Strive towards becoming a 15-min city with ample connections between employment areas, commercial centers, and industrial districts.

4.2 Promote development and land-use decisions that encourage alternative transportation options, well-connected and walkable neighborhoods, safe streets, vibrant places, and inviting commercial areas.

4.2.1 Encourage sustainable development patterns and multimodal infrastructure as part of development review and long-range planning efforts.

4.2.2 Develop strategies for accommodating infill development within the redevelopment district. Ensuring connectivity throughout Greeley while supporting placemaking efforts specific to identified areas of town like downtown.

5. Environment and Technology

5.1 Adopt local policies and invest in infrastructure that allow for emerging technologies.

5.1.1 Implement innovation initiatives to ensure emerging data sources and new technologies are incorporated into transportation planning and operations.

5.1.2 Construct transportation infrastructure that promotes resiliency and integrates with the natural environment.

5.1.3 Develop a resilient transportation system that conserves land, energy, and resources.

6. Funding and Strategic Investment

6.1 Invest in transportation strategically and transparently.

6.1.1 Achieve a state of good repair of transportation infrastructure through industry leading asset management practices.

6.1.2 Develop criteria for evaluating potential CIP projects that reflect the goals and objectives of the Master Plan, including the consideration of maintenance into the cost of new infrastructure.

CHAPTER 03

Existing Conditions



Existing Conditions

Overview

The City of Greeley is undertaking an update to its 2035 Transportation Master Plan. Since the previous Plan was developed in 2011, the City has grown in population and regional significance while transportation options have evolved nationally with emerging technologies that are reshaping the mobility landscape.

The Greeley on the Go effort assessed how Greeley community members travel, identified what type of transportation network the City envisions having in 2045, and developed a roadmap for achieving that vision.

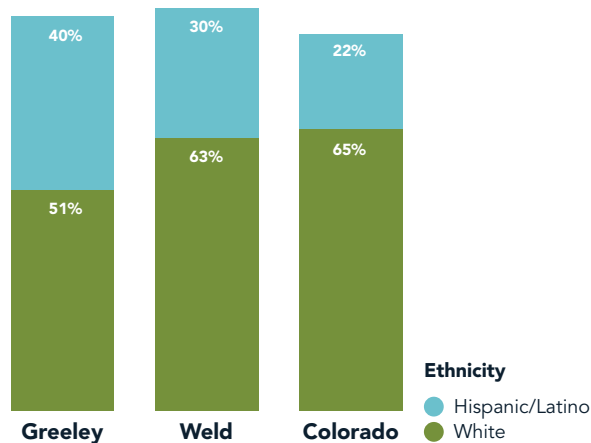
The following profile of existing conditions lays the foundation for the planning effort discussed in this transportation master plan.

The existing conditions analysis examined demographic trends, recent economic development history, and travel patterns into, around, and out of Greeley. In addition, an in-depth look at each transportation mode was conducted to understand the mobility options that community members currently enjoy and whether there are opportunities to further enhance driving, walking, bicycling, and transit connections.

Community Profile

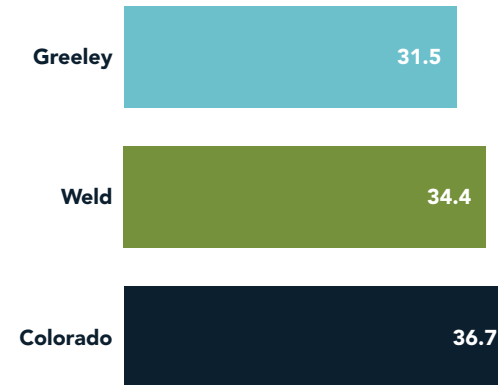
The City of Greeley is the county seat of Weld County. From 2010 to 2020, the population of Weld County grew 30.1 percent making it the fastest-growing metro area in Colorado and the fourth fastest-growing metro area in the country. Greeley’s current population is approximately 112,000 people. Between 2010 and 2020, Greeley’s population grew by 16,000 people – growth of 17% or approximately 1.8% per year. Of the population increase, 96% were people of color specifically residing in City of Greeley. The median age in the City of Greeley is 31.5 years old, which is significantly lower than the national average of 38 years old. Greeley’s population is forecasted to grow to approximately 161,000 people in 2045, adding about 50,000 residents.

Greeley’s population is more diverse than Weld County and Colorado as a whole.



Greeley’s population is younger than the average in both Colorado and Weld County.

Median Age



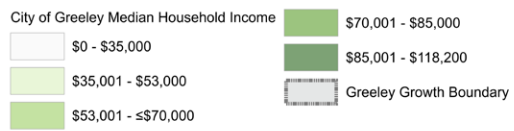
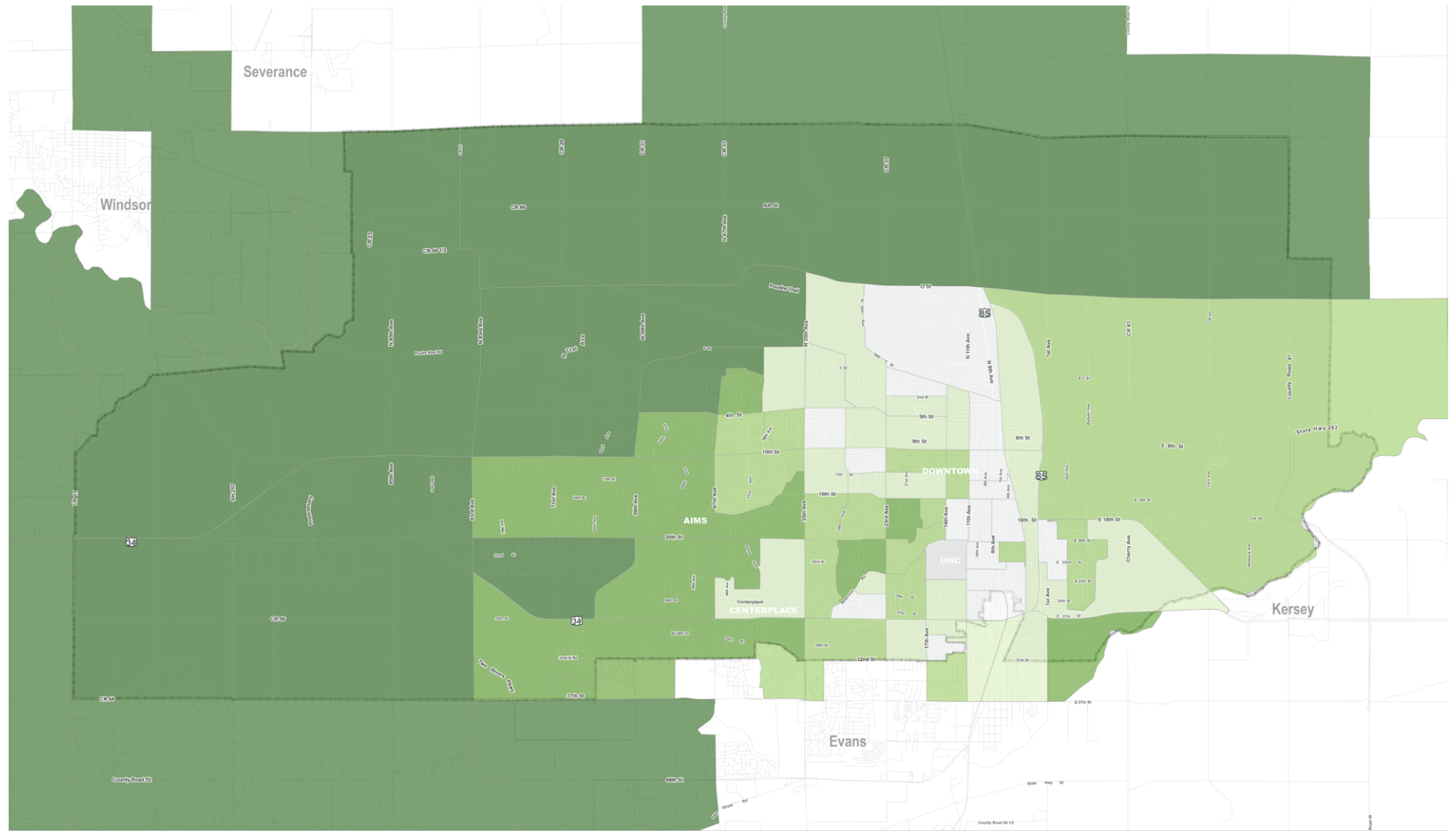
The countywide population is aging, with the Colorado State Demography Office forecasting the share of County residents 60 and over to be 19% in 2025 compared to 14% in 2010. Neighborhoods with the highest proportion of residents over the age of 65 are located east of US-85, near Greeley Village Retirement Home, and near North Colorado Medical center on 16th Street. Providing mobility options to areas with a high proportion of population over the age of 65 ensures that older adults can maintain independence and access essential services as driving becomes a less desirable option.

Ensuring that older adults in Greeley can age in place will require the city to not only improve travel access for these individuals,

but also develop housing types and sizes that cater to their changing lifestyles, collocate frequent destinations like shopping and medical providers near neighborhoods with a higher share of older adults, and consider them in planning processes.

With the median household income in the City of Greeley being \$57,586, which is lower than the countywide average of \$74,150 and the Colorado average of \$72,331, Greeley residents generally have less income to spend on transportation. More specifically, approximately 16% of Greeley residents live below the poverty line, compared to 9% in Weld County.

With the above demographics in mind and as transportation represents a higher share of household spending for lower income households, Greeley residents are more likely to be dependent upon transit due to the cost-prohibitive nature of owning a vehicle. As with older adults, lower income households rely upon affordable transportation like transit and would benefit from alternative transportation options that provide access to employment, shopping, and other key destinations. As shown in **Figure 1**, households with the lowest median income in the City of Greeley are located near the US-85 corridor while households with the highest median income are located on the north and west outskirts of the City.



The median home sales in Greeley is \$455,690 as of August 2022, which is 4% lower than in Weld County (\$475,072) and 21% lower than in Colorado as a whole (\$580,000). This makes Greeley an attractive place for first time homebuyers. Additional demand for housing in neighborhoods around Greeley along with the aforementioned ability to facilitate first time home buyers, regional commuting patterns may play a significant role how people move in, around, and outside of Greeley.

GROWTH

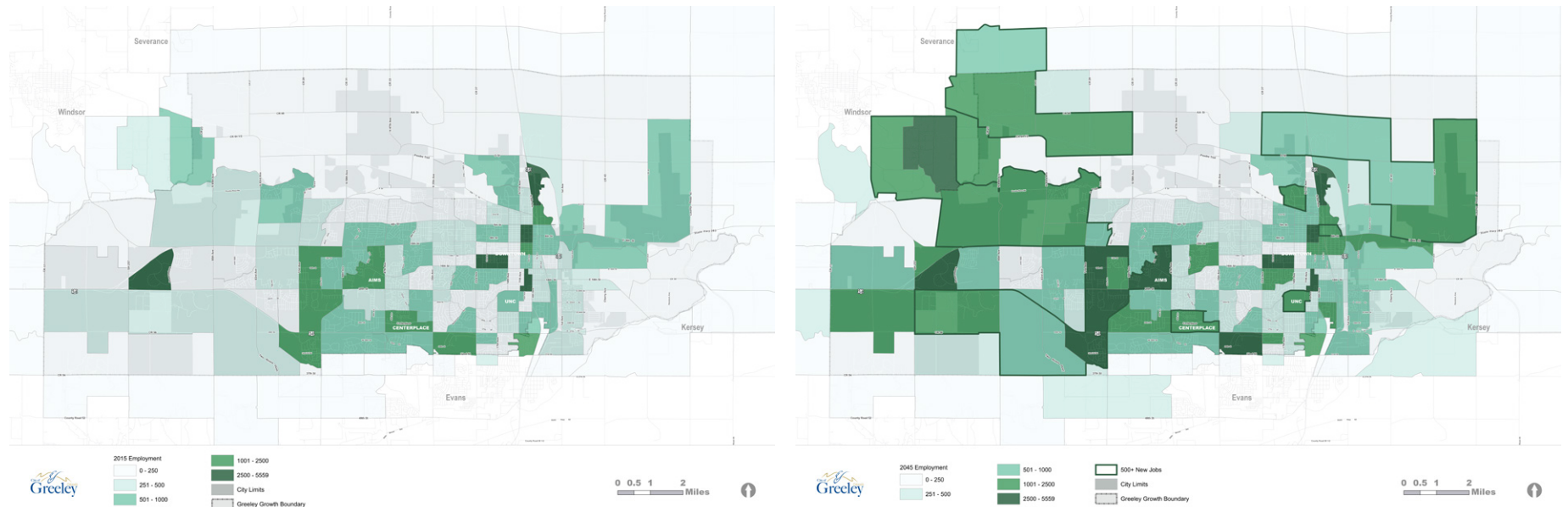
The number of households in the Greeley growth boundary will nearly double between 2015 and 2045, from 36,930 to 67,071, according to forecasts by the North Front Range MPO (NFRMPO) and a review of local development data by Economic & Planning Systems.

Of the residential units the City of Greeley permitted in the past nine years, 61% were multi-family (which includes

attached/townhome units) and 39% were single-family detached units. Additional density makes operating transit more efficient and cost-effective and creates new opportunities for multimodal travel, when comfortable facilities exist.

The number of employment opportunities in the Greeley growth boundary are projected to grow from approximately 72,000 jobs in 2015 to approximately 120,000 jobs in 2045 (Figure 2). About 60% of employment growth is expected to occur east of 59th Avenue.

Figure 2: Current and Forecast Employment



200

MILES OF
BUS ROUTES



24

MILES OF
RAILROAD



69.4

MILES OF
BIKE LANES



510

MILES OF
SIDEWALK



41

MILES OF FIBER
OPTIC CABLE



5

MILES OF
SHARED LANES



Transportation Network Profile

The Greeley community is connected by a comprehensive network of roadways, bicycle facilities, trails, sidewalks, and transit routes (Figure 3).



380

MILES OF CITY
MAINTAINED ROADS



122

NUMBER OF SIGNALIZED
INTERSECTIONS



39

NUMBER
OF BRIDGES

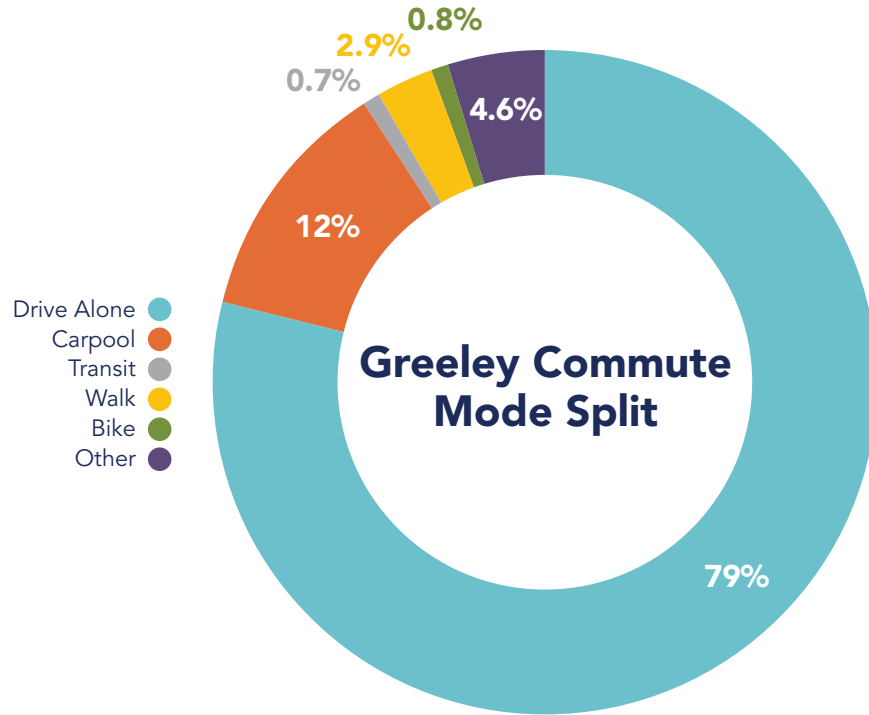


44%

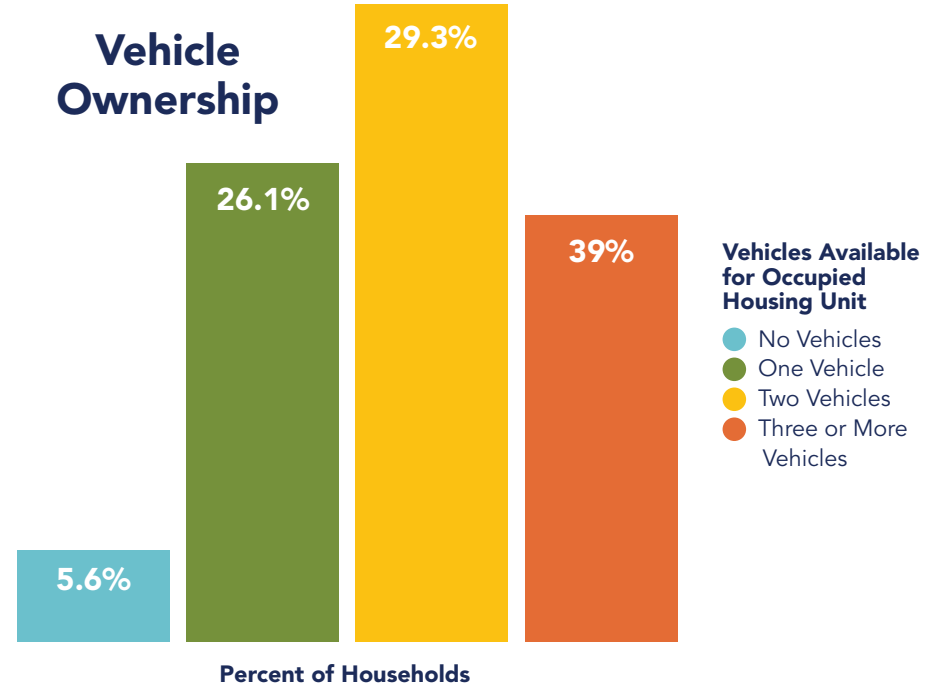
OF RESIDENTS ARE
WITHIN A 10-MINUTE WALK
OF A TRANSIT STOP

Figure 3: Current Greeley Transportation Network

Today, most trips in Greeley are taken by vehicle and few households have no vehicle access (Figure 4).



Vehicle Ownership



Source: US Census ACS 5-year 2015-2019

Figure 4: Greeley Commute Mode-Split and Household Vehicle Access

ROADWAY NETWORK

The existing roadway network is comprised of minor arterials, major arterials, collectors, freeways/expressways, and local roads (Figure 5). US-34 and US-85 are the major regional connections for the City of Greeley and are supported by a strong internal grid system of arterials, collectors, and local roads

within the City. The roadway network also includes signalized intersections, round-a-bouts and stop signs which control the movement of traffic throughout the network. Signalized intersections are primarily located along arterials, with a high concentration of signals present in Downtown Greeley.



The highest traffic volumes occur on expressways and arterials in the City of Greeley. The largest volumes occur on US-34, 10th Street, and US-85. 35th Avenue and 23rd Avenue experience the largest volumes in the north-south direction.

On average, peak hour travel on arterials in Greeley takes 28% longer than during off-peak times. Corridors with much longer peak period travel times include 10th Street, 47th Avenue, and 35th Avenue (**Figure 6**). Travel time on 10th Street in both directions is about 11 minutes in off peak and 14 minutes during peak periods.

Item No. 13.

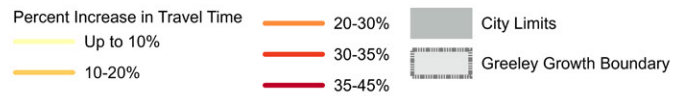
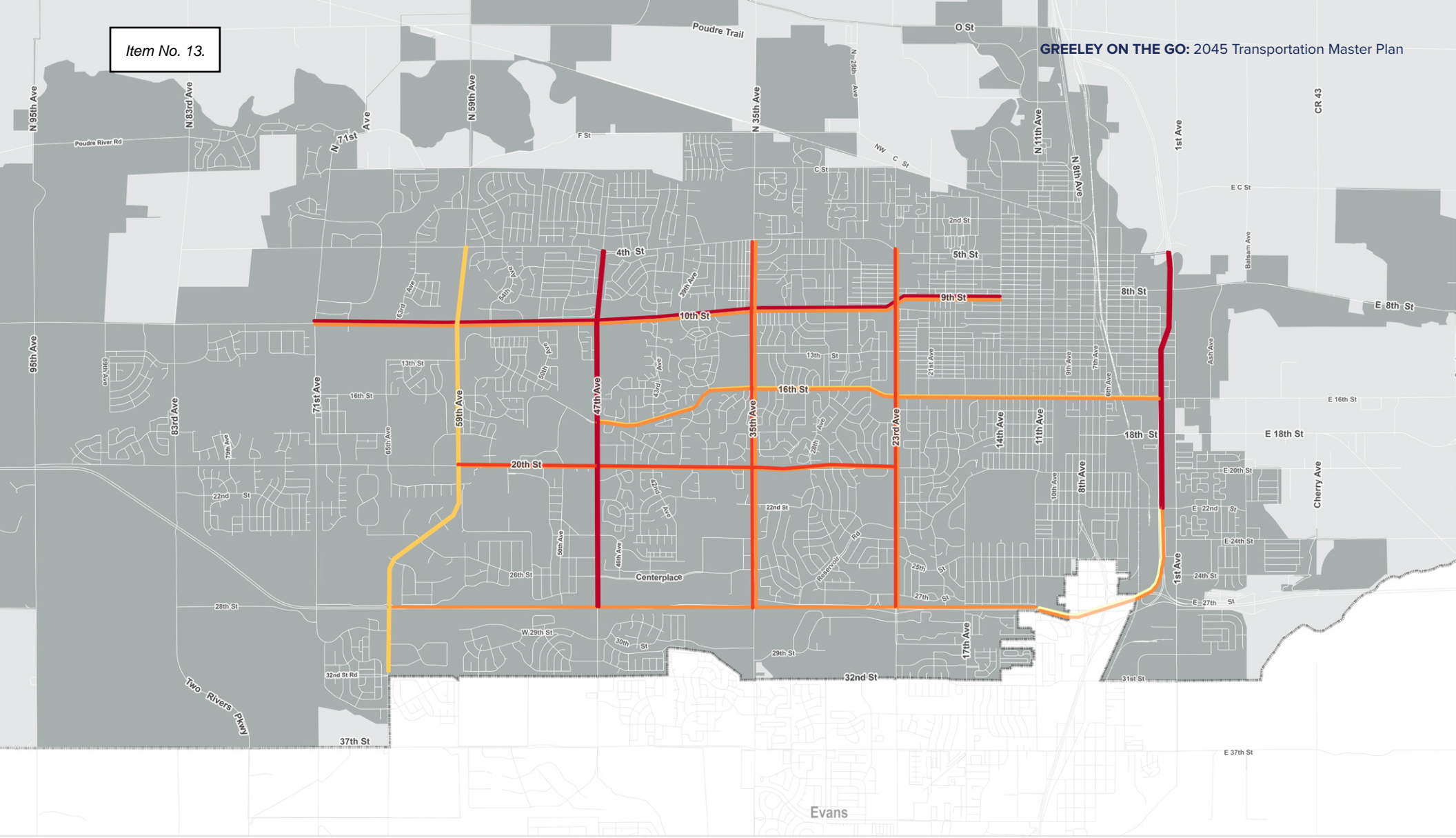


Figure 6: Increase in Travel Time During Peak Periods 23



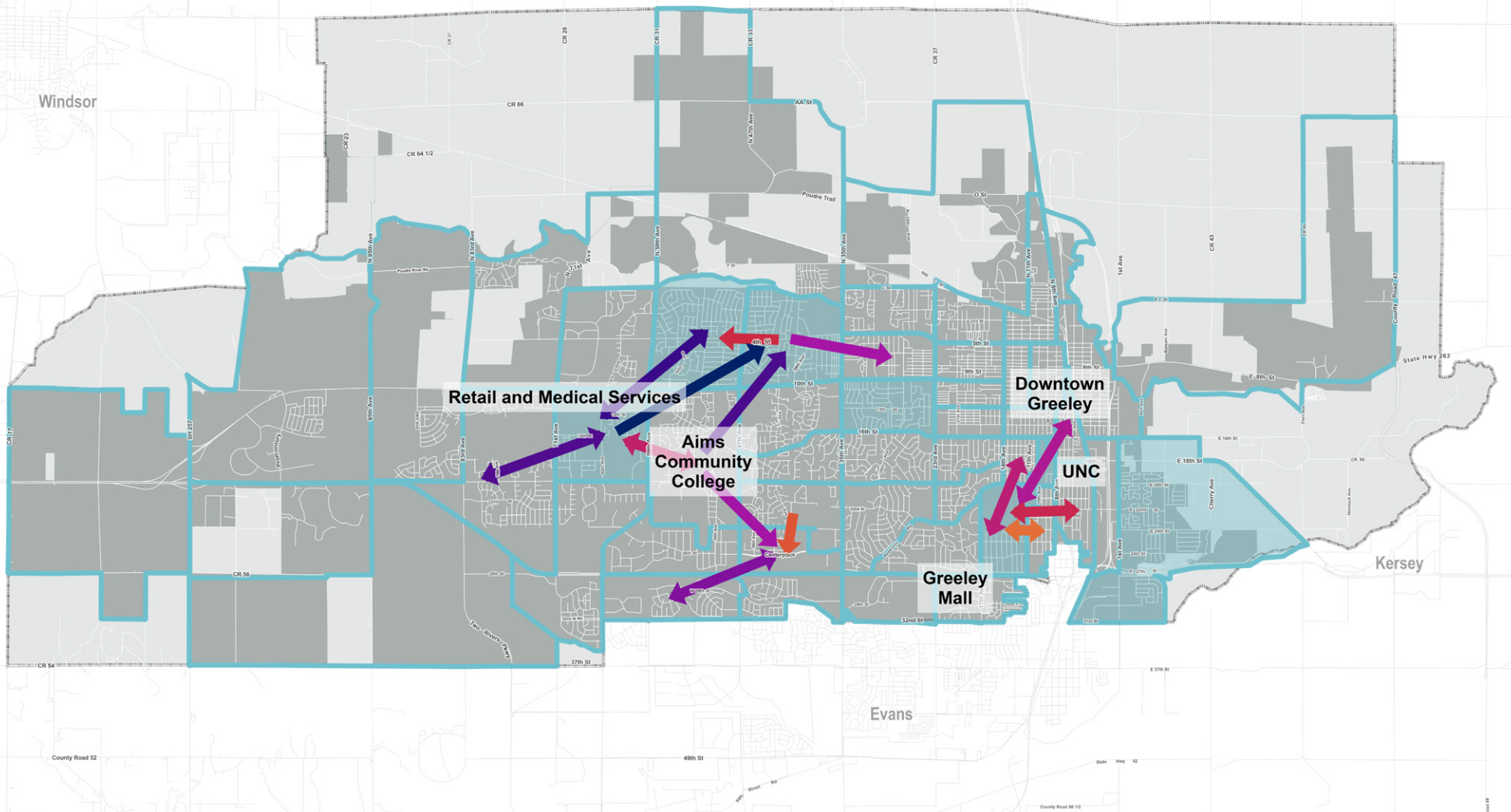
Greeley on the Go explores opportunities to decrease peak hour travel times through strategies like traffic signal enhancements through the use of technology, retiming and by exploring opportunities for shifting some peak hour vehicle trips onto other travel modes. Focusing on operational improvements rather than capacity expansion is a cost-effective way to increase capacity through improved flow.

TRAVEL TRENDS

An origin to destination travel trends analysis was conducted for all vehicle trips within Greeley as well as to and from the city. Within Greeley, vehicle trips are concentrated around key activity centers and destinations including Downtown, UNC, AIMS, and Centerplace (**Figure 7**). While JBS represents a major regional employment hub in northeast Greeley, because JBS workers travel from neighborhoods all over Greeley and in neighboring communities, it did not emerge as a top origin-destination pair. However, many JBS workers travel from just south and west of the JBS zone, and the southeastern-most zone.

Item No. 13.

Severance



- OD Pairs
- Zones
- High Internal Trip Volume
- City Limits
- Greeley Growth Boundary

An origin-destination pair is a grouping of locations where trips within Greeley commonly start and end. The arrows denote popular origin-destination pairs within Greeley.



Figure 7: Top Origins and Destinations within Greeley (Source: StreetLight Data, September to November 2019) [25]



Many of these trips are less than one mile, which suggests that there is a large share of existing travel that can be accommodated through walking, bicycling, or transit despite the City of Greeley having a relatively high share of single occupancy vehicle trips. As a result, *Greeley on the Go* focuses on identifying opportunities to enhance multimodal connectivity in the neighborhoods with high rates of travel that is internal to the City.

According to the U.S. Census Bureau and the Colorado state demographer, about one quarter (23%) of the Greeley workforce lives and works in the city, 42% of Greeley workers commute to other cities, and 34% of the Greeley workforce commutes in from other cities (**Figure 8**). Residents who travel to jobs outside the city predominantly travel to Denver, Fort Collins, Loveland, and Evans while workers who commute into Greeley primarily reside in Evans, Fort Collins, Loveland, and Windsor.

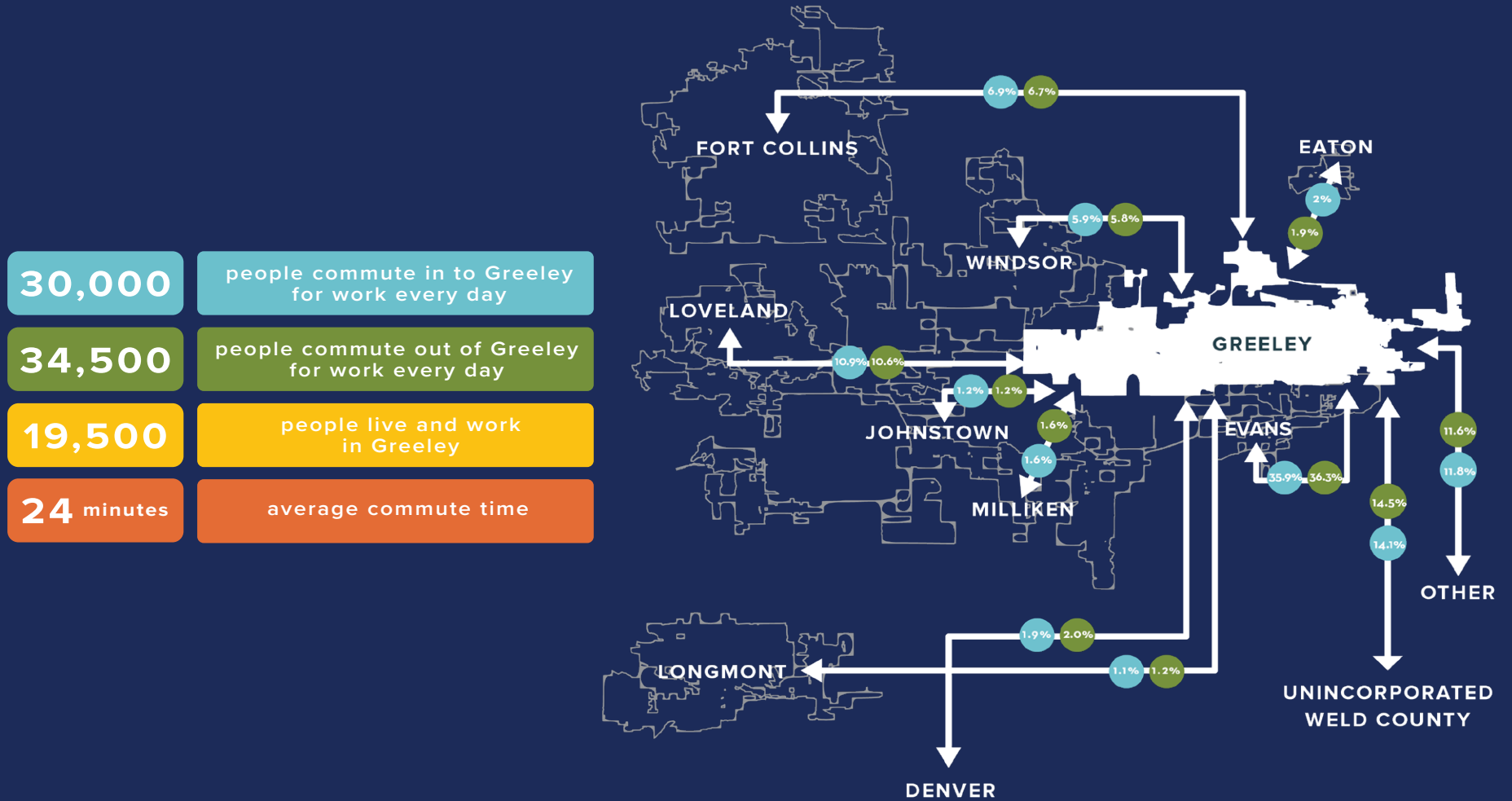


Figure 8: Commute Patterns in Greeley (source: U.S. Census Bureau and Colorado State Demographer) [27]

Greeley’s top three industries are Government, Manufacturing and Health Care and Social Assistance. The top employers in Greeley are shown in **Table 1**.

Table 1: Top Employers in Greeley

Employer	# of Employees
JBS Swift and Company	4,590
Banner Health	3,560
Greeley/Evans School District Six	2,200
University of Northern Colorado	1,900
Weld County	1,615
State Farm	1,200
City of Greeley	900
TTEX (formerly TeleTech)	620
Noble Energy	500
Leprino Foods	450

Source: City of Greeley 2019 CAFR; Economic & Planning Systems

TRANSIT

GET is a public transportation provider for Greeley-Evans, Colorado that provides bus service within Greeley and Evans, including University of Northern Colorado (UNC); Poudre Express regional commuter bus service connecting Greeley to Windsor and Fort Collins; and paratransit service associated with fixed route service, as well as a Call-n-Ride service. Transit ridership grew substantially from 2011 to 2019, signaling that GET can continue to grow in importance as a community resource. It is important to note that 2019 data for ridership was utilized due to worldwide ridership impacts caused by the COVID-19 pandemic.

GET Snapshot



Operating Budget (2020) = \$6,112,115



Annual Ridership (2019) = 807,836



24 buses, 9 paratransit vehicles



Operated as a division of the City of Greeley, providing service to Evans, Garden City, and others

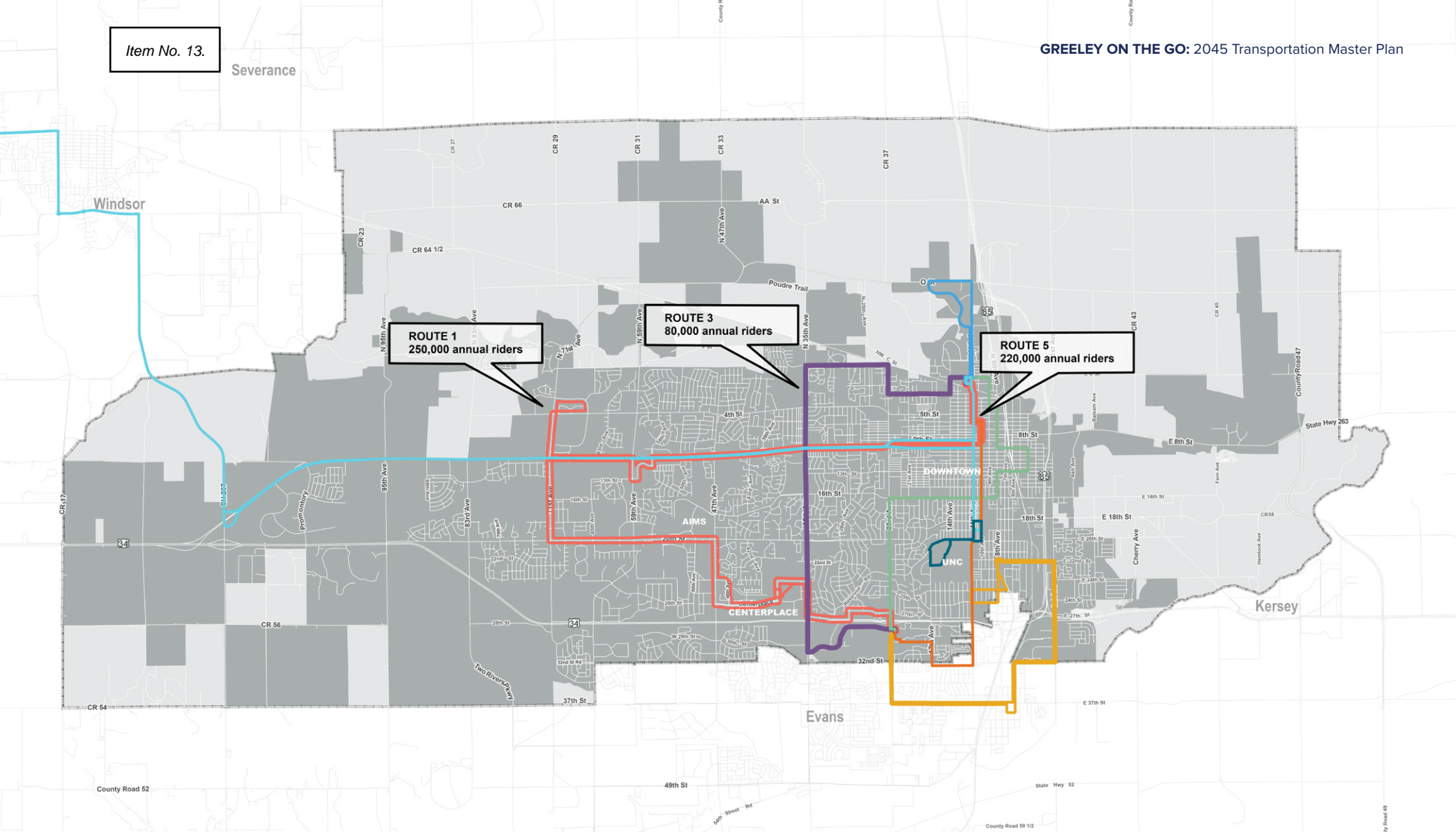


7 city fixed routes, 1 regional commuter route, plus Call-n-Ride paratransit



Average per rider subsidy = \$7.50

Figure 9: GET Statistics At-a-Glance



- Route 1
- Route 5
- City Limits
- Route 2
- Route 6
- Greeley Growth Boundary
- Route 3
- Poudre Express Regional
- Route 4
- UNC Boomerang



Figure 10: Existing High Ridership Routes

Annual fixed route ridership has grown significantly in the past nine years with overall ridership up 67% since 2011 (**Figure 11**). The highest total annual ridership of 818,992 occurred in 2018 and the lowest annual ridership of 483,773 occurred in 2011. GET staff have noted that the implementation of “the ride free with a student ID,” a partnership between GET and District 6, and significant route adjustments in 2016 has helped fuel much of the ridership growth in the past five years. More recently, and with the financial support of the Colorado Department of Health and Environment’s (CDPHE) “Free Fare for Clean Air” program, Greeley Evans Transit was able provide free rides for the month of August 2022. During the free fare month, there was a significant increase in ridership (44% higher in August 2022 compared to August 2021) and, according to staff, new riders utilized the system.

Greeley-Evans Transit Ridership

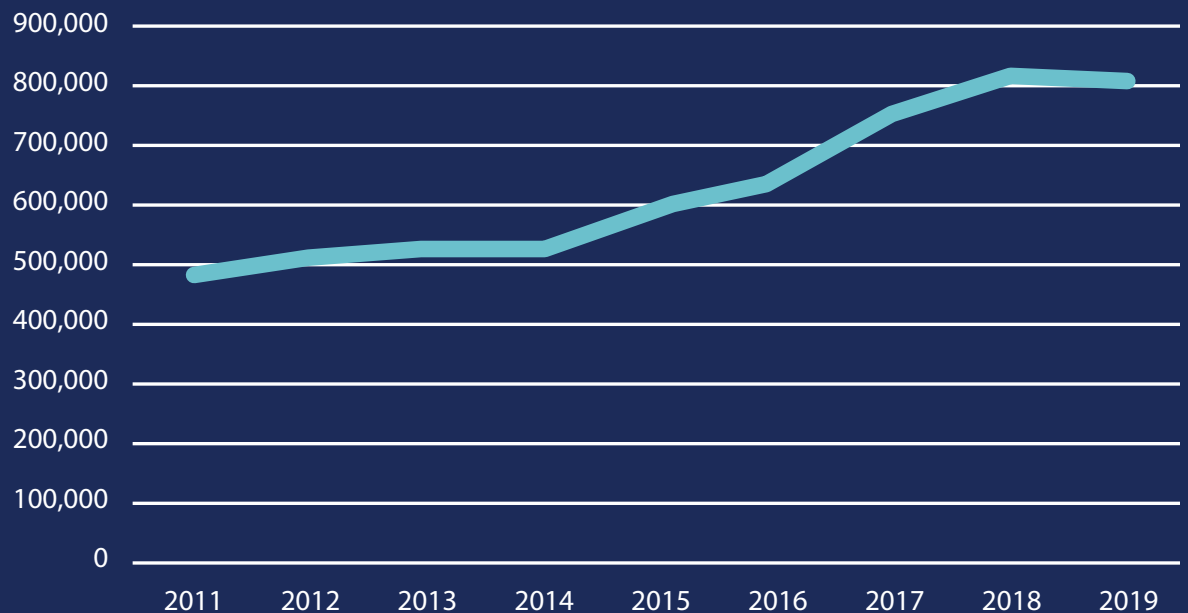


Figure 11: GET Ridership

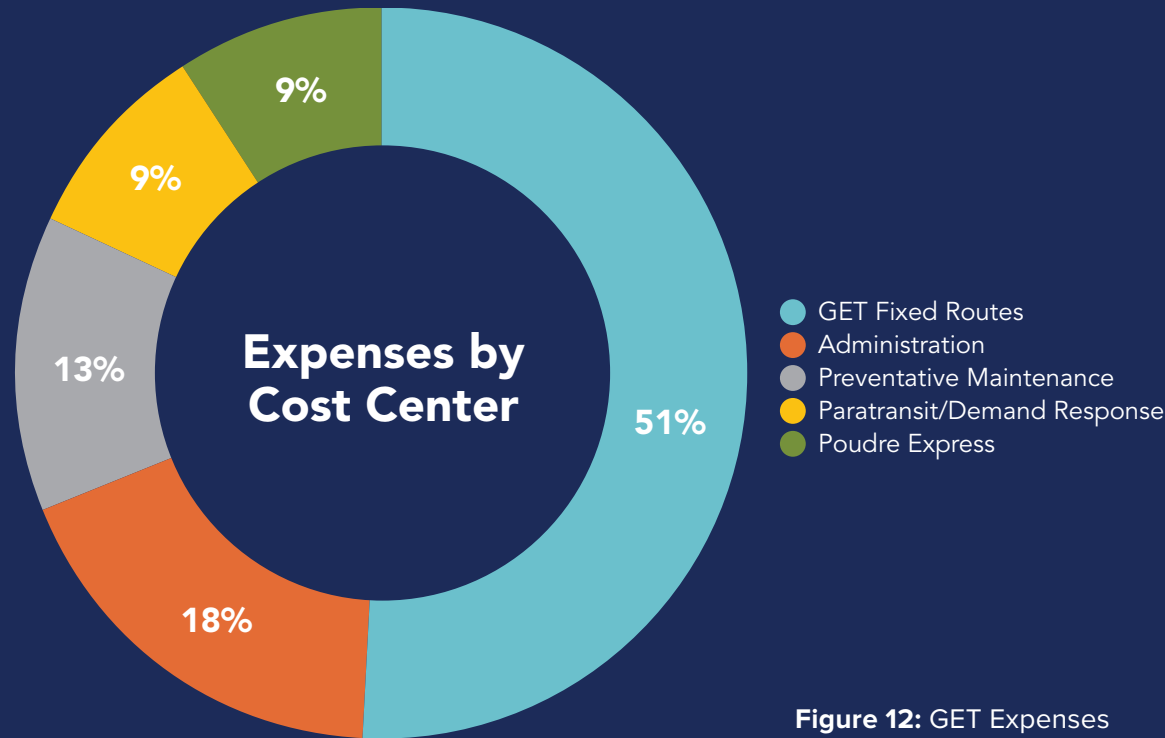


Figure 12: GET Expenses by Cost Center

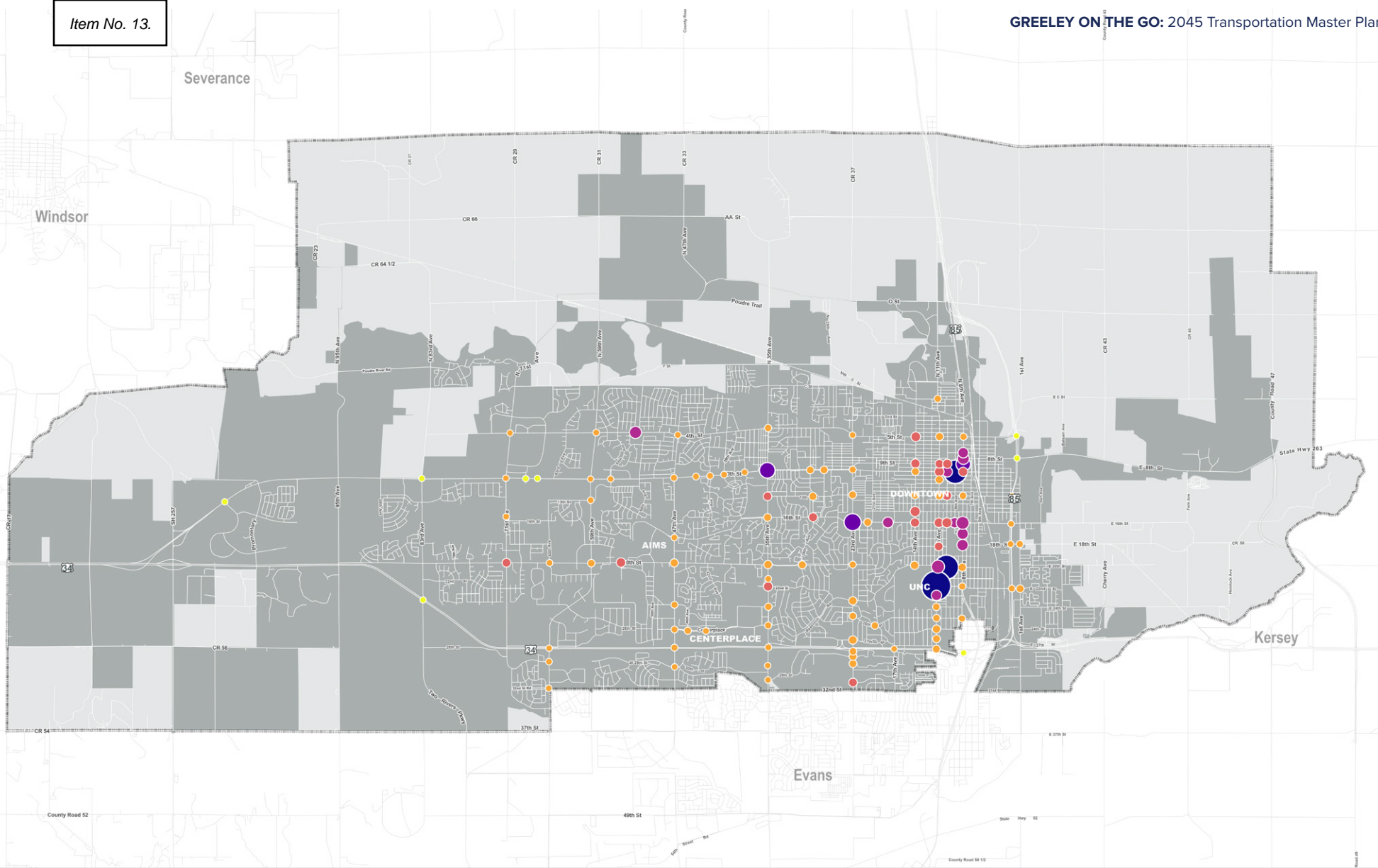
Fixed route bus service is the primary cost for GET (**Figure 12**) with the system being heavily subsidized with local funds (i.e. City of Greeley, City of Evans, Garden City, Colorado Department of Transportation, Town of Windsor, City of Fort Collins) and Federal Transit Administration (FTA) funds. The above equates to over 80% of all revenue for the system with the remaining revenue being facilitated from bus, shelter, and bench advertising and fare recovery. For 2018 and 2019, farebox recovery (the percentage that fares contributes to route expenses) was 12%, which is near a comparable peer average of 13% established by GET.

With many new mobility options emerging in recent years and changing preferences, trends, and ways to facilitate mobility, transit agencies like GET have the ability to proactively adapt by becoming *mobility* facilitators that provide numerous mobility options for residents and visitors to get around the city. This approach, and potential next steps to implementation, will be outlined in more detail in the following sections.



WALKING AND BICYCLING

Pedestrian and bicycle counts are highest near UNC and in Downtown Greeley, as shown in **Figure 13**. Students at UNC are likely to commute to and from campus via walking and biking, while pedestrian demand downtown is likely driven by higher density, short block lengths, and a comfortable pedestrian environment. The number of pedestrians and people biking is lowest in the western half of the City which is less dense than downtown and the university. The pedestrian and bicycle counts shown were collected at signalized intersections over a multi-day period in 2019.



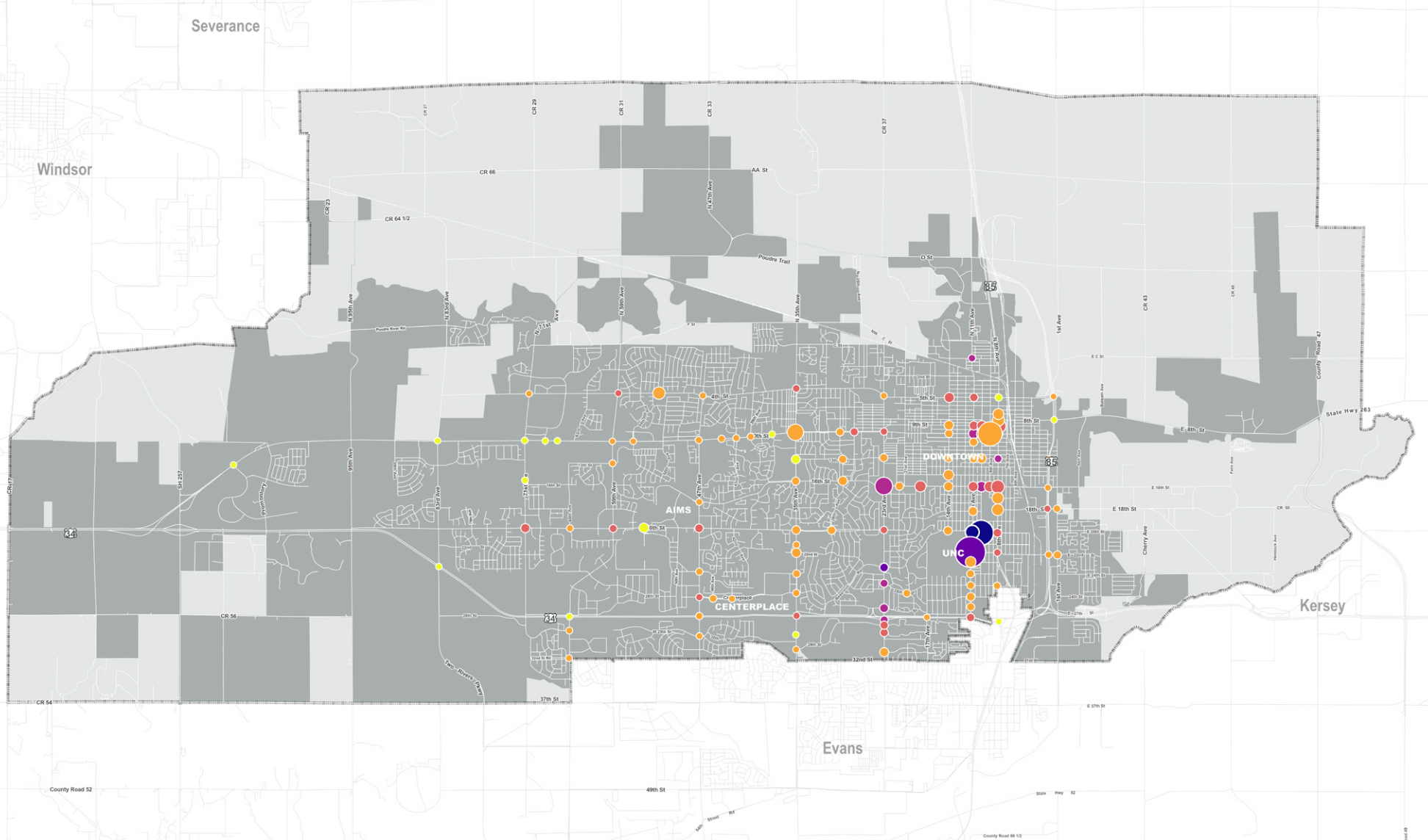
Daily Pedestrian Counts

- 0
- 1 - 71
- 72 - 121
- 122 - 225
- 226 - 353

- 354 - 763
- City Limits
- Greeley Growth Boundary



Item No. 13.



Daily Bicycle Counts

- 0
- 1 - 7

- 8 - 14
- 8 - 13
- 22 - 28

- 24 - 35

- City Limits
- Greeley Growth Boundary



Figure 14: Daily Bicycle Counts

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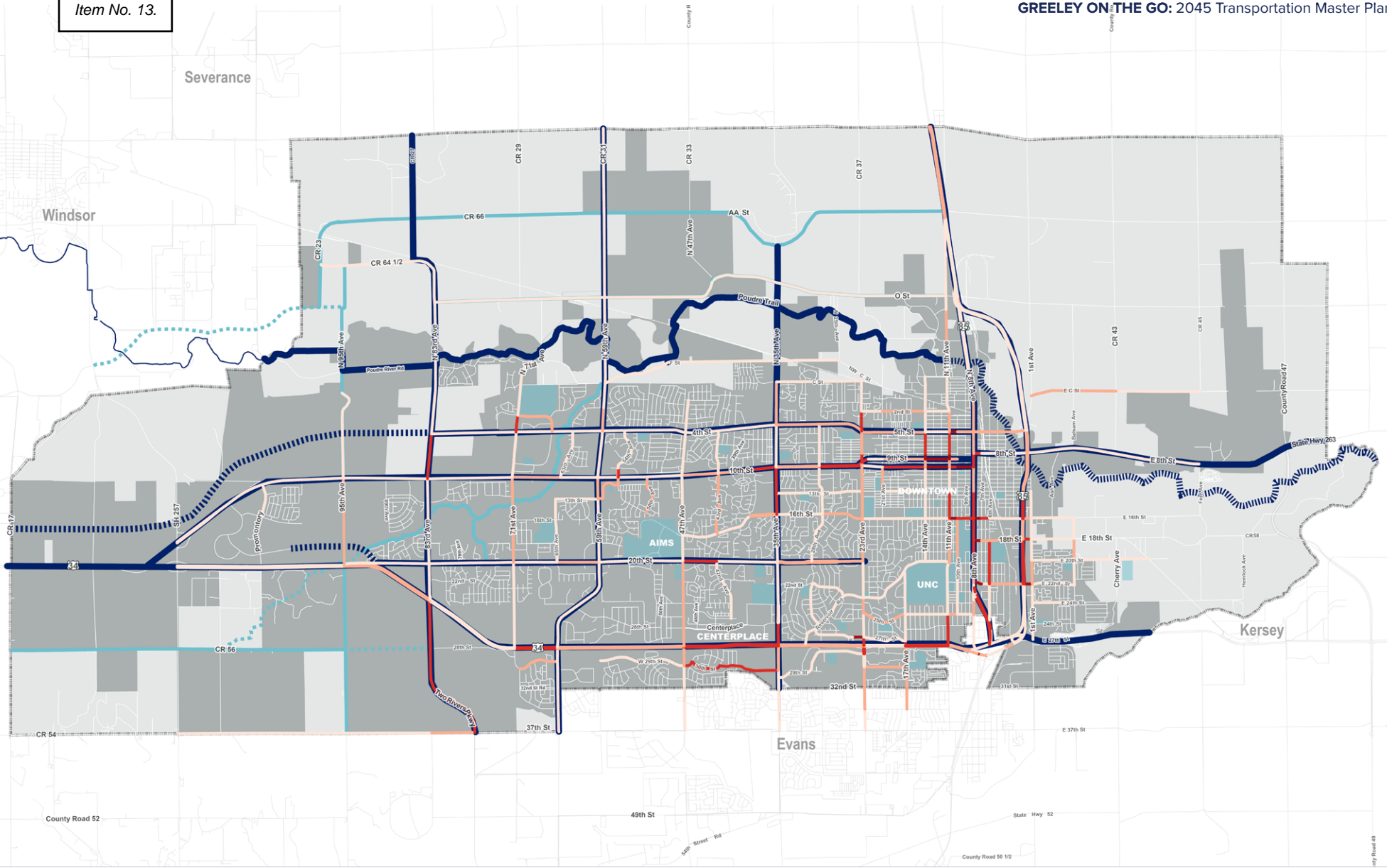


The City of Greeley contains a network of sidewalks, bicycle infrastructure, and trails. Sidewalks exist on most major roads with some gaps on local roads where pedestrians are still able to walk comfortably due to low vehicle volumes and speeds. Shared use bicycle paths exist on 11th Avenue, 47th Avenue, 35th Avenue, 65th Avenue, 4th Street, 10th Street, 16th Street, and 20th Street. The City of Greeley is also home to a variety of pedestrian and bicycle trails such as the Poudre River Trail, Sheep Draw Trail, Bypass Trail, and Canal No. 3 Trail. Access to recreation opportunities is an important part of quality of life and a healthy City. Trail usage in Greeley went up 200% during COVID and is still far above 2019 levels.

SAFETY

The area around the US-85 bypass and 10th Street is the location with the highest concentration of crashes in the City (**Figure 15**). The US-34 corridor accounts for the largest number of crashes with approximately 15% of crashes spread along the corridor. Over half of crashes between 2016 and 2019 occurred at intersections. Crashes along corridor segments accounted for 27% of reported crashes. The top three high crash intersections are located along US-34 and the next most high crash intersections are located along 10th Street.

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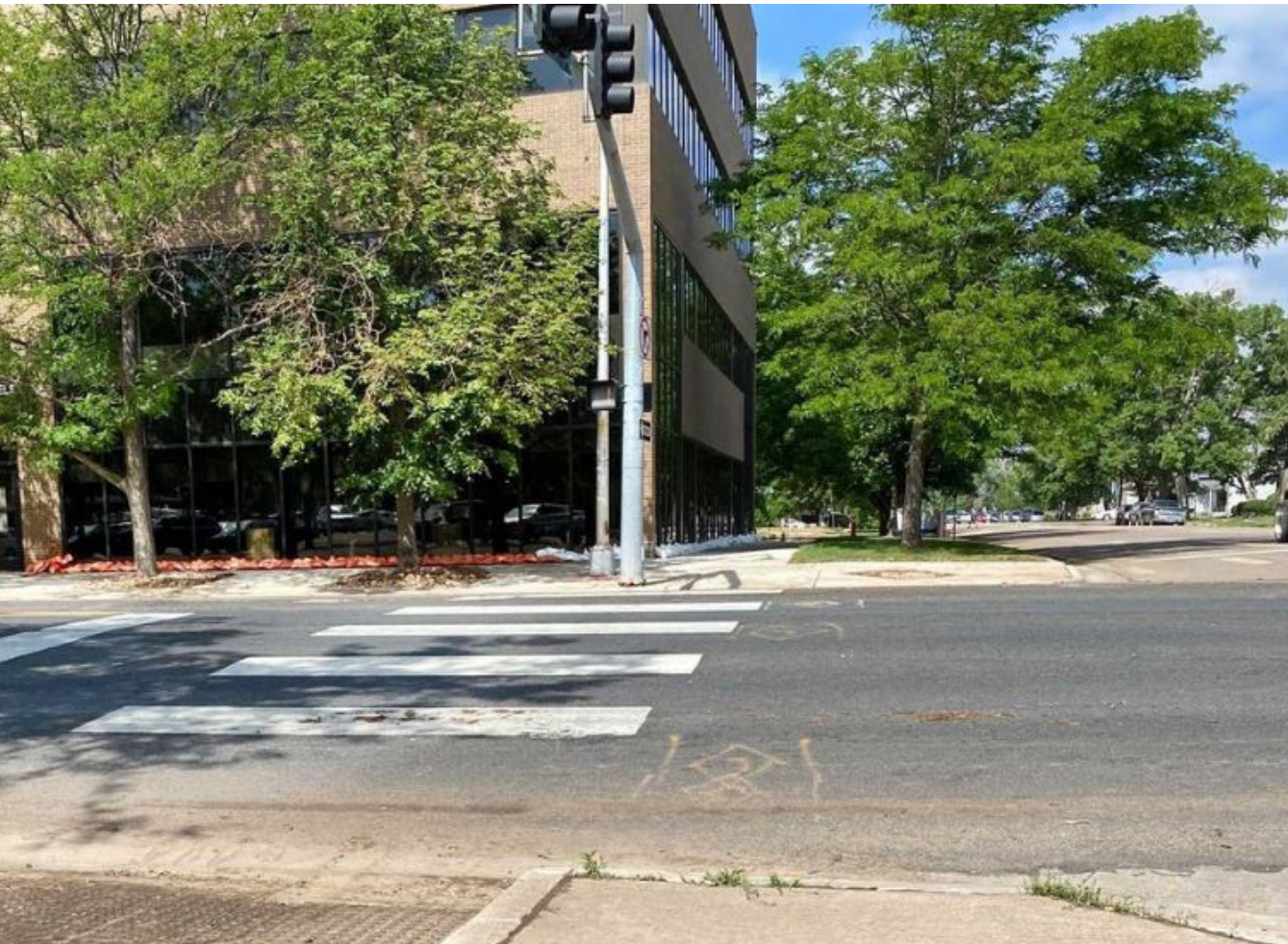
Critical Index (developed based on 2015-2019 crash data)

- <0.5
- 0.5-1
- 1-2
- >2

- Tier 1 Priority Corridor
- - - - - Future Connection
- Tier 2 Priority Corridor
- - - - - Future Connection

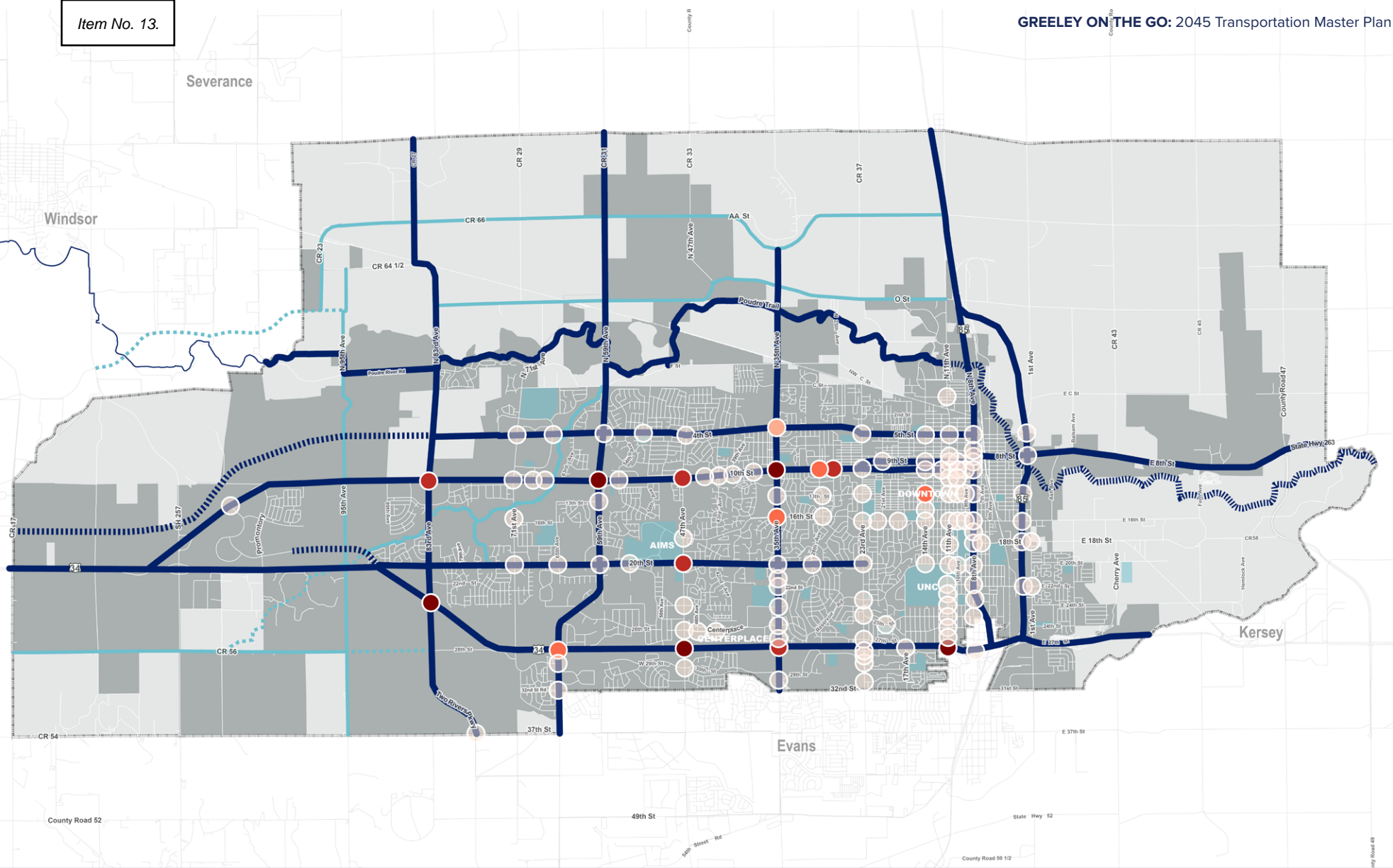
- Schools
- City Limits
- Greeley Growth Boundary





US-34 and 10th Street not only host the most frequent crashes, but also the most severe, as seen in **Figure 16**. The most fatal and severe injury crashes have occurred at US-34 and 83rd Avenue, 11th Avenue, and 47th Avenue; and 10th Street and 59th Avenue and 35th Avenue. Other fatal and severe injury crashes have occurred on Tier 1 Priority Corridors. High speeds on Greeley streets increases risk of severe crashes and make multimodal facilities less comfortable.

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Fatal or Severe Injury Crashes, 2016-2020

- 0
- 1 - 4
- 5

- 6
- 7 - 12

- Tier 1 Priority Corridor
- Future Connection
- Tier 2 Priority Corridor
- Future Connection

- Schools
- City Limits
- Greeley Growth Boundary



Figure 16: Fatal and Severe Injury Crashes at High Crash Locations, 2016-2020 [39]

LEVEL OF TRAFFIC STRESS

Level of Traffic Stress (LTS) is a scoring system to classify the comfort of specific bicycle and pedestrian facilities. Streets, sidewalk segments, crossings, and even bike trails can be included in the LTS scoring system. Typical scoring is from LTS 1 to LTS 4- with LTS 1 being comfortable, “low-stress” pedestrian or bicycle environments for those ages 8 to 80, and LTS 4 being facilities where walking or biking is very uncomfortable or even impossible, with limited or no accommodations for pedestrians or bicyclists.

The LTS methodology, which was adapted from a 2012 study by Maaza Mekuria, Peter Furth, and Hilary Nixon was applied to travel facilities in Greeley. Scoring was based on the existing bicycle or pedestrian facility type as well as the characteristics of the street adjacent to the facility. LTS is a national best practice scoring system used to classify the comfort of specific bicycle facilities. **Table 2** and **Table 3** show the LTS scoring criteria for bicycle facilities. These criteria are based on bicycle facility type, speed limits, and number of travel lanes (which serves as a proxy for traffic volumes).

All separated pathways and protected bicycle lanes are designated LTS 1.

LTS of the pedestrian network was classified using criteria in **Table 2**. Traditionally, detached sidewalks (or sidewalks with a buffer between the pedestrian and travel lane) are considered lower stress. However, absent data on whether sidewalks are attached

Table 2: LTS Scoring for Bike Routes

Speed	2-3 Lanes	4-5 Lanes	6+ Lanes
Up to 25 mph	LTS 1* or 2*	LTS 3	LTS 4
30 mph	LTS 2* or 3*	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

*Lower Value Used for streets classified as residential and with fewer than 3 lanes; higher value used otherwise

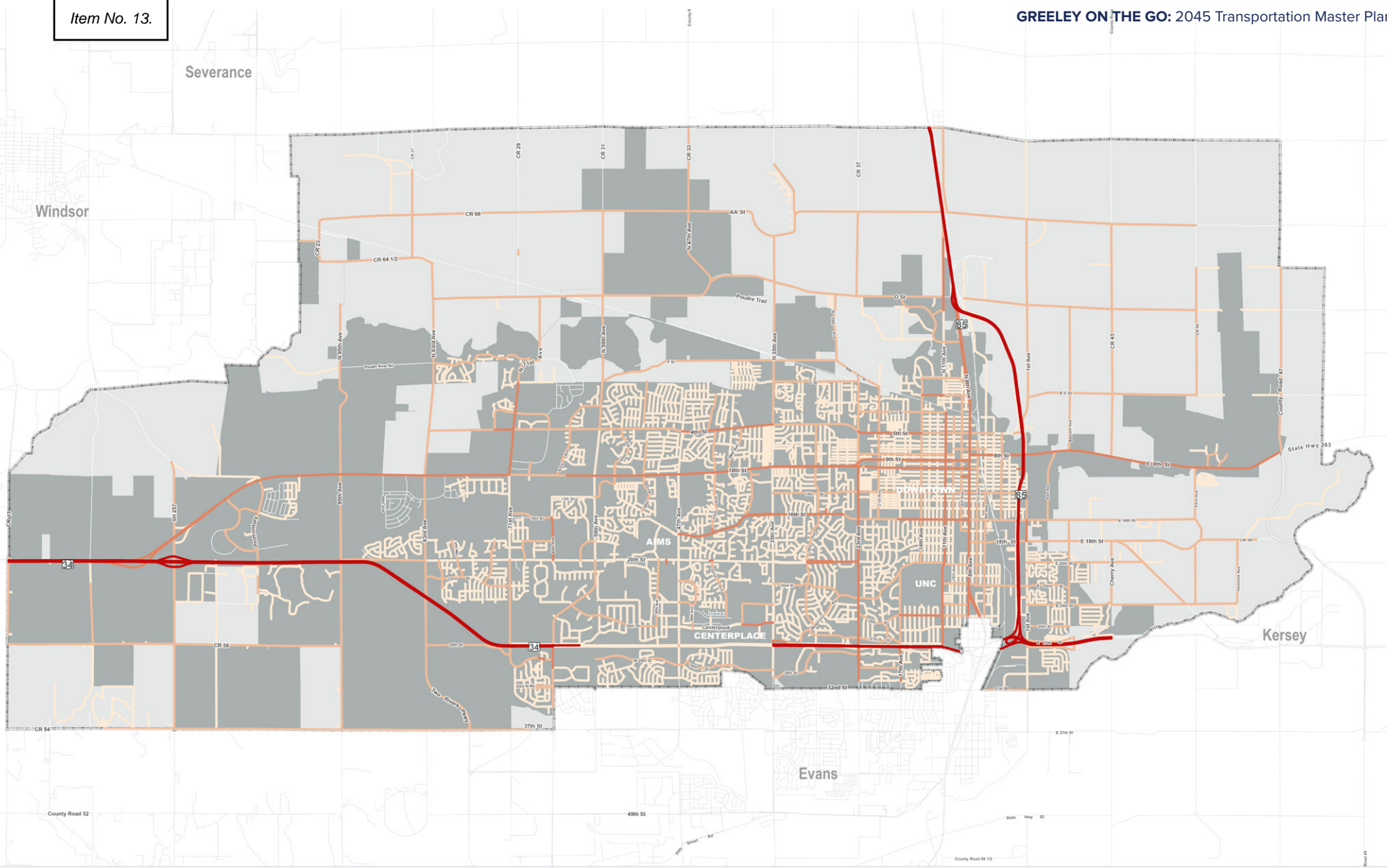
Table 3: LTS Scoring for Bike Lanes

Speed	2 lanes	2+ lanes
Up to 25 mph	LTS 1	LTS 2
30 mph	LTS 2	LTS 3
35 mph	LTS 3	LTS 3
40+ mph	LTS 4	LTS 4

vs. detached, a pedestrian LTS score is derived base on the adjoining roadway’s width and vehicle speeds. Any street without a sidewalk was classified as LTS 4.

Figure 17 shows the map of bicycle LTS for existing facilities in Greeley and **Figure 18** shows the pedestrian LTS results. For bicyclists, most arterial streets in Greeley are higher stress. Notably, 10th Street, 11th Avenue, and 23rd Avenue are not currently very comfortable for people bicycling.

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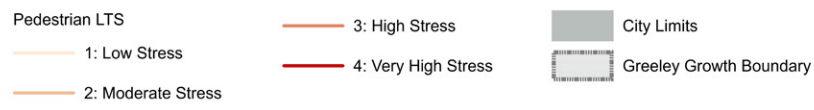
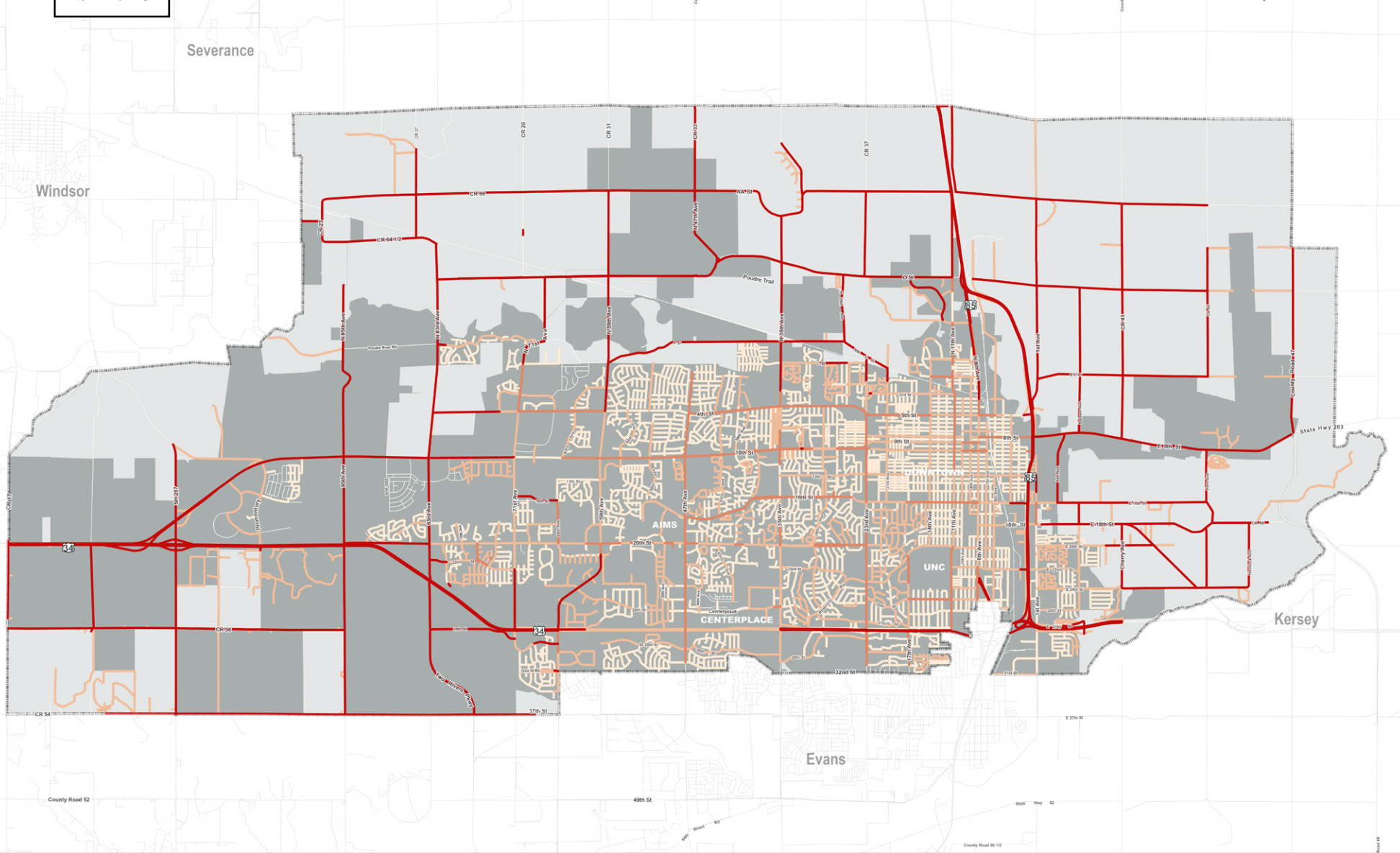
- Bicycle LTS
- 1: Low Stress
 - 2: Moderate Stress
 - 3: High Stress
 - 4: Very High Stress
- City Limits
 - Greeley Growth Boundary



Figure 17: Bicycle Level of Traffic Stress 41



The pedestrian LTS map shows that most local streets and almost all collector streets are low stress due to ample sidewalk coverage. Areas that provide strong connectivity for pedestrians include downtown and the area surrounding UNC. Dependent upon the destination, travel can be challenging for pedestrians throughout the city due to lack of infrastructure causing high stress facilities on arterials like 10th Street, 23rd Ave, and 16th Street to be high stress. In some locations there are opportunities to fill gaps in the low stress travel network by upgrading pedestrian facilities. Examples include 20th Street, where the sidewalk alternates between being attached and detached. Another challenge for pedestrians in Greeley is a lack of comfortable crossings; existing spacing between crossings can often necessitate out of direction travel in order to locate a marked crosswalk. Throughout the city there are opportunities to lower the stress level through improved crossings and additional markings. Additional information, including planned next steps to improve stress levels throughout the city, can be found in the following sections.



LOW STRESS WALK AND BICYCLE TRAVEL SHEDS

Using the LTS results, an analysis was conducted to determine the share of Greeley households that can access certain key destinations using low stress walking and bicycling facilities. The intent of the analysis was to highlight bicycle and pedestrian accessibility; specifically, areas of Greeley where walking or bicycling trips can be made using exclusively low stress facilities and to also identify areas with limited low stress networks.

Table 4 shows the share of households within the low-stress walking and bicycling shed of parks and open space, bus stops, and schools. Nearly all households in Greeley can reach a park or open space within a 5-minute

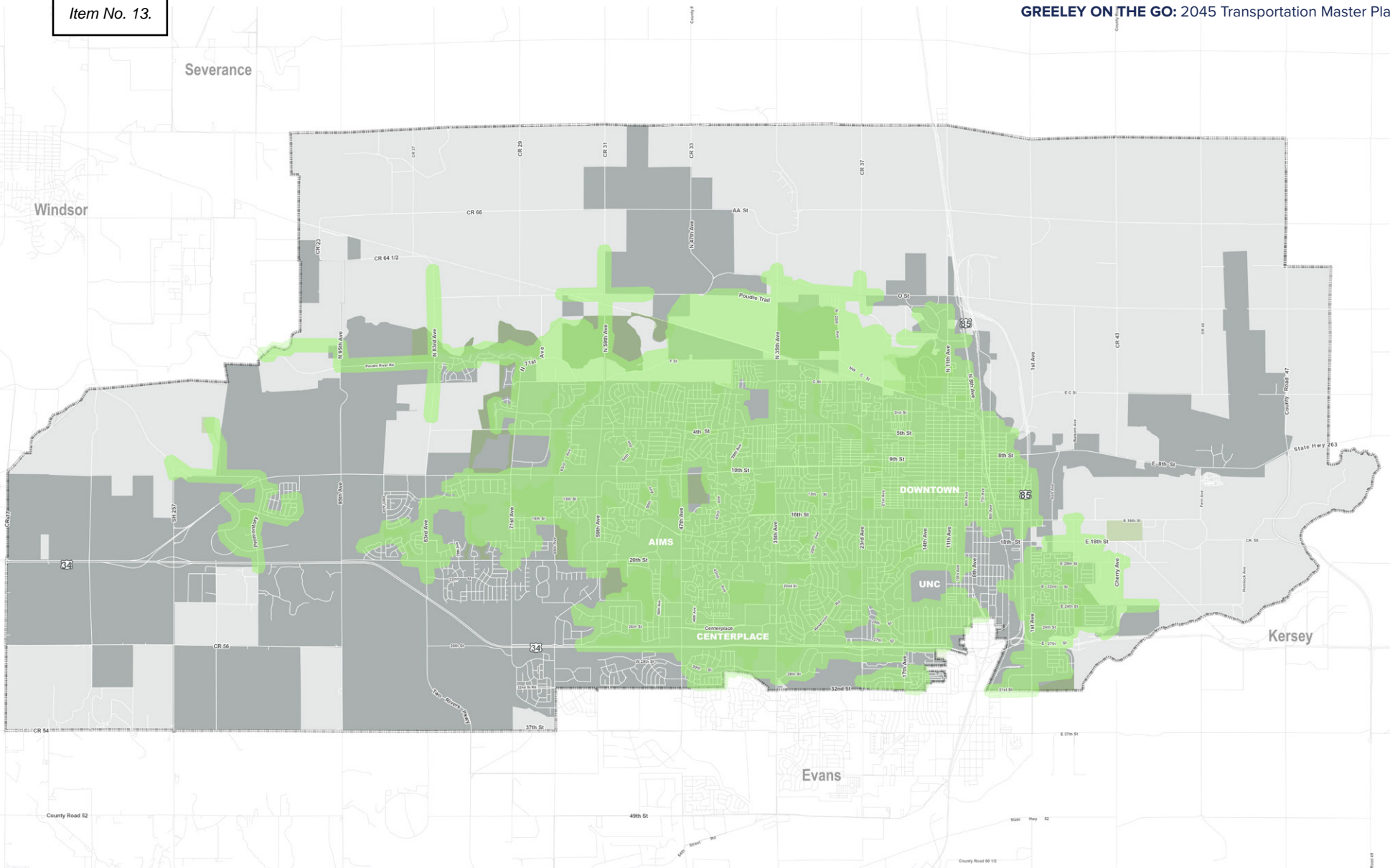
Table 4: Percent of Greeley Households within a 5-minute Bicycle Ride or 10-minute Walk of Key Destinations Using Low-Stress Facilities

	Parks/Open Space	Bus Stops	Schools
5-Minute Bicycle Ride	84%	64%	70%
10-Minute Walk	71%	56%	55%

bicycle ride. However, access to bus stops is much lower at 64%. Households tend to have lower access to these key destinations when taking pedestrian trips. Just 55% of households are within a low stress 10-minute walk of schools, which signals that there are students who may want to travel to school by foot but experience barriers to doing so. The most prominent area where low stress

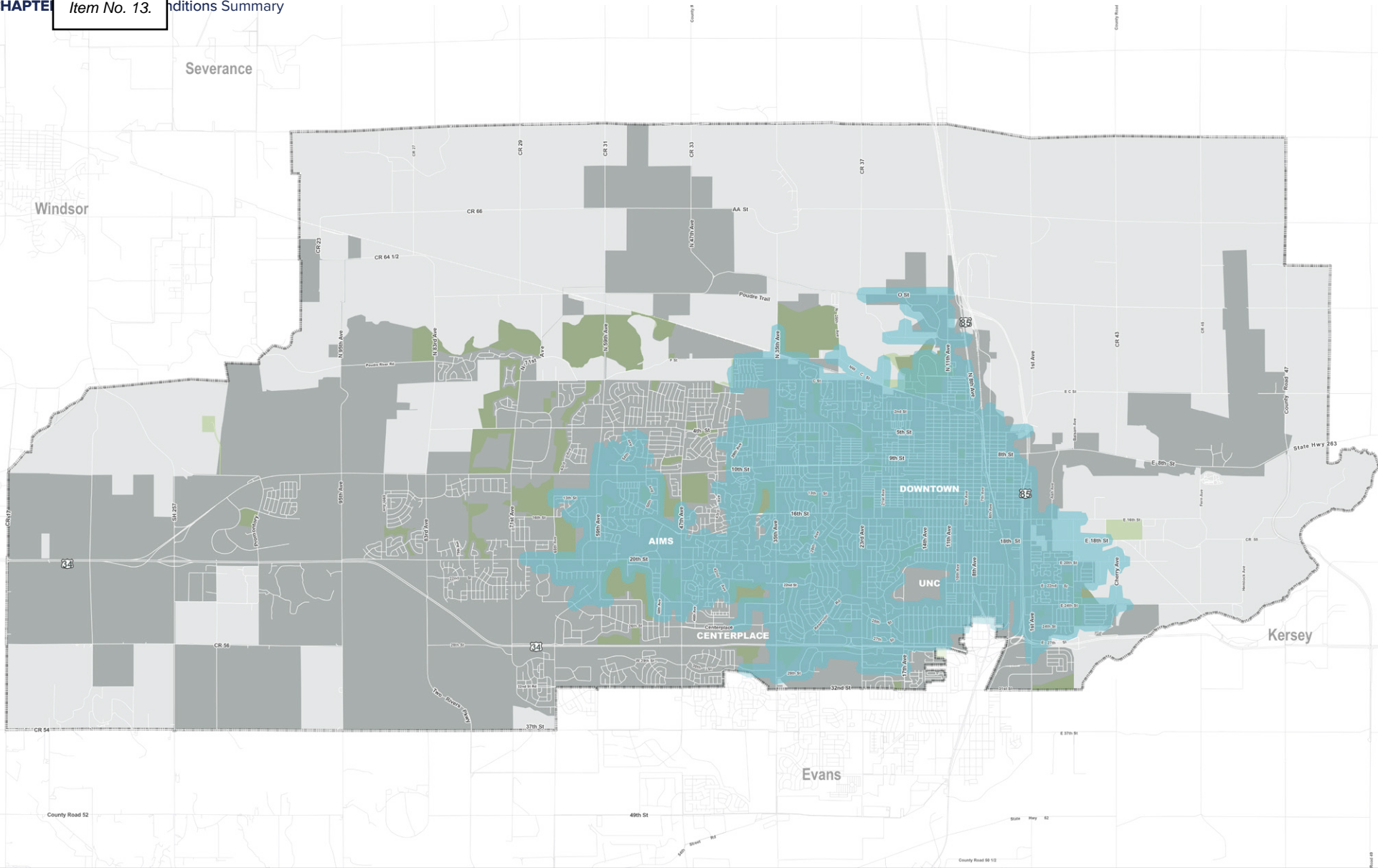
connections are missing is the southern portion of Greeley, west of 35th Avenue. This planning effort will focus on identifying opportunities to form more multimodal connections in this section of the City.

Figure 19 - Figure 24 show the 5-minute bicycle ride and 10-minute walksheds for the destinations listed in **Table 4**.



- 5-minute bike ride: Parks
- Parks
- City Limits
- Greeley Growth Boundary

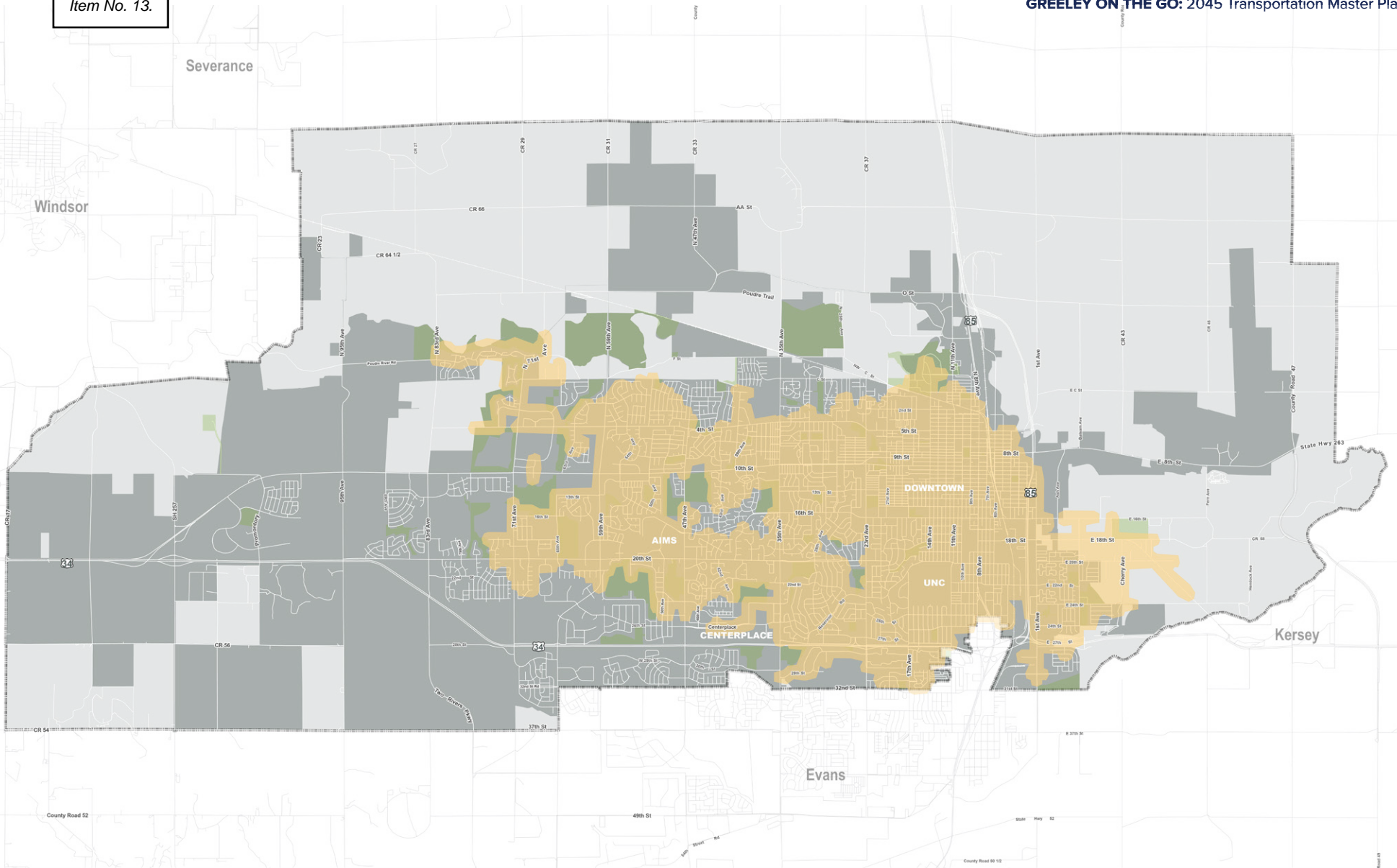




- 5-minute bike ride: Bus Stops
- Parks
- City Limits
- Greeley Growth Boundary



Figure 20: Access to Bus Stops within a Five-Minute Bicycle Trip on Low Stress Facilities



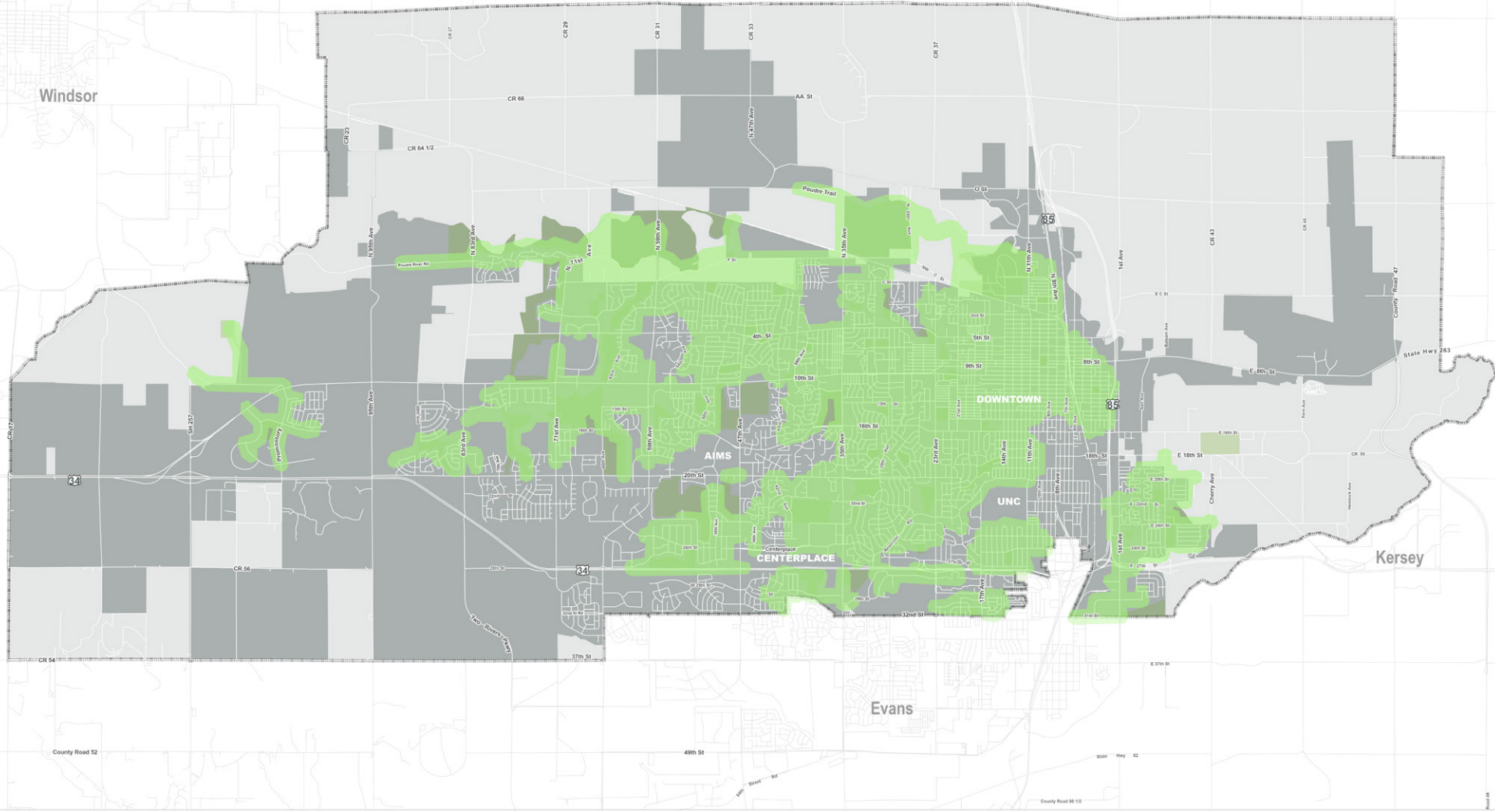
- 5-minute bike ride: Schools
- Parks
- City Limits
- Greeley Growth Boundary



Figure 21: Access to Schools within a Five-Minute Bicycle Trip on Low Stress Facilities 47

Severance

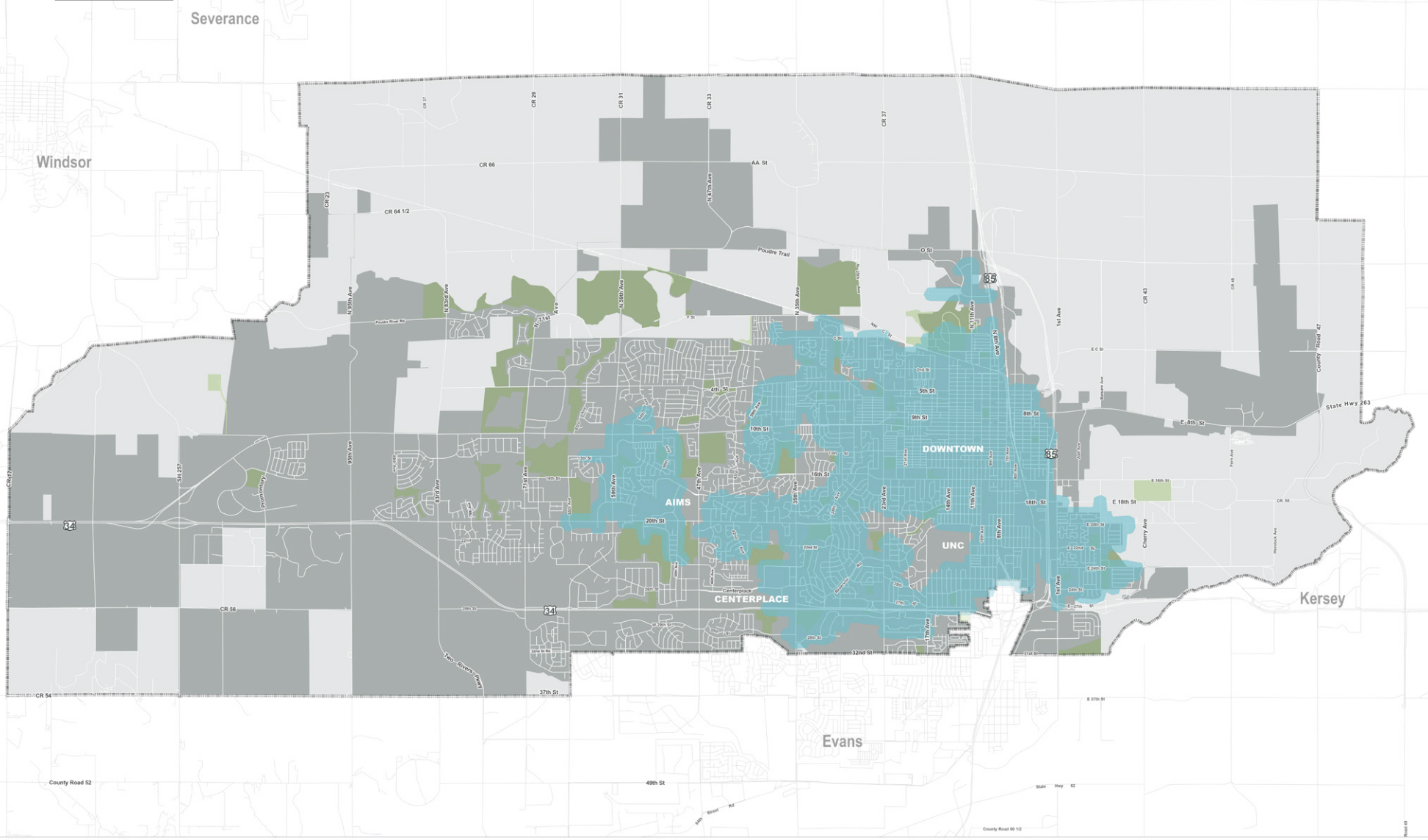
Windsor



- 10-minute walk: Parks
- Parks

- City Limits
- Greeley Growth Boundary





- 10-minute walk: Bus Stops
- Parks
- City Limits
- Greeley Growth Boundary



Figure 23: Access to Bus Stops within a Ten-Minute Walk on Low Stress Facilities 49

Maintenance

Maintenance of the existing system was a priority heard during public engagement. The City of Greeley has significant maintenance responsibilities that include 380 miles of roadways, 69 miles of bike lanes, 40 miles of trails, and 511 miles of sidewalks. Of those city-maintained roadways, 215 miles are of poor or very poor pavement quality (below a Pavement Quality Index (PQI) score of 65).

The City spends approximately \$15-16 million each year on maintenance under the Keep Greeley Moving Program. As the system expands, so does the cost of maintenance. Building more capacity than needed may result in undue maintenance burdens for the City, while poor quality infrastructure can frustrate the public.

Greeley on the Go generally prioritizes maintenance of the existing system above new capital construction.

Key Takeaways

- The City of Greeley has changed previous development trends and is adding multi-family residential units at a higher rate than single-family homes. This signals a future need for additional multimodal transportation connections to accommodate higher travel demand that will be generated by more dense residential land uses.
- Greeley residents rely heavily on personal vehicles to fill their travel needs. However, an origin to destination travel patterns analysis found that a high share of trips taking place within Greeley are relatively short and can likely be accommodated on transportation modes other than driving.
- When examining barriers to walking and bicycling, it was found that travel facilities within the denser pockets of the community, like downtown, can be challenging to navigate due to sidewalks or bicycle lanes that are positioned close to traffic on high volume roadways. As a result, a little over half of Greeley households cannot access a school, for example, within a comfortable 10-minute walk, which narrows transportation options for Greeley students and their families. During public engagement, many people expressed the need for more outdoor recreation opportunities and amenities, especially in east Greeley. People also wished for better multimodal access to downtown.
- Greeley has a robust offering of higher education institutions, retail shopping opportunities, and medical services making it a regional attractor for employment and services. This presence of regional destinations is driving travel demand, though nearly 1 in 5 daily trips starting in a neighboring community and ending in Greeley comes from Evans. This suggests that additional multimodal connectivity to the south could reduce congestion and travel time on arterial roadways.
- Before COVID-19, transit ridership was on the rise in Greeley. *Greeley on the Go* is exploring opportunities to continue building on that trend by enhancing mobility options.

CHAPTER 04

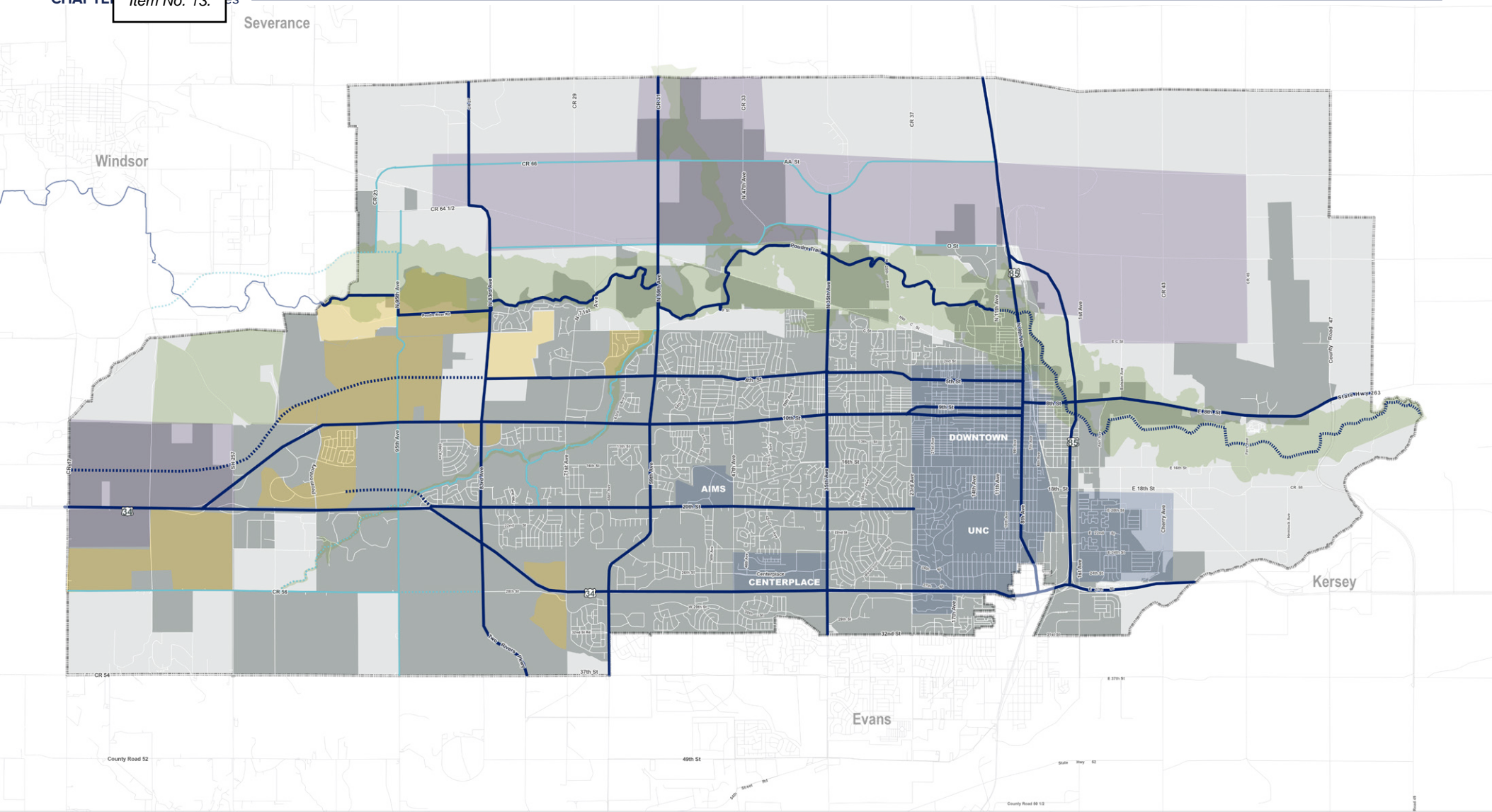
Plan Priorities

Plan Priorities

Greeley on the Go recommends transportation improvements across the City of Greeley. However, the City also identified several Priority Areas and Corridors in which to concentrate transportation investments in the near- and long-term (as shown in **Figure 25**).

Priority Areas include Priority Investment Areas located Downtown, in East Greeley, and around major shopping areas; Priority Planning Areas and Future Development Areas, where the City anticipates development to occur in the next several years; and current and future open space. Priority Corridors include major roadways with safety concerns and that serve Priority Areas, as well as trails like the Poudre River Trail and Sheepdraw Trail that serve as vital recreational and transportation corridors for active transportation users.

These Priority Areas and Corridors guided initial selection of the list of 10-year projects in this plan, which was refined further during project prioritization.



- Tier 1 Priority Corridor
- Future Connection
- Tier 2 Priority Corridor
- Future Connection
- Priority Investment Areas
- Priority Planning Area
- Future Open Space
- Future Development
- City Limits
- Greeley Growth Boundary



Corridor Visions

As Greeley begins implementation of *Greeley on the Go*, there will be a need to define unified visions for major corridors in the City. An example would be the main north-south corridor, 8th Avenue, as a priority corridor that is currently designed to accommodate vehicle travel but could become a main street for Greeley through reallocating right of way towards space for walking and micromobility. The mix of land uses on 8th Avenue suggests the corridor serves a range of needs from services to recreational opportunities. By providing accommodations for users traveling on all modes, the City can shift 8th Avenue towards becoming a vibrant hub for the community. Visioning for the corridor will involve determining a new cross section, identifying opportunities for placemaking through elements like landscaping and signage, and a right-sizing of travel facilities to ensure demand by mode can be accommodated.

Another corridor vision that the City will explore is for 10th Street. As one of the main east-west connections across Greeley, 10th Street plays a critical role in connecting the core of the community with the fast-growing neighborhoods on the west side. The vision will include transit facilities that provide opportunities for rapid travel across town, wide micromobility and pedestrian facilities that make active travel comfortable and enjoyable, and vehicle travel lanes that include traffic calming elements to naturally help drivers operate at safe speeds on the corridor. This vision for 10th Street will become fully defined during the *Greeley on the Go* implementation process.

CHAPTER 05

Project Categories

Project Categories

Projects on the 10-Year and Long-Range Project List include Multimodal projects and Mobility projects. Multimodal projects include active transportation projects and street projects. Mobility projects include transit projects and mobility hubs.

Multimodal Projects

The multimodal project category reflects the City's focus on reimagining roadways as complete streets to serve all users. As the City upgrades streets throughout Greeley, many of these projects will simultaneously improve facilities for people walking, rolling, and biking.

Street projects include repaving, completion of streets, construction of new streets to serve development, one to two-way conversions, streetscape enhancements, traffic

calming, and road right sizing. Intersection improvements encompass operational improvements and signal coordination, safety enhancements, roundabouts, technology enhancements, and new interchanges.

Active transportation projects span new and improved trails, micromobility facilities, pedestrian facilities, crossings, and other multimodal enhancements. As the City installs streetscape enhancements and traffic calming measures, a focus will be given to projects around schools, parks, shopping areas, public buildings, and transit to improve safety around these key destinations. Projects to improve pedestrian infrastructure will upgrade deficient sidewalks and crossings and install new facilities where missing. Micromobility projects will include new sidepaths, micromobility lanes, trail extensions, and trail connections from and to neighborhoods.

Mobility Projects

Mobility projects, or projects that improve transportation options including transit in the City of Greeley, will generally include more frequent fixed route bus service, new regional routes, mobility hubs, micro transit and micro mobility options for residents and visitors to choose. Some examples of Mobility Projects that are based off community feedback are listed below.

- New "Premium Transit Corridors" along 10th Avenue and 10th Street will upgrade those bus routes to high frequency transit in the short term and bus rapid transit (BRT) in the long term.
- New regional routes including a new US-34 Express Route to I-25 & Loveland in the short term, and a long-term vision for BRT or rail along the Great Western Corridor.

- Construction of new Mobility Hubs at key locations around Greeley, including the current GET Transportation Center, University of Northern Colorado, Aims Community College, downtown, at schools, shopping centers, and other key destinations.
- Exploration of Automated Transit Network (ATN) technology and infrastructure pilots to enhance mobility options throughout Greeley all while reducing congestion and emissions and increase safety (**Figure 26**). Completion of a Transportation Systems Management and Operations (TSMO) plan that aligns infrastructure and operations with the goals and objectives outlined within this Transportation Master Plan.
- Complete a Transit Development Plan to evaluate routes, ridership, microtransit coverage areas, operational hours/ days and a phased implementation plan to expand and improve mobility options for residents and visitors in Greeley through operated and contracted subsidized TNC service.
- Utilizing data and information gathered during the “Free Fare for Clean Air” Evaluation, along with industry best practices, evaluate and implement an alternative fare structure that aligns technology (Mobility as a Service/ MaaS) with equitable solutions to improve quality of life for all residents regardless of income level or transport option selected ([i.e. Home - ODIN PASS](#)).
- Implement MaaS technology that helps residents and visitors seamlessly identify, prioritize and use a mode of transport that best align with their needs, goals and timeline.
- Complete a future fueling options plan (i.e. EV, hydrogen, etc.) that not only recognizes current fueling technology and advancements but outlines a path forward for future fueling options, their needs and the necessary infrastructure requirements and placement to facilitate future fueling needs for not only city infrastructure but also development.

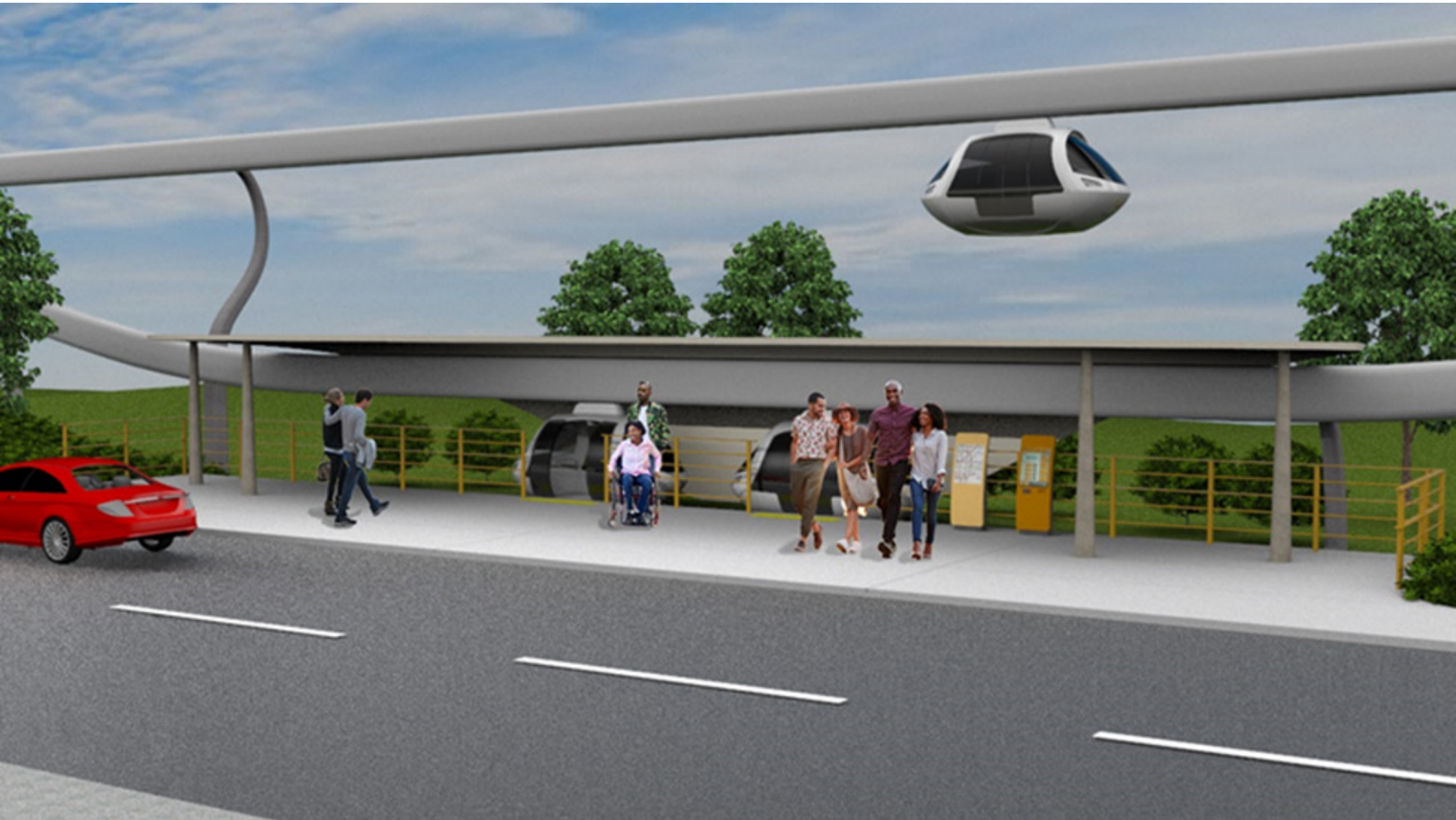


Figure 26: Example of Automated Transit Network technology

961

YIELD TO BUS
WHEN LIGHT IS FLASHING
IT'S THE LAW

SPEED LIMIT 25

RESTROOMS

CHAPTER 06

Action Plan

COVINGTON
BGQ-348
MADE IN U.S.A.

CNG

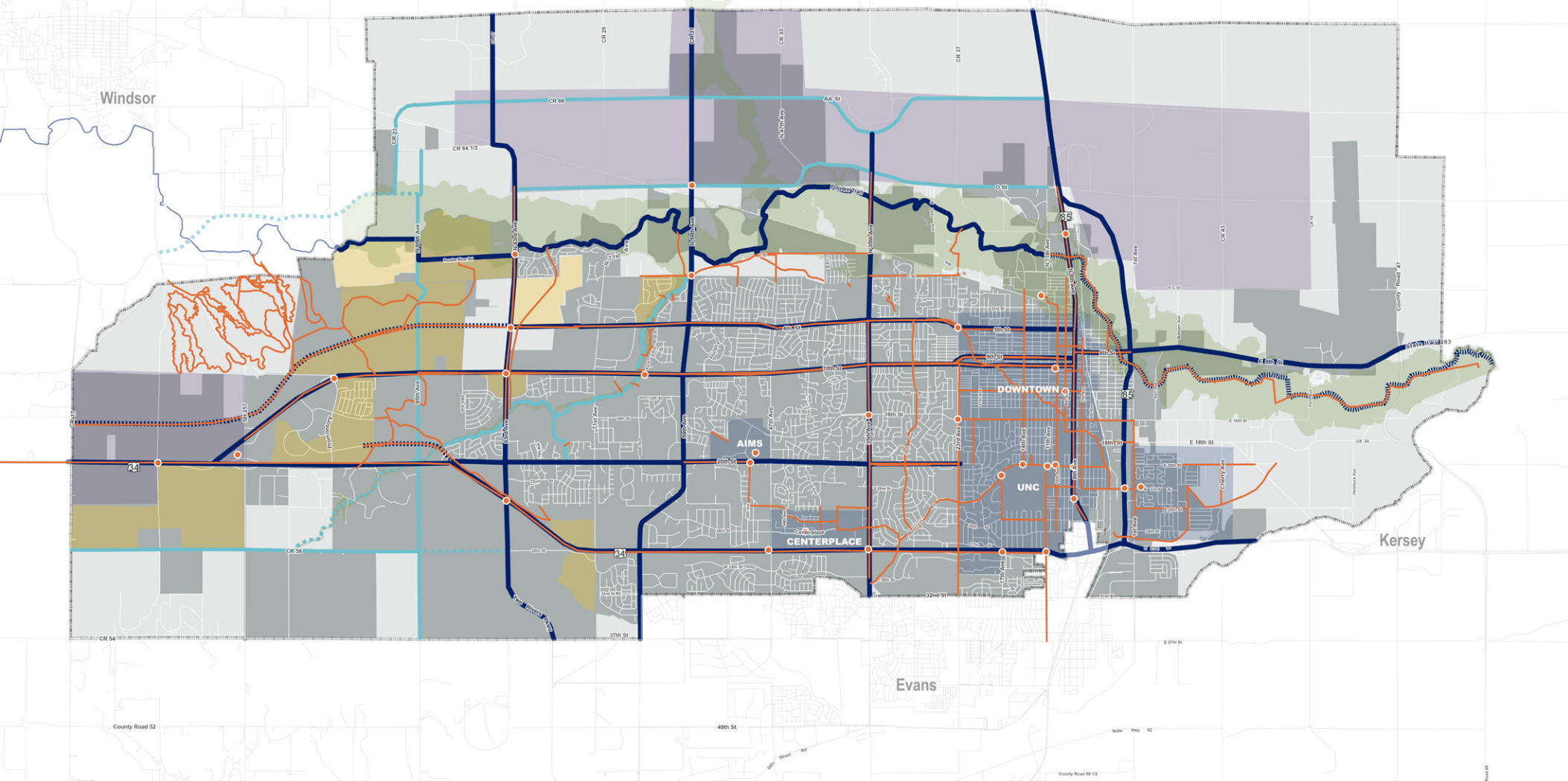
970-350-2287
GreeleyEvansTransit.com

Action Plan

Greeley on the Go's 10-Year Action Plan consists of 100 corridor projects and 28 intersection projects. The long-range plan vision will include an additional 126 corridor projects and 10 intersection projects. The city identified many of these short and long-term projects based on their proximity to Priority Areas and Corridors.

The map in **Figure 27** shows the 10-year project list categorized by priority tier. The projects were scored and assigned to priority tiers using the prioritization methodology in the appendix. This methodology considered each project's likelihood to provide access to key destinations (bus stops, mobility hubs, schools, parks, shopping, civic buildings, and trail access points), address roadway safety concerns, serve areas with high population and employment, and improve access for low-income neighborhoods.

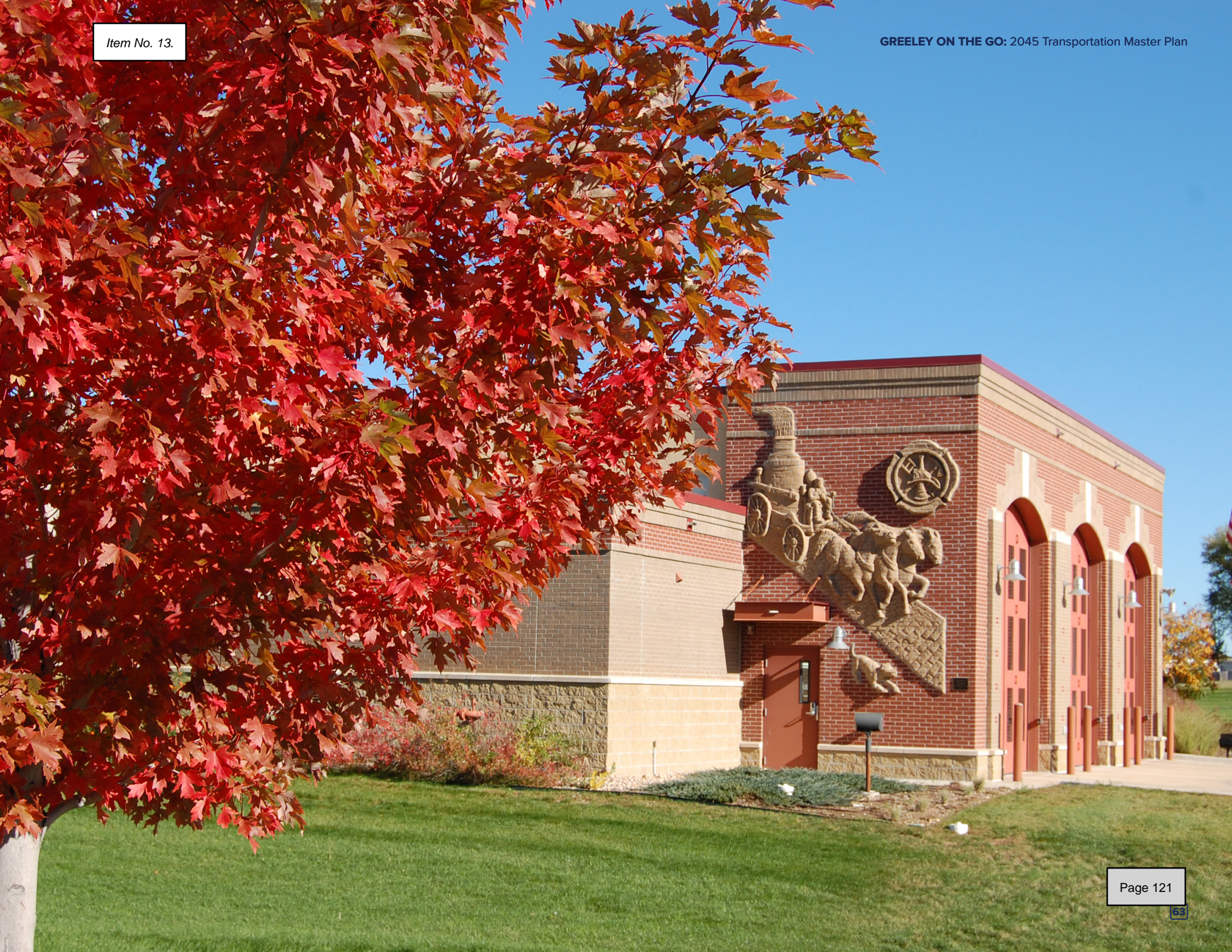




- Intersection and Site Projects
- Corridor Projects
- Tier 1 Priority Corridor
- - - - Future Connection
- Tier 2 Priority Corridor
- - - - Future Connection
- Open Space
- Priority Investment Areas
- Priority Planning Area
- Future Development
- City Limits
- Greeley Growth Boundary



Item No. 13.

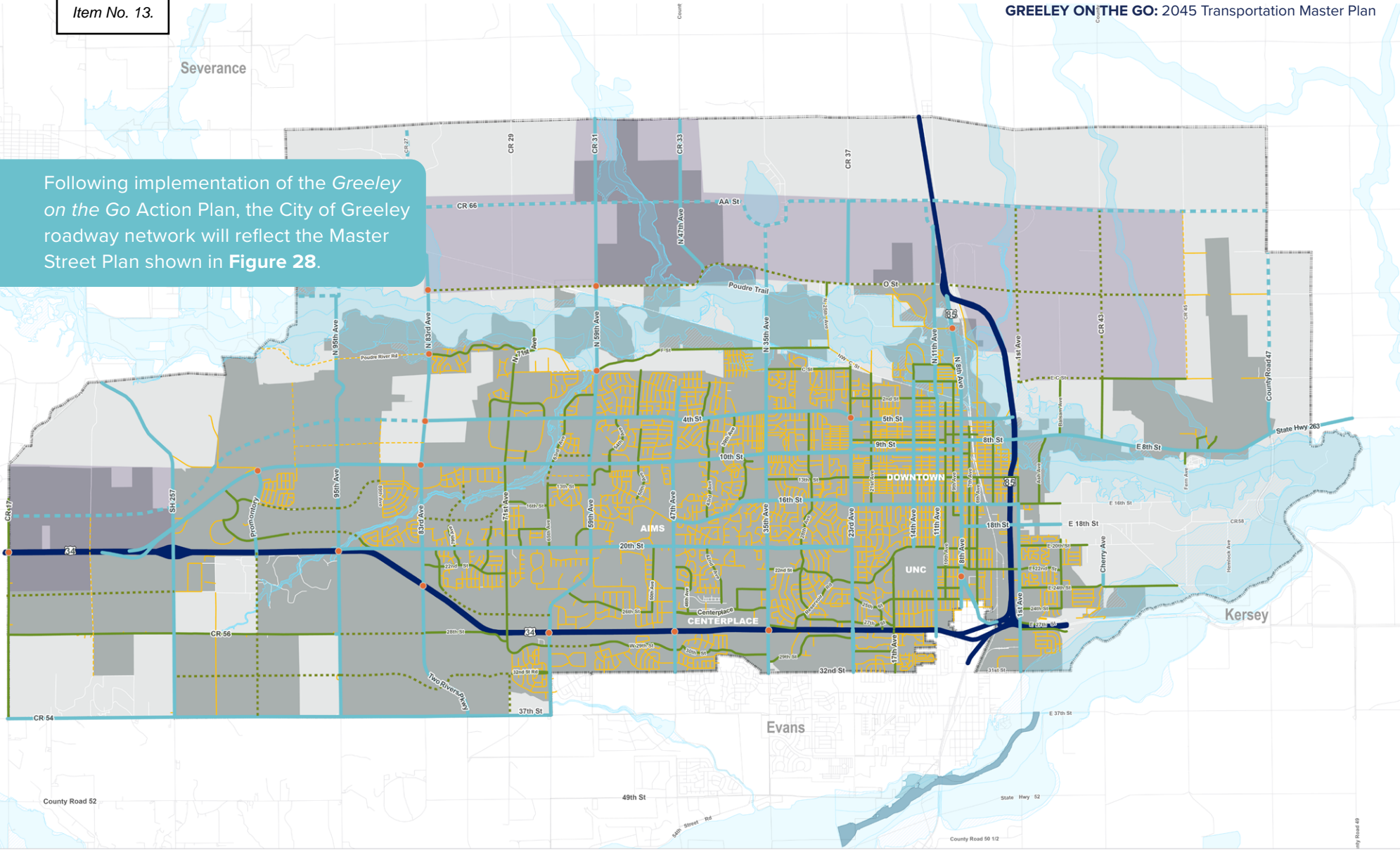


CHAPTER 07

Master Street Plan

Item No. 13.

Following implementation of the *Greeley on the Go* Action Plan, the City of Greeley roadway network will reflect the Master Street Plan shown in **Figure 28**.



Existing Road Network	Future Road Network	FEMA Flood Zone	Priority Planning Area
Expressway	Planned Arterial	10 Year Floodplain	City Limits
Arterial	Planned Collector	50 Year Floodplain	Greeley Growth Boundary
Collector	Planned Local	100 Year Floodplain	
Local	Planned Intersection Improvement	500 Year Floodplain	



Figure 28: City of Greeley 2045 Master Street Plan

CHAPTER 08

Mobility

Mobility

The new recommended direction for mobility services (formerly the Transit Division) within Greeley is that of integrated mobility that focuses on the user and their access to variety of seamless, connected mobility options that facilitate a variety of trip types. This new paradigm for mobility integrates transit, on-demand, shared mobility, e-mobility, curb management and micromobility (bikes/scooters) services, all through a seamless technology user interface (Figure 29).

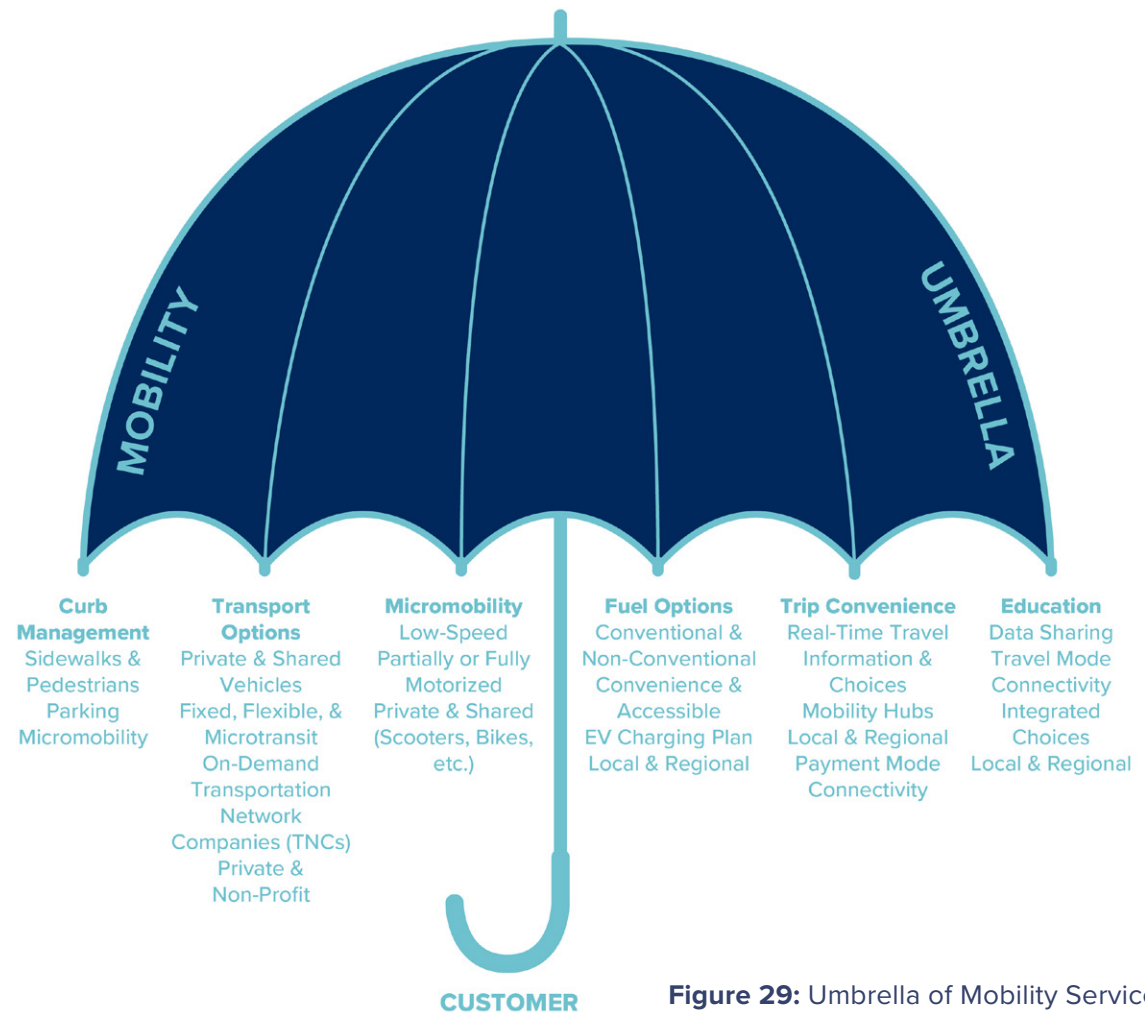


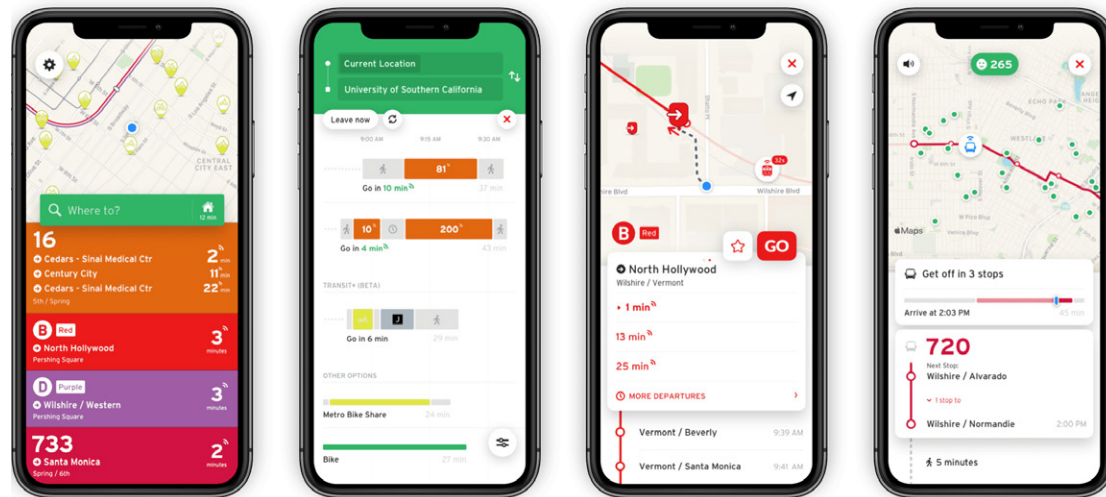
Figure 29: Umbrella of Mobility Services

Programmatic Elements

The programmatic elements are envisioned to be delivered by a reimagined GET that transitions from a provider of transit services to a provider of a variety of mobility services and programs including:

- High frequency, premium transit operating along key linear corridors.
- Flexible on-demand microtransit and connections/partnerships with transportation network companies (TNCs) like Uber, Lyft, 60+ ride, Envision and others.
- Local transit fixed and flexible route service for areas where demand remains warranted.
- Micromobility options including bikeshare and scooter-share.

- ADA paratransit services powered by more convenient trip request technology.
- Improved ADA paratransit services that better facilitates the real time service delivery needs of eligible riders.
- Improved fare structure that accounts for equity and inclusion regardless of which mobility option is used.
- Convenient trip planning, scheduling and payment technology that facilitates seamless trip planning across multiple modes while providing user defined prioritization based off their needs.



Supporting Elements

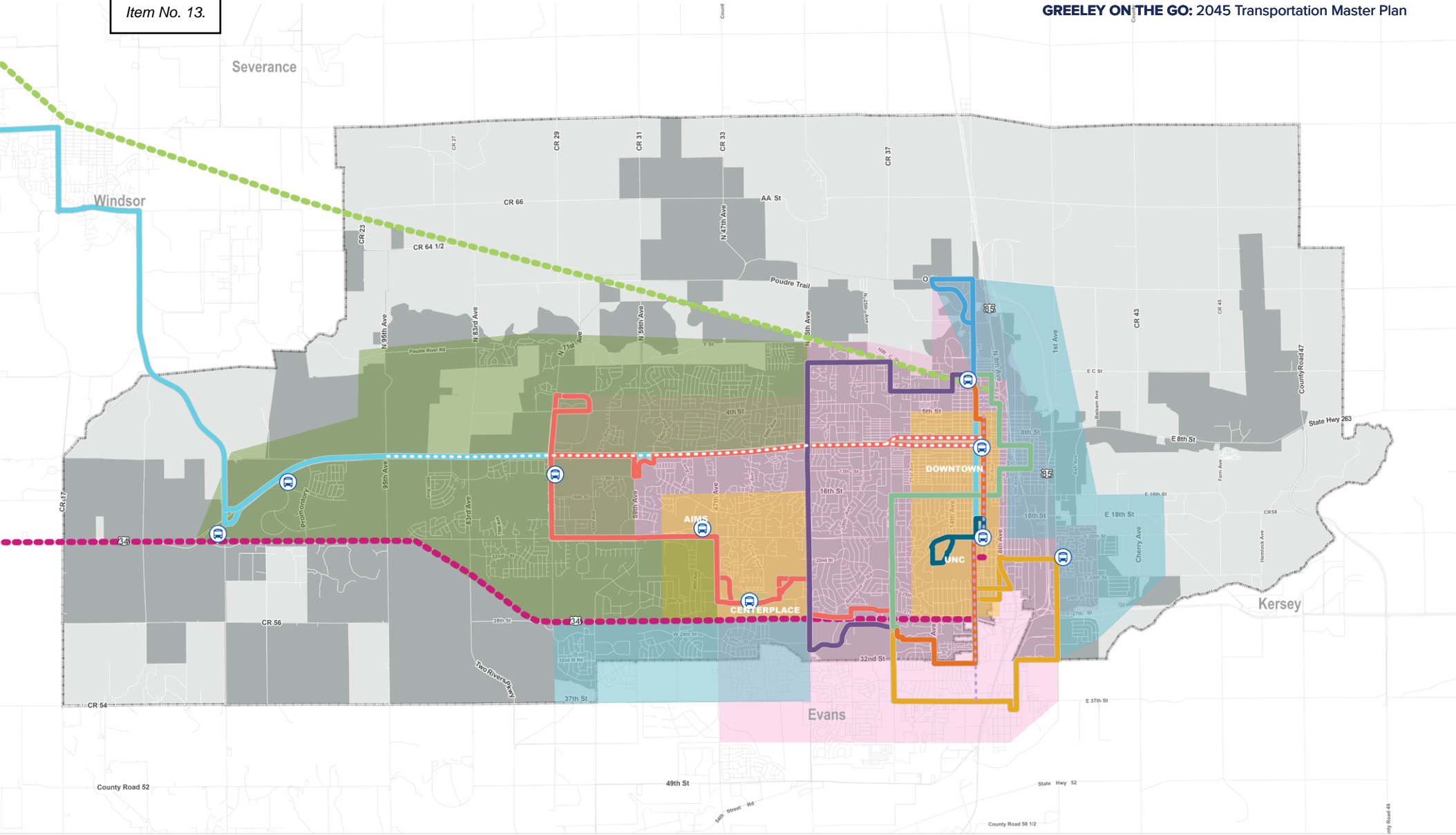
This integrated mobility model has many supporting infrastructure and technology elements that will be necessary for successful delivery including:

- Corridor infrastructure to support key transit corridors including dedicated bus lanes, fixed guideway corridors, transit stations, and bicycle/pedestrian connecting infrastructure
- Transit speed and reliability tools such as bus bulbs, transit signal prioritization (TSP), and queue jump lanes
- Mobility hubs that physically integrate and connect the various mobility services
- Integrated trip planning and fare payment enable by technology
- Electrification, or other zero emission technologies, for all vehicles within the Greeley mobility fleet, as well as charging solutions for micromobility solutions
- Possible autonomous operations for certain routes and vehicles, as technology, policy, and safety allow
- Transit technology solutions

The long-term mobility vision, as shown in **Figure 30**, envisions fixed routes, modifications to the existing fixed route system, microtransit zones, micromobility zones, premium transit corridors, regional connections, service development zones, and mobility hubs.

LA Metro

Item No. 13.



- | | | | | |
|----------------------------|-------------------------|--|----------------------------------|-------------------------|
| Existing GET Routes | Route 6 | Premium Transit Corridors | Fixed Route Modification Zone | City Limits |
| Route 1 | Poudre Express Regional | 10th Street | Microtransit Pilot Zones | Greeley Growth Boundary |
| Route 2 | UNC Boomerang | 10th/11th Avenue | Future Microtransit Service Area | |
| Route 3 | | Regional Routes | Micromobility Zones | |
| Route 4 | | Great Western Corridor BRT or Rail | | |
| Route 5 | | US-34 Express Route to I-25 & Loveland | | |



Figure 30: Greeley on the Go Long-Term Mobility Vision

CHAPTER 09

Multimodal Network

Multimodal Network

The city's short-range and long-range multimodal plan includes the construction of new and improved active transportation facilities and street projects (**Figure 31**). These projects complete gaps in the bike and trail network and improve facilities for people walking and rolling as the city upgrades streets.

Street projects include repaving, completion of streets, construction of new streets to serve development, one to two-way conversions, streetscape enhancements, traffic calming, and road diets. Intersection improvements encompass operational improvements and signal coordination, safety enhancements, roundabouts, and new interchanges.

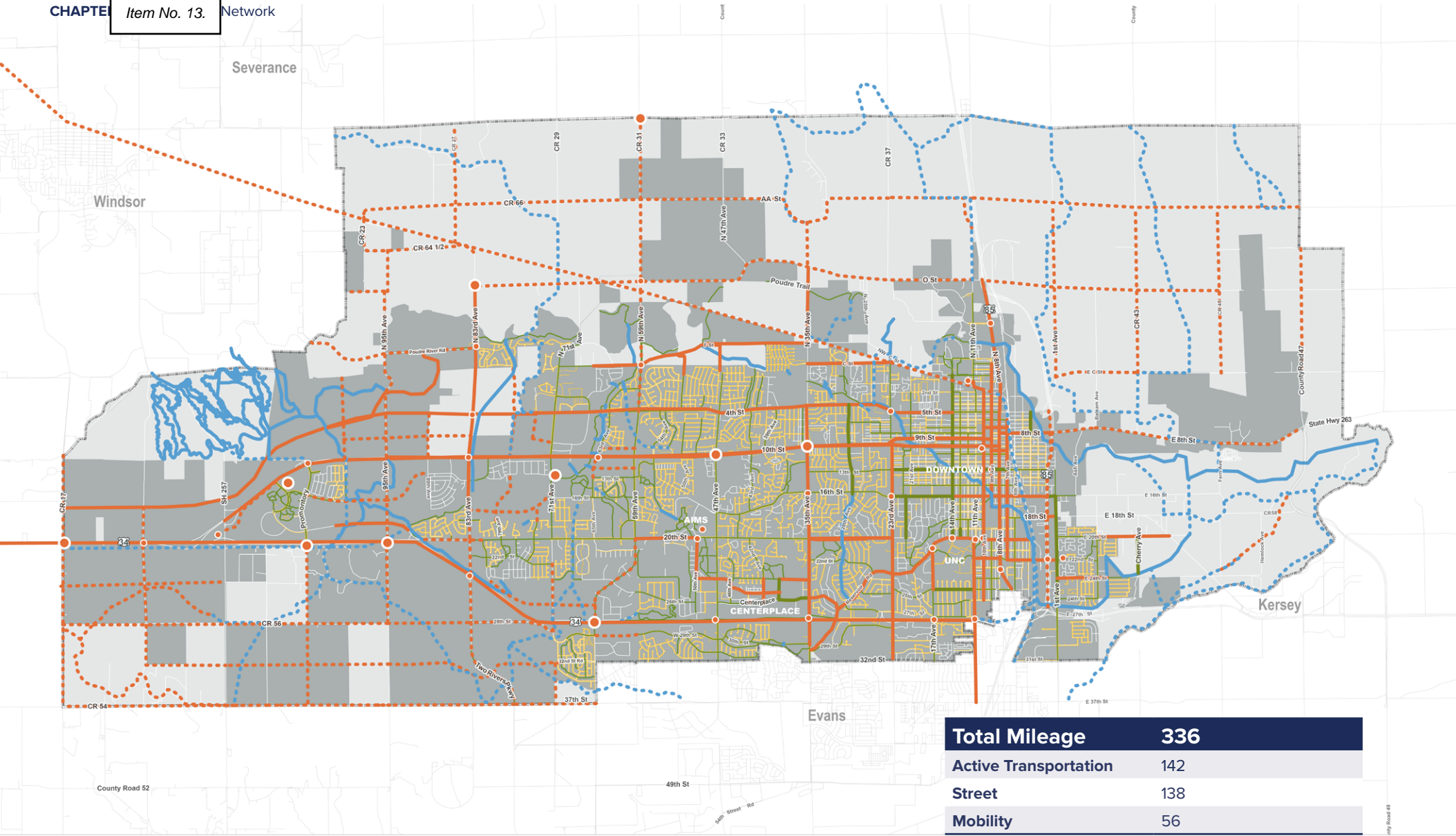
Active transportation projects span new and improved trails, bike facilities, pedestrian facilities, crossings, and other multimodal enhancements. As the City installs streetscape enhancements and traffic calming measures, a focus will be given to projects around schools, parks, shopping areas, public buildings, and transit to improve safety around these key destinations. Projects

to improve pedestrian infrastructure will upgrade deficient sidewalks and crossings and install new facilities where missing. Bike projects will include new widened shared use paths, bike lanes, trail extensions, and trail connections from neighborhoods.

Major 10-year projects will add or improve 319 miles of sidewalks, trails, bike facilities, and streets. A few representative projects include:

- **10th Street from CO-257 to 23rd Avenue:** This project will provide streetscape enhancements to reduce speed and improve operational flow over approximately 9 miles. It will also include high-comfort bike facilities along a key east-west corridor in the city.
- **4th Street from County Road 17 to 23rd Avenue:** This project will deliver streetscape enhancements and school safety improvements with targeted traffic calming measures for approximately 11 miles of existing street. On the western side of the project, new development will construct a new 2.7-mile long two-lane arterial.

- **7th, 8th, 9th, and 10th Avenues:** These projects focus on roughly 10 miles of downtown streets, improving transit, bicycle, and pedestrian facilities and crossings and providing other streetscape and safety enhancements in areas where people frequently walk and bike. 8th Avenue will include high-comfort bike facilities along a key north-south corridor in the city.
- **No. 3 Ditch Trail:** This project will develop a new two-mile off-street trail along the Number 3 Ditch to provide a new connection to downtown and UNC from neighborhoods just northwest of the area.
- **Poudre Trail Extension:** This 10-mile project will extend the Poudre Trail east of 8th Avenue in the short-term and all the way east to Greeley's growth boundary and eventually the confluence of the South Platte River in the long term.



Intersection or Site Projects

- 10-Year
- Long-Range

Corridor Projects

- Bike Project (10-Year)
- Multimodal Project (10-Year)
- Trail Project (10-Year)
- Multimodal Project (Long-Range)
- Trail Project (Long-Range)

Existing Bicycle Infrastructure

- Sidewalks
- City Limits
- Greeley Growth Boundary



Figure 31: Greeley on the Go Near- and Long-Term Multimodal Network



MY GUARD BENEFITS
• Up to \$20,000 enrollment bonus
• Up to 100% Tuition Assistance
• The training of your choice
• Monthly paycheck
• Scholarship opportunities
• Part-time job with full-time benefits

GREELEY - EVANS TRANSIT
GET
GET CONNECTED!

There's a tool in the
against child abuse
1-844-CO-4-...

USD070530359CO

CHAPTER 10

Freight

Freight

As noted in the existing conditions section, industrial activity in Greeley has increased since 2013 after a period of limited development during and after the Great Recession of 2008. For Greeley, the major transportation routes connecting the city to the region are the prime locations for industrial development. Surrounded by major state highways, rail, pipelines and a regional airport, the city's location has supported freight economic development throughout the region.

Based on the United States Department of Transportation Freight Analysis network for the Denver region, which includes Greeley, truck and pipeline freight represents the largest share of goods movement by weight or value. Given that Weld County is the largest oil and gas producer in the state and the County has significant agricultural resources and infrastructure, it is likely that the County and specifically Greeley share similar or even more prominent patterns in terms of goods movement.

Greeley's major transportation routes are US-85 and US-34, two major truck routes for moving goods across the region. However, some of the city's internal arterials and collectors have been impacted by having a high share of freight using smaller designated roads. Additional freight assets include the Greeley – Weld County Airport, which is located on the east side of the City of Greeley approximately 40 miles north of Denver, but outside of the Denver Class B Airspace. It is perfectly positioned to service the needs of all general and business aviation users. The airport has over 200 based aircraft. The Greeley-Weld County Airport is adjacent to the Greeley Air Guard Station whose primary mission is Space. This mission uses many different types of satellites and cyber-operations to gather electronic transmissions and information, providing individuals in the field with real-time situational awareness.

The Union Pacific Railroad (UPRR) rail line runs north-south along the east side of Greeley. The UPRR provides critical connectivity for the

City of Greeley's manufacturing industries and connects businesses to major port and trade facilities across the United States.

The Great Western Railway of Colorado (GWR) operates over 80 miles of track and interchanges with the national freight railroads of BNSF Railway and UPRR. The railroad is a vital link in Northern Colorado's transportation network as it runs through Ft. Collins, Longmont, Windsor, Loveland and Greeley and is strategically located around key national rail connections providing seamless connectivity to national and international ports of trade.

Putting in place a freight plan that establishes strategic freight routes and local policies can help shift some freight traffic onto higher volume major arterials, mitigate the negative effects of freight in the community, and allow more minor roadways to serve multimodal neighborhood travel needs. The freight plan development will build on the existing conditions and previous plans

Previous Plans

GREELEY'S 2035 COMPREHENSIVE TRANSPORTATION PLAN

Greeley's 2035 Comprehensive Transportation Plan identified proposed truck routes (**Figure 32**), including US 85, US 85 Business Loop (8th Avenue), US 34, SH 257, SH 263 and O Street. Aside from O Street and 8th Street, these routes are all State and US Highways.

The Plan also identified the effort between the City and the Downtown Development Authority (DDA) to investigate the possibility of a quiet zone for train horns in the downtown area. Subsequent studies have identified potential quiet crossings along Union Pacific Railroad (UPRR) and along Great Western Railway (GWR). The City is in the process of implementing improvements to these crossings to establish the quiet zones.

2019 FREIGHT NORTHERN COLORADO

The North Front Range MPO developed the Freight Northern Colorado (NFC) plan in 2019. Beyond showing the Colorado Freight Corridors (CFCs), which are established by CDOT, the plan identified a primary network for freight within the region, the Regionally

Figure 4-6: Hazardous Materials Routes

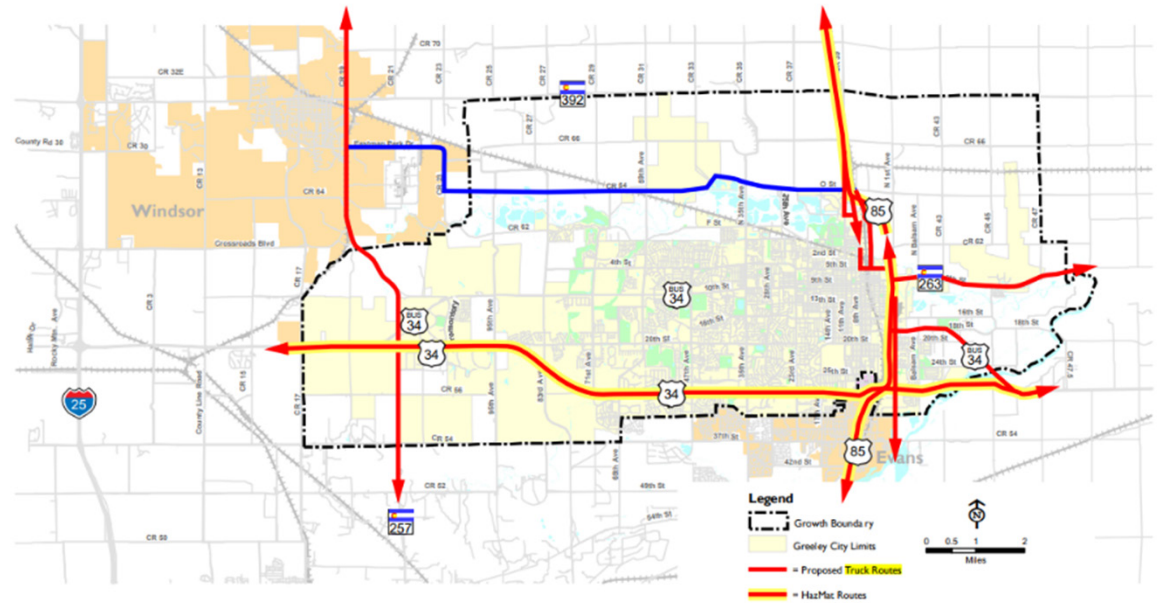


Figure 32: Truck and HazMat Routes (Source: 2035 Comprehensive TP)

Significant Corridors (RSCs). Within the region, I-25, US 34, US 85, US 287, and SH 14 are known to be part of the CFC network, as shown in **Figure 33**. The primary network of RSCs within Greeley includes SH 392 (Weld County Road 68), O Street, US 34 Business Loop (10th Street), SH 263 (8th Street), and Colorado Road 54 (37th Street) in the east to west direction, as shown in **Figure 33**. North to south, the following corridors are included: SH 257, 83rd Avenue, 59th/65th Avenue, 35th Avenue, and 8th Avenue (**Figure 33**).

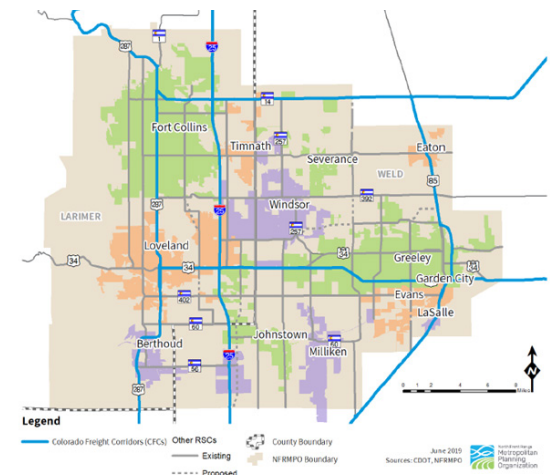


Figure 33: CFCs and RSCs in the NFRMPO Region (Source: 2019 FNC)

IMAGINE GREELEY COMPREHENSIVE PLAN

Future employment areas designated in Greeley’s future land use plan, in part, reflect the location of major corridors traversing the city (US 34, US 85, Great Western Railroad, and the regional Greeley-Weld County Airport). Purple areas on the Land Use Guidance Map (**Figure 34**) identify where the City plans to attract large employment, industry, and commerce within the following years.

The plan also calls for quiet zones in sensitive rail areas and the enhancement of travel corridors to and from the airport on SH 263 (8th Street).

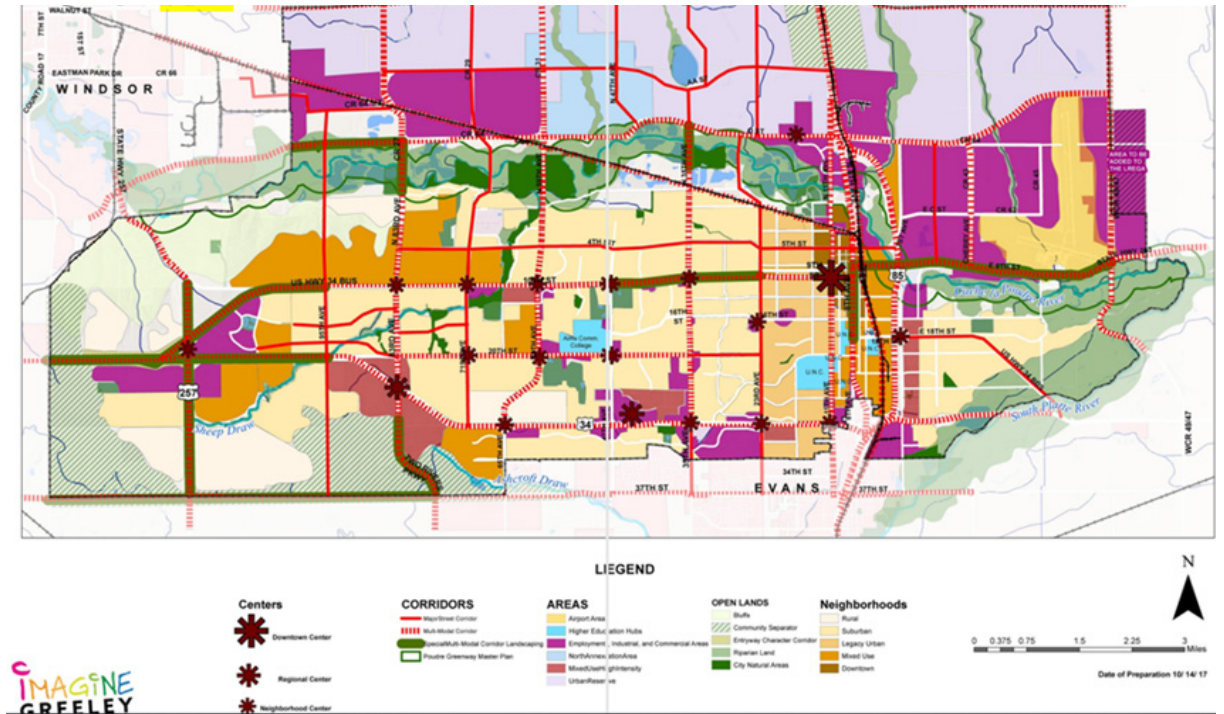


Figure 34: Land Use Guidance Map (Source: Imagine Greeley Comprehensive Plan)

Plan Development

COMMUNITY INPUT

Feedback received from community surveys, intercept events, and open house events regarding freight was limited to vehicle noise concerns along 20th Street and 23rd Avenue. Previous plans have identified noise concerns in the downtown area and land uses incompatible with freight, specifically rail freight.

DEMAND GENERATORS AND INFRASTRUCTURE

LOCAL RETAIL AND INDUSTRY

Figure 35 shows freight demand generators within or in proximity to Greeley, including industries or facilities that generate significant freight movement. These include Walmart Distribution Center to the west of the city, a crude terminal in proximity to Windsor, the Greeley-Weld County Airport, and several other industrial and big box retail facilities along the main US-34 and US-85 corridors. Some of these industrial complexes include Vestas Blade wind turbine and Norfolk/

AFCO Steel manufacturers, located in the northern areas of the city, enjoying direct access to rail facilities. Other manufacturers include Leprino and JBS, leading nationwide companies in the food industry with large industrial facilities within the city of Greeley.

US HIGHWAYS

As identified previously, US-34 and US-85 are the main CFCs crossing freight and also serve as Hazardous Materials (HazMat) routes. All four interchanges within the city limits are located on these two routes, including US-34 and 10th Street, US-34 and 23rd Avenue, US-34 and US-85/railroad, and US-85 and N 8th Avenue/railroad.

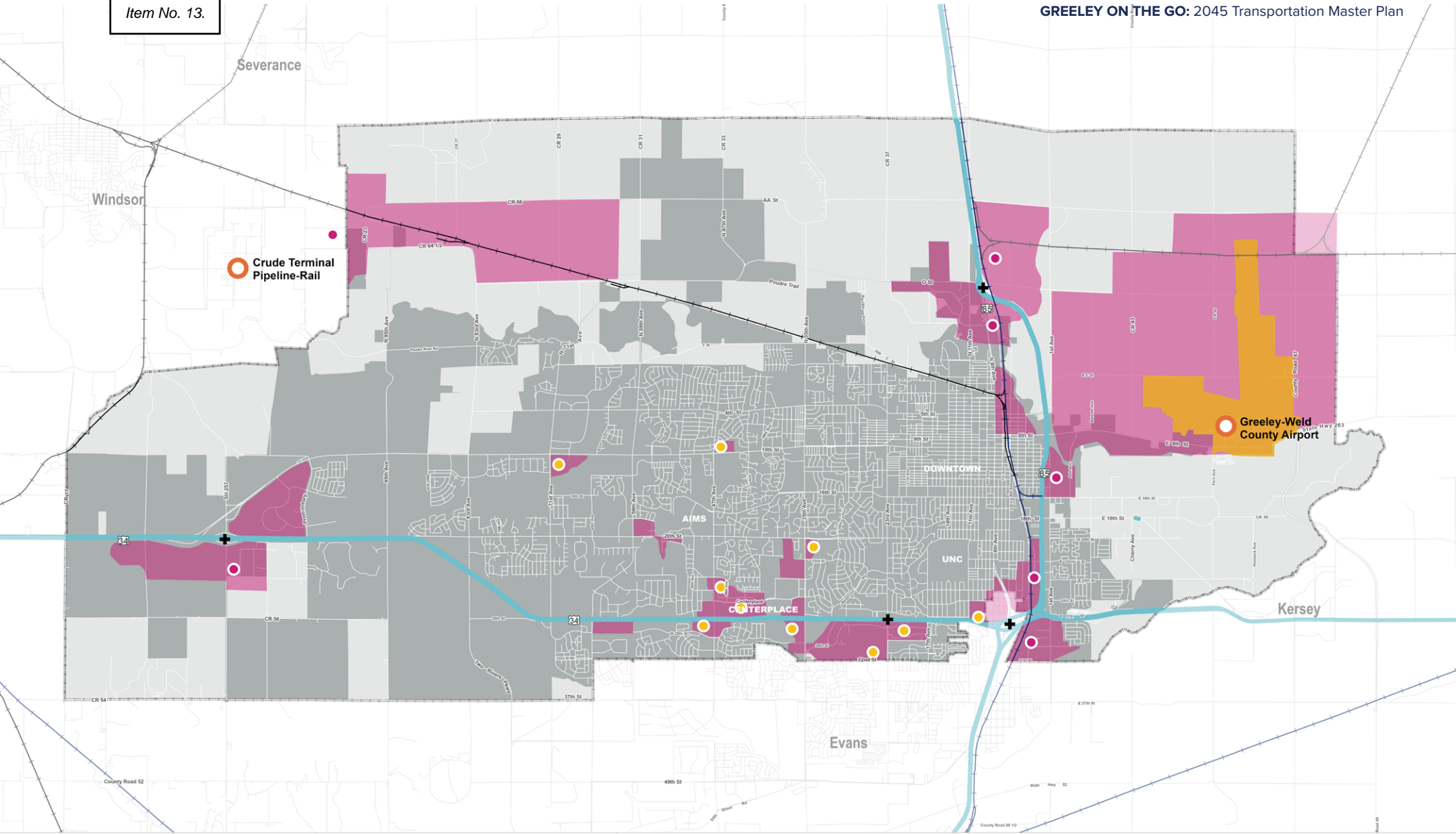
RAILROADS

GWR serves the area, with east to west and north to south railroads serving the northwest GMA of Greeley. GWR operates 80 miles of track and interchanges with UPRR and BNSF. It is also developing a large industrial park in Windsor, northwest of Greeley. The park is expected to generate significant freight movement in the area. UPRR also serves the

area, with a route parallel to US-85 and an east to west connection just south of the city. UPRR top commodities by volume in Colorado include coal, intermodal-wholesale, stone and gravel, cement/miscellaneous mineral, and wheat & Flour. It is expected that a significant number of these shipments are moved through the area. No major transloads were identified within the area, but a transload facility (transfer between rail and truck) operates along the US-85 corridor in the town of Eaton.

GREELEY-WELD COUNTY AIRPORT

The Greeley-Weld Airport (GXY), a general aviation airport (i.e., non-commercial), is owned jointly by the City of Greeley and Weld County. Aside from uses associated with the operation of the airport, this area also supports a mix of industrial uses and the Greeley Air National Guard Base. The airport does not have cargo infrastructure, which is typically handled at the same airports with scheduled commercial passenger service. The future of air cargo services at GXY is uncertain and will depend on various economic trends.



- Great Western Rail
- Union Pacific Rail
- Abandoned Rail
- Colorado Freight Corridor

- Interchange
- Big Box Retail
- Industrial Complex
- Demand Generator

- Greeley-Weld County Airport
- Industrial and Commercial Future Land Use
- City Limits
- Greeley Growth Boundary



Truck Traffic Forecasts

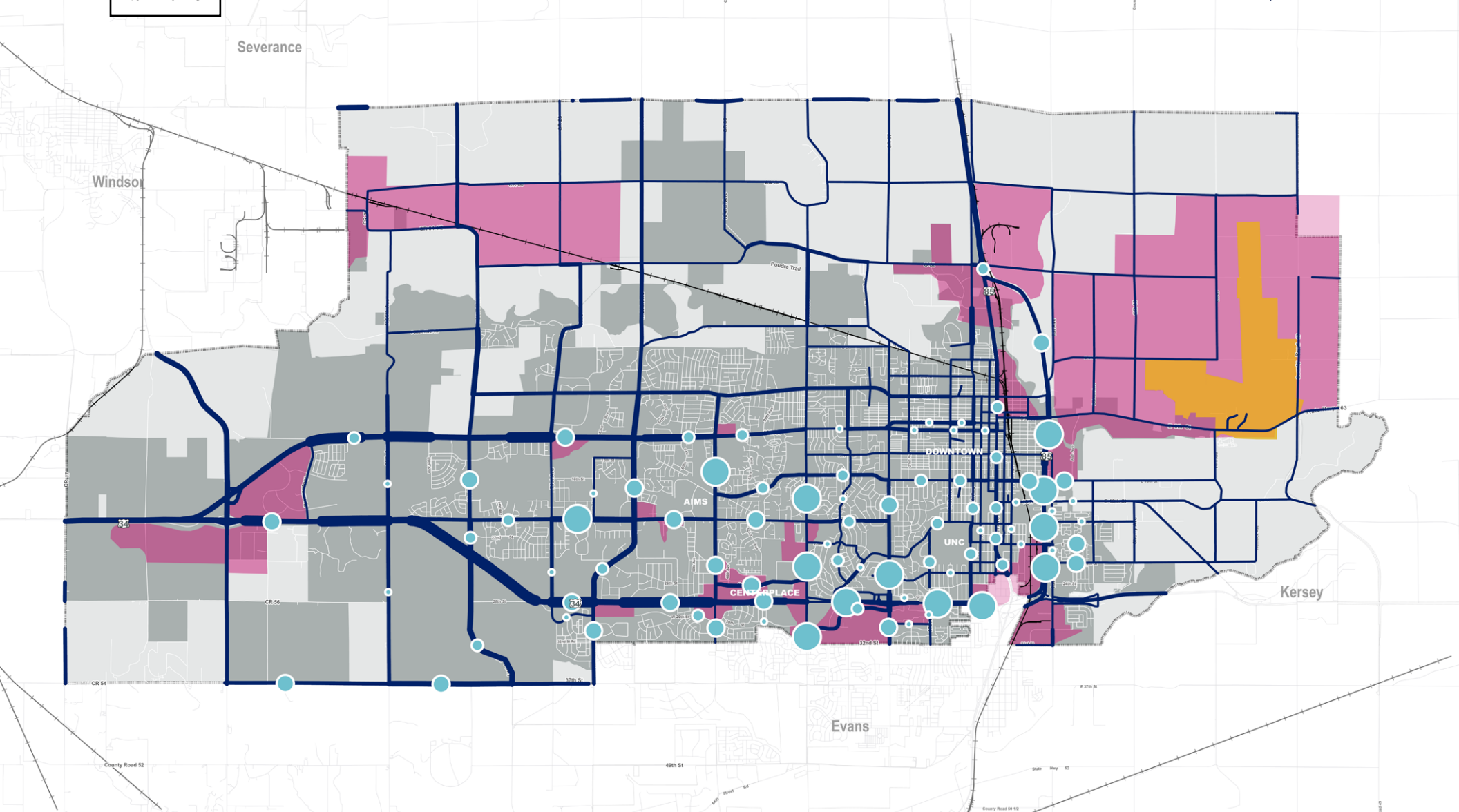
Freight truck traffic was calculated for the City of Greeley, and the results are presented in **Figure 36**. Share of traffic volume pertaining to freight was obtained from the 2019 traffic counts data collected for the City of Greeley and from 2020 traffic data available from CDOT. Freight traffic includes all vehicles larger than pickups, as well as vehicles with three or more axles (single trailer or multiple trailers). The proportional freight traffic was obtained by combining the percentages with the collected 2019 average daily traffic (ADT).

From the truck daily traffic volumes shown in **Figure 36**, certain corridors carry significantly more traffic than others. Beyond US Highways and within the city planning area, 47th Avenue, 35th Avenue, and 23rd Avenue seem to have the largest volumes (around 2,000 trucks a day) in the north to south direction. Nonetheless, only

23rd Avenue and 35th Avenue have continuity along the corridor. Still in the north to south direction, US-85 Business Loop (8th Avenue) consistently carries about 600 trucks per day throughout the corridor. These volumes are significantly lower than the 2,300 trucks on US-85, but given its downtown character location, it may signal issues with compatibility with surrounding land uses.

In the east to west direction, US-34 Business Loop (10th Street) and 20th Street have certain continuity and consistently high freight traffic volumes. Both corridors are modified or end at 23rd Avenue. 10th Street seems to have the best connectivity within the city from US-34 to 35th Avenue. On the southern border, 37th Avenue serves significant freight traffic.

Item No. 13.



Truck Traffic

- 0-500
- 501-1000
- 1001 - 2000
- 2001+

ADT Forecast

- 0-15k
- 15k-30k
- 30k-45k
- 45k-60k
- 60k+

Railroads

- Greeley-Weld County Airport
- Industrial and Commercial Future Land Use
- City Limits
- Greeley Growth Boundary



CONGESTION

The 2019 CDOT Freight Plan identified congestion locations for freight statewide. Northbound, the US-85 intersection with SH 263 was identified as one of top 10 bottlenecks in Colorado. Similarly, the MPO freight plan (Freight Northern Colorado 2019) identified the US-34 Business Loop couplet as a top highway segment with truck delays.

SAFETY

Multimodal safety is the paramount goal of the transportation network. Following the USDOT Safe System approach, roadway speed and design must serve to improve roadway safety as a holistic element together with safe users, vehicles and post-crash care. Humans are naturally prone to errors, so designing this redundant system is key to minimizing traffic death and severe injury. City roadway design should accommodate the minimum allowable rather than maximum design vehicle. Accommodating large design vehicles results in wider turning paths which lead to higher speeds especially among smaller vehicles at intersections where they conflict undesirably with pedestrians and bicyclists. Likewise, design speeds should be controlled especially in urban and transition areas and accompanied by visual cues that direct users to the appropriate design speed. Such roadway cues can include vertical and horizontal curve geometry, lane number and width, clear zone width, and access conditions which all influence the driver's speed. These

road messages should signal to drivers the appropriate speed rather than ineffectively relying on posted speed signage which humans ignore in favor of their perceived safe travel speed. Humans tend toward a risk homeostasis which adjusts for relatively safer vehicles and streets by engaging in relatively risky behavior such as higher speeds and engaging in distracting activities while driving. Therefore, the roadway should provide a sufficient level of discomfort to cue a driver to the appropriate risk of their environment. Wide and open roads through a rural area indicate a relatively predictable environment which is appropriate to drive fast. By contrast, wide and open roads are inappropriate for urban environments with their relatively unpredictable and numerous conflicts between pedestrian, bicycles and other vehicles. Reducing vehicle speeds reduces the kinematic impact of crashes which the human body has limited ability to absorb and fully recover from. Roadway design grounded in these human factor limitations with the minimum appropriate design vehicle and design speed will ultimately result in a safer network for all roadway users. Freight vehicles interact with passenger vehicles, bicycles, and pedestrians at roadways and at all at-grade railroad crossings within the region. The 2019 Freight Northern Colorado Plan identified the US 85 Business Loop (8th Avenue) and US 85 as the corridors with the highest rate of truck crashes per 100 million vehicle miles traveled (VMTs) in the MPO region. Based on CDOT and North Front

Range MPO 2017 data, the US 85 Business Loop has 46 truck crashes per 100 M VMT, and US 85 has 30 crashes per 100 M VMT.

Within the North Front Range MPO, there are 116 at-grade railroad crossings. Despite the high volume of truck traffic within the region, no incidents have been recorded within the Greeley GMA (NFRMPO 2008–2018 data). As part of the US-85 Planning and Environmental Linkages (PEL) Study, Weld County, CDOT, and UPRR have agreed to close several at-grade railroad crossings along US 85. One of these crossings is in Greeley, WCR64 / O Street.

The City has been investigating the development of quiet zones at some at-grade crossings in the downtown area. A quiet zone is an area where trains proceed without sounding a warning horn unless it is an emergency, at crossings with gates, flashing lights, constant warning time devices, and power out indicators.

MULTIMODAL PRIORITIES

Shared roadways and bike lane facilities are not compatible with freight corridors unless facilities are separated and/or protected. Shared use paths or separated trails are more suitable for truck routes when necessary. The existing conditions report (**Figure 62**) denotes 10th Street, 20th Street, and US 34 as the most compatible corridors, with shared use paths and adjacent bike trails. Similarly, 47th Avenue and 35th Avenue have shared use paths for north to south connecting roads. Future on-street bicycle facilities

should be reconsidered as separated facilities when freight corridors are designated.

PARKING AND STAGING

The final 50 feet of truck delivery refers to the last portion of a trip when trucks stop and cargo is unloaded. This process often occurs at a curb, in a parking spot, or in an alley and can involve long periods of time. Due to restricted loading areas, vehicles sometimes must stage somewhere and wait their turn. This “final 50 feet” is particularly difficult in urban settings due to space limitations. Greeley’s municipal code has established standards for Commercial Vehicle Load Zones, and the code allows alternate loading standards for mixed use building or urban districts. In these urban settings, regulations allow loading spaces to be shared among multiple smaller tenants or the use of side streets, on-street parking, or alleys.

CDOT’s Truck Parking Assessment does not identify any long-term truck parking facilities within Greeley. As well, the local municipal code states that no trucks (oversized commercial vehicle) are allowed to park within any residential zoning (R-L, R-M, R-E, R-MH or R-H) in the city, unless it is for loading or unloading of personal goods, temporary parking for pick-up/delivery for a period less than 30 minutes, or for construction equipment.

Finally, increasing growth courier and home delivery services pose a challenge in terms of curbside management within

dense residential environments. Lack of proper curbside availability results in delivery vehicles parking in unauthorized locations or blocking street traffic.

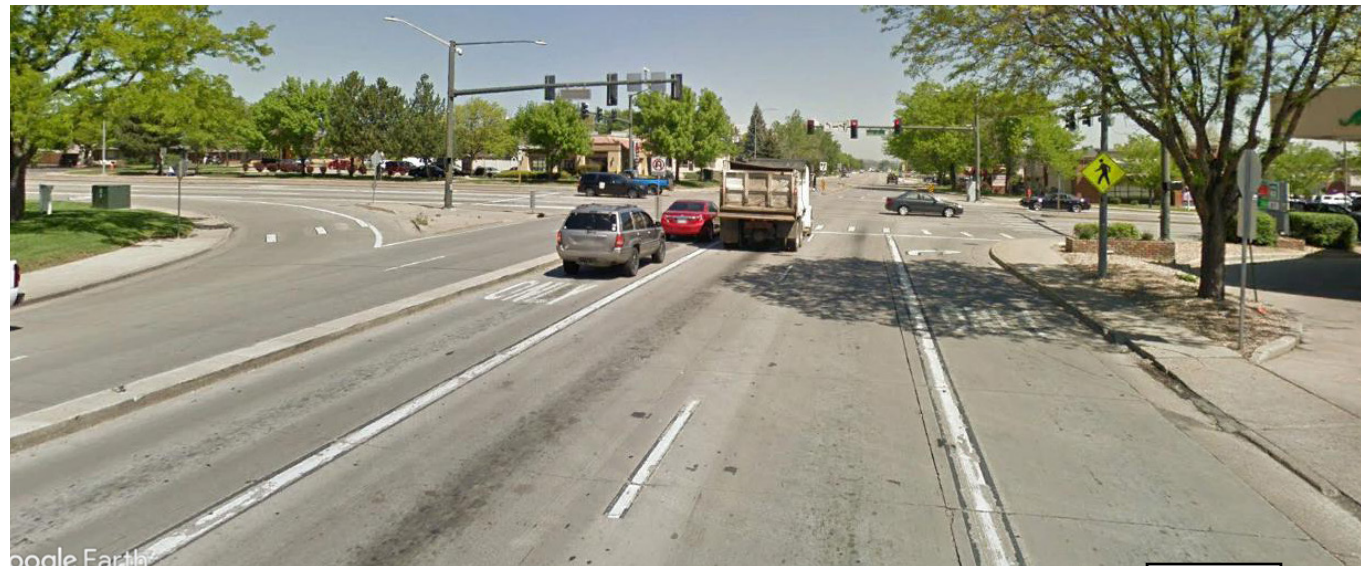
Recommendations STRATEGIC CORRIDORS

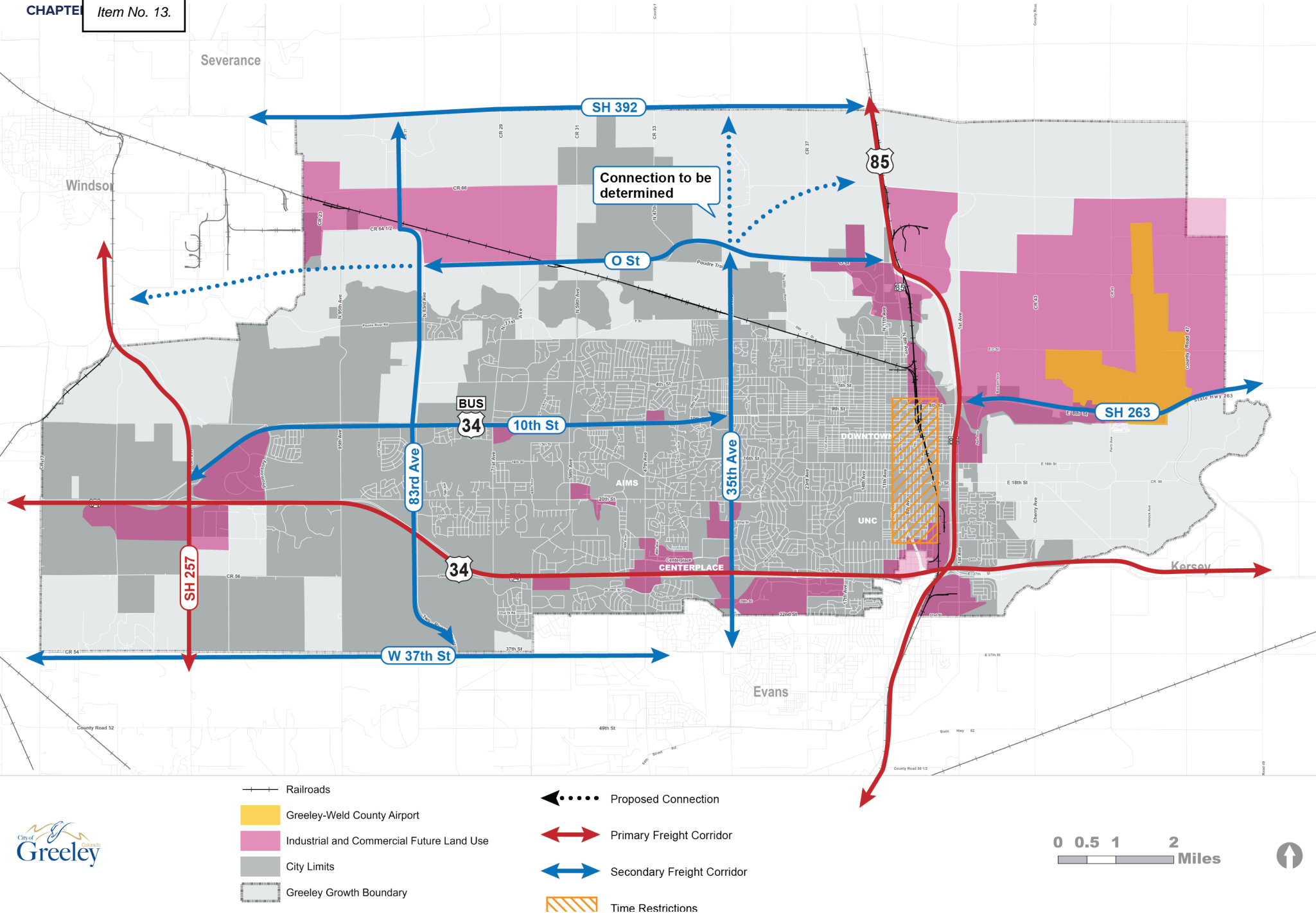
The development of the following recommendations is based on the existing conditions and plan development sections. The strategic corridors presented in **Figure 37** have two tiers of importance:

- **Primary Truck Corridors** serve essential regional freight traffic and HazMat routes. These corridors are based on the US Highway system and include US-34, US-85 and SH-257.

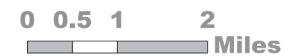
- **Secondary Truck Corridors** serve a more local purpose and connecting routes to primary truck corridors. These include SH 392, SH 263, O Street, US-34 (Business Loop, 10th Street), 83rd Avenue¹, 35th Avenue and W 37th Street. Proposed connections are shown as dashed lines in **Figure 37**.

-
- ¹ *83rd Avenue is recommended as a secondary truck corridor despite some concerns that should be considered for improvement. These include the skewed intersection at US 34, which makes truck turning movements difficult, improving truck movement at 20th street roundabout, address land uses and access compatibility between US 34 and US 34B, the evaluation of a bridge structure over Cache La Poudre River to handle additional truck traffic, and improving turning movement and safety considerations at 83rd / WCR 64½ and WCR 27 intersection, which is adjacent to a rail crossing.





- Railroads
- Greeley-Weld County Airport
- Industrial and Commercial Future Land Use
- City Limits
- Greeley Growth Boundary
- Proposed Connection
- Primary Freight Corridor
- Secondary Freight Corridor
- Time Restrictions



OTHER RECOMMENDATIONS

Other recommendations include the following:

- Install informational signage to direct truck traffic onto freight strategic corridors.
 - Explore developing time restrictions on the US-85 Business Loop (8th Avenue) in residential and downtown Greeley.
 - Explore implementing more traffic calming strategies on the US-85 Business Loop (8th Avenue) to improve safety and dissuade its use as a corridor.
 - Explore developing transportation policies to encourage and serve freight-oriented land use development in employment areas already identified in the Imagine Greeley Comprehensive Plan. Strategically locating industrial land uses near one another can improve freight efficiency and ensure continuous operations.
- Properties adjacent to the Great Western Industrial Park in Windsor and the potential development of Greeley-Weld County Airport adjacent areas are examples of freight-oriented development.
- Continue the development of quiet zones to address noise concerns and economic vitality for at grade crossing in proximity to downtown Greeley.
 - Establish curbside management strategies with designated loading areas along residential areas to properly manage shipping and courier delivery services.
 - Consider building separated multimodal facilities when freight corridors are designated to avoid compatibility issues (for example shared use paths instead of on-street bike lanes).
 - Identify long-term truck parking locations in or around Greeley.



CHAPTER 11

Policy and Initiatives

Policy Initiatives

While the *Greeley on the Go* priority areas and action plan define physical infrastructure changes that are intended to address community input, meet future travel demand, and meet the goals on this transportation plan, a set of policies and program initiatives are also needed to support plan implementation. **Table 5** details a set of tools that the City of Greeley can deploy to help achieve the *Greeley on the Go* mobility vision.

Table 5: Greeley on the Go Policies and Initiatives











TMP Goal Area(s)	Policy/Initiative	Description
 Safety	Traffic Calming Policy	Pursue a citywide policy to calm vehicle speeds through a combination of modifications to signal timing and/or intersection improvements, implementing road right sizing on corridors where new geometry is feasible, reducing opportunities for cut-through travel on neighborhood streets, and through a comprehensive public awareness campaign that elevates community dialogue about speeding.
 Safety	Speed and crash analysis program	In coordination with public safety, enhance the current safety analysis program to annually review and analyze speeds and crash data throughout the city. Use analysis to implement operational and/or capital improvements to improve safety.
 Multimodal Network	Promote multimodal improvements in sections of Greeley that have been designated as Priority Areas for transportation investments.	Priority Planning Areas are locations where Greeley is anticipated to grow. Focus areas for future growth include downtown, in East Greeley, and around major shopping areas. Priority Corridors include major roadways with safety concerns and that serve Priority Areas, as well as trails like the Poudre River Trail and Sheepdraw Trail that serve as vital recreational and transportation corridors for active transportation users. Promoting near-term planning and implementation of multimodal infrastructure in these areas will help ensure that accommodations for traveling by foot, bicycle, or transit are included into infrastructure expansions as these areas of Greeley grow.

Table 5: Greeley on the Go Policies and Initiatives

TMP Goal Area(s)	Policy/Initiative	Description
 Equity and Health	Community Outreach Program	In order to ensure that all community members are represented in the transportation planning process, Greeley can maintain an ongoing community outreach process to regularly collect input on mobility needs. Input can be collected through virtual platforms, intercept events, and community workshops.
 Equity and Health	Equitable Access Assessment	Monitor the ability of underrepresented populations to access key city services using a variety of transportation modes. Assess access based on the number of multimodal facilities that serve the one-mile buffer of each location offering key services.
 Economic Development	Active Streets Program	Attract businesses and promote private investment through supporting and encouraging placemaking enhancements in the public right of way like landscaping, benches, street art, and pedestrian scale lighting.
 Economic Development	Curbside Management Program	As Greeley grows, demand for curb space will expand beyond on-street parking to potentially include more goods and passenger loading, bicycle corrals, and enhanced transit stops. A comprehensive curbside management program can inventory existing curb uses, identify locations where curb designations can be modified to better serve adjacent land uses, and provide a framework for guiding decisions about changes to curb designations.
 Environment and Technology	Transportation Demand Management Program	A citywide Transportation Demand Management program can be put in place to require organizations and businesses with significant numbers of employees to offer incentives for commuting by modes other than single occupancy vehicle. These incentives can take the form of transit passes, preferential parking for carpool users, and bicycle amenities like secure bicycle storage rooms. The citywide program can also raise awareness about the community benefits of shifting commute trips from driving onto other transportation modes.
 Funding and Strategic Investments	Comprehensive Asset Management Program	As the multimodal network grows, Greeley can begin to track asset quality beyond the pavement index for roadways to include multiuse paths, city-owned bicycle racks, sidewalk surfaces, sidewalk quality, and other elements of the transportation network. Asset quality metrics will inform prioritization for maintenance activities that keep the Greeley transportation network in a state of good repair.
 Land Use and Transportation Connection	Development Code Update	Aligning the development code with street design standards detailed in the Transportation Master Plan can ensure that Greeley roadways will become enhanced through the development process.



CHAPTER 12

Greeley on the Go Funding Plan

Greeley on the Go Funding Plan

The *Greeley on the Go* funding plan describes the estimated cost of implementing the transportation master plan recommendations, along with the revenues the City of Greeley anticipates receiving towards funding capital and operating costs associated with the transportation network. **Figure 38** shows the breakdown of project costs by transportation mode: street or roadway projects constitute 55%, active transportation projects like multiuse paths constitute 11%, and mobility (transit) projects represent 37% of the plan implementation cost. The total estimated cost of implementing Greeley on the Go is approximately \$2.18 billion (in 2021 dollars). Cost estimates by proposed project are listed in the appendix.

Table 6 shows the anticipated revenues for the first 10 years of plan implementation, as well as the period from 2032 through 2045. In total, Greeley anticipates approximately \$1.17 billion in related revenue over the full lifetime

of Greeley on the Go, with nearly \$463 million in revenue generated in the first 10 years. The full implementation cost of the 10-year project list shown in the appendix is \$734.7 million, which suggests that Greeley will need to raise additional revenue to complete the high priority near-term projects shown in this plan.

Figure 38: Greeley on the Go Spending by Transportation Mode

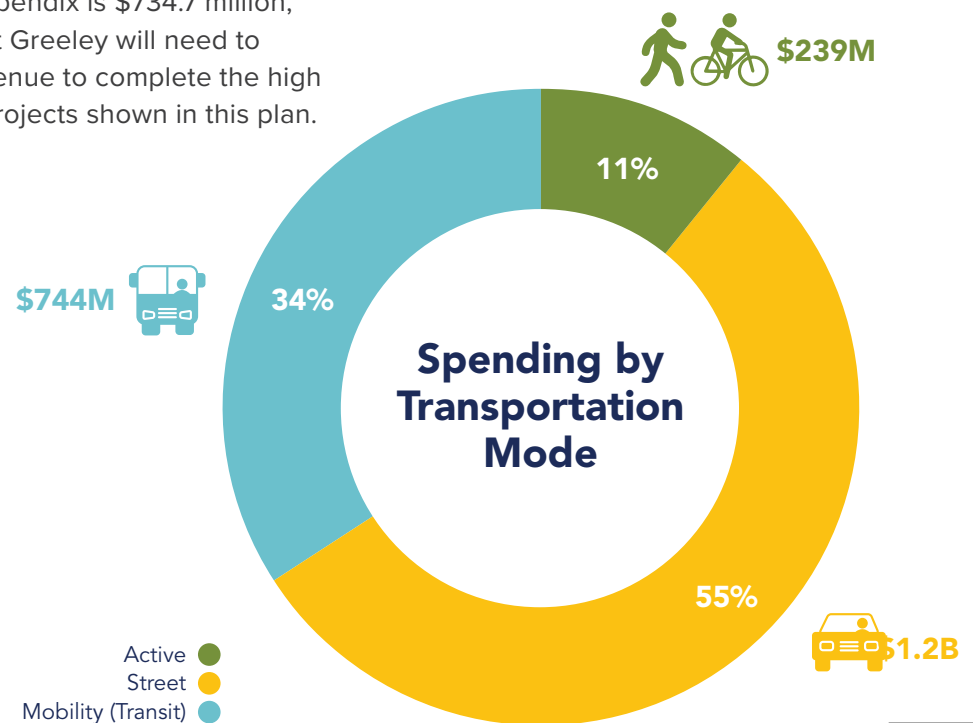


Table 6: Greeley Transportation Revenues (2022-2045)

Sources	5-year total (\$ mil)*	Year 6-10 total (\$ mil)*	Total 2032-2045 (\$ mil)*	Total Anticipated Revenue (\$ mil)*
Keep Greeley Moving	\$70.56	\$77.2	\$287.91	\$435.63
Highway Users Trust Fund	\$2.47	\$5.1	\$21.76	\$29.33
Impact Fees	\$18.75	\$20.5	\$76.50	\$115.76
Auto Use Tax	\$4.37	\$4.8	\$17.85	\$27.01
5307 Grant	\$12.50	\$13.7	\$51.00	\$77.18
Sales Tax on Building Permits	\$1.92	\$2.1	\$7.85	\$11.88
Federal Grants through MPO	\$10.00	\$10.9	\$40.80	\$61.74
Federal Grants through FTA	\$12.50	\$13.7	\$51.00	\$77.18
IGAs with neighboring jurisdictions	\$11.14	\$20.3	\$75.78	\$107.23
Streets Maintenance (CDOT)	\$0.61	\$0.7	\$2.49	\$3.77
Signals (CDOT)	\$1.29	\$1.4	\$5.24	\$7.93
INFRA Grant for 35th Ave/47th Ave	\$117.50	\$ -	\$-	\$117.50
Reconnecting Communities Pilot Grant (9th/10th Street Mobility Improvements)	\$5.00	\$ -	\$-	\$5.00
SRTS for 4th Street Ped Improvements	\$4.00	\$ -	\$ -	\$4.00
Safe Streets for All Grant (UNC mobility improvements or 8th Ave and US-85 Business roundabout)	\$5.00	\$-	\$-	\$5.00

Table 6: Greeley Transportation Revenues (2022-2045)

Sources	5-year total (\$ mil)*	Year 6-10 total (\$ mil)*	Total 2032-2045 (\$ mil)*	Total Anticipated Revenue (\$ mil)*
SMART grant for traffic signal technology	\$10.00	\$ -	\$ -	\$10.00
MMOF Mobility Hub Grant	\$5.00	\$ -	\$ -	\$5.00
Future Grant Opportunities	\$ -		\$73.00	\$73.00
Totals	\$292.6	\$170.3	\$711.20	\$1,174.14

*2021 Dollars

The City of Greeley can also look to additional sources of funding to ensure that the full *Greeley on the Go* project list can be funded.

- **Federal Highway Safety Improvement Program (HSIP):** Eligible projects in this category include improvements or corrections to safety issues on any local or regional public roads and trails or paths. Funded activities must be consistent with Colorado’s Strategic Highway Safety Plan. Projects are selected competitively through CDOT.
- **USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD and TIGER):** Since 2009, USDOT has distributed grants for planning and capital investments in surface transportation infrastructure. Grants are awarded on a competitive basis for projects that will have a significant local or regional impact. RAISE funding

can support roads, bridges, transit, rail, ports, or intermodal transportation.

- **Infrastructure for Rebuilding American (INFRA):** The FAST (Fixing America’s Surface Transportation) Act established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to improve safety, efficiency and reliability of freight; improve global competitiveness; reduce highway congestion; improve connectivity; and addressing growing demand for freight.
- **Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grants:** In July 2020, the U.S. Department of Transportation’s Federal Highway Administration (FHWA)

published a Notice of Funding Opportunity (NOFO) for \$60 million in ATCMTD grants to fund new technologies that improve transportation efficiency and safety.

- **5310 Enhanced Mobility of Seniors and Individuals with Disabilities:** This formula fund supports public transportation for seniors and individuals with disabilities by funding eligible capital, purchased service, and preventive maintenance projects for transportation providers. Eligible projects include vehicle purchases, passenger shelters, purchased services, preventive maintenance, travel training, marketing programs, development of centralized call centers, and other equipment that supports transportation to meet the special needs of seniors and individuals with disabilities. NFRMPO administers 5310 funding for Weld and Larimer Counties.

- **FTA Mobility On-Demand (MOD) Sandbox Program:**

The MOD program envisions a multimodal, integrated, automated, accessible, and connected transportation system in which personalized mobility is a key feature. The Sandbox Demonstration Program seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices.

- **Surface Transportation Block Grant:**

A formula grant distributed to states who then distribute it through discretionary grants. This grant primarily funds capital improvements.

- **Public Transportation Innovation Program:**

The program is a competitive grant process that provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. It funds research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation.

- **CDOT Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER):**

This category includes safety-related projects, such as: asset management, transportation operations, intersection and interchange improvements, and shoulder and safety-related widening,

and pedestrian and advanced by local governments and selected based on priority and data within CDOT Region 4.

- **Safe Routes to School (SRTS):**

This program was formed to: Enable and encourage children to walk and bike to school; make walking and biking safer and more appealing; facilitate planning development, and implementation of projects that improve safety, reduce traffic, fuel consumption, and air pollution around schools. There is no longer dedicated federal SRTS funding, but the Colorado SRTS program has been continued with state funding and a local agency match requirement. This is a competitive program where projects are screened by a statewide selection advisory committee.

- **Great Outdoors Colorado (GOCO):**

Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.

- **Regional Priorities Program (RPP):**

The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the Colorado Transportation Commission on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck Vehicle Miles Traveled (VMT).





- **Multimodal Options Fund (MMOF):** The legislation states that the Multimodal Options Fund should promote a “complete and integrated multimodal system” through objectives such as benefiting seniors, providing enhanced mobility for the disabled population, or providing safe routes to school. Local recipients are required to provide a match of project funding equal to the amount of the grant, with exemptions allowed. The current MMOF funding is available through June 30, 2023.
- **Colorado Energy Office:** Funding is available through HB21- 1253 to local government proposed projects to support the development and construction of renewable and clean energy infrastructure in all areas of the state especially in communities in which renewable and clean energy infrastructure is sparse and with consideration to geographical diversity in these awards.
- **Metropolitan Planning:** Federal funds are allocated to the NFRMPO to provide for a continuing, comprehensive, and cooperative (3C) transportation planning process in the region.
- **NFRMPO Congestion Mitigation and Air Quality improvement Program (CMAQ):** The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
- **NFRMPO Surface Transportation Block Grants:** The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **CDOT/NFRMPO Transportation Alternatives Program (TAP):** Eligible projects for TA grants include planning or construction projects for on and off-road pedestrian and bicycle facilities, community enhancement activities, and safe routes to schools. Projects are screened and selected by CDOT Region 4 and funds are awarded through a competitive process to local entities.

CHAPTER 13

Performance Measures



Performance Measures

Performance measures establish a structure to ensure community resources are used effectively and equitably across the city, while assessing if the established plan goals and objectives are being met. Vision, goals, and objectives are usually established in the early stages of the transportation planning process and tend to have community values woven into them. Vision, goals, and objectives form the basis for developing performance measures.

Vision

The City worked with staff, stakeholders, and the public to draft a vision for the Greeley Transportation Master Plan.

The vision is defined as follows:
inform the performance measures:

An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.

Goals and Objectives

Similarly, City staff, in conjunction with stakeholders and the public, drafted the following goals with their respective objectives. The objectives are detailed in the Vision and Goals section at the beginning of this document.



Safety



Multimodal Network



Equity and Health



Economic Development



Environment and Technology



Funding and Strategic Investments



Land Use and Transportation Connection


Performance Measures

The 11 system-wide performance measures listed in **Table 7** will help the City track progress toward meeting the transportation goals over time. The performance measures are directly tied to one of the eight transportation goals.

In addition to citywide tracking of the performance measures, several performance measures will be tracked to environmental justice (EJ) and priority investment (PI) areas to ensure adequate progress is being made in these important areas of the city. The Equity and Health goal and the Funding and Strategic Investment goal are tied to the EJ and PI areas subsets, respectively.

Performance measures will be tracked annually to understand the progress being made and to identify any course corrections that may be needed to move the metrics toward the established targets.

Table 7: Performance Measure and Goal Tracking Table

Performance Measure	Goal	EJ Area	PI Area
1 Number of serious injury and fatal crashes per 100 M VMT	 Safety		
2 Critical Index mileage	 Safety		
3 Miles of missing sidewalks	 Multimodal Network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4 Percent population within 1/2 mile of transit service	 Multimodal Network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5 Travel time on major corridors (peak time differential)	 Economic Development		
6 Percent of Greeley covered by mobility service providers and programs	 Environment and Technology	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7 Number of regional services and programs	 Multimodal Network		
8 Percent of pavement in excellent condition	 Funding and Strategic Investments	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9 Miles of high comfort streets for people biking	 Economic Development		<input checked="" type="checkbox"/>
10 Miles of high comfort streets for pedestrians	 Economic Development		<input checked="" type="checkbox"/>
11 Number of households within 1/2 mile of trail	 Multimodal Network		

Note: Environmental justice (EJ) and priority investments (PI) areas are subsets to some measures, indicated with a check mark. The EJ area includes the Equity and Health goal, and the PI area refers to the Funding and Strategic Investment goal.



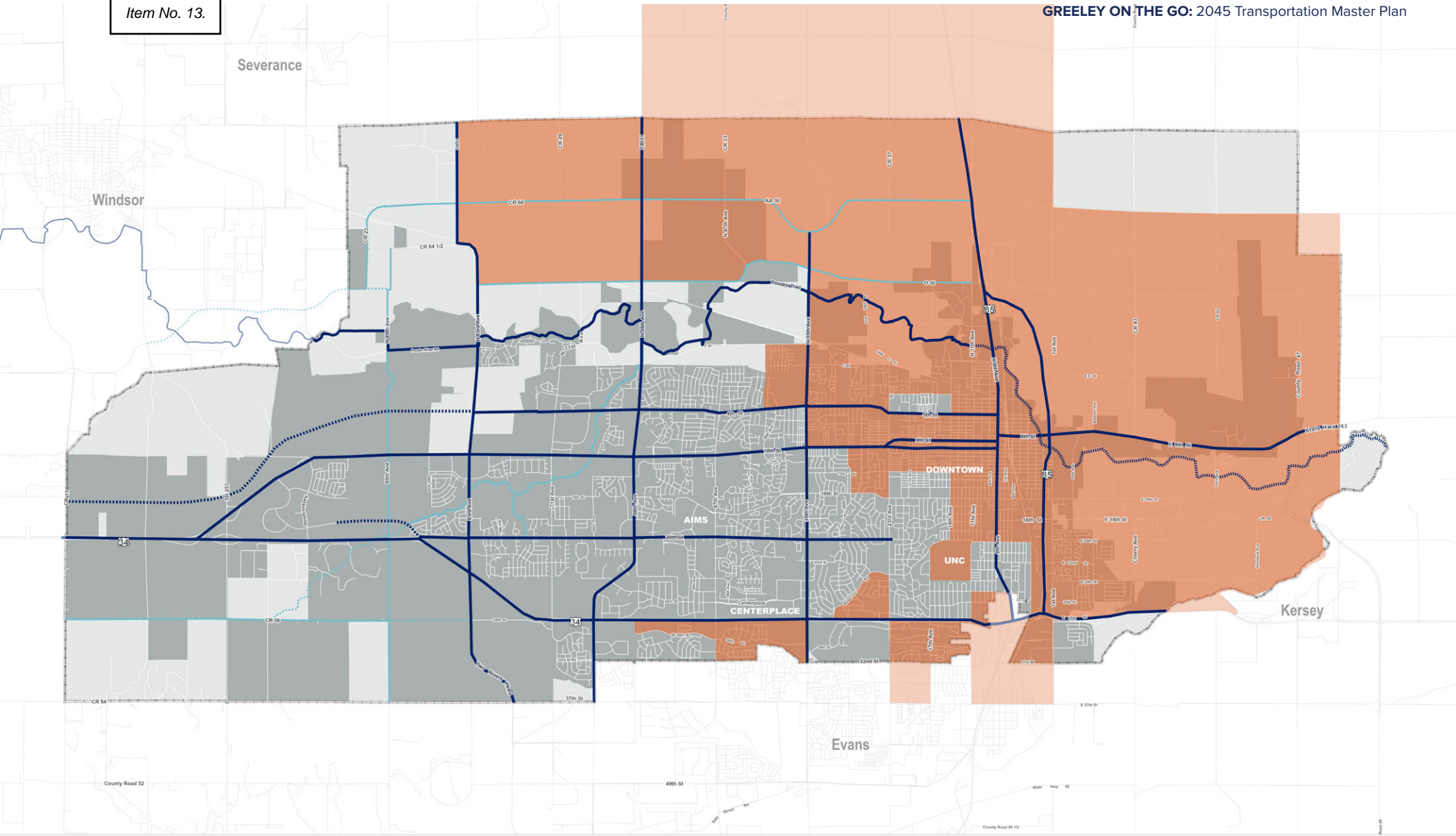


Environmental Justice

The City of Greeley has decided to consider EJ in its transportation planning and programming processes. EJ, at its core, ensures disadvantaged populations do not face higher and more adverse impacts of public programs or projects than the rest of the population. EJ includes minority and low-income populations.

Figure 37 highlights those areas that the North Front Range MPO has identified including minority and low-income populations. For the purpose of the performance measures only areas that met both criteria (low income and minority populations) were included as EJ areas.

Item No. 13.



- Tier 1 Priority Corridors
 - Tier 1 Priority Corridor
 - ⋯ Future Connection
- Tier 2 Priority Corridors
 - Tier 2 Priority Corridor
 - ⋯ Future Connection
- Environmental Justice Areas
 - Environmental Justice Areas
- City Limits
 - City Limits
- Greeley Growth Boundary
 - Greeley Growth Boundary

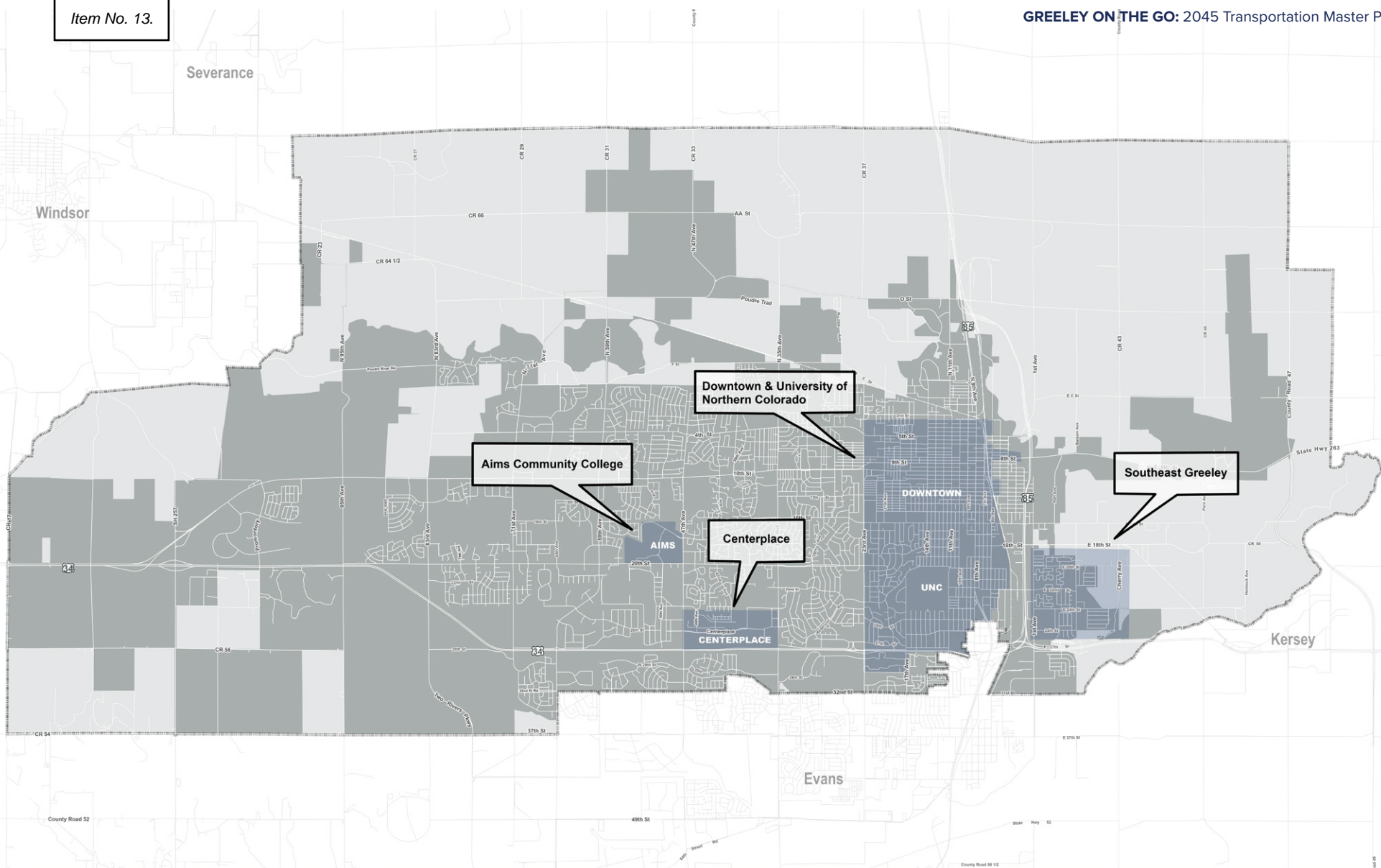


Figure 37: Greeley Environmental Justice Areas identified by North Front Range MPO



Priority Investment (PI) Areas

The City of Greeley has identified PI areas through its planning processes. These areas have been identified as locations where transportation improvements will be focused in order to support development, employment and economic investment. Due to their location and potential to make the greatest positive impact to the overall vitality of Greeley, four locations were identified (**Figure 38**).



- Priority Investment Areas
- City Limits
- Greeley Growth Boundary



Figure 38: Priority Investment Areas identified by the City of

Performance Measure 1

Number of serious injury and fatal crashes per 100 M VMT

KEY OBSERVATIONS

The number of fatalities and serious injury crashes within the City of Greeley GMA has varied over the years, as indicated in **Table 8**.

WHY IS THIS IMPORTANT?

Traffic crashes represent a major threat to public safety. Monitoring vehicle crash rates provides an understanding of how roadway safety improvements, vehicle safety advances, and driver education affect the number of fatal and severe crashes. This measure tracks the number of injury and fatal crashes per 100 million vehicle miles traveled (100 M VMT).

BASELINE

4.536

serious injuries

per 100 million VMT in 2019

0.613

fatalities

DESIRED TREND

 Decrease

PERFORMANCE TARGET

Maintain a serious injury and fatal crashes rate of no more than 4.536 and 0.613, respectively, per 100 M VMT, over the next 5 years

Table 8: Serious Injury and Fatalities Crash Data (2015–2019) for Greeley GMA

Performance Measure	2015	2016	2017	2018	2019
Fatalities	6	6	12	9	5
Serious Injuries	29	31	49	58	37
Fatalities per 100 M VMT	0.801	0.784	1.534	1.126	0.613
Serious Injuries per 100 M VMT	3.873	4.050	6.264	7.259	4.536

Serious Injuries and Fatalities per 100 M Vehicle Miles Traveled (VMT)

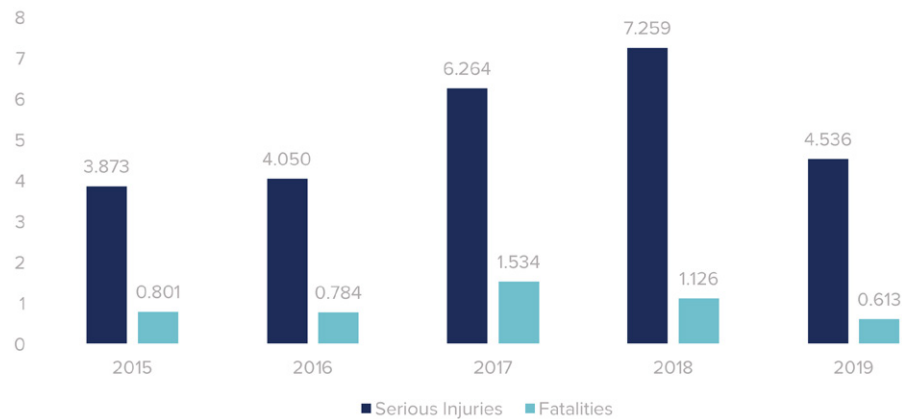


Figure 39: Crashes per 100 M Vehicle Miles Traveled in Greeley GMA

Data Sources:

- » North Front Range MPO models VMT estimates for Greeley GMA (2015 and 2020)
- » North Front Range MPO Fatal and Serious Injury Crashes (KSI) for Greeley GMA

Performance Measure 2

Critical Index Mileage

KEY OBSERVATIONS

The City of Greeley has developed a critical corridor safety index. The index uses traffic volumes, exposure and recent available crash data (2015-2019) to develop a crash rate and critical index. The critical index uses crash rates per road segment and road type average data to normalize segment data. It includes 330 road segments (143 miles) shown in **Figure 40** and **Table 9**.

WHY IS THIS IMPORTANT?

One of the most significant ways to prevent traffic deaths and severe injuries is to increase safe road conditions. The benefit of crash index analysis is that it provides a more effective comparison of similar locations with safety issues. This allows for prioritization of these locations.

BASELINE

15.52 miles

of road out of 143.02 miles have a critical index above 1

DESIRED TREND

 Decrease

PERFORMANCE TARGET

Decrease the number of road miles with a critical index of 1 within the next 5 years to at least half of the current baseline measure.

Table 9: Critical Index by Corridor

	Road Miles	Road Miles with Critical Index Above 1	Percent
Expressway	18.49	3.015	16.3%
Major Arterial	31.81	7.12	22.4%
Minor Arterial	52.62	2.705	5.1%
Major Collector	13.69	0.71	5.2%
Minor Collector	26.42	1.97	7.5%
Total	143.02	15.52	10.9%

Performance Measure 3

Miles of missing sidewalks

Subset: Miles in EJ and PI Areas

KEY OBSERVATIONS

The Current sidewalk network inventory is limited and does not provide good information for an in-depth sidewalk connectivity analysis. There is a desire to transition to a connectivity analysis to understand where areas are that need sidewalks the most. Identified missing sidewalks were measured by street centerline. Some EJ and PI areas overlap.

Table 10: City of Greeley Existing and Missing Sidewalks

	Existing Sidewalks		Missing Sidewalks	
	Total (miles)	Total (miles)	EJ Areas (miles)	PI Areas (miles)
Greeley City	510.7	112.1	34.4	9.9

WHY IS THIS IMPORTANT?

Reliable and connected sidewalks constitute the main nonmotorized network of public space for residents to move around, including residents who do not have other means for transportation or cannot use motorized transportation. As the network of sidewalk infrastructure increases, residents have more travel options, better public space, and an increased quality of life.

BASELINE

112 miles

(measured by street centerline) are missing sidewalks within the city of Greeley. EJ areas account for 34.4 miles of missing sidewalks, and PI areas account for 9.9 miles of missing sidewalks, as shown in **Table 10**.

DESIRED TREND

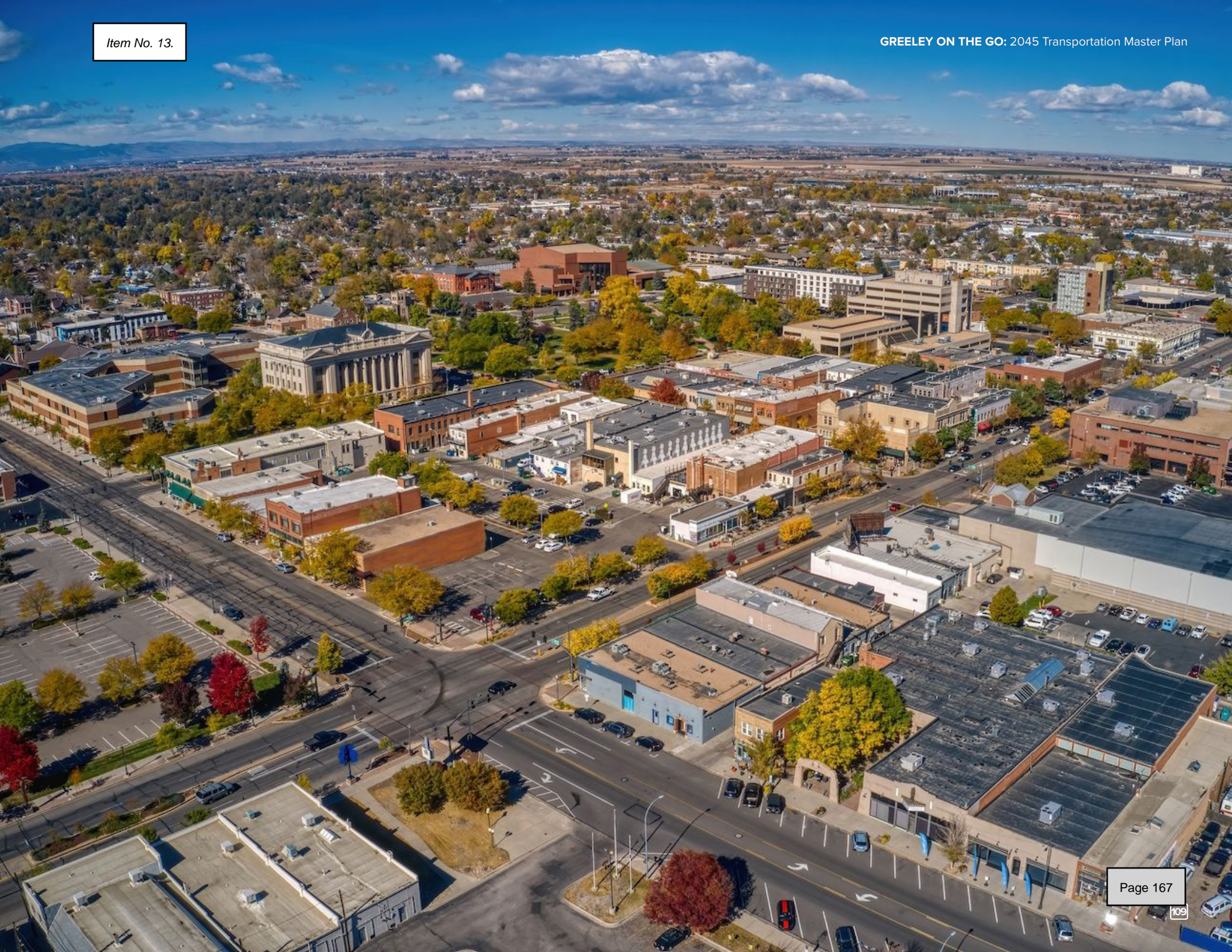
 Decrease

PERFORMANCE TARGET

Add 5 street centerline miles of infill sidewalks per year with priority in EJ and PI areas

Data Sources:

- » Greeley Evans Transit (GET) service routes and stops
- » North Front Range MPO Traffic Analysis Zones (TAZs) for Greeley GMA and socioeconomic data (population)



Performance Measure 4

Percent population within ½ mile of transit service

Subset: Percent in EJ and PI Areas

KEY OBSERVATIONS

GET service includes six local routes with different frequencies (3 routes every hour, 2 routes every 20 minutes and 1 route every 20 minutes) and one regional route (peak hour service).

WHY IS THIS IMPORTANT?


Studies have indicated that households within ½-mile of a transit stop, which is approximately equivalent to a 10-minute walk, are considered to have transit access. By providing transit service within ½ mile of residences and destinations, Greeley Evans Transit (GET) can offer an alternative to other mobility options. Similarly, the city is interested in the 15-minute city approach in which most daily necessities can be accessed within a short distance trip, including transit.

BASELINE

79% of household populations

and 88.6 and 95.1 percent of EJ and PI areas, respectively, (**Table 11**) reside within ½ mile of transit service

DESIRED TREND

 Increase access and coverage with higher frequency service

PERFORMANCE TARGET

Seek to provide mobility service coverage to at least 90 percent of the population within the next 5 years, including 100 percent of both EJ and PI areas

Table 11: Baseline Transit Service Coverages

	Population	Percentage
Household Population (TAZs 2015)	97,352	100%
Transit Service Coverage	77,051	79.1%
Population in EJ Areas	44,062	100%
Coverage in EJ Areas	39,025	88.6%
Population in PI Areas	28,837	100%
Coverage in PI Areas	27,427	95.1%

Data Sources:

- » Greeley Evans Transit (GET) service routes and stops
- » North Front Range MPO Traffic Analysis Zones (TAZs) for Greeley GMA and socioeconomic data (population)

Performance Measure 5

Travel time on major corridors (peak time differential)

WHY IS THIS IMPORTANT?

Many factors influence the amount of time it takes to travel between locations, such as mode of travel, availability of desirable housing and jobs, and levels of traffic congestion. A lower travel time along major corridors reflects a higher quality of life and lower transportation costs.

KEY OBSERVATIONS

Greeley residents take on average 6.5 to 11.5 minutes to travel across town north to south or east to west, respectively.

BASELINE

Table 12 shows the baseline values for each corridor and **Figure 44** shows Peak Time Travel Delays by Corridor.

DESIRED TREND

 Decrease

PERFORMANCE TARGET

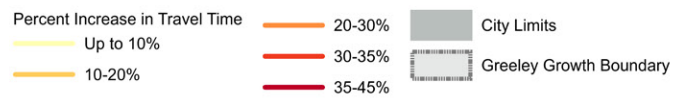
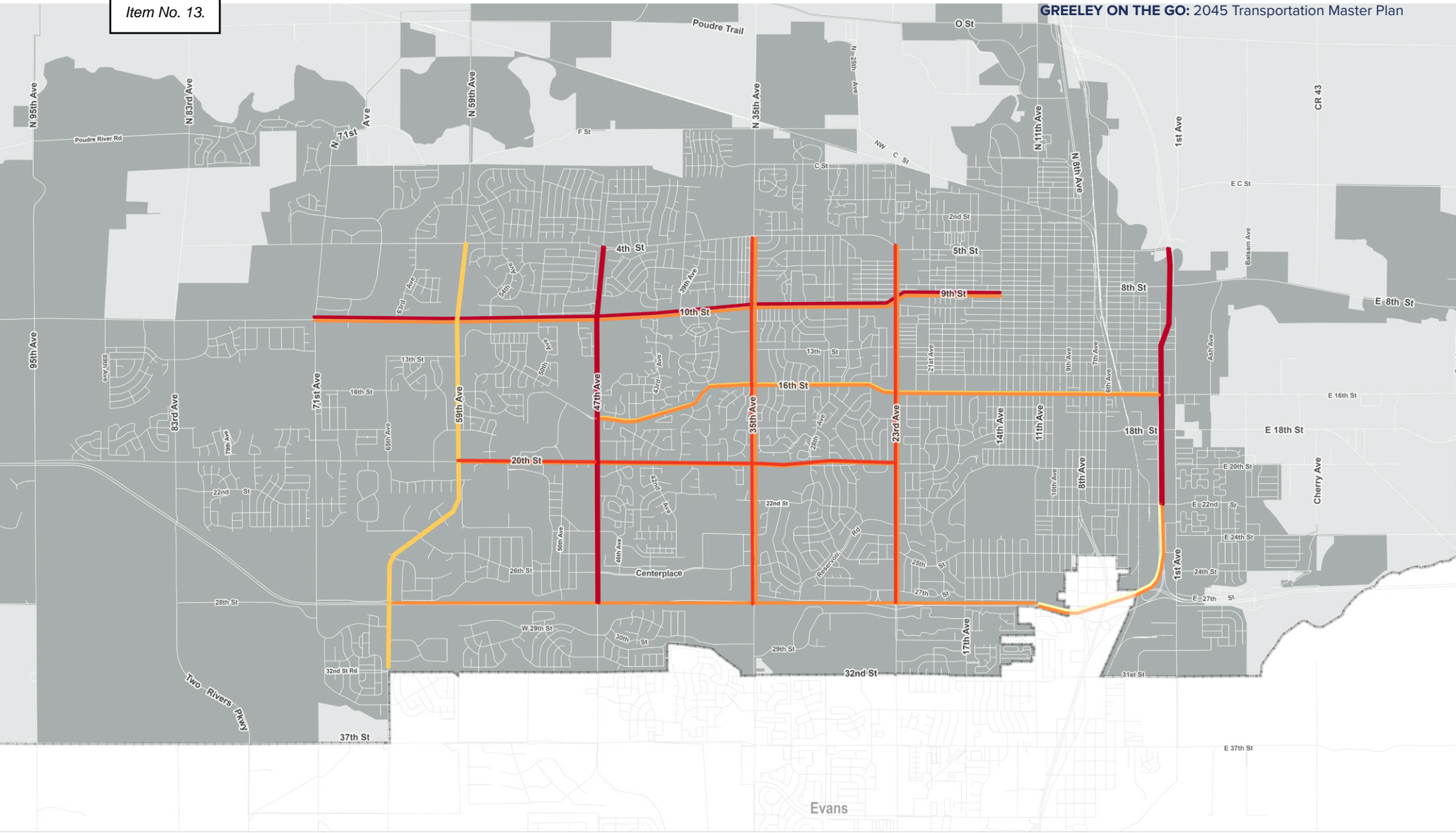
Maintain current average travel times and maintain on-peak travel delay of not more than 20 percent over the next 10 years

Table 12: Travel Time (On-peak Delay % Increase) by Corridor

West to East		WB		EB	
10th Street	10.2 min	39 %	11 min	25 %	
16th Street	10.9 min	11 %	10.8 min	22 %	
20th Street	7.6 min	21 %	6.9 min	34 %	
US 34 Bypass	7 min	22 %	—	—	
North to South		NB		SB	
10th Street	10.2 min	39 %	11 min	25 %	
16th Street	10.9 min	11 %	10.8 min	22 %	
20th Street	7.6 min	21 %	6.9 min	34 %	
US 34 Bypass	7 min	22 %	—	—	

Data Sources:

» Acyclica data for main corridors (above)



Performance Measure 6

Percent of Greeley covered by mobility service providers and programs

Subset: Service or Program in EJ and PI areas

KEY OBSERVATIONS

There are currently no micro-transit services. GET offers a call-n-ride service after hours and a service to the UC Health campus. Nonetheless, the service focuses on meeting schedule gaps, not as an on-demand service. A bike sharing system is currently in place at UNC, with 100 bikes for seasonal rental and limited to students. The MPO has implemented a vanpooling program (VanGo) serving regional commuting. **Table 13** shows shared mobility providers and programs. Finally, two ride-hailing service providers are within the region (**Figure 45**), but no subsidies or specific programs have been developed with such providers. **Figure 45** shows service coverage.

Data Sources:

- » Greeley Evans Transit service information
- » City regulations and programs on shared mobility
- » Private provider information (micro-transit, micromobility, car-sharing and TNCs)

WHY IS THIS IMPORTANT?


Shared mobility is defined as transportation services and resources that are shared among users, either concurrently or one after another. This includes public transit, micromobility (bike sharing, scooter sharing), automobile-based modes (carsharing, ride-hailing, and micro-transit), and commute-based modes or ridesharing (carpooling and vanpooling). Shared mobility options help mitigate traffic congestion and emissions, enhance technology advances, and expand mobility options for all users.

BASELINE

100% coverage

Three service types cover 100% of the City of Greeley, while 3 providers have minimum service and 1 provider covers 45 % of the city area (transit).

DESIRED TREND

 Increase service coverage

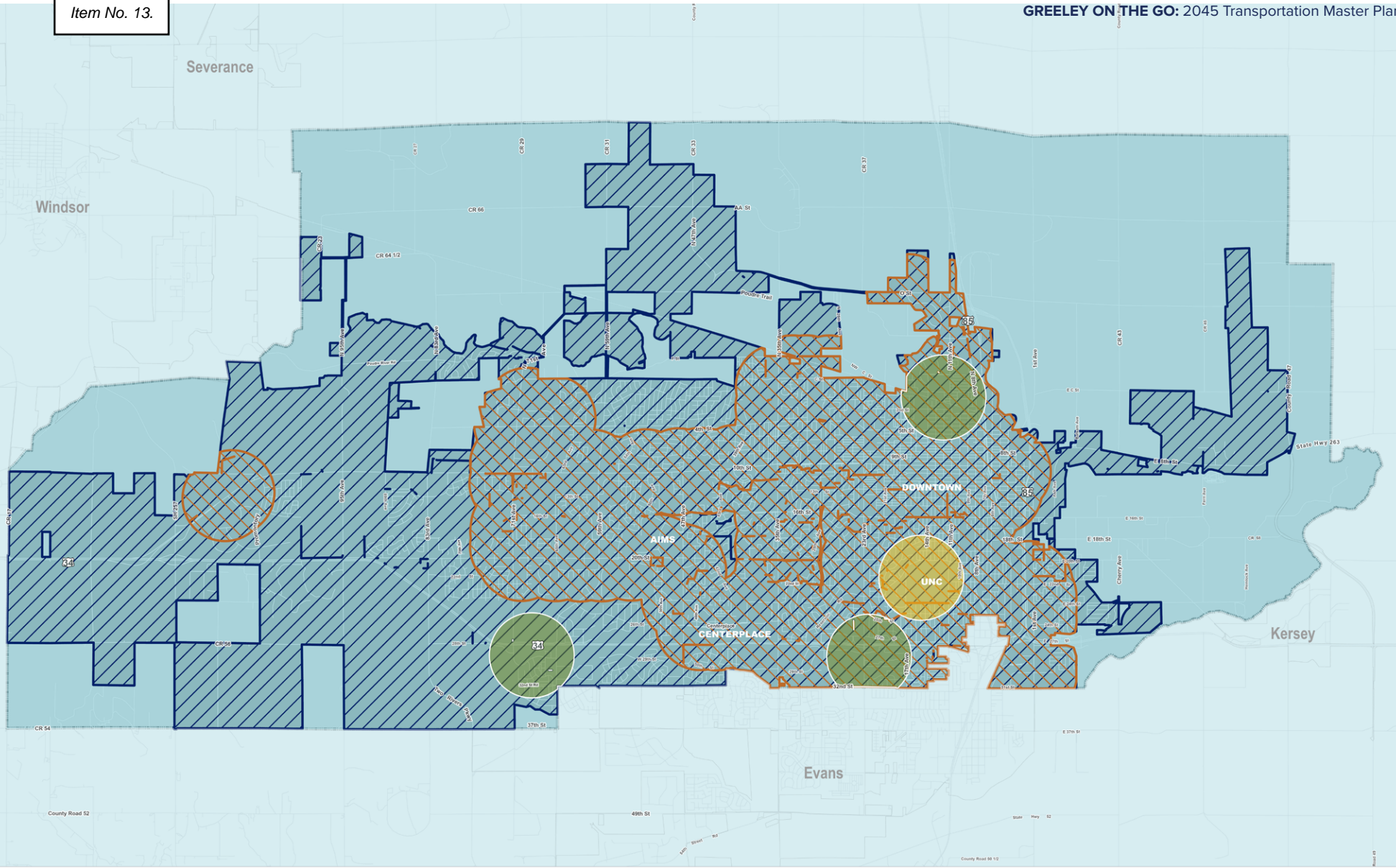
PERFORMANCE TARGET

Expand travel mobility options for residents and visitors alike by increasing coverage and the availability of services or programs within the city. A coverage goal of 60 percent of the city limits for transit over the next 5 years and at least 15 percent of coverage by micro-transit, car sharing or micromobility services. Priority should be given to EJ and PI areas.

Table 13: Shared Mobility Service Providers and Programs

Service	Coverage	Providers / Programs	EJ or PI Areas	Provider	Programs
Transit	45 %	1	1	GET	7 routes
Micro-transit	4.6 %	1	1	Call-N-Ride	Service for UC Health
Human Services / Demand Response	100 %	1	1	60 + ride	Program for the elderly
Micromobility (bike or scooter share)	1.6 %	1	1	Blue Cruiser Bike (UNC)	Program for students
Car-sharing	0 %	0	0	–	–
Vanpooling/Carpooling	100 %	1	0	NFRMPO	VanGo
Ride-hailing (TNCs)	100 %	2	0	Uber, Lyft	No subsidies or programs

Item No. 13.



- City Limits
- Greeley Growth Boundary
- Service Coverage: Micromobility
- Service Coverage: Microtransit (Call-n-Ride)
- Service Coverage: Transit
- Transit Demand Response
- Ridehail / Vanpool



Performance Measure 7

Number of regional services and programs

WHY IS THIS IMPORTANT?

The number of regional services reflects the potential for employees to travel to work by transit or via other alternatives to single occupant vehicle travel. Job and services accessibility is significantly improved by increasing the number of transportation services and infrastructure.

KEY OBSERVATIONS

The Poudre Express, shown in **Figure 46**, provides commuter service to Windsor and Fort Collins. Other facilities include the Greeley park-n-ride on the west side of town (10th and US 34) and the regional commuter program from the North Front Range MPO (VanGo).

Table 14: Regional Services Serving Greeley

Regional Service	Provider	Service
Transit Lines	1	1-hour frequency (AM/PM)
Park-n-Rides	1	116 spaces
Mobility Hubs	0	
Commuter Programs (VanGo)	1	Based on demand

BASELINE

Three services provided (**Table 14**).

DESIRED TREND

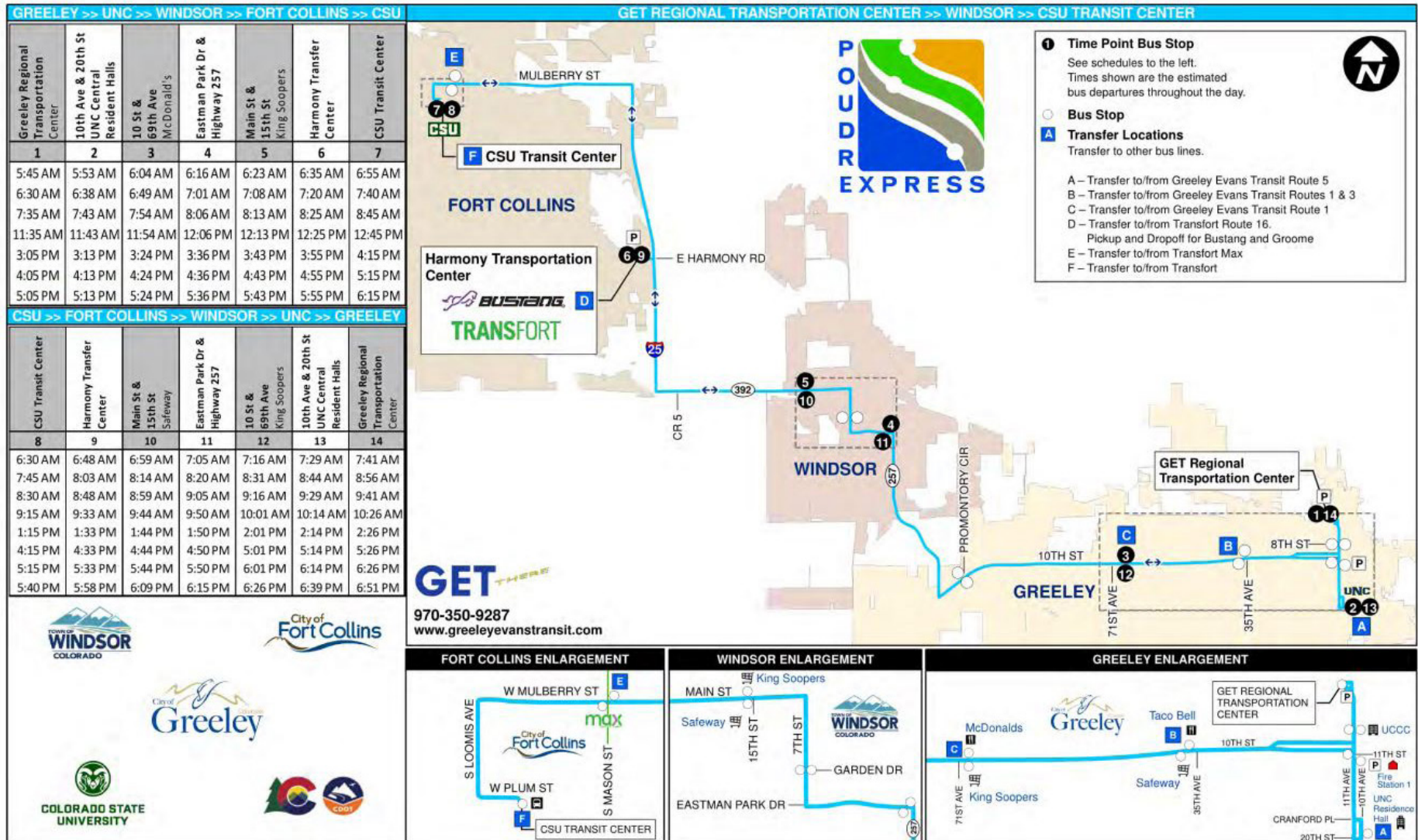
 Increase

PERFORMANCE TARGET

Add two regional routes (US-34 and Great Western) and increase service on Poudre Express, per Mobility Plan

Data Sources:

- » Regional transit and park-n-rides information (CDOT, MPO, GET, TransFort, other cities)
- » North Front Range MPO commuter programs (Vanpool, carpool, etc.)



Performance Measure 8

Percent of pavement in excellent condition

Subset: Percent of pavement in EJ and PI areas in EJ and PI areas

WHY IS THIS IMPORTANT?

The City of Greeley aims to make the best use of limited funding to keep the city’s transportation system functional. Greeley has about 470 paved miles of streets. Maintaining an updated survey of pavement condition provides important data on how to prioritize street repair projects.

KEY OBSERVATIONS

Table 15 shows the actual miles of centerline roadway pavement existing in Greeley. Percentages in poor, good, or excellent condition form the city’s pavement quality index data. In the future, infrastructure conditions analysis should include sidewalk conditions, and other assets such as poles, signs, cameras, and other city infrastructure.

BASELINE

53% of the city

53 percent of the city, 45.9 percent of EJ areas, and 44.9 percent of PI areas are in excellent condition (Table 15)

DESIRED TREND

 Increase

PERFORMANCE TARGET

Increase the percent of road pavement in excellent condition to 90 percent across all three subsets (Greeley, EJ areas, and PI areas)

Table 15: Existing Pavement Conditions

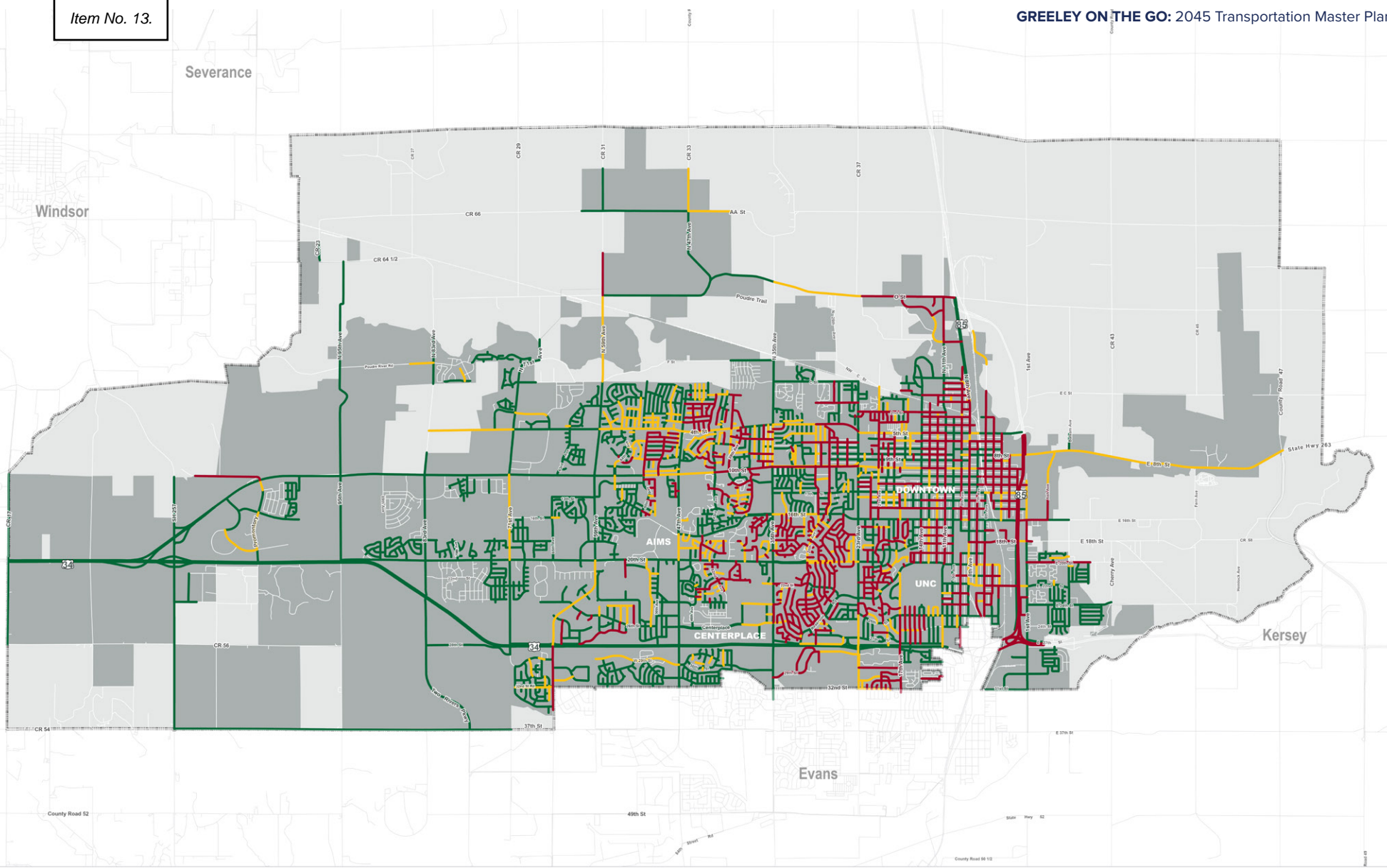
	Existing Pavement*	Pavement in Excellent Condition
Greeley City	470.2 miles 100%	249.4 53.0%
Environmental Justice Areas	170.9 miles 100%	78.4 45.9%
Priority investment Areas	116.6 miles 100%	52.4 44.9%

* Existing Pavement includes pavement in Greeley managed by the City of Greeley and by CDOT.

Data Sources:

- » City of Greeley pavement conditions information (Pavement Quality Index data)

Item No. 13.



- PQI
- Poor
 - Good
 - Excellent

- City Limits
- Greeley Growth Boundary



Figure 47: City of Greeley Pavement Quality Index (PQI) 119

Performance Measure 9

Miles of high comfort streets for people biking

Subset: Miles of high comfort bike facilities in PI areas

WHY IS THIS IMPORTANT?

“High comfort” bike facility means a comfortable and safe space for cyclists on all levels, from a casual and recreational rider to the most avid user. A comfortable facility can include a slow speed environment where vehicles and bicyclists share the road or a dedicated path along a trafficked street, providing a buffer of protection between the path and passing traffic.

KEY OBSERVATIONS

Most high comfort bike facilities include neighborhood shared roadways and side paths. Facilities classified with a level of traffic stress (LTS) of 1 or 2 are included in **Table 16** and shown in **Figure 17** (Chapter 3).

Table 16: Bike Facilities in the City of Greeley

	Miles of Roadway Considered	High Comfort Streets
Greeley City	505.2 miles	440.2 miles
Priority investment Areas	124.9 miles	111 miles

* Bike facilities include all on-street facilities with a Bicycle Level of Traffic Stress of 1 or 2. These numbers include streets with bike facilities and narrow, low speed, low volume streets.

BASELINE


440

miles within Greeley
(Table 16)

111

miles within PI areas

DESIRED TREND

 Increase

PERFORMANCE TARGET

Add 1 mile of high comfort bike facilities per year with priority in PI areas

Data Sources:

- » City of Greeley boundary and PI boundary
- » Bike Level of Traffic Stress (LTS) analysis

Performance Measure 10

Miles of high comfort streets for pedestrians

Subset: Miles of high comfort pedestrian facilities in PI areas

WHY IS THIS IMPORTANT?

Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. Having high comfort pedestrian sidewalks, which are accessible and safe, have been proven to activate streets socially and economically.

KEY OBSERVATIONS


Most high comfort pedestrian facilities include detached or buffered sidewalks, such as those protected by a parking lane or buffered by landscaping. Facilities classified with a LTS of 1 or 2 are included in **Table 16** and shown in **Figure 18** (Chapter 3).

BASELINE

391.5
miles of centerline on-street facilities within Greeley

114.9
miles within PI Areas

DESIRED TREND

 Increase (upward)

PERFORMANCE TARGET

Add 1 mile of high comfort pedestrian facilities per year with priority in PI areas

Table 16: Existing Pedestrian Facilities

	Miles of Roadway Considered	High Comfort Streets
Greeley City	505.2 miles	391.5 miles
Priority investment Areas	124.9 miles	114.9 miles

Data Sources:

- » City of Greeley boundary, and PI boundary
- » Pedestrian Level of Traffic Stress (LTS) analysis

* Pedestrian facilities include all on-street facilities with a Pedestrian Level of Traffic Stress of 1 or 2.

Performance Measure 11

Number of households within 1/2 mile of a trail

WHY IS THIS IMPORTANT?

Having access to places for physical activity, such as trails, allows members of the community the chance to enjoy the outdoors, have other options for mobility and get physical and mental health benefits. Households within 1/2 mile of a trail are considered to have trail access and enjoy such benefits.

KEY OBSERVATIONS


All trails included were at least 1/2 mile and do not include park paths or subdivision trails because of lack of continuity. Trails considered include Poudre River Trail, Sheep Draw Trail, Campus Trail, Canal 3 Trail, Larsen Trail, and US-34 Bypass Trail (**Figure 48**).

BASELINE

24%

of households within the Greeley GMA are within 1/2 mile of a trail (**Table 17**)

DESIRED TREND

 Increase (upward)

PERFORMANCE TARGET

Increase the percent of households within 1/2 mile of a trail by 10 percent within the next 5 years.

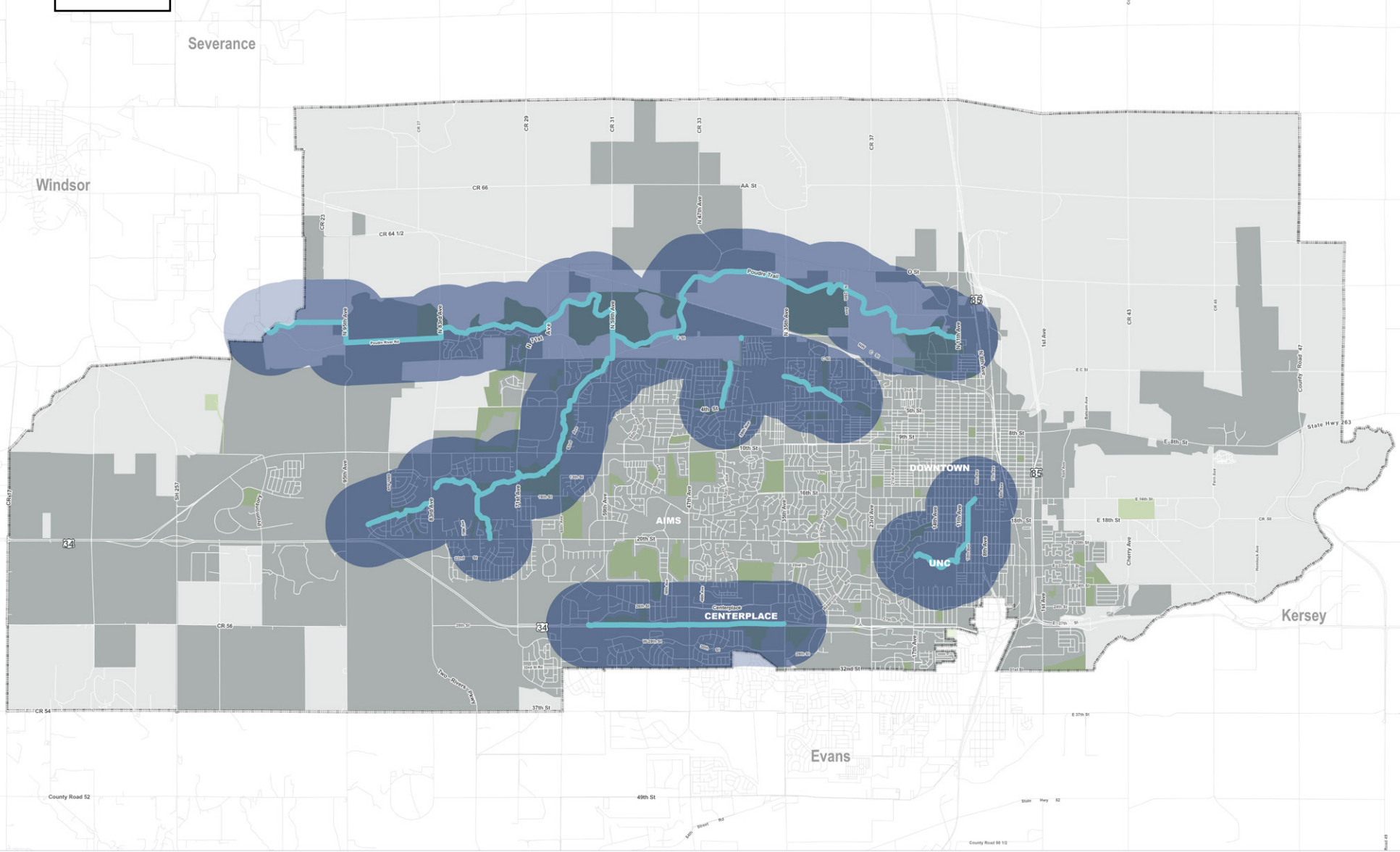
Table 17: Households within 1/2 mile of a trail

	Population	Percentage
Greeley Growth Management Area (TAZs 2015)	63,762	100%
Within 1/2 mile of a trail*	15,303	24%

Data Sources:

- » North Front Range MPO socioeconomic data (Households) and TAZs
- » City of Greeley GMA
- » City of Greeley trail and bike facilities data

* Include Poudre River Trail, Sheep Draw Trail, Campus Trail, Canal 3 Trail, Larsen Trail and US 34 Bypass Trail. Subdivision trails and park paths were not included.



- Greeley Trails
- Trail Coverage (Half Mile Buffer)
- City Limits
- Greeley Growth Boundary
- Parks



Figure 48: Greeley Growth Management Area

CHAPTER 14

Street Cross Sections

Street Cross Sections

The City of Greeley developed updated street cross sections for Greeley on the Go. These cross sections are intended to continue facilitating connectivity while enhancing the overall City of Greeley environment for mobility and public space. The following pages show the updated cross sections by street classification.

Table 18: Street Classification - Table of Elements

Street Classification	Neighborhood	Collector	Pedestrian	Arterial	Alley
ROW Width	50'-60'	60'-90'	60'-80'	100'-120'	20' easement or right-of-way
Street Width	20'-34' 25' (1-side parking) 20' (no parking)	34' (+ 12'-20' center median)	36'	50'-58'	14'-16' (< 40 units)
Travel Lanes	9'-10'	2 @ 10-12 ¹	2 @ 10'	2 @ 11 ²	16'-18' (41+ units)
Edge Condition	7' parking both sides	6'-7' bike lane and/or 7' parking lane	7' parallel parking both sides	Physical Vertical Separated bike lane and or gutter	n/a
Landscape/Amenity Zone	7'-9'+ tree lawn	7'-10'+ tree lawn 12'-20' median	4'-8' amenity zone Pedestrian scale lighting 6'-8' Frontage Zone	7'-10'+ tree lawn 12'-20' median	Shoulder
Sidewalk	6' detached	8'-10' detached	Pedestrian clear zone 6'-12' detached	8'-10' detached	n/a
Bicycles	N/A slow street / low volume	6'-7' bike lane	Optional Slow street / low volume	6'-7'	n/a
Design Speed / Speed Limit	20 mph/20 mph	30 mph/30 mph	25 mph/25 mph	35mph/35 mph	n/a
Parking Lane Width	7'	7'	7'	n/a	n/a
Turn Lanes	No	Turn lanes per TIS	Left turn lanes required at intersections	Left turn lanes required Right turn lanes per TIS	n/a
Applicability / Functional Class	Local	Local Minor Collector Major Collector Minor Arterial	Local Commercial Minor Collector	Major Collector Minor Arterial Major Arterial	n/a
Traffic Calming Elements³	Mini Roundabout Curb bulb-outs Pinch-points Chicanes Gateways Vertical Speed Control	Curb bulb-outs Pinch-points Gateways Roundabouts Vertical Speed Control	Mini Roundabout Curb bulb-outs Pinch-points Chicanes Gateways Vertical Speed Control	Pinch-points Gateways Roundabouts Chicanes	n/a
Stormwater Elements	Raingardens	Raingardens Bioswales Flow-through planters	Raingardens Bioswales Flow-through planters	Raingardens Bioswales	n/a

1. 12' lanes shall only be permitted with truck percentage above 15%

2. Four lane sections shall only be permitted with approval from Public Works Director

3. Traffic calming elements shall be required on all streets

4. Design for bike lanes shall include a separation element from travel lane

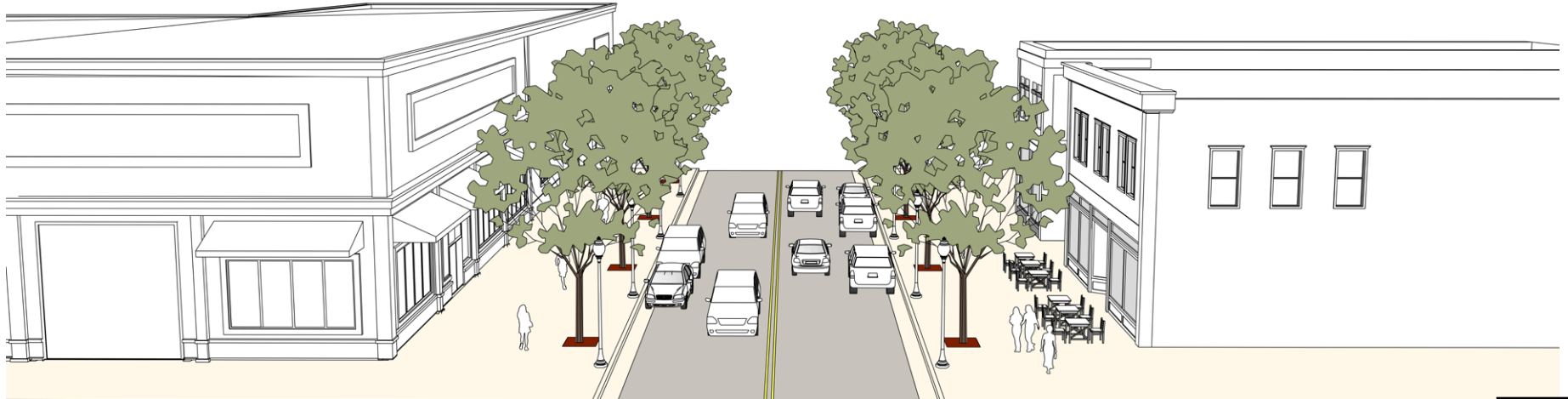
5. Travel lanes shall be measured from edge to edge of gutter/pavement joint

6. Designers shall use the following design guides: [NACTO](#); [Projects for Public Spaces](#); [PedBikeInfo](#)

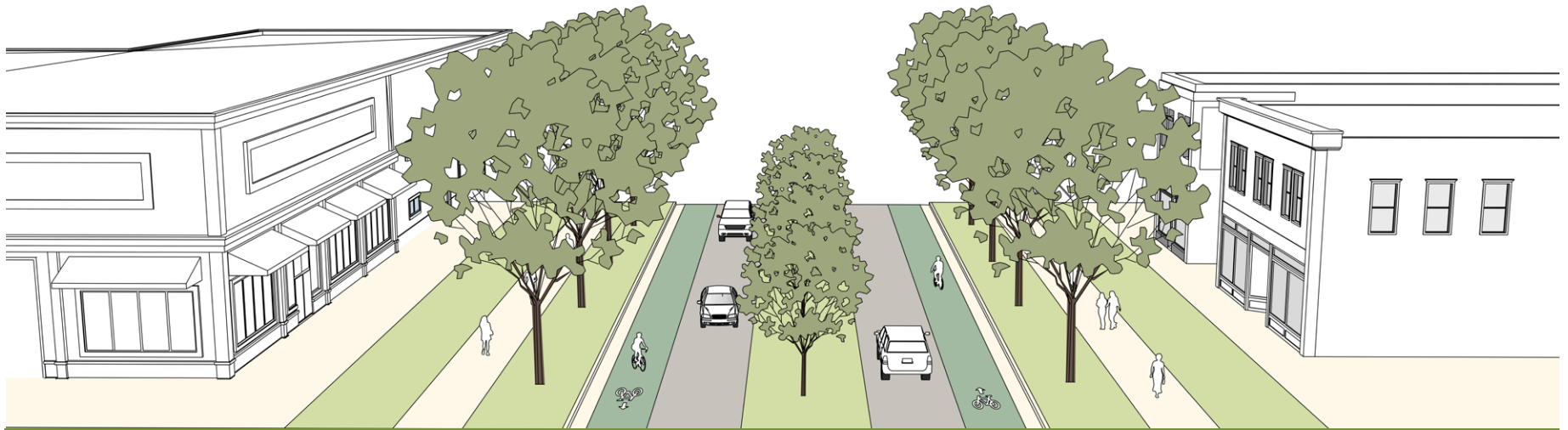
Neighborhood Street



Pedestrian Street



Collector Street



Arterial Street



CHAPTER 15

Traffic Calming Toolbox

Traffic Calming Toolbox

Introduction

High traffic speeds and volumes, as well as inappropriate driver behavior, can adversely impact communities. These characteristics have a negative effect on pedestrians and bicyclists, particularly where young kids, people with disabilities, or the community in general gather, such as near main street, schools, community centers, libraries, or parks. Vehicular traffic can be managed so that its negative impacts in the community are minimized. Traffic calming is the term used to describe the full range of methods to slow, but not necessarily ban, vehicles as they move through commercial and residential neighborhoods. Pedestrian and bicycle travel benefits when vehicles travel at slower speeds because streets are safer and more compatible with other forms of mobility. Other benefits include equitable balance among transportation modes, and enhanced aesthetics, among others.

The following toolbox identifies methods, along with their applicability, benefits and costs, for implementing traffic calming strategies within Greeley.

Traffic Calming

Traffic calming is not new to Greeley. Traffic control devices include basic traffic calming infrastructure such as crosswalks, stop signs, flashing beacons, on-street parking, bike lanes, among others. These types of basic traffic calming elements are used in engineering standards, such as the Manual on Uniform Traffic Control Devices, and in standard roadway design. Other basic traffic calming strategies include police enforcement and safety education programs. It is important to note that the installation of basic comprehensive devices is subject to federal, state and local policies and guidelines.

The City of Greeley has implemented education programs such as Safe Routes to School and school zones where speeds are reduced to 20 miles per hour and flashing beacons alert motorists of children crossing the street. The City has also implemented the Neighborhood Traffic Safety program to respond to citizen concerns regarding speeds and traffic flow on residential streets. In the Traffic Safety Program, City staff conduct traffic studies in areas identified by residents as problematic and assist residents with

developing and implementing traffic calming solutions for their neighborhoods. Finally, development proposals usually require the preparation of Transportation Impact Studies, which include policies to ensure consistent and proper transportation planning and engineering practices when land use actions are being considered.

Traffic calming measures, however, have evolved to include features that are not officially approved through legislative action by the State of Colorado. Commonly referred to as “tools,” traffic calming measures or strategies are available in the following traffic calming “toolbox.” Communities that are experiencing significant adverse effects of traffic conditions can implement traffic calming measures, which include alteration of the roadway configuration and changes on how people psychologically perceive and respond to a street. The following document lists strategies for speed reduction based on recommendations from the National Association of City Transportation Officials (NACTO) and the Federal Highway Administration (FHWA), promoting safer streets and more comfortable and appealing walking and biking environments.

Traffic Calming Strategies

Each tool in the toolbox has a specific purpose for addressing street traffic concerns requiring some form of traffic calming. Tools have their limitations in terms of applicability and effectiveness. The following table summarizes the tools and presents them by applicable location: segment, midblock or intersection. The full list of traffic calming strategies briefly describes each measure, its applicable roadway facility type, and the advantages and disadvantages of the measure.

To compare and make each strategy more intuitive, each characteristic includes ranges in terms of potential speed reduction, complexity of installation, expected financial cost and the potential opportunity for placemaking (i.e., landscaping, urban design). **Table 19** also includes the potential safety benefit for each mode (pedestrian, bike, vehicle) and the potential capacity reduction for vehicles, emergency vehicles, transit and freight.

Table 19: Traffic Calming Strategies

Key:

✓ = applicable (low -1- to high -4-)

⊘ = not applicable

\$ = cost (low -1- to high -4-)

Strategy	Speed Reduction	Complexity	Placemaking Opportunity	Cost	Road	Emergency	Transit & Freight	Vehicle	Bike	Pedestrian
Street Right Sizing	✓✓	✓		\$	⊘			✓	✓	✓
Lane Width Reduction	✓	✓		\$					✓	✓
2-way Streets	✓✓	✓		\$	⊘				✓	✓
Shared Street	✓✓✓	✓✓	✓✓✓	\$\$\$\$	⊘	⊘	⊘	✓	✓	✓
Dedicated Multimodal Lane	✓	✓✓✓	✓	\$\$	⊘				✓	
On-street Parking	✓	✓		\$	⊘			✓		
Building Setbacks and Street Trees	✓	✓✓✓✓	✓✓✓	\$\$				✓		
Signal Progression	✓✓✓	✓✓		\$\$	⊘		⊘	✓	✓	✓
Median and Refuge Islands	✓	✓✓✓	✓✓	\$\$\$			⊘	✓		✓
High-Visibility Crosswalks	✓✓	✓		\$\$				✓	✓	✓
Pinchpoint / Chokers	✓	✓✓	✓	\$\$	⊘			✓		

Table 19: Traffic Calming Strategies Continued

Strategy	Speed Reduction	Complexity	Placemaking Opportunity	Cost	Road	Emergency	Large Vehicle	Vehicle	Bike	Vehicle
Lane Shift / Chicane	✓✓	✓✓	✓✓	\$\$	⊘		⊘			
Speed Hump	✓✓✓	✓		\$	⊘	⊘	⊘			✓
Speed Cushion	✓✓✓	✓		\$	⊘					✓
Speed Table	✓✓✓	✓✓✓	✓	\$\$	⊘	⊘	⊘	✓		✓
Full Street Closure	✓✓✓✓	✓✓	✓	\$\$	⊘	⊘	⊘	✓	✓	
Narrowing Curb Radii (Corners)	✓	✓✓	✓	\$\$\$			⊘	✓		
Raised Intersections	✓✓✓	✓✓✓	✓	\$\$\$		⊘	⊘	✓		
Diverter	✓✓✓	✓✓	✓	\$\$	⊘	⊘	⊘	✓	✓	
Intersection Realignment	✓✓	✓✓✓	✓✓✓	\$\$\$	⊘			✓		✓
Gateway / Bulbout	✓✓	✓✓	✓✓✓	\$\$			⊘	✓		
Pavement Treatment	✓✓	✓✓	✓	\$\$				✓		✓
Small Traffic Circle	✓✓✓	✓✓	✓✓	\$\$		⊘	⊘	✓		✓
Mini Roundabout	✓✓✓	✓✓✓	✓	\$\$\$				✓		✓

#	Strategy	Description	Appropriate Application
Street Design			
1	Right Sizing	Right sizing reconfigurations reduce vehicle travel lanes based on traffic volumes. Often with changes in demand converting overbuilt street segments improve safety. Some examples are 4-lane road into a three-lane segment consisting of two through lanes and a center, two-way left-turn lane and shoulders or bike facilities.	Applicable on traditional four-lane undivided collectors, minor arterials, and rural highways. Especially applicable to roads with high turning movements and/or high crash frequencies. Additional space can be used to provide turning lanes, multimodal facilities, parking, or green infrastructure.
2	Lane Width Reduction	Narrow travel lanes reduce speeds and minimize crashes on city streets by reducing the right-of-way and making drivers wary of traffic and adjacent users. For example, edge line striping can narrow travel lanes, giving the impression of a narrow street.	Applicable on local, collector, and arterials streets with excessive widths. The “extra” pavement width can be used to create or add to bicycle and/or parking lanes.
4	2-way Streets	Converting 1-way streets to 2-way streets encourages motorists to be more cautious of surroundings and oncoming traffic, especially those with narrower profiles.	Applicable to collectors and arterials serving commercial corridors and downtown streets where local access needs to be prioritized and speeds from regional thru traffic reduced. 2-way yield streets are another application but for narrow residential environments (local streets). A yield street with parking on both sides functions most effectively at 24 to 28 feet, while with parking on only one side can be as narrow as 16 feet.
14	Shared Street	A shared street is a space that lacks the formal separation found in conventionally designed streets. By removing the physical distinctions between pedestrian, cycle, and vehicular spaces, shared street treatments force all users to share the street, increasing awareness and reducing motor vehicle speeds.	Applicable to local and collector streets with substantial pedestrian movement and commercial land uses. While designs vary based on local context and culture, curbs tend to be removed. Materials and space allocation indicate vehicles are guests and pedestrians have the right-of-way. Through traffic is not encouraged.
15	Dedicated Multimodal Lane (Bus Lane/protected bike lane)	A bike or transit lane is a portion of the road reserved for the exclusive or preferential use of cyclists and/or transit. Converting vehicle travel lanes into multimodal facilities reduces the vehicle right-of-way, making drivers wary of traffic and adjacent multimodal lanes.	Applicable to collectors and arterials. A dedicated bike/transit lane is delimited by road markings, the space needed for multimodal lane and soft (ruble strips) or hard barriers (concrete curb) to separate traffic.
17	On-street Parking	On-street parking narrows the street and slows traffic by creating friction for moving vehicles.	Applicable to local and collector streets, especially in residential and commercial areas.
18	Building Setbacks and Street Trees	A dense built environment with no significant setbacks and with street trees constrains sightlines, making drivers more alert and aware of their surroundings.	Applicable to local, collector and arterial streets in urban environments.
20	Signal Progression	Signals timed to a street’s target speed can create lower speeds along a corridor. Coordinated signal timing can be optimized to create an uninterrupted flow for bicyclists, low vehicle progression speeds for a pedestrian-friendly downtown, or to coordinate transit headways.	Typically applied on corridors with closely spaced intersections (1/4 mile or less) and where there is evidence of a desire for “platooning”—the seamless flow of a given street user or set progression speed.
3	Median and Refuge Islands	Medians are raised islands in the center of a roadway that can reduce pedestrian crossing and separate traffic directions. Medians are used on wide streets to narrow the travel lanes and ease pedestrian crossings.	Most applicable on collectors and arterials and tend to have hardscaped islands for pedestrian use. Alternatively, medians can be vegetated with trees or function as landscaped depressions (bioswales), designed to capture, treat, and infiltrate stormwater runoff.

#	Strategy	Description	Appropriate Application
3b	High-Visibility Crosswalks	A high-visibility crosswalk incorporates striping patterns, flashing beacons, and highly visible signs to improve the visibility of the pedestrian. Different alternatives include the Pedestrian Hybrid Beacon (PHB) and the Rectangular Rapid Flashing Beacon (RRFB).	Applicable on un-signalized crosswalks on high-volume roadways (major collectors or arterials) where there is significant pedestrian or vulnerable population movement.
5	Pinchpoint / Chokers	Mid-block chokers or pinchpoints are raised curbs or landscaped public space that narrows the roadway. Chokers or pinchpoints may be installed with either landscaping or hardscape treatment, usually allowing a shorter pedestrian or trail crossing.	Most applicable on wide local and collector streets with long blocks experiencing speeding and cut-through problems. Hardscapes or landscaped structures such as bioswales can be constructed. Structures can be detached for maintaining drainage or rebuilt.
6	Lane Shift / Chicane	A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking. Chicanes create a curved street alignment that can be retrofitted in existing rights-of-way. The curvilinear alignment requires additional maneuvering and shortens drivers' sightlines, resulting in lower overall speeds.	Local residential streets and low-volume collectors are appropriate for implementing lane shifts or chicanes. On-street parking and drainage implications need to be considered.
9	Speed Hump	Road humps are areas of raised pavement, making vehicles reduce their velocity. Road humps include pavement markings, advisory signs, and advanced warning signs.	Applicable on local and collector streets. Road humps increase traffic noise in the vicinity of the hump and are difficult to replace when a street is being resurfaced.
9b	Speed Cushion	Like speed humps, speed cushions are areas of raised pavement but with wheel cutouts to allow larger vehicles to pass unaffected.	Applicable on local and collector streets typically used by emergency vehicles. A longitudinal gap is provided to allow wide wheelbase vehicles to avoid going over the hump.
10	Speed Table	Speed tables create a safe and slow-speed crossing. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at a crosswalk.	Applicable on local and collector streets where there is significant pedestrian, ADA or bicyclist movement, including main streets, nearby schools, or highly used trail crossings.
12	Full Street Closure	A full street closure blocks both lanes of travel so that the street becomes a cul-de-sac. This measure eliminates all through traffic and limits street access to local users.	Applicable on local streets with major cut-through concerns where an emergency vehicle response route does not exist. The closure location and details are site-specific depending on roadway geometrics and applicable to city ordinances.
2B	Narrowing Curb Radii (Corners)	Narrowing curb radii at street corners reduces vehicle turning speeds. Minimizing the size of a corner radius is critical to creating safe and compact intersections.	Applicable on local, collector, and arterial streets with excessive corner radii. Curb changes shorten the pedestrian crossing distance and may impact drainage.
10b	Raised Intersections	Raised intersections create a safe, slow-speed crossing and public space. An intersection redesign would reinforce slow speeds and encourage motorists to yield to pedestrians. Raised intersections provide an opportunity for urban design and placemaking, such as pavement treatments.	Applicable on local, collector, and arterial streets where there is significant pedestrian movement, such as main streets, commercial areas or downtown settings.
11	Diverter	Diverter restrict vehicular through traffic at intersections and force turns for approaches.	Applicable on local streets where cut-through traffic is a major problem. It breaks up the street grid while maintaining permeability for pedestrians and bicyclists.

#	Strategy	Description	Appropriate Application
13	Intersection Realignment	Realigning "T" intersections forces previous straight-through movements to make slower turning movements by constructing a horizontal deflection at the intersection.	Applicable on local, collector, and arterial streets. It may require on-street parking removal and traffic may be diverted to other streets.
16	Gateway / Bulbout	Bulbouts narrow the street width at intersections, creating a shorter and safer pedestrian crossing while encouraging drivers to slow down. Bulbouts may contain special paving, bollards, and/or landscaping and are generally used at intersections where parking is already restricted. Bulbouts can be striped or raised, attached or detached (maintaining drainage).	Applicable on local, collector, and arterial streets with high pedestrian movement such as main streets, commercial areas, and school zones. Bulbouts can also serve as curb extensions serving specific transit needs and providing opportunities to create gateways and other placemaking interventions.
19	Pavement Treatment: Markings, Rumble Strips or Different Materiality	Pavement treatments can make pavements more noticeable to drivers. Treatments can add visual interest, such as colored or pattern-stamped asphalt, concrete, or even concrete pavers. Pedestrian crossings and intersections can be painted to highlight crossing areas. Rumble strips and different pavers can add sound and friction.	Applicable on local, collector, and arterial streets. Pavement treatments can be at curb end, along a segment, or at intersections or midblock locations.
8	Small Traffic Circle	Traffic circles are raised circular medians at intersections that direct traffic counterclockwise within the intersection. Vehicles must change their direction of travel to maneuver around the circle. Traffic circles are controlled by traffic signs (yield, stop) on all approaches.	Applicable to local streets. Traffic circles are not appropriate for emergency routes, and transit and freight turning movement is constrained. A minimum of 15 feet of clearance is recommended from the corner to the widest point in the circle.
7	Mini Roundabout	Mini roundabouts lower speeds at intersection crossings and are an ideal treatment for uncontrolled intersections. Mini roundabouts may be installed using simple markings or raised islands. Vehicles must change their direction of travel to maneuver around the inner circle. Lane width and turning radius should be carefully considered.	Applicable on local and collector streets. In terms of design, a mountable center island is recommended for emergency, transit, and freight vehicles. Not appropriate for high volumes of trucks or high expected U-turns. The design should include splitter islands for approaches and pedestrian channelization. A minimum of 15 feet of clearance is recommended from the corner to the widest point in the circle.
7b	Roundabout	DRAFT description in document	Applicable table (Roundabout Comparison)

Roundabouts as a Traffic Calming Strategy

Roundabouts work as a traffic calming strategy because they are generally safer than other forms of intersections. Roundabouts reduce the frequency and severity of vehicle-to-vehicle crashes by creating fewer opportunities for severe and fatal collisions and by making vehicles travel at slower speeds through physical improvements and signing.

Roundabouts have also been used successfully at the interface between rural and urban areas where speed limits change. In these applications, the traffic calming effects of roundabouts force drivers to slow and reinforce the notion of a significant change in the driving environment. Furthermore, their geometric characteristic with an inner central island informs the driver of a change in the travel way while offering the opportunity to provide attractive entries or centerpieces to communities.

Pedestrians and bicyclists also benefit from a roundabout design. Beyond reducing vehicle speeds, roundabouts provide space for pedestrians to pause on the splitter island, where they can then consider one direction

of conflicting traffic at a time, as well as shorten crossing distances, thus simplifying the task of crossing the street. Roundabouts provide fewer benefits for bicyclists, but they still benefit from the reduced speeds and a design that discourages undesirable or erratic driver behavior. Roundabout designs typically provide a ramp to allow inexperienced bicyclists to exit the roadway to maneuver the roundabout as a pedestrian would, or bicyclists have the option to mix with traffic.

Roundabout Design

Designing a roundabout involves assessing the tradeoffs between safety and capacity. Engineering design determines that roundabouts operate most safely when their geometry forces traffic to enter and circulate at slow speeds. Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than traffic control devices. Consequently, speed reduction can be realized at all times of day and on streets of any traffic volume. It is difficult for drivers to speed through an appropriately designed roundabout. Conversely, the capacity of a roundabout is negatively affected by these low-speed design elements. As design parameters are reduced, such as the widths and radii of entry and the

circulatory roadway width, so also the capacity of the roundabout is reduced. Furthermore, many of the parameters are governed by the largest vehicle maneuvering requirements. Design objectives are significantly different for urban or rural environments, and these must be considered when choosing between safety and capacity tradeoffs.

The following discussion on design characteristics captures the differences between types of roundabouts and guides important topics to consider when choosing to implement a roundabout. Given that roundabouts are very much dependent on the local context, this toolkit covers only general planning and horizontal design, understood as the capacity and space needed within the right-of-way. Other design elements to consider include sight distances, profile/vertical design, grading, drainage, utilities, and nearby physical features such as bridges, railroads, intersections, among others. Furthermore, because roundabout design is an iterative process, these characteristics provide only guidelines to consider and are dependent on the local context and proper engineering design. Roundabouts provide an opportunity for community engagement around the intersection design and the purpose for considering it as a traffic calming device and further opportunities to beautify the neighborhood.

Roundabout Characteristics

Chapter 3, “Planning” and Chapter 6, “Geometric Design,” of *FHWA Roundabouts: An Informational Guide* were used as the basis for most of the recommended roundabout parameters established in this toolkit. Other references include NCHRP Report 672 and NACTO Speed Reduction Mechanisms.

Figure 49 and **Table 20** describe the characteristics and ranges considered for different types of roundabouts and identify general planning needs and requirements for each type. One of the most critical characteristics is the circle size or inscribed circle diameter (ICD), which identifies the space needed for a roundabout within an urban or a rural environment. Another critical variable is the negotiating speed, i.e., the speed at which vehicles are entering the roundabout, while yet another critical variable is the largest vehicle, i.e., the largest vehicle that can possibly use the roundabout.

Figure 49: Key Roundabout Features

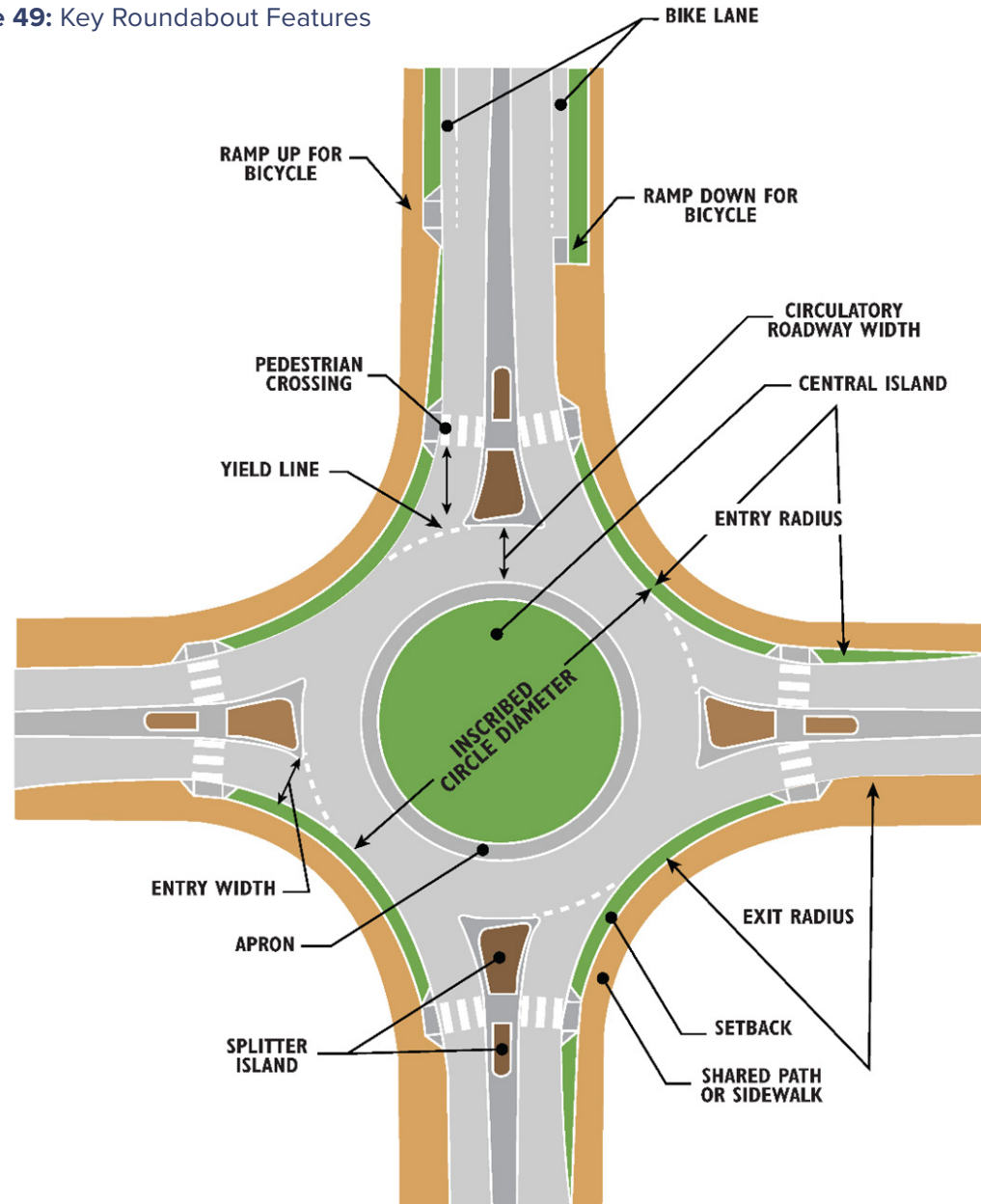


Table 20: Roundabout Characteristics

Key:
 ✓ = applicable
 ⊘ = not applicable

	Mini Traffic Circle	Mini Roundabout	Urban Compact Roundabout	Full Urban Roundabout	Road
Other Considerations	For streets with limited space and no large vehicle	All approaches 85th percentile speeds should be less than 30 mph	More space needed at junction than a conventional intersection	Significant more space needed than conventional intersections	Approaches speeds of 50 mph or above need reduction
Maximum Volume (AADT)	12,000	12,000 - 16,000	12,000 - 16,000	20,000 - 26,000	20,000 - 26,000
Maximum Volume on each approach	-	-	1,000 veh/hr	1,000 veh/hr	1,000 veh/hr
Negotiation Speeds	15 mph	15 mph	20 mph	25 mph	25 mph
Control Device	Stop	Yield	Yield	Yield	Yield
Splitter Islands	⊘	✓	✓	✓	✓
Truck Apron	⊘	⊘	✓	✓	✓
Mountable Central Island	⊘	✓	⊘	⊘	⊘
Inscribed Circle Diameter (ICD) -varies with largest vehicle-	45 - 80 ft	45 - 90ft	80-100 ft	90-150ft; 105-150ft; 130-180ft	90-150ft; 105-150ft; 130-180ft
Largest Vehicle	Small vehicle	Single-unit truck	Single-unit truck/Bus	WB 40 truck; WB 50 truck; WB 67 truck	WB 40 truck; WB 50 truck; WB 67 truck
Circulatory Width (Lane)	13 ft minimum	13 ft minimum	14 - 19 ft	14 - 19 ft	14 - 19 ft
Truck Apron	-	-	3 - 15 ft	3 - 15 ft	3 - 15 ft

	Mini Traffic Circle	Mini Roundabout	Urban Compact Roundabout	Full Urban Roundabout	Road
Entry Width (Lane)	-	13 - 16 ft	14 - 16 ft	14-18ft	14-18ft
Entry Radius (Curves)	-	below 33 ft	33 - 39 ft	33 - 98 ft	33 - 98 ft
Exit Radius (Curves)	-	-	33 - 39 ft	above 50 ft	above 50 ft
Splitter Island length	-	30 ft	50 ft	50 ft	50 ft - 200 ft
Pedestrian Crossing Location	-	20 ft from yield	25 ft from yield	25 ft from yield	-
Sidewalk Setbacks	-	-	2 - 5 ft	2 - 5 ft	-
Pedestrian Refuge Width	-	-	6 ft minimum	6 ft minimum	-
Bicycle Lanes	Merge	Merge	Merge	Shared path	-
Drainage considerations	Cross slope of 2% sloping outward				

Source: Roundabouts: An Informational Guide, FHWA (June 2000)

Implementation Considerations

When evaluating traffic calming strategies and deciding how to prioritize projects, it is important to consider several factors besides community input and perceived need of a project. Establishing a methodology can help simplify project selection as well as establish an equitable approach for addressing community needs.

Factors to consider when developing an implementation process should include community input, data collection, data evaluation, project approval, project development and project monitoring.

- Community input can be gathered through a request period, an interactive approach, or the use information from programs such as the Neighborhood Traffic Safety program to generate input.
- Data collection should be comprehensive, as well as include proper normalization and calibration to determine safety needs. Data should include inputs such as speed data, vehicle volumes, crash history, pedestrian and bicyclist demand generators, and critical essential community locations within others.

- Data evaluation from established community objectives, such as using equity indexes, high injury networks or opportunity areas, provides an opportunity to align traffic calming strategies with established performance metrics.
- Project approval involves developing requirements for identifying essential criteria, as guiding the process selection. The creation of a list of projects can foster funding, generate community feedback and provide a base for seeking grant opportunities.
- Project development includes notifying the community, establishing a timeline and building the traffic calming tool to fit the local context and meet city regulations.
- Project Monitoring intends to provide useful information to understand the benefits and challenges of the implemented project, as well as potential learnings from the process.

This traffic calming toolbox provides different strategies to continue to develop safer environments for all modes within the City of Greeley, building on current programs such as the Neighborhood Traffic Safety program.



Item No. 13.

WHERE DO YOU LIVE & WORK? ¿DÓNDE VIVE Y TRABAJA?

on the go

representado para un cambio positivo!
work in the City of Greeley?
area of your home and work.

AutoBús

Conducir

Solicitudes de coordinación de señales que provocan congestión

Los conductores se sienten seguros con peatones y ciclistas

Solicitudes de servicios para los Domingos y fiestas extendidas

La red se adapta y se adapta a una variedad de usuarios

¡Ayude a su comunidad a estar representada para un cambio positivo!
¿A dónde llama hogar y trabajo en la ciudad de Greeley?
Utilice los stickers para marcar el área de su hogar y trabajo.

EVANS

To LUCERNE & EATON

To KERSEY & FORT MORCIS

To LA SALLE, PLATTEVILLE, & FORT LUPTON

Live Viver

Work Trabaja



Appendix



Public Engagement Summary

An extensive public process was undertaken to inform *Greeley on the Go* that involved formation of a stakeholder committee, regular presentations to boards and City Council, a community survey, focus group conversations, intercept events, and a community visioning workshop. The following summary provides an overview of each engagement activity along with a key takeaways from the engagement.

Stakeholder Committee

The *Greeley on the Go* stakeholder committee represented 17 community and regional partners:

- Weld County
- City of Evans
- Town of Windsor
- Garden City
- Weld County School District 6
- Downtown Development Authority
- Banner Health
- UC Health
- JBS USA
- Leprino Foods
- Immigrant & Refugee Center of Northern Colorado
- University of Northern Colorado
- Aims Community College
- Weldwerks Brewing
- United Way
- North Front Range Metropolitan Planning Organization
- Colorado Department of Transportation

The stakeholder committee met four time throughout the planning process. At each meeting the project team provided updates on the planning process and solicited input from the committee on key aspects of *Greeley on the Go* like the potential plan scenarios. The stakeholder committee played a critical role in shaping the transportation vision for Greeley by representing the wide range of community interests in Greeley and bringing forward ideas and concerns from each committee member's constituency.

Board and Council Presentations

City of Greeley staff presented to the Citizens Transportation Advisory Board (CTAB) on three occasions and to City Council on four occasions. CTAB advised the project team on specific locations around Greeley with connectivity challenges and also provided guidance on how to tailor the planning process to the needs of community members by increasing visibility through physical advertisements of events and by conducting direct outreach to lower income portions of the community.

Context

This section presents the vision for transit services, and mobility programs more broadly (referred to as mobility within this section), as part the Greeley Transportation Master Plan project. Previous project planning created three different scenarios for transit – this section presents the recommended scenario, which is a blend of elements of all three of the initial scenarios. The new vision for mobility and mobility services is built around seamless, integrated, multimodal mobility services that improve Greeley’s overall quality of life.

As part of this new vision for mobility services, the definition of transit is broadening to include all mobility services, and, as such, the definition of what Greeley Evans Transit (GET) is will change from its historical focus on fixed route transit to a diverse toolkit of mobility options delivered by an updated version of GET.

This new direction for mobility services within Greeley is necessitated by several factors including:

- The shift in ridership patterns and how people are traveling due to changes brought on by the pandemic.
- The need to be flexible and adaptable to unknowns, especially regarding if, when, and how people may or may not return to using transit and other mobility options besides driving.
- Innovations and advances in emerging mobility and new, more dynamic ways to deliver transportation services.
- Land use changes and forecasted growth patterns within Greeley that create an opportunity for a fresh look at how best to serve Greeley with mobility options.
- The financial and practical constraints, and inefficiencies, of continued growth of fixed route transit using large buses.

Integrated Mobility Concept

The new recommended direction for mobility services within Greeley is that of integrated mobility that focuses on the user and their access to variety of seamless, connected mobility options that facilitate a variety of trip types. This new paradigm for mobility integrated transit, on-demand, shared mobility, e-mobility, curb management and micromobility (bikes/scooters) services, as shown in **Figure 1**.



Figure 1: Mobility Umbrella Framework

Programmatic Elements

The programmatic elements are envisioned to be delivered by a reimagined GET that transitions from a provider of fixed route services to a provider of a variety of mobility services and programs including:

- ✓ High frequency, premium transit operating along linear corridors
- ✓ Flexible on-demand microtransit and connections/partnerships with transportation network companies (TNCs)
- ✓ Local transit route for areas where demand remains warranted
- ✓ Micromobility options including bikeshare and scooter-share
- ✓ ADA paratransit services powered by more convenient trip request technology

Supporting Elements

This integrated mobility model has many supporting infrastructure and technology elements that will be necessary for successful delivery including:

- ✓ Corridor infrastructure to support key transit corridors including dedicated bus lanes, fixed guideway corridors, transit stations, and bicycle/pedestrian connecting infrastructure
- ✓ Transit speed and reliability tools such as bus bulbs, transit signal prioritization (TSP), and queue jump lanes
- ✓ Mobility hubs that physically integrate and connect the various mobility services
- ✓ Integrated trip planning and fare payment enable by smart phone technology
- ✓ Electrification, or other zero emission technologies, for all vehicles within the Greeley mobility fleet, as well as charging solutions for micromobility solutions
- ✓ Possible autonomous operations for certain routes and vehicles, as technology, policy, and safety allow
- ✓ Transit technology solutions

Vision for Mobility in Greeley

The long-term mobility vision, as shown in **Figure 2**, envisions fixed routes, modifications to the existing fixed route system, microtransit zones, micromobility zones, premium transit corridors, regional connections, service development zones, and mobility hubs.

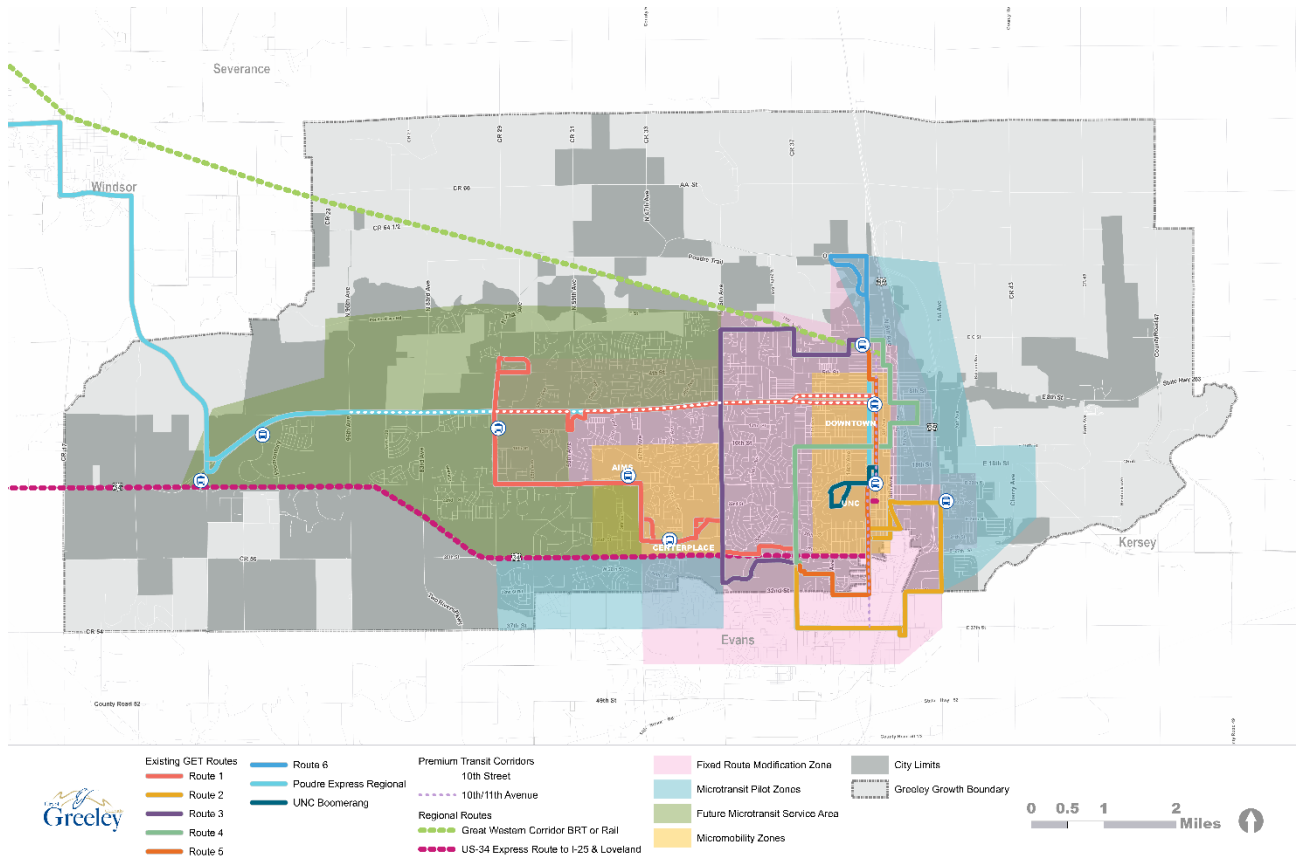


Figure 2: Long-Term Mobility Vision

Fixed Route Transit Reimagined

Within the existing GET fixed route system and service area, as shown below as the pink shaded area of **Figure 4**, there are many opportunities for improvements service delivery that were considered as part of this planning process. However, instead of defining a new vision for delivery of service fixed route transit services as part of this TMP process, it is recommended that the existing fixed route system be reevaluated as part of a future, dedicated effort to reimagine fixed route transit within Greeley and Evans. This would require a detailed transit service planning effort to define the redesign of how fixed route transit is delivered.

Through a future fixed route service delivery project, the analysis should consider:

- What are the current operational challenges of existing routes?
- How can routes be redesigned for efficiency and integration across the existing service area?
- How might new, currently unserved areas need to be served by fixed route service?
- How will travel patterns continue to adapt and change?
- Do new transit service models or route structures need consideration and how are they implemented?
- What will the short-, mid-, and long-range service plans that need to be developed and implemented?

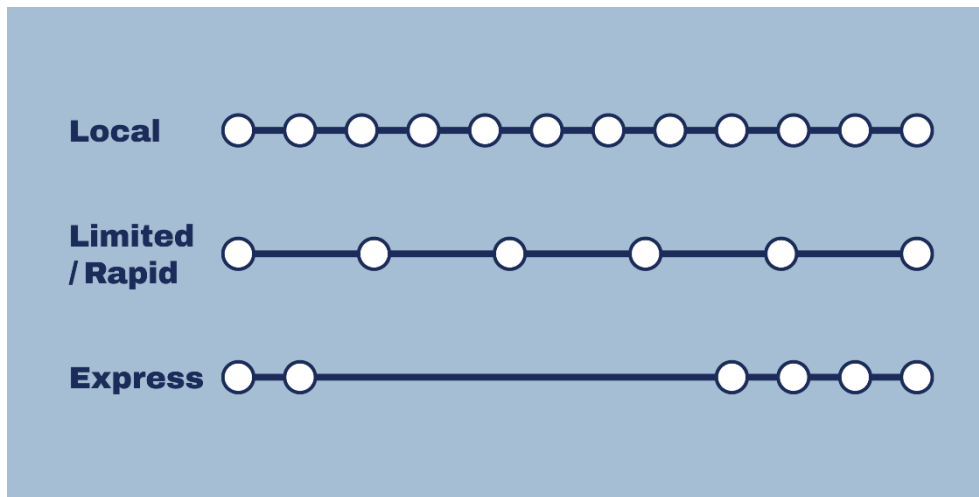


Figure 3: Transit Service Types

This future study should define an innovative yet realistic course and should incorporate a layered network approach where vehicle types/sizes, frequency, span of service, and travel time are varied and customized to the travel needs and demand profile of the areas being served, as shown in **Figure 3**. Fixed route transit is a crucial component of the local community, both from a quality of life and an economic perspective, and we recommend that a plan be developed that allows a new reimagined fixed route service to improve service effectiveness and deepen its community impact.

System design alternatives may include revisions of routes to provide a higher quality of service (such as single-seat trips); route options to expand capacity, frequency, and service convenience; route and schedule modifications to enhance transfer convenience at new or future transit hubs; park-and-ride strategies to intercept employees and day visitors; and provision of flexible transit services (such as microtransit) in lower density portions of Greeley and Evans. This may include the assessment of replacing existing low-productivity fixed-route segments with flexible routes, including deviated fixed route or microtransit, in some or all seasons or times of day. This development of service alternatives should be followed by solicitation of public input, rating of system option performance against the criteria established, and an analysis of community benefits presented for each route and service scenario.



Figure 5: Premium Transit Corridor

The typical characteristics of BRT premium transit are:

- Easy to understand direct routes connecting key destinations
- Rail-style bus stations with zero-step platform loading, real-time bus arrival information, and attractive shelters
- Operates on dedicated roadway corridors (bus-only roadway) and bus only lanes
- Often includes off-board fare payment
- Operates in conjunction with transit signal priority and queue jump lanes
- Unique, iconic branding with buses that look more like trains and are often longer, high-capacity buses
- Typical stop spacing of 1-2 stops per mile

A regional example of a successful BRT corridor is the MAX on Mason service operated by Transfort in Fort Collins, shown in **Figure 6**.



Figure 6: MAX on Mason BRT Service

Key Premium Transit Corridors for Greeley

Within this mobility vision are two key premium transit corridors, as shown in **Figure 7**. One corridor is envisioned to run east-west along 10th Street from downtown stretching out to 95th Avenue. Another corridor is envisioned to run north-south along 10th and 11th Avenues connecting downtown with UNC and Evans.

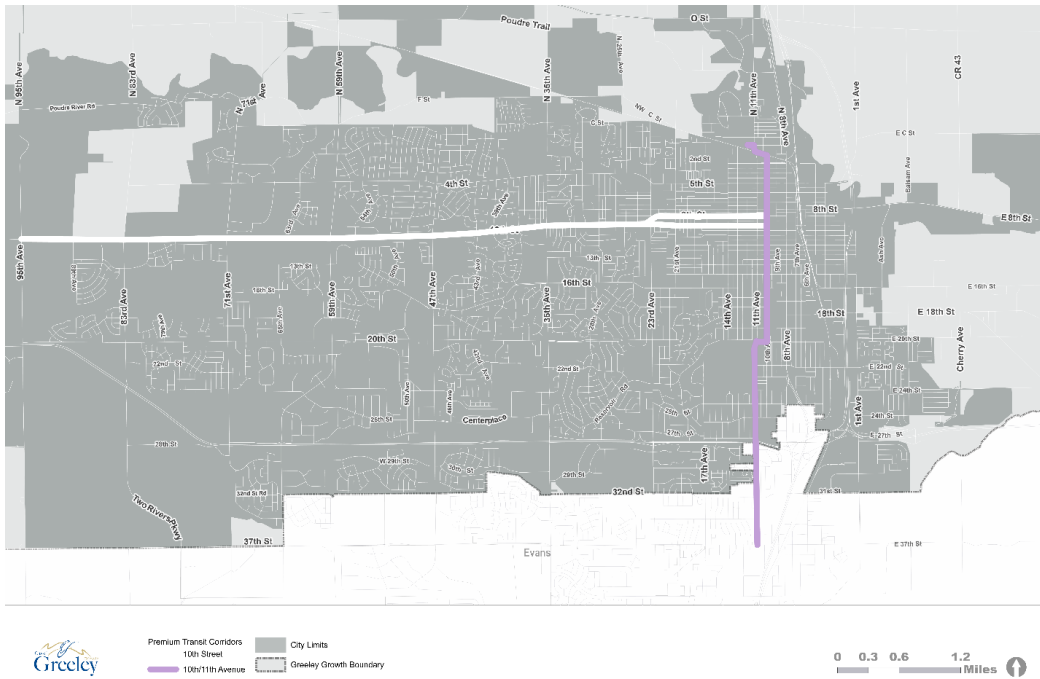


Figure 7: Premium Transit Corridors

Microtransit

Microtransit is a form of demand response transit that leverages smartphone technology through use of a smartphone app, as well as a call-in option or online reservation system, to match trip requests in real-time to dynamic and flexible routes in a defined service area. For users, it is similar to using ride hailing services such as Uber or Lyft with the ability to request a trip within a short timeframe (typically 15 minutes or less) and be picked up and dropped off within a short distance of their origin and destination points (typically 1-2 blocks or less).



Figure 8: The Montbello Connector Microtransit Service

Microtransit characteristics:

- Operates with smaller vehicles, such as cars, vans, or shuttle buses, and microtransit passenger trips are often combined in real-time as the vehicle moves within a defined zone or along a flexible route pattern between established bus stops.
- Is typically established by a city, county, or agency through a contract with microtransit provider, which can be a turn-key provider of the technology platform, vehicles, and drivers or a provider of the technology platform only and utilizing agency or service contractor vehicles and drivers.
- Operates in a defined geographic service area, either completely on-demand with origin to destination service or with predefined stops and/or a predefined trip pattern within on-demand zones where passengers can request pick-up or drop-off locations at or near their destination.
- Has at least a portion of the microtransit vehicle fleet accessible for people in wheelchairs or using mobility devices, and a call-in option is incorporated into the service for those without smartphones.
- Uses vehicles clearly branded as a public transportation service.

Microtransit can be used to enhance existing transit options, to replace low performing fixed route service, or as a new, standalone public transportation service to serve underserved or unserved areas. As a relatively new term, microtransit can be synonymous with terms such as community shuttle, flexible bus, on-demand bus/shuttle, or neighborhood circulator (**Figure 8** shows an example of microtransit service).

Microtransit Success Factors

In the past five years, microtransit has grown in popularity as a public transportation service option. As a result, many lessons have been learned about what success factors contribute to a successful microtransit program:

- Zone area size of two to five square miles per vehicle, depending on density
- Key destinations within service area, such as shopping/retail, employment centers, transit hubs or high frequency transit, medical services, and social services
- Mix of population densities within service area, often matching low to medium density housing with higher density commercial areas or rapid transit
- Ability to group trips to/from key destination at similar times
- Fare structure that balances convenience, affordability, and ridership goals
- Robust marketing and public education
- ADA accessible vehicles and call-in option for those without smartphones

These factors were considered in developing possible solutions for the Montbello service alternatives.

Versions of Microtransit Service

There are several different ways microtransit can be configured to operate. Each model has advantages and disadvantages – the best choice is usually determined by community goals and target markets.

Zonal

In a zonal model, any two points within the defined microtransit zone can be connected. The points are typically connected door-to-door or street corner to street corner. Passengers enjoy the advantage of getting picked up and dropped off exactly where they are and exactly where they want to go, as well as being able to use the service for a variety of trip purposes within the zone. The downside is that passengers are often onboard the microtransit vehicle for longer than they would be in comparison to an equivalent trip by car. In a zonal model, the microtransit vehicle will often take a circuitous route to pick up and drop off passengers along the way, which means the trip time for most trips from start to finish is longer for some of the passengers (typically those traveling longer distances within the zone).

Zone to Point

In a zone to point model, a microtransit zone is defined in combination with a specific destination point, usually a bus or rail station, outside of the zone. In this model, passengers can only go from the microtransit zone to the defined point. Passengers can get picked up or dropped off door-to-door or corner-to-corner in the microtransit zone, but the trip typically needs to start and end at the defined point. This type of service often departs and arrives at the defined point at times that correlate to bus or train departure or arrival times. A zone to point model usually has high ridership but is limited in its target market, as the service is typically used by commuters (or other specific user groups) as a first and final mile connection to rapid transit.

Flex Route

A microtransit flex route model operates more like a fixed route bus with pre-determined bus stops and time points, but a flex route has the ability to go off-route within a specific zone between stops to pick up and drop off passengers who request real-time trips. This allows passengers to choose to use defined stops at a scheduled time or to request a trip in real-time within the flex route zone. This model is more efficient overall, in terms of ability to combine multiple passengers on the same trip, but less convenient for some passengers who may need to make different connections than the pre-determined points.

Examples

Examples of microtransit applications and microtransit service models are shown in **Figures 9 and 10**.

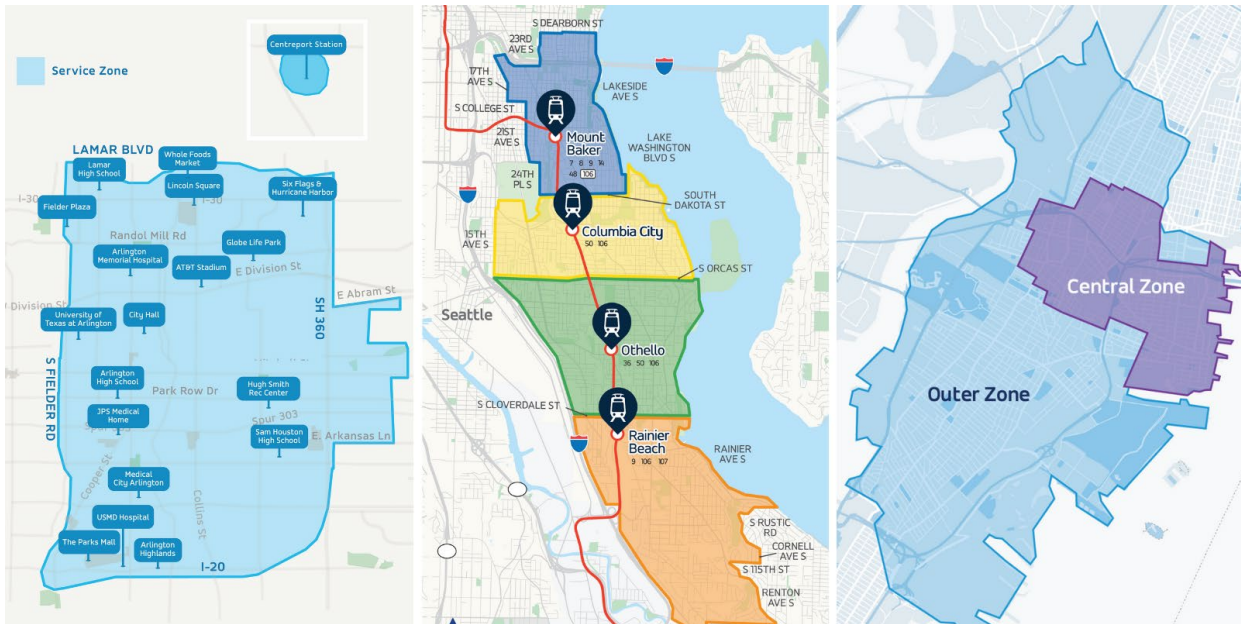


Figure 9: Microtransit Application Examples (Source: Via Transportation, Inc.)

On-Demand Transit Service Models

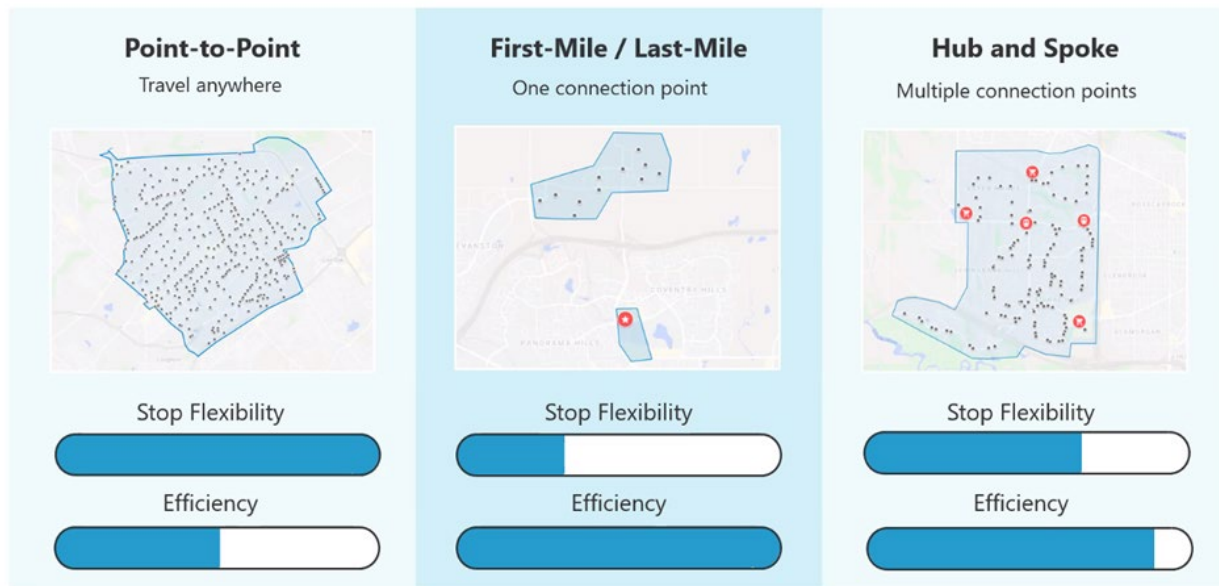


Figure 10: Microtransit Service Model Examples (Source: RideCo Inc.)

Microtransit Zones for Greeley

The blue shaded areas in **Figure 11** show the two initial microtransit zones planned for east Greeley and southwest Greeley. These zones would likely be implemented in conjunction with updates to the fixed route system, as microtransit works best when it is coordinated with fixed route services. A longer-term microtransit

zone, shown as the shaded green area, is planned for west Greeley as demand grows. Eventually, GET may wish to form partnerships with private providers to transfer riders between fixed route transit service and private airport transportation.

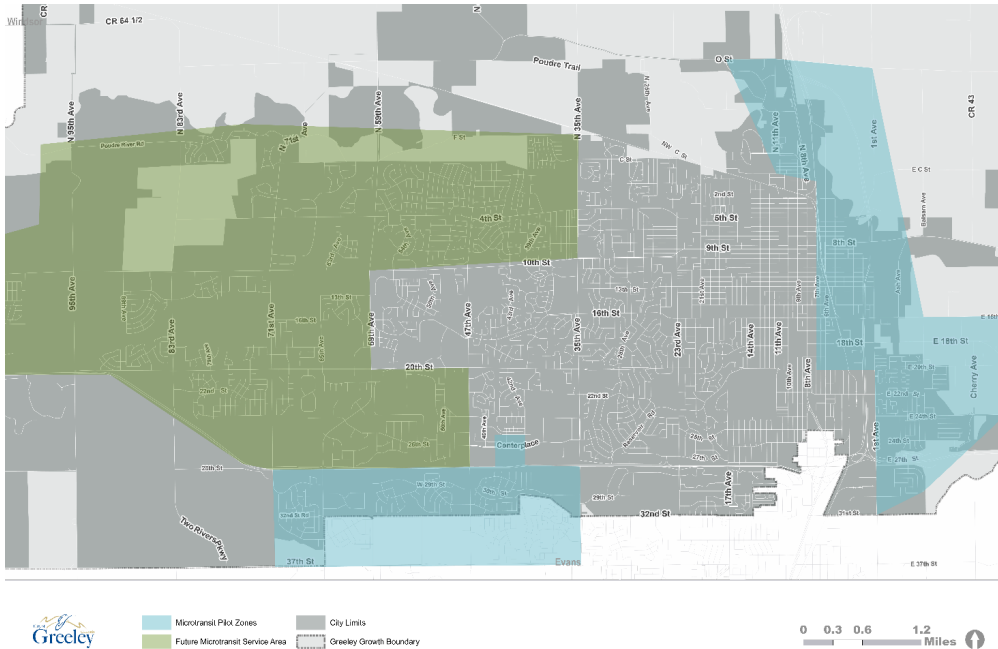


Figure 11: Microtransit Zones

Micromobility

Micromobility solutions, primarily in the form of bike and scooter share, has emerged over the last decade in small and large cities worldwide as another option for meeting the mobility needs of short trips (typically 1-2 miles) on low-speed streets. Advances in battery technology significantly increased the prevalence and use of these systems with electric motors assisting pedaling on bikes or as sole power source on scooters.

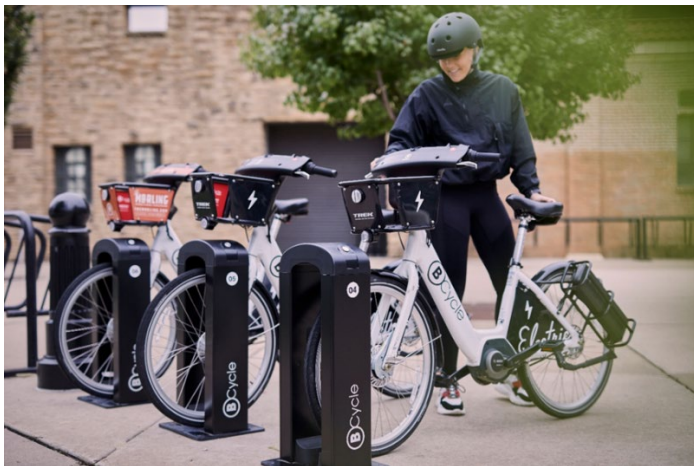


Figure 12: BCycle Bike Share (Source: BCycle)

Operating models vary by location and include systems with docking stations, that are completely dockless, or both. Bikes and/or scooters are placed throughout a certain geography and users can rent a bike or scooter using a mobile device or through a docking station for a one-way or roundtrips (**Figure 12** shows an example of a docking system). After completing a trip, users lock their bike or scooter (at a docking station or within the system’s predefined boundary), which can immediately be used by another customer. Bike/scooter share provide a low-impact affordable mobility option for the community, promote carless lifestyles, and can be used as a first/final mile connection to transit, effectively expanding the reach of transit.

GET will integrate bike/scooter-share into the transit system to extend the reach of transit and increase mobility options for the first/final mile connection. A fleet of shared bikes and/or scooters will be placed at key transit stops and near high activity destinations around Greeley to improve access to transit. To effectively integrate with the transit system, use of the bike/scooter share would be included as part of the transit fare and would be available at most transit stops in the core part of Greeley.

Examples of Integrated Transit and Micromobility Systems

Most current bike/scooter share systems are operated privately and there are few (if any) existing examples of a transit agency also operating a bike/scooter share system. However, there are a couple of case studies of agencies beginning to integrate a single fare payment model between the two systems, including LA Metro and the Chicago Transit Authority (CTA) partnership with the City’s bike share provider (DIVY) through a project called Mobility on Demand (MOD) Sandbox Demonstration. These agencies are still working on payment integration of the two systems, and two of the biggest barriers that have emerged are challenges with public-private partnerships and federal funding limitations that allow pre-tax commuter benefit dollars to be used on transit, but not bike share¹.

Micromobility Development Zones for Greeley

As shown in **Figure 13**, two micromobility development zones are envisioned for Greeley – one stretching from downtown to the UNC campus and one incorporating Centerplace and Aims College.

¹ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-06/FTA-Report-No-0196.pdf>

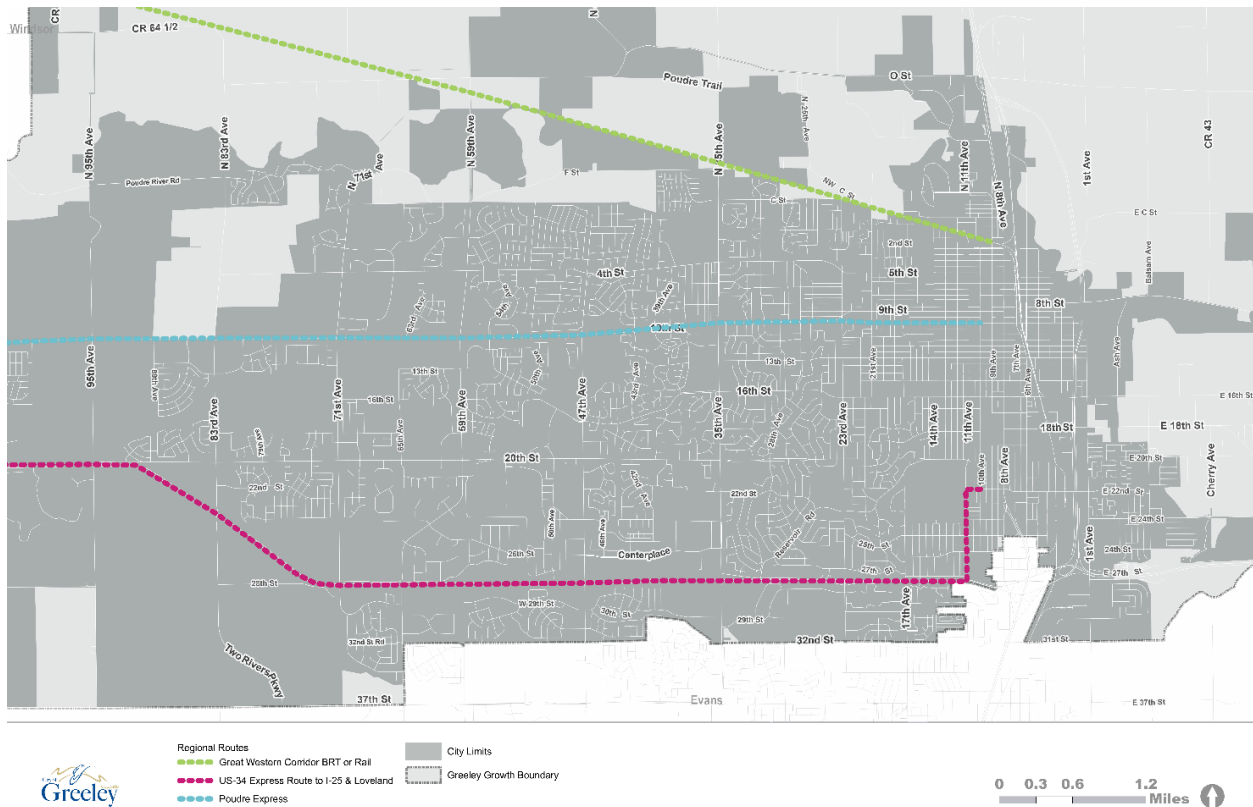


Figure 14: Regional Routes

Mobility Hubs

What is a Mobility Hub?

Mobility hubs are places where people can make seamless connections between multiple transportation options. Mobility hubs offer visibility to – and connection between – public transit and other mobility services that in turn support sustainability, connectivity, and reduce dependence on private vehicles. Mobility hubs can also help reduce congestion due to community growth. Building a hub in one location of the city can help alleviate congestion elsewhere as the benefits from mobility hub services and amenities are felt throughout the network. While individual hubs can form a cohesive network, the design and accommodations at each hub location will vary based on the unique transportation needs of the area.

Possible Mobility Hub Amenities

Mobility hub amenities can be tailored to specific modes as shown in **Figure 15** (e.g., electric vehicle charging or bicycle parking) or be more general (e.g., travel information kiosks or passenger restrooms). Mobility hubs support and connect to major transportation modes like public transit, pedestrian routes, and existing bicycle facilities. Amenities can also provide useful travel information aimed at enhancing the transportation experience, such as information on local restaurants, shops, and hotels.

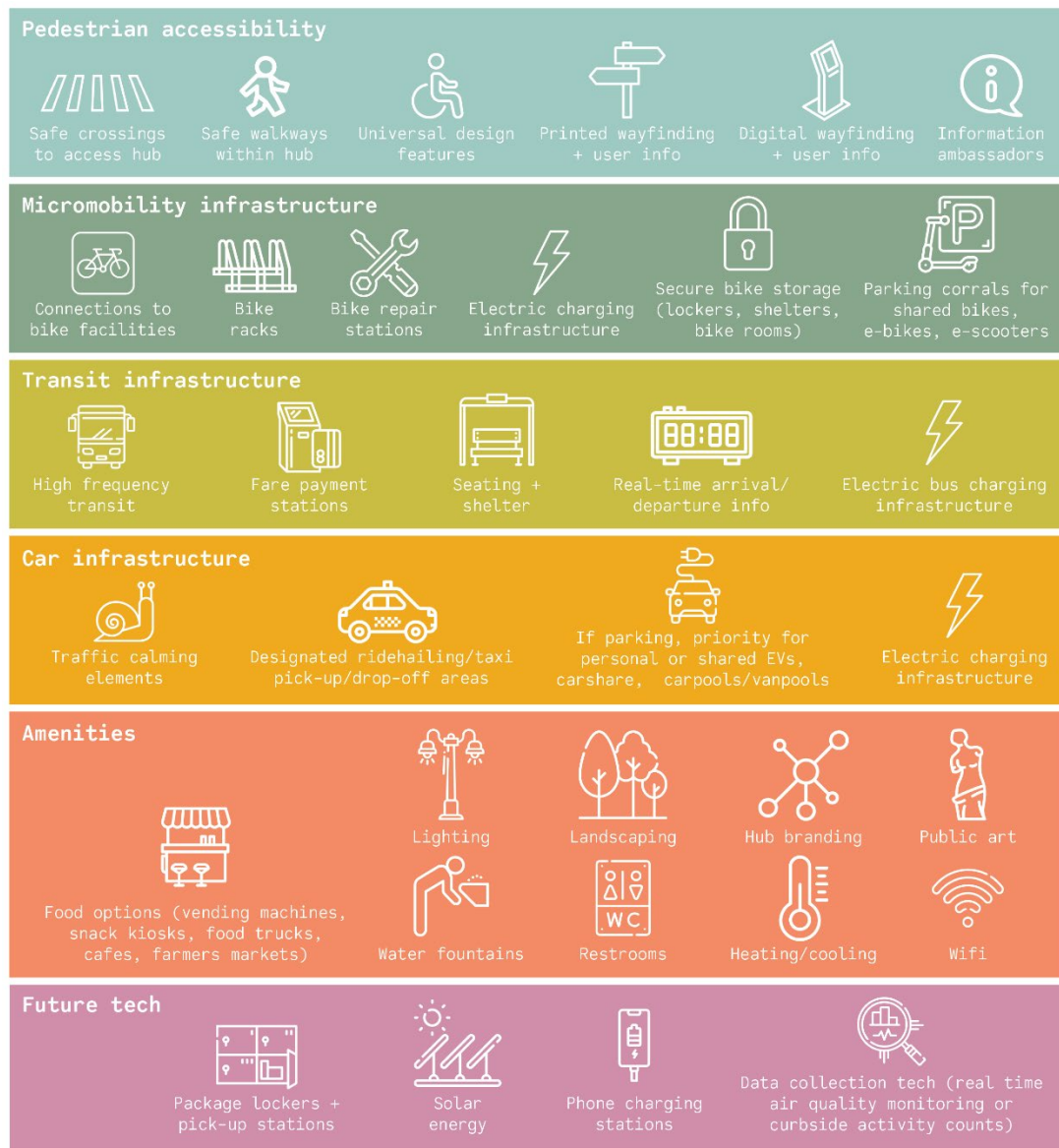


Figure 15: Mobility Hub Amenities (Source: Fehr & Peers)

Potential mobility hub amenities (by mobility hub type) include:

- Parking and Charging
 - Surface parking lots
 - Electric vehicle (EV) charging
 - Structured parking
 - Valet parking
- Multi-modal Amenities
 - Transit service/stops
 - Transit stop enhancements
 - Seating, waiting area, and/or shelter

- Real time travel and trip planning information
- Robust visitor information
- Scooter or bike share parking
- Car share
- Taxi/ride hailing service
- Taxi/ride hailing loading zones
- Access infrastructure, including crosswalks, sidewalks, and bikeways
- Bike racks/secure bike lockers

Certain amenities like bike parking are easier to implement quickly, whereas other amenities like vehicle parking are typically thought of as long-term strategies.

Mobility Hub Examples

Figures 16 and 17 show visual examples of mobility hubs.



Figure 16: Rendering of a Mobility Hub (Source: Fehr & Peers)



Source: City of Minneapolis

Figure 17: Rendering of a Small Mobility Hub

Mobility Hub Locations for Greeley

As shown in **Figure 18**, mobility hub locations for Greeley include:

- The existing GET transit center
- The vicinity of 10th Street and 10th/11th Avenue
- The vicinity of 20th Street and 10th/11th Avenue, adjacent to the UNC campus
- East Greeley, in the vicinity of 22nd Street and 1st Avenue
- The vicinity of 20th Street and 47th Avenue, adjacent to Aims College
- The vicinity of West 10th Street and 71st Avenue
- The vicinity of Centerplace
- The vicinity of Promontory Park
- Development of the existing park-and-ride lot at SH 257 and US 34 Business

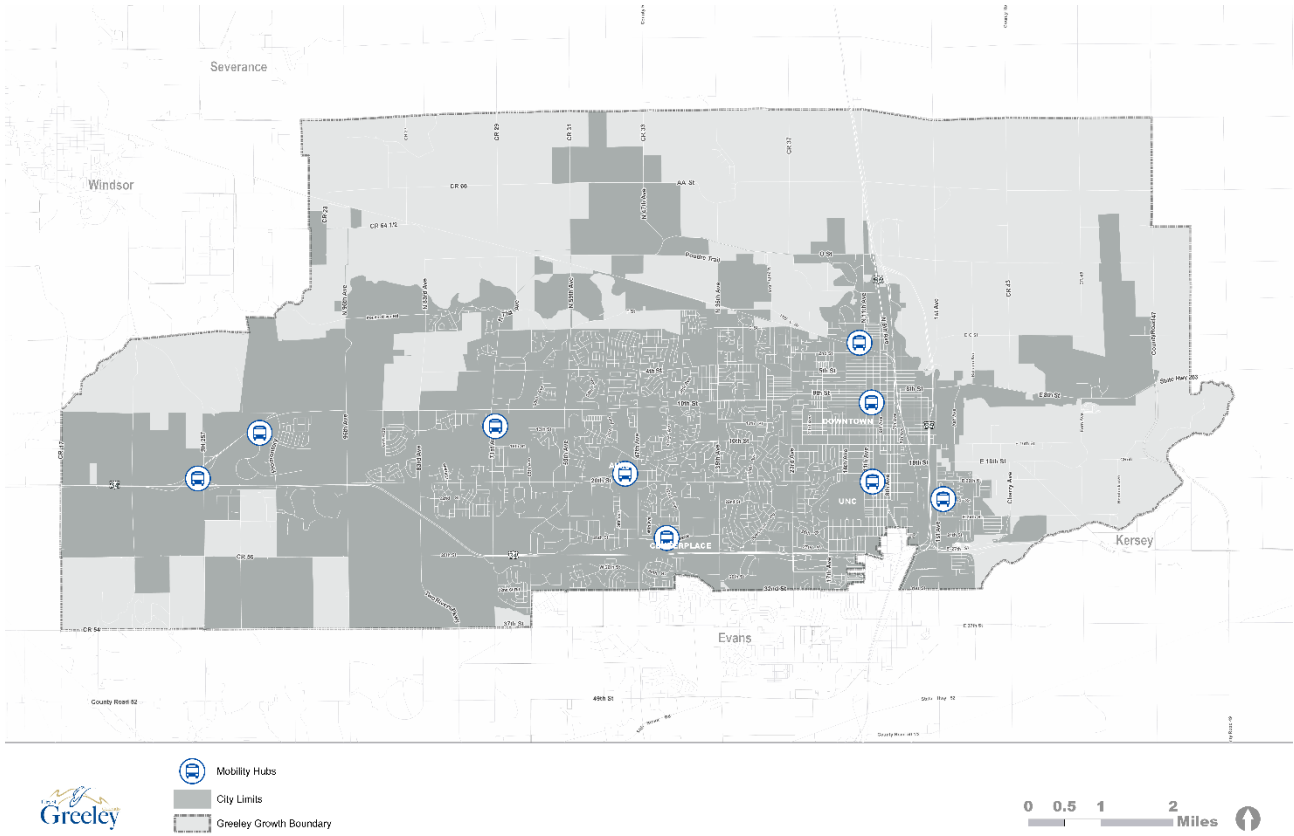


Figure 18: Greeley Mobility Hubs

Implementation

Successful implementation of the new mobility vision requires implementation of projects such as facility development, transit fleet investments, transit speed and reliability improvements, transit technologies, and new models for fare structures and payments.

A summary of projects and associated implementation timeframes is included.

Facility Needs

In support of the mobility vision, vehicle maintenance and storage facilities will need to be evaluated and possibly redesigned or even or relocated, if expansion is warranted. Many factors are necessitating this evaluation of facility needs, such as the transit to zero emission technologies, the implementation of a layered transit fleet to support dynamic and flexible transit services, and other City of Greeley facility planning and fleet needs.

It is possible that the current maintenance and storage facility (shown in **Figure 19**) could support the long-term implementation of the mobility vision, but it may require a reconfiguration or rebuild of the current facility. For administration needs, it is likely that the offices and customer service area of the current GET transit facility will work long-term for mobility vision implementation, even if vehicle maintenance and storage is redeveloped at another site.



Figure 19: Greeley Maintenance and Storage Facility

Transit Fleet

GET will gradually replace its fleet of buses to maintain a state of good repair and expand its fleet to provide reliable transit consistent with the service level needs outline in this plan. The transition to a layered transit network, as identified in the service plan, will require three distinct bus fleet levels:

- **40' City Buses** – GET will transition its fleet of buses that operate on the local fixed route network to a standard 40' city bus to serve the City's backbone transit service.
- **BRT Buses** – BRT buses will serve future BRT corridors and will have unique design and amenity features that may include articulated buses (for higher capacity), wider or more frequent door (to facilitate faster loading and unloading) or other amenities to be determined as part of the BRT design process.
- **Minibus/Vans** – GET will also invest in a fleet of vans (or similar vehicles) to provide microtransit (on-demand) service. The smaller vehicles will match the lower capacity needs of microtransit service, reduce costs (as compared to larger vehicles), provide more flexibility for navigating a variety of street types (including narrower local streets), and allow for a larger pool of potential drivers by eliminating the need for operators to have a commercial driver's license.

Transition To Zero Emissions Vehicles

GET is in the process of gradually replacing its fleet of fixed-route buses with compressed natural gas buses. In the near-term (through 2030) GET will leverage this investment in a fleet of cleaner burning CNG buses (as compared to diesel).

By 2030, as the CNG buses need replacement, GET will gradually replace its bus fleet with battery electric buses (BEBs) or other zero emission technologies. This transition is consistent with CDOT's goal as stated in the 2020 EV Plan of transitioning to 100% of transit vehicles in the state to zero emissions vehicles (ZEVs) no later than 2050 and an interim target of 1,000 ZEVs by 2030 (as of 2018 there were 3,264 transit revenue and service vehicles in Colorado).

Benefits of BEBs (or other ZEVs) include reduced air pollution, greater fuel efficiency, quieter operating buses, and lower maintenance costs. An analysis by the California Air Resources Board found that a 2016 electric bus can save \$336,000 in fuel and maintenance compared to a natural gas bus.² However, there are also several barriers to transitioning to BEBs including the need for new maintenance and fueling infrastructure, training of mechanics, higher purchase costs, and more limited vehicle range among others. Currently BEBs are only available for larger (40') city buses.³ When the time comes, GET will initially focus on replacing its fleet of 40' buses for local service with BEBs and as the technology continues to evolve, BEBs will likely become available and increasingly feasible for all vehicle types and service levels in the layered network.

² California Air Resources Board, Literature Review on Transit Bus Maintenance Cost (Discussion Draft), August 2016.

³ <https://www.codot.gov/programs/innovativemobility/assets/colorado-transit-zev-roadmap-2021-11.pdf>

CDOT developed a Transit Zero Emission Vehicle Roadmap in 2021 that provides statewide guidance and resources, including funding options and planning tools, to aid agencies in transitioning to zero emissions vehicles.

Transit Speed & Reliability and Other Corridor Infrastructure

Future BRT corridors should be designed to maximize speed and reliability to be time competitive with driving. As part of implementing BRT corridors and some high frequency routes, GET will analyze those corridors for potential capital improvements to increase transit speed and reliability. Potential speed and reliability tools to consider may include (but are not limited to):

Transit Signal Priority (TSP)

TSP is an operational improvement to reduce time transit vehicles are delayed by traffic signals by extending the green phase longer or shortening red lights. When a bus is approaching an intersection, the intersection can detect the bus and modify the traffic signal timing (illustrated in **Figure 20**).

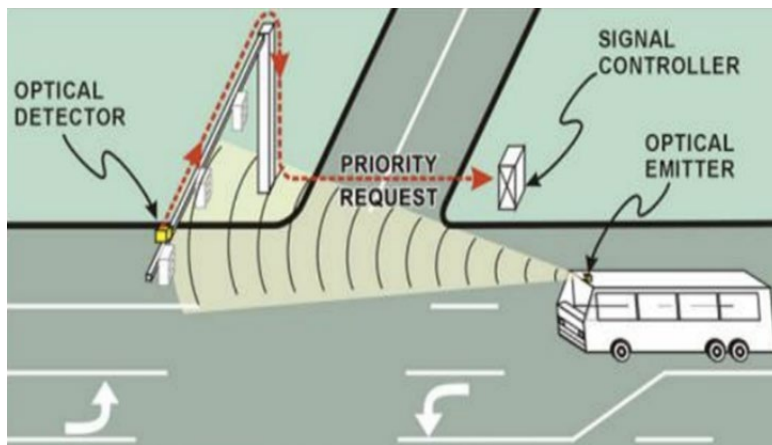


Figure 20: Transit Signal Priority Diagram (Source: NYDOT)

Bus Queue Jump Lanes

Queue jump lanes are short bus-only lanes at congested signalized intersections that allow buses to get around the traffic queue, as shown in **Figure 21**. Queue jump lanes can be shared with a right-turn only lane in some cases. On the intersection approach queue jump lanes should be longer than the length of the peak hour queue. They also need a sufficiently long receiving lane (or thoughtful design) so buses can comfortably merge back into traffic on the far side of the intersection.

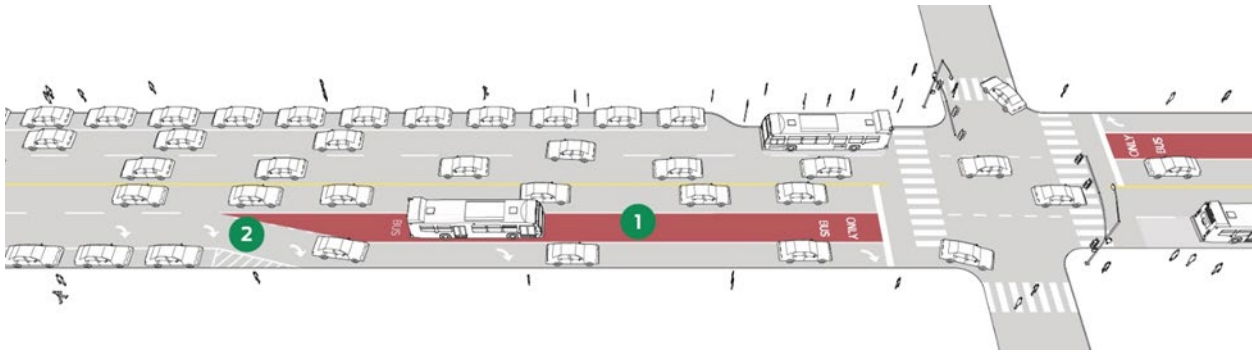


Figure 21: Queue Jump Lanes (Source: NACTO Transit Design Guide)

Transit Only Lanes

Transit only lanes are continuous physically separated rights-of-way for exclusive use by transit vehicles. These can be implemented by repurposing a general-purpose travel lane or widening the roadway. Transit only lanes are ideal along congested corridors, where transit is prioritized, and where other speed and reliability treatments on their own are not effective enough.

Business Access and Transit Only (BAT) Lanes

BAT lanes are designated exclusively for buses and right turning vehicles (**Figure 22**). BAT lanes can improve transit speed and reliability in congested corridors and are typically applied when there is continuous congestion along a corridor (as opposed to at specific intersections), there is limited space for transit-only lanes, and there is a need to also provide vehicle access to side streets and driveways.



Figure 22: BAT Lanes (Source: Denver Streets Partnership)

Bus Bulb-Outs

Bus bulb-outs are curb extensions at bus stops that allow buses to stay in the travel lane when stopping (**Figure 23**). This treatment can speed up ingress and egress at stops and eliminate delay from buses waiting

for a gap to merge back into traffic. Bus bulb-outs are appropriate on corridors with on-street parking or in place of deceleration and acceleration lanes.

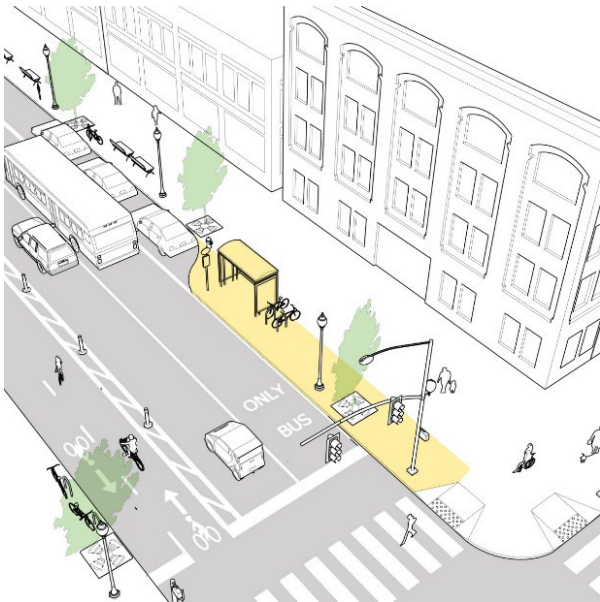


Figure 23: Bus Bulb (Source: NACTO Transit Design Guide)

Removal of Bus Pullouts

Bus pullouts provide space for buses to stop outside of the travel lane. The primary benefit of bus pullouts is to minimize delay to general traffic, but they can cause delay to buses. Removing bus pullouts and converting to an in-line stop would prioritize bus movement by eliminating delay from buses waiting for a gap to merge back into traffic.

Off-Board Fare Payment

Off-board fare payment means passengers purchase their fare at the stop as opposed to when boarding the bus. Off-board fare payment is a core feature of BRT service as it allows passengers to board at multiple doors and can significantly speed up the boarding process.

Level Boarding

Level boarding is a design feature where the curb is raised at bus stops to match the height of the bus floor. This allows people in wheelchairs, walkers, with strollers, or who have difficulty with steps to load and unload more quickly and easily, without the need of a lift, which can substantially increase transit speed and reliability.

Transit Technology

We live in a time when transportation technology and resulting travel patterns are rapidly evolving. Ridesharing, bike/scooter share, microtransit, battery technology, smartphones, autonomous vehicle technology, and other intelligent transportation systems have all had a significant impact in one way or

another on our travel choices and behavior, which has impacted the transit industry in many ways. To best leverage technology and respond to changing trends, GET will explore the best ways to integrate new and emerging transit technologies into their system.

Some of these technologies, such as micromobility, microtransit, and battery-electric buses have already been discussed. A short list of some additional key emerging transit technologies to pay attention to and potentially integrate into GET’s system when the time is right are listed below.

Mobility as a Service (MaaS) Model

Mobility as a Service (MaaS) is the concept where various shared mobility services (such as local public transit, ridehailing service, carshare, bikeshare, private transit, intercity transit) are bundled together into one seamless mobile device application that easily allows a user to plan, book, and pay for trips on a variety of modes using a single interface. MaaS embraces the concept of transportation offered as a service instead of limited by privately owned vehicles. MaaS offers transit agencies the ability to create increasingly attractive incentives to take transit by providing more information about first/last mile options and more transparent information on things like traffic congestion, parking costs, and travel times.

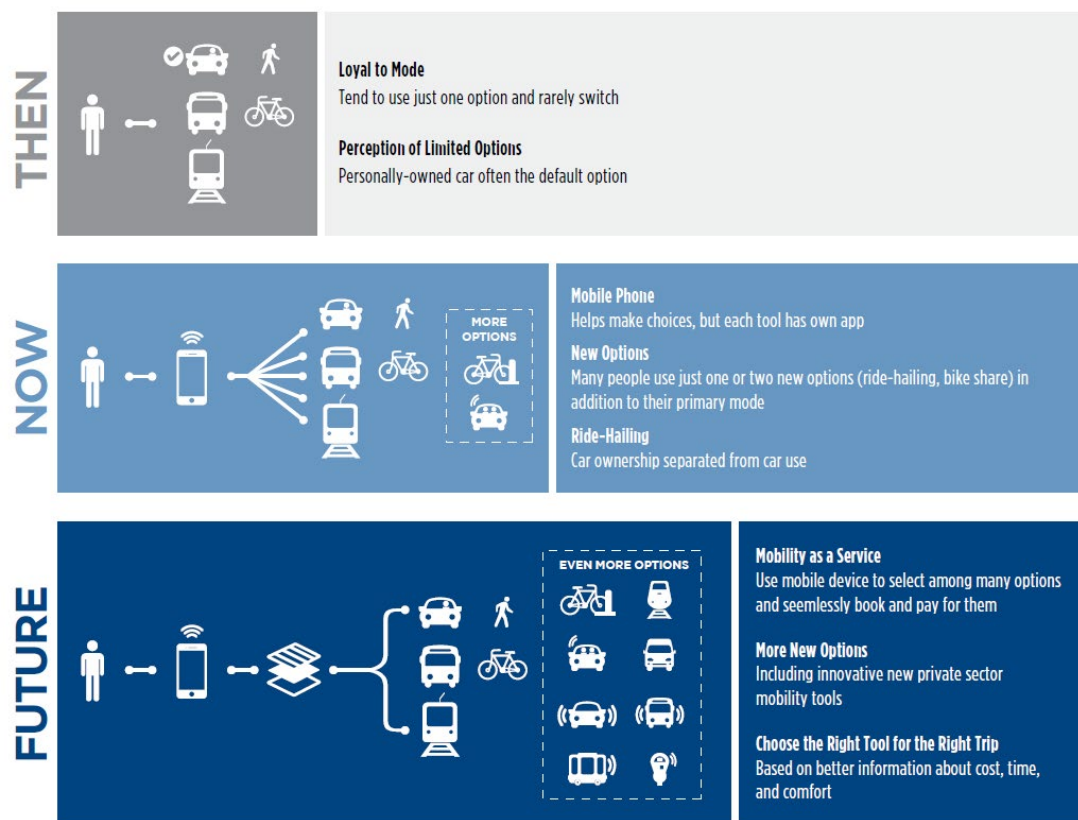


Figure 24: Steps Toward MaaS

As **Figure 24** shows, initial steps toward achieving MaaS could include integrating transit, ridehailing, and/or bike/scooter share into a trip planning application where one trip may best be achieved by using multiple

modes (many current trip planning applications are already starting to offer this). Other early initiatives could include providing a platform where a user could pay for one trip that involves travel between two different transit agencies, such as Bustang and GET, or Transfort and GET. More mature adoption of MaaS would involve more modes integrated together and a means to make a single fare payment for the entire trip on one platform. GET can support advancement of MaaS by providing open data to trip planning applications, taking the lead on new mobility services, such as bike/scooter share and microtransit, and partnering with other transit agencies and mobility service providers.

Fare Payment Models

Fare payment can be a big barrier to encouraging transit use. For many people the cost of transit is the barrier (which is a separate discussion), while for others simply not knowing the cost or not having exact change are enough reason for people to choose not to use transit. To overcome this, over the last couple decades many agencies have transitioned to enabling the use of smartcards, which allow a user to load fares on a pre-paid card and tap or insert the card when boarding. This has also helped to significantly speed up the boarding process and reduce delay. However, fare cards also involve an advance purchase and planning.

Fare payment models continue to evolve and more recently many transit agencies are now switching to mobile device and bank/credit card payment options, which further mitigate the barrier of needing exact change. The Regional Transportation District (RTD) in Denver provides a mobile device application that allows users to purchase transit fares online and active when boarding. More recently the Metropolitan Transit Authority (MTA) in New York City introduced a system called OMNY, which allows users to pay their fare instantly by tapping a mobile phone or credit/bank card.

GET will explore offering new fare payment options on its buses as these technologies continue to emerge with the goals of supporting more transit use, reducing boarding delay, and allowing for fare payment integration with connecting services and other mobility providers.

Autonomous Transit

Autonomous vehicle technology continues to evolve and while there are many examples of fully autonomous vehicles operating in cities around the world today, it has yet to fully penetrate the travel market. That is likely to change in the future, and transit agencies are likely to be one of the early adopters given that buses generally operate on pre-defined routes and in some cases along exclusive right-of-way (i.e., rail and BRT). This predictability is ideally suited for autonomous vehicle technology. One of the greatest potential benefits of autonomous transit is the potential cost savings by reducing the single most expensive cost of transit, which are bus operators. Other benefits may include improved safety, greater fuel efficiency, more precise station docking, and smoother service.

Autonomous transit has not yet advanced beyond the pilot stage within the United States, so there are still many unknowns with this technology. Given the recent trend autonomous transit is not likely to be a cost-effective solution until sometime after 2030. However, given the advantages it may provide, and the potential rapid evolution of the technology GET will monitor its advancement for consideration in the future.

Project Summary

The summary of all mobility projects is shown below in **Table 1**.

Table 1: Greeley on the Go Mobility Projects

Project	Timeframe
<i>Infrastructure and Fleet</i>	
Transit technology development	10-year
Mobility hub: 10 th Ave and 10 th St Mobility Hub	10-year
Mobility hub: UNC	10-year
Mobility hub: SH 257 Interchange	10-year
Mobility hub: Centerplace	10-year
Mobility hub: Aims	10-year
Mobility hub: GET Transportation Center	10-year
Microtransit electric vehicles	10-year
Bus stop consolidation	10-year
ZEV fleet conversion plan	Long-range
10 th St. corridor development to support premium transit	Long-range
10 th /11 th Ave. corridor development to support premium/BRT transit	Long-range
Mobility Hub: West Greeley	Long-range
Mobility Hub: 71st Ave.	Long-range
<i>Services, Programs, and Routes</i>	
Microtransit pilot in East and South Greeley	10-year
Mobility implementation plan	10-year
Fixed route reimagining and reconfiguration with flexible transit options	10-year
Micromobility pilot for Downtown/UNC and Centerplace/Aims	10-year
Full microtransit implementation	10-year
High frequency route implementation – 10 th St.	10-year
High frequency route implementation – 10 th /11 th Ave.	10-year
Regional routes – US 34	10-year
Regional routes – Poudre Express service growth	10-year
Premium/BRT route implementation – 10 th St.	Long-range
Premium/BRT route implementation – 10 th /11 th Ave.	Long-range
Regional routes – Great Western	Long-range

Mobility Implications

Organizational Restructuring

Currently, GET is structured to support primarily fixed route and paratransit operations, as this has been the historical focus of the transit department. Going forward, GET will need to transform from a dedicated transit organization into a multimodal provider of mobility options that include micromobility, microtransit, fixed route, BRT (premium transit), and paratransit. Additionally, the new Greeley Mobility Department should be responsible for parking and curbspace management, multimodal planning, and transportation infrastructure development. A new vision for how this new department could be functionally organized is shown in **Figure 25** below.

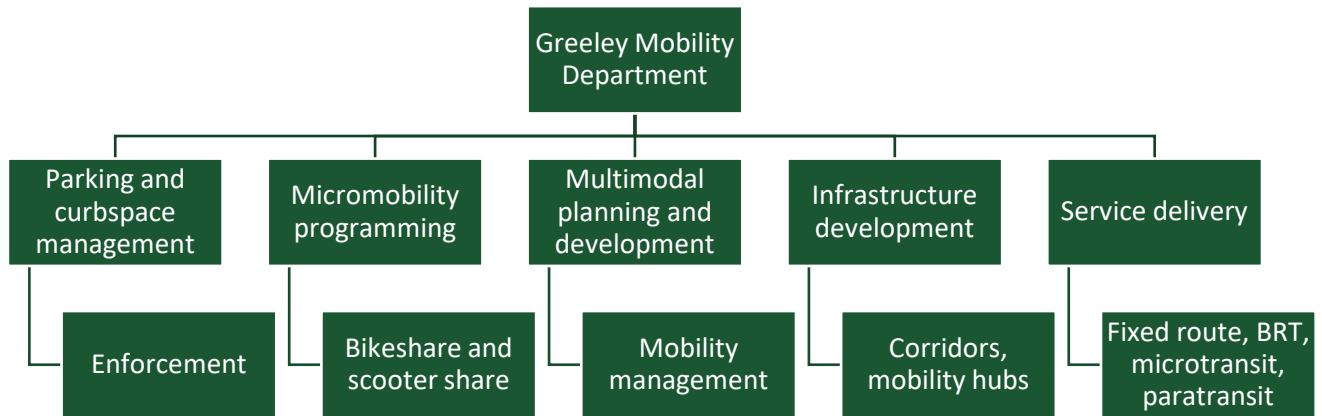


Figure 25: Proposed Greeley Mobility Department Organizational Structure

Adaptable Fleet

GET currently has a transit fleet consisting of 33 revenue vehicles in total, of which 24 are fixed route buses and nine are paratransit vans. For fixed route service, GET has moved to primarily 40' and 35' heavy-duty fixed route buses.

In the future, as more flexible and adaptable services such as microtransit are developed, the fleet will need to be more adaptable to meet the new service delivery vision of a layered transit network. In particular, the fleet will need to include:

- New BRT-style high-capacity buses (likely larger than 40') for the premium transit corridors of 10th Street and 10th/11th Avenue
 - Battery-electric or fuel cell technology

- Less 35' and 40' fixed route buses than today
 - As microtransit and premium transit is developed, it is likely that local fixed routes will require less traditional fixed route buses
- New microtransit vehicles
 - Electric sedans, minivans, and passenger vans
- Less paratransit vehicles
 - Trips will be comingled with microtransit and require less dedicated paratransit vehicles

Supporting Policies and Plans

To help fulfill the new mobility vision, many policies and plans will need to be revisited, adapted, or developed including:

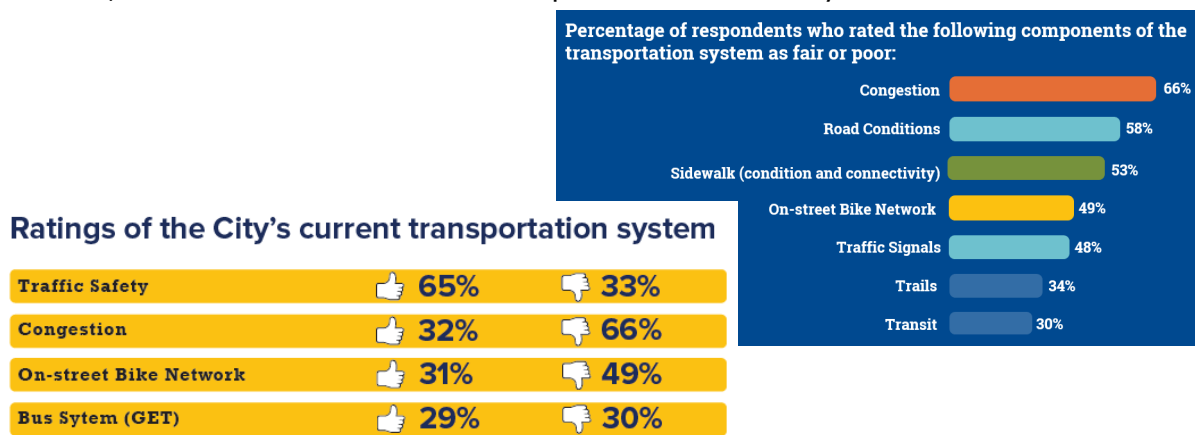
- ✓ Fare policies, such as payment methods or possibility of fare free
- ✓ Asset sharing and resource consolidation for support of the new mobility organizational structure (e.g., fleet and maintenance facilities)
- ✓ Human resource development including creating new positions and modifying existing positions
- ✓ Use of technology policies including data protection and privacy policies
- ✓ Rules and regulatory considerations for emerging mobility such as autonomous vehicles
- ✓ Accessibility assurances for microtransit and micromobility services including possibly updating ADA plan
- ✓ Change management strategies and organizational roadmap
- ✓ Updated short range transit plan for reimagine fixed route services
- ✓ Zero emission fleet transition plan

Community Survey

A survey on the transportation needs of community members was circulated via the City of Greeley’s website, the *Greeley on the Go* project website, and the City of Greeley Facebook, Instagram, and Twitter accounts. The survey was provided in both English and Spanish and was available for eight weeks in April and May of 2021. In total, 667 responses were received.

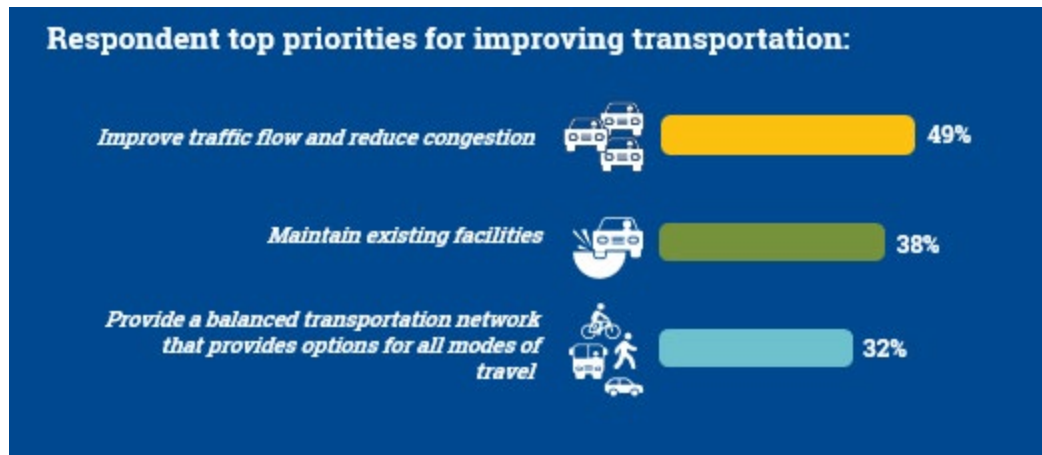
Of the respondents, 73% represented Greeley residents, with the remaining respondents working and/or attending school in Greeley. When asked about current travel modes, 85% of respondents indicated they drive alone as their main mode of transportation, though 40% of respondents walk and 25% ride a bicycle regularly.

When asked about the current transportation system, respondents rated congestion, road conditions, and sidewalks as the weakest components of the mobility network.



When asked what types of improvements would make individuals feel safer while driving, 62% of respondents indicated that they would like to see less congestion and delay at intersections and 46% indicated a desire for more left turn lanes. Forty one percent of respondents to the question indicated that driving safety could be enhanced if bicyclists could have a dedicated travel lane or separate path. Relatedly, when asked about the experience of riding a bicycle in Greeley, 32% of respondents indicated it is not easy to ride a bicycle in Greeley because it feels unsafe (63% of respondents) and because of a lack of dedicated facilities (59% of respondents). When asked about riding the Greeley-Evans Transit system, 50% of respondents indicated they would use transit more if the buses came more often and 45% indicated they would utilize transit if there was a bus stop closer to their home or final destination.

When evaluating top community priorities as identified in the survey, the *Greeley on the Go* project team learned that community members are most concerned with improving traffic flows, maintaining existing facilities (i.e. addressing potholes and upgrading sidewalks), and having access to a transportation system that provides several travel options (e.g. walking, bicycling, and transit in addition to driving).



Focus Groups

Focus group conversations were held with the Boys and Girls Club and the Immigrant and Refugee Center of Northern Colorado. Participants in the focus group conversations identified several barriers to access throughout the community, including the inability of east Greeley residents who do not have access to a vehicle to visit stores with fresh produce, pedestrian connectivity across US-85, and the lack of awareness among potential transit riders on how to use the GET system. Participants suggested that improving community access through transit would require a combination of route modifications to better serve key destinations, like the food bank, along with travel training to help youth, recent migrants, and other populations feel more empowered to ride transit.

Intercept Events

The *Greeley on the Go* project team visited several locations around the City of Greeley throughout the summer of 2021 to meet community members at popular destinations and to share information about the transportation master plan effort. Five intercept events were held at the:

- Greeley-Evans Transit Center
- Greeley Farmers' Market
- Active Adults Center
- Rodarte Center
- Arts Picnic

In total, project team staff was able to hear from 181 community members at the intercept events. Participants were asked to share feedback on aspects of the transportation system that are working well along with ideas for areas of improvement. According to intercept event participants, areas of strength include the growing trails network, with a high share of participants identifying the Poudre Trail as a significant asset, and the Poudre Express as a strong option for regional travel. Areas identified as needing improvement include the surface quality of the roadways and the delays that drivers encounter at signalized intersections including 47th Ave & 10th Street and 28th Avenue & 16th Street. In addition, participants would like to see improved pedestrian connections like completed sidewalk gaps on 23rd Avenue and more comfortable pedestrian crossings at intersections with higher rates of pedestrian activity like 10th Avenue & 16th Street.



Community Workshop

The public meeting was hosted at the outdoor entrance of the Greeley Family FunPlex Recreation Center. A total of 75 people, including 10 children under the age of 16, participated in the event. It was observed that the attendees were mostly joining the activities from intercepted foot traffic going to or from the Recreation Center entrance. There were staff at each station, so each visitor had someone representing the project to walk them through the station and answer all questions. Additionally, all content we provided was bilingual. Overall, we had a positive interaction with the community members that participated. They expressed gratitude for being listened to and for making the event interactive.

Children's Participation ages 5-15

Staff dedicated a table for children under the age of 18 that attended the public meeting. A total of 10 children participated in the children's activities. They were prompted with 3 questions and asked

to draw their answers: 1. Do you walk, bike, drive, or take the bus mostly through Greeley? 2. What do you love the most about that way of getting around? 3. What do you think would make it easier for you?

These questions were successfully answered by about 5 of the child participants, and those answers are outlines below in the quotes section. The other 5 children didn't engage with the prompts.

Children (under 16) Quotes:

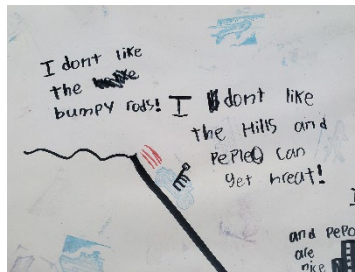
"I feel really unsafe when the sidewalk is too close to the street" – Child resident (8-10 years old)

"Steep streets feel really unsafe to me, I would like to see more flat roads that I can ride my bike on safely" – Child resident (8-10 years old)

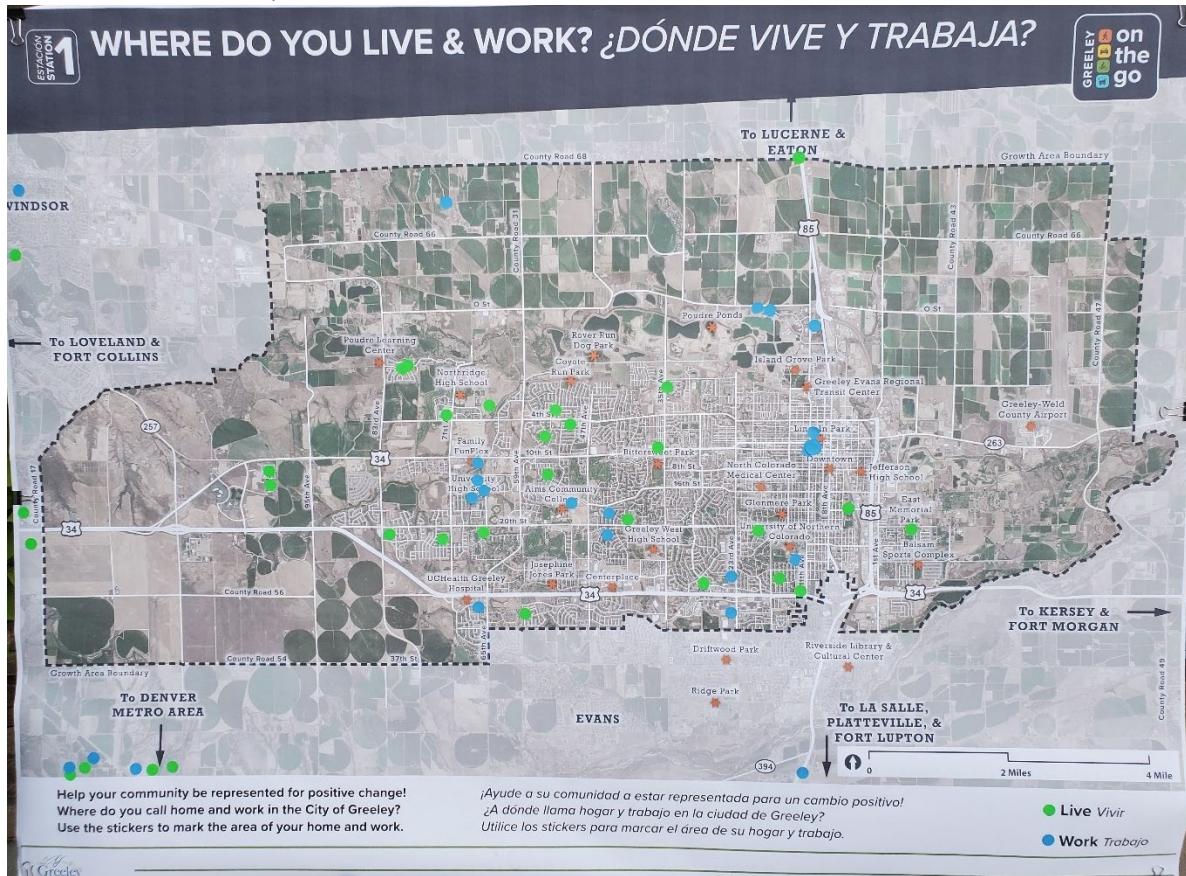
"I like all the buildings and the people here are nice" – Child resident (5-7 years old)

"I don't like the bumpy roads! I don't like the hills and people can get hurt!" – Child resident (5-7 years old)

"The holes in the street are really bad here and its dangerous when riding a bike, especially when there is a big hill" Child resident (8-10 years old)



Station 1: Where Participants Live and Work



Where do you live and work? (Dot sticker activity)

In the first activity station, participants were asked to place dot stickers in locations they live and work. We noticed a few locations that were clustered, but mostly the locations were dispersed through Greeley.

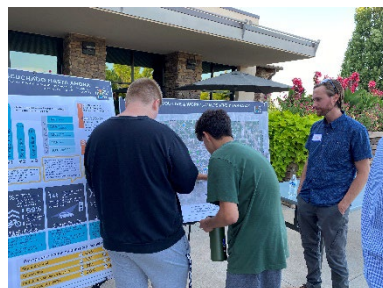
Cluster of people living near: Poudre Learning Center (2)

Clusters of people working near: Lincoln Park (7), Poudre Ponds (3), University High School (4)

Total sticker count:

Live within Greeley:
29

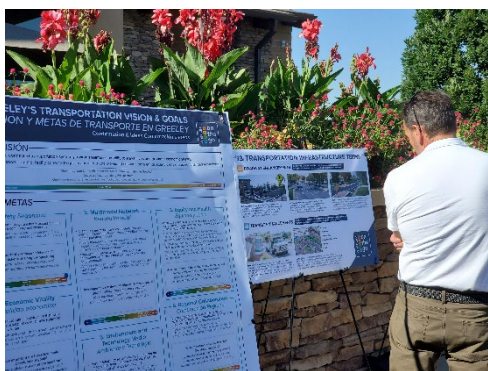
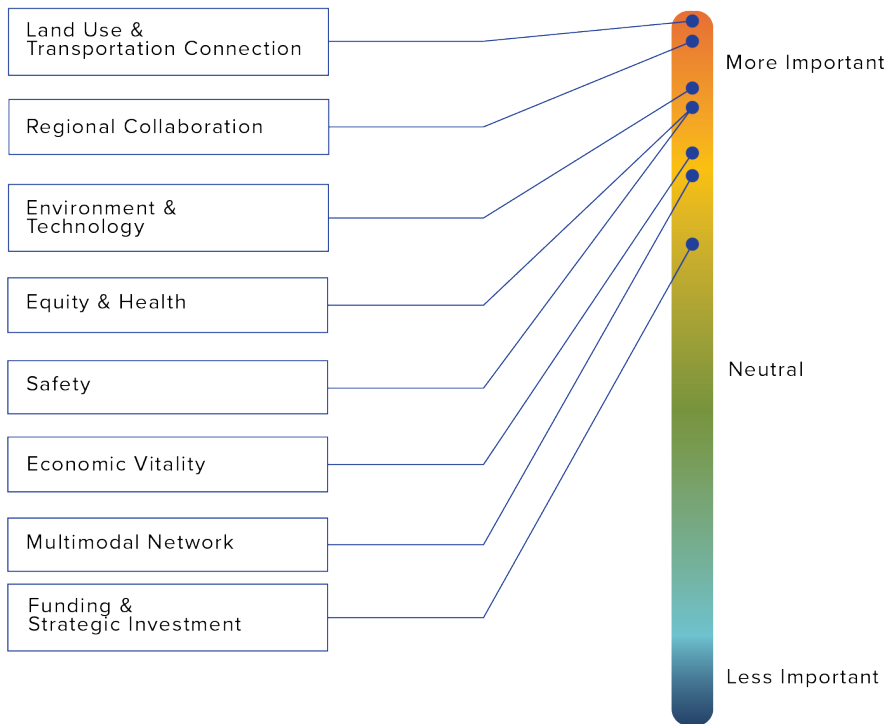
Work within Greeley:
23



Station 2: Voting on Vision and Goals

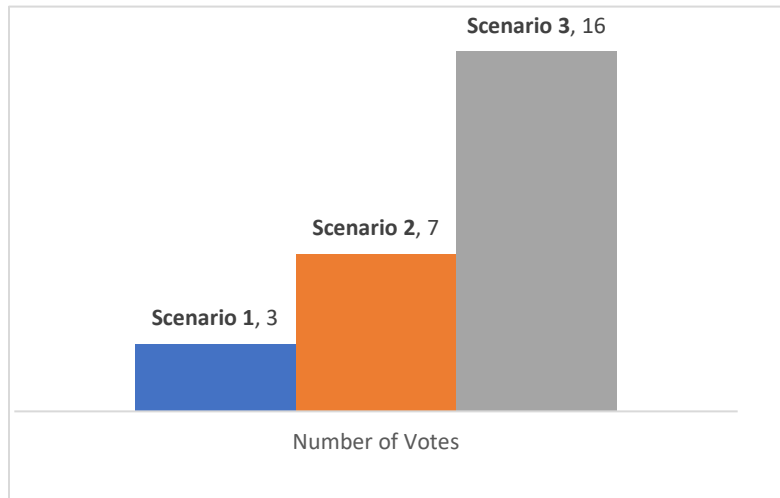
Participants were given a sheet of sticker dots and asked to vote along a spectrum the value they saw in the vision and each of the 8 goals. Overall, we saw that most participants were not voting on the goals they saw as less important and only voted on the goals they found to be more important. We were able to find the average of each spectrum and displayed that in the graphic below.

The vision only received one vote and it was voted as "more important."



Station 3: Voting on Scenarios

Participants were walked through a full explanation of all 3 scenarios with a series of boards and a staff member. At the end of the explanation, community members were asked to vote on which scenario they think should represent the future of transportation in Greeley and what changes to the scenarios they would like to see.

Which scenario do you think should represent the future of transportation in Greeley?**Would you like to see any components of the scenarios change? If so, let us know your ideas:**

- Roadway elements of scenario 1 & bike/pedestrian from scenario 3
- Micro-transit to cities north of Greeley, Eaton
- Vehicles from scenario 1 and 3 – transit too
- More round-abouts
- Adding capacity on congested roadways
- Awareness of transit. People can't use it if they don't know
- Less roads, more trails and nature



Station 4: Project Type Priority Buckets

The activity for this station offered community members an opportunity to fairly vote for each of the project types that are in consideration for this Plan. Participants were given 5 tokens and asked to place them in the buckets that represented the project types that they would like to see prioritized. They were allowed to use all their tokens in one bucket if they wanted to. Each bucket was clearly labeled with the names in the list below and was accompanied by a collage of images that gave more clarity to the project types. The "Other" bucket gave participants the opportunity to write on their token their priorities that were not offered in the other buckets.

Results of the bucket voting:

PROJECT TYPES	VOTES
Bike Facilities	31
Transit Enhancements	25
Road Safety	23
Road Maintenance	20
Pedestrian Facilities	17
Transportation Amenities	16
Road Expansion	14
Other...	...
Micro-transit	3
Rideshare and electric cars	3
Less impervious surfaces /	3
Landscaping in ROW/trails	
Light rail	2
HWY 34 expansion	1



Station 5: Mapping Connections Activity

Community members were asked to mark routes with colored tape where the walk, bike, take transit, and drive within the city of Greeley, which is seen below in the image. Staff/consultants wrote each relevant comment that was made by the community members during the activity, and we typed those comments in the list below for eligibility.



Comments made during activity:

Location Specific Comments:

1. Better access to recreation in central neighborhood
2. Better crossing across 85
3. Better access for residents in eastern neighborhood
4. To: Discovery Bag Pool
5. Congestion
6. Congestion (car wash, gas station)
7. Greeley to Windsor transit

General Comments:

- Off street trails for recreation
- Shift people from using cars to other modes for less traffic

- Paths between neighborhoods and schools
- Walk or bike
 - Off street trails that extend out to Ames
 - Connect to place
- O street
 - Repaving
 - Add shoulder
 - Improve safety
 - Heavy traffic
- Need 24-hour bus service
- Speeding on 34th
- More transit for all abilities
- Clear and easy to use particularly for people with development disabilities
- More advertising and info about para transit
- Bike Repair stations
- More bike parking and secure bike parking
- Missing sidewalks, need walking paths
- Has been (spelling) several time - Larson trail at 4th street
 - Connection from Greeley to Poudre trail
- Would like to see on street bike lanes on 20th street
- More bike lanes everywhere
- Downtown bike connections are good
- A lot of people don't ride transit because they don't know about it. More amenities, free transit
- Went to see a transit route direct to the airport
 - Connect to existing airport routes
- Safer and accessible pedestrian spaces
- Safety for kids/ped around school zone (cars speeding)
- A lot of people don't ride transit because they don't know about it. More amenities, free transit
- Went to see a transit route direct to the airport
 - Connect to existing airport routes
- Safer and accessible pedestrian spaces
- Safety for kids/ped around school zone (cars speeding)



Summary

In total, the *Greeley on the Go* community engagement process had a wide reach. The goal of raising awareness about the planning process and learning firsthand the transportation needs of

Greeley community members was accomplished through a multifaceted approach of combining digital engagement opportunities via the project website and online survey, small group conversations with key stakeholders, direct engagement with community members through intercept events, and by inviting the community to join an open house event. As a result, *Greeley on the Go*, represents a diverse set of viewpoints and priorities voiced by community members.

Existing Conditions

The full existing conditions report that was delivered to COG in July 2021 will be included as an appendix

Full Project List and Prioritization Methodology

The following inputs will be used to prioritize proposed streets and active transportation projects into three tiers: low-, medium-, and high-priority.

- **Access to key destinations:** facilities within 1/2 mile of bus stops, planned mobility hubs, schools, parks, shopping centers, civic buildings, and trail access points
- **Safety:** High crash locations as defined by the City of Greeley crash index
- **Demand:** Population + employment density
- **Equity:** low-income households

Each section below describes how prioritization points will be assigned for each input. For each individual score, thresholds for scores 1-5 will be defined based on the breaks established in the data.

1. **Access to key destinations** – *Does the proposed project provide access to key destinations?*

Equally weighted; projects within a 1/2 mile buffer of the following key destinations:

- Bus stops
- Planned mobility hubs
- Schools
- Parks
- Shopping centers
- Civic buildings
- Trail access points

Table 1: Key Destinations Scoring System

Score	Intersection or Site Projects (Number of Key Destinations)	Corridor Projects (Number of Key Destinations)
1	0-2	0-1
2	3-12	2-6
3	13-17	7-14
4	18-25	15-33
5	26-44	34-173

2. **Safety** – *Does the proposed project address roadway safety concerns in the City?*

Number of crashes normalized by VMT and crash severity (crash index score). Normalizing crashes by VMT creates a better point of comparison for street segments. Bicycle and pedestrian-involved

crashes are less prevalent nominally but tend to be more severe in nature. Weighting bicycle and pedestrian-involved crashes more heavily helps to normalize crash data during the prioritization process.

Table 2: Corridor Safety Scoring

Score	Intersections or Site Projects (Crash Index)	Corridor Projects (Max Crash Index)
1	0-0.25	0-0.75
2	0.2501-5	0.7501-1
3	0.5001-1	1.0001-2
4	1.0001-2	2.0001-5.5

3. **Demand** – *How many people does the proposed project serve?*

Based on a transportation demand index that was developed using two factors:

- Max Population density (pop/mi²) + Max Employment Density (Job/mi²)

Table 3: Demand Scoring

Score	Intersection and Corridor Projects (Max Population + Employment Density/Mi)
1	0-3500
2	3501-5000
3	5001-7000
4	7001-11500
5	11501-39500

4. **Equity** – Does this project improve access for underserved (i.e. low income) populations? This measure assesses whether the project serves a low income census tract, which is one with an annual median income below \$57,586 (the median household income in Greeley in 2019).

Table 4: Equity Scoring

Score	Intersection and Corridor Projects (Low Income Neighborhoods Served)
0	0
2	1-3
4	4+

Final score >10 Tier 1

Final score 6-10 Tier 2

Final score 0-5 Tier 3

Greeley on the Go: 10-Year Corridor Projects

Name	Type	Extent 1	Extent 2	Description	Horizon	Cost	Score	Tier
8th Ave	Street	5th St	16th St	Streetscape and safety enhancements	10-Year	\$ 408,330.00	18	1
16th St	Active Transportation	14th Ave	2nd Ave	Road diet with streetscape enhancements and improved multimodal facilities	10-Year	\$ 1,994,590.00	18	1
9th St	Street	23rd Ave	10th Ave	Convert one-way streets to two-way with safety, pedestrian, transit and bike improvements. Widen sidewalks. Estimated cost: 4300000	10-Year	\$ 4,300,000.00	18	1
7th Ave	Active Transportation	6th St	22nd St	Improved bicycle and pedestrian facilities & crossings	10-Year	\$ 2,992,080.00	18	1
9th Ave	Active Transportation	C St	17th St	Improved bicycle and pedestrian facilities & crossings	10-Year	\$ 3,007,290.00	18	1
10th St	Street	23rd Ave	10th Ave	Convert one-way streets to two-way with safety, pedestrian, transit and bike improvements. Estimated cost: 4300000	10-Year	\$ 4,300,000.00	18	1
14th Ave	Active Transportation	Island Grove	16th St	Road diet, new bike facilities, improved crossings	10-Year	\$ 1,359,800.00	18	1
10th Ave	Active Transportation	3rd St	26th St	Improved multimodal facilities	10-Year	\$ 3,324,490.00	18	1
23rd Ave	Street	29th St	4th St	Multimodal safety improvements, install missing sidewalks	10-Year	\$ 515,742.12	18	1
10th/11th Avenue	Mobility			High frequency transit in short term, BRT long term	10-Year	\$ 83,430,000.00	18	1
10th Street	Mobility			High frequency transit in short term, BRT long term	10-Year	\$ 171,680,000.00	18	1
Poudre Express Enhancements	Mobility				10-Year	\$ 80,200.00	18	1
22nd St	Active Transportation	7th Ave	1st Ave	Improved bike and pedestrian facilities	10-Year	\$ 7,020.00	17	1
No. 3 Ditch Trail	Active Transportation	4th St	16th St	Off-street trail extension along the Number 3 Ditch	10-Year	\$ 4,145,440.00	17	1
US-34 Express Route to I-25 & Love	Mobility				10-Year	\$ 71,200.00	17	1
8th Ave	Street	16th St	25th St	Streetscape and safety enhancements	10-Year	\$ 462,540.00	16	1
35th Ave	Street	4th St	29th St	ITS operational improvements	10-Year	\$ 640,000.00	16	1
4th St	Street	23rd Ave	Dundee Ave	School safety improvements: traffic calming, road narrowing, streetscape enhancements	10-Year	\$ 7,713,900.00	16	1
22nd St	Active Transportation	8th Ave	11th Ave	Improved multimodal facilities	10-Year	\$ 475,800.00	15	1
20th St	Active Transportation	10th Ave	Trail	Improved multimodal facilities	10-Year	\$ 998,790.00	15	1
11th Ave	Active Transportation	20th St	26th St	Sidewalk	10-Year	\$ 1,464,580.00	15	1
8th St	Active Transportation	8th Ave	US 85	Improved multimodal facilities, sidewalk and streetscape improvements	10-Year	\$ 1,219,140.00	15	1
5th St	Active Transportation	23rd Ave	14th Ave	Sidewalk Improvements	10-Year	\$ 300,690.00	15	1
28th Ave	Active Transportation	4th St	16th St	Improved bicycle facilities and crossings	10-Year	\$ 37,700.00	15	1
Trail	Active Transportation	16th St	22nd St	Off-Street Trail	10-Year	\$ 2,277,860.00	15	1
13th St	Active Transportation	23rd Ave	7th Ave	Improved bike facilities and crossings	10-Year	\$ 40,000.00	15	1
Reservoir Rd	Active Transportation	28th St	11th Ave	Multimodal Improvements	10-Year	\$ 2,233,920.00	15	1
10th St	Street	23rd Ave	Promontory Parkway	Streetscape enhancements to reduce speed and improve operational flow	10-Year	\$ 14,603,200.00	15	1
11th St	Street	7th Ave	9th Ave	Streetscape and sidewalk improvements	10-Year	\$ 77,500.00	14	1
7th St	Active Transportation	10th Ave	7th Ave	Streetscape and sidewalk improvements	10-Year	\$ 113,000.00	14	1
25th St	Active Transportation	35th Ave	Reservoir Rd	Multimodal connection	10-Year	\$ 172,640.00	14	1
1st Ave	Active Transportation	16th St	Trail	Sidewalk	10-Year	\$ 2,595,840.00	14	1
C St	Street	35th Ave	23rd Ave	Improved street and bike and pedestrian facilities	10-Year	\$ 1,544,800.00	14	1
8th Ave	Street	O St	5th St	Entryway, corridor with bicycle and pedestrian safety improvements	10-Year	\$ 571,706.86	14	1
25th St	Active Transportation	38th Ave	35th Ave	Sidewalk	10-Year	\$ 728,520.00	13	1
25th St	Active Transportation	17th Ave	11th Ave	Bike Lane	10-Year	\$ 4,680.00	13	1
16th St	Active Transportation	21st Ave	14th Ave	Sidewalk	10-Year	\$ 1,460,030.00	13	1
20th St	Active Transportation	35th Ave	23rd Ave	Improved multimodal facilities	10-Year	\$ 982,930.00	13	1
28th Ave	Active Transportation	16th St	Reservoir Rd	Improved bike facilities and crossings	10-Year	\$ 1,354,340.00	13	1
Poudre Trail Extension	Active Transportation	11th Ave	8th St	Off-street trail	10-Year	\$ 3,274,900.00	13	1
13th Ave	Active Transportation	19th St	20th St	Bike Lane	10-Year	\$ 1,040.00	12	1
20th St	Active Transportation	10th Ave	11th Ave	Multimodal Enhancement	10-Year	\$ 154,700.00	12	1
4th Ave	Active Transportation	5th St	8th St	Bike facilities	10-Year	\$ 23,530.00	12	1
24th St	Active Transportation	42nd Ave	35th Ave	Multimodal Improvements	10-Year	\$ 534,560.00	12	1
21st Ave	Active Transportation	16th St	20th St	Bike facility and crossing improvements	10-Year	\$ 2,711,670.00	12	1
US 34 Trail Connection	Active Transportation	29th St	Reservoir Rd	Off-street Trail	10-Year	\$ 176,700.00	12	1
24th St Rd	Active Transportation	38th Ave	46th Ave	Improved multimodal facilities	10-Year	\$ 933,100.00	12	1
20th St	Active Transportation	35th Ave	23rd Ave	Improved bicycle and pedestrian facilities & crossings	10-Year	\$ 979,550.00	12	1
16th St	Active Transportation	2nd Ave	1st Ave	Bike Lane	10-Year	\$ 1,040.00	11	1
38th Ave	Active Transportation	24th St	Centerplace Dr	Improved bike facilities and crossings	10-Year	\$ 577,200.00	11	1
42nd Ave	Active Transportation	23rd St	Centerplace Dr	Improved multimodal facilities connecting to Centerplace mobility hub	10-Year	\$ 696,800.00	11	1
18th St	Active Transportation	5th Ave	1st Ave	Improved multimodal facilities	10-Year	\$ 707,720.00	11	1
E 24th St	Active Transportation	1st Ave	Trail	Sidewalk improvements	10-Year	\$ 239,300.00	11	1
50th Ave	Active Transportation	20th St	46th Ave	Multimodal Enhancement	10-Year	\$ 1,509,900.00	11	1
Trail	Active Transportation		Balsam Sports Complex	Off-Street Trail	10-Year	\$ 1,754,870.00	11	1
Poudre River Trail	Active Transportation	Birch Ave	Trail	Off-Street Trail	10-Year	\$ 9,954,400.00	11	1
Neighborhood Connection	Active Transportation	Neighborhood	Canal 3 Trail	Neighborhood multimodal connection	10-Year	\$ 85,200.00	10	2
17th Ave	Active Transportation	25th St	Reservoir Rd	Improved pedestrian and bicycle facilities	10-Year	\$ 736,600.00	10	2
Poudre Trail Connection	Active Transportation	C St	Poudre River Trail	Trail Connection	10-Year	\$ 222,900.00	10	2
20th St	Active Transportation	Balsam Ave	US 34 Business	Bella Romero Sidewalk Installation	10-Year	\$ 177,077.33	10	2
F St	Street	59th Ave	35th Ave	Improved street and multimodal facilities	10-Year	\$ 3,082,500.00	10	2
83rd Ave	Street	Sheepdraw Trail	O St	Corridor improvement: design and construction of 2 lane arterial with left turn lanes with intersection control at Poudre River Rd and 83rd Ave. (estimated cost: 3500000).	10-Year	\$ 3,500,000.00	10	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 25,400.00	9	2
4th St	Street	SH 257 spur	SH 257	New arterial street	10-Year	\$ 8,925,000.00	9	2
Ditch Number 3 Trail Connection	Active Transportation				10-Year	\$ 18,300.00	8	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 19,900.00	8	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 30,700.00	8	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 51,500.00	8	2
Grapevine Ditch Trail	Active Transportation	16th St Ln	Winograd Ln	Off-Street Trail	10-Year	\$ 422,370.00	8	2
West Greeley Trail Connection	Active Transportation	Promontory Trail	Sheepdraw Trail	Off-street Trail	10-Year	\$ 243,500.00	8	2
20th St	Street	59th Ave	50th Ave	Placemaking and street improvements	10-Year	\$ 1,316,500.00	8	2
20th St	Street	90th Ave	Terminus	New 2 lane collector with left turn lanes	10-Year	\$ 7,030,100.00	8	2
Promontory Trail	Active Transportation	US 34	10th St	Off-street Trail	10-Year	\$ 3,527,500.00	8	2
4th St	Street	89th Ave	SH 257 Spur	Design and construction of new 2 lane arterial with left turn lanes to be completed by development	10-Year	\$ 27,390,000.00	8	2
West Greeley Trail Connection	Active Transportation	Promontory Trail	101st Ave	Off-street Trail or sidewalk	10-Year	\$ 52,100.00	7	2
50th Ave Pl	Active Transportation	Terminus	F St	Weber West bike ped connection	10-Year	\$ 110,500.00	7	2
Cherry Ave	Active Transportation	20th St	24th St	Sidewalk	10-Year	\$ 877,500.00	7	2
47th Ave	Active Transportation	Terminus	Poudre Trail	Multimodal connection from Kelly Farms to Poudre Trail	10-Year	\$ 180,400.00	7	2
35th Ave	Street	F St	O St	Corridor and multimodal improvement, pavement refresh and possible connection to Poudre Trail	10-Year	\$ 11,618,000.00	7	2
US 34	Active Transportation	Terminus	Sheepdraw Trail	Off-street Trail	10-Year	\$ 2,955,400.00	7	2
Trail	Active Transportation	Balsam Sports Complex	20th St	Off-Street Trail	10-Year	\$ 3,575,910.00	7	2
4th St	Street	SH 257	CR 17	New 2 lane arterial with left turn lanes	10-Year	\$ 25,495,300.00	7	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood trail connection to Sheepdraw Trail	10-Year	\$ 11,700.00	6	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 27,800.00	6	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood trail connection to Sheepdraw Trail	10-Year	\$ 24,200.00	6	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood trail connection to Sheepdraw Trail	10-Year	\$ 29,800.00	6	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood trail connection to Sheepdraw Trail	10-Year	\$ 111,300.00	6	2
Poudre Trail Connection	Active Transportation	C St	Poudre Trail	Off-street Trail	10-Year	\$ 182,700.00	6	2

Greeley on the Go: 10-Year Corridor Projects

Name	Type	Extent 1	Extent 2	Description	Horizon	Cost	Score	Tier
C St	Street	60th Ave	59th Ave	Complete C Street - 2 lane collector. Intersection improvement at C St and 59th Ave - single lane roundabout.	10-Year	\$ 4,525,600.00	6	2
4th St	Street	Dundee Ave	83rd Ave	Street Enhancement	10-Year	\$ 311,900.00	6	2
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 15,400.00	5	3
Neighborhood Trail Connection	Active Transportation	Neighborhood	Sheepdraw Trail	Neighborhood connection to Sheepdraw Trail	10-Year	\$ 16,200.00	5	3
Neighborhood Trail Connection	Active Transportation				10-Year	\$ 66,400.00	5	3
4th St	Street			Future Arterial	10-Year	\$ 6,762,000.00	5	3
Ditch Number 3 Trail	Active Transportation	Larson Trail	Poudre River Trail	Off-Street Trail	10-Year	\$ 1,654,500.00	5	3
Trail connection	Active Transportation	Sheepdraw Trail	Poudre River Trail		10-Year	\$ 694,000.00	5	3
Poudre Trail Connection	Active Transportation	SH 257 spur	Poudre Trail	Off-street Trail	10-Year	\$ 521,200.00	4	3
Missile Park Trail	Active Transportation	16th St	95th Ave	Off-street Trail	10-Year	\$ 3,662,300.00	4	3
Missile Park Trail	Active Transportation				10-Year	\$ 4,031,700.00	4	3
131st Ave	Street	4th St	Cty Rd 55	New local road		\$ 10,001,800.00	4	3
Missile Park Trail	Active Transportation				10-Year	\$ 1,193,800.00	3	3
Missile Park Trail	Active Transportation				10-Year	\$ 2,715,600.00	3	3

Greeley on the Go: 10-Year Intersection Improvements and Mobility Hubs

Name	Horizon	Type	Extent 1	Extent 2	Description	Cost Estimate	Score	Tier
Downtown Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	16	1
9th Ave & 13th St	10-Year	Street	9th Ave	13th St	Intersection improvement	\$50,000	16	1
8th Ave & Hwy 85 Business	10-Year	Street			Intersection improvement	\$50,000	15	1
UNC Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	14	1
US 34 & 35th Ave	10-Year	Street	US 34	35th Ave	Intersection improvement	\$35,000,000	14	1
8th Ave and 20th St	10-Year	Active Transportation			UNC intersection improvement	\$50,000	14	1
Centerplace Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	13	1
GET Transportation Center Mobility H	10-Year	Mobility			Mobility Hub	\$25,000,000	12	1
US 34 & 11th Ave	10-Year	Street	US 34	11th Ave	Multimodal Safety Improvement	\$5,800,000	12	1
US 34 Bypass & 17th Ave	10-Year	Active Transportation			Multimodal Safety Improvement	\$100,000	12	1
5th St & 23rd Ave		Street	5th St	23rd Ave	Intersection improvement	\$50,000	12	1
East Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	11	1
11th Ave & Reservoir Rd	10-Year	Active Transportation			UNC intersection improvement	\$50,000	11	1
Hwy 85 Bypass & 22nd St	10-Year	Active Transportation			Multimodal Safety Improvement	\$100,000	11	1
10th St & 63rd Ave	10-Year	Street			Intersection improvement	\$50,000	10	2
Aims CC Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	9	2
14th Ave & Reservoir Rd	10-Year	Active Transportation			UNC intersection improvement	\$50,000	9	2
16th St & 23rd Ave	10-Year	Active Transportation	16th St	23rd Ave	Improved bike crossing	\$50,000	8	2
10th St & Promontory Pkwy		Street	10th St	Promontory Pkwy	Intersection improvement	\$50,000	8	2
US 34 & 47th Ave	10-Year	Street	US 34	47th Ave	Intersection improvement	\$35,000,000	7	2
US 34 & 83rd Ave	10-Year	Street	US 34	83rd Ave	Interim signal improvements, ultimate interchange	\$50,000	7	2
50th Ave and 20th St	10-Year	Active Transportation			Multimodal Safety Improvement and Placemaking	\$100,000	7	2
35th Ave & 16th St	10-Year	Active Transportation			Multimodal Safety Improvement	\$100,000	7	2
83rd Ave & 4th St	10-Year	Street	83rd Ave	4th St	Intersection improvement	\$50,000	6	2
17th Ave & Reservoir Rd	10-Year	Active Transportation			UNC intersection improvement	\$50,000	6	2
8th Ave & H St		Street	8th Ave	H St	Intersection improvement	\$50,000	6	2
CO-257 / US-34 Mobility Hub	10-Year	Mobility			Mobility Hub	\$25,000,000	5	3
59th Ave & O St	10-Year	Street	59th Ave	O St	Intersection improvement	\$5,800,000	5	3
131st Ave	10-Year	Street			Multimodal Connection	\$50,000	5	3
59th Ave & F St	10-Year	Street	59th Ave	H St	Intersection improvement	\$50,000	5	3
83rd Ave & Poudre River Rd	10-Year	Street			Intersection improvement	\$50,000	4	3
83rd Ave & 10th St	10-Year	Street	83rd Ave	10th St	Intersection improvement	\$5,800,000	3	3

Greeley on the Go: Long Range Corridor Projects

Name	Type	Extent 1	Extent 2	Description	Horizon	Cost	Score	Tier
Rail Trail	Active Transportation	<Null>	<Null>	<Null>	Long-Range	\$ 9,259,300.00	17	1
US 85	Street	5th St	US 34	Street enhancements	Long-Range	\$ 972,900.00	16	1
Trail	Active Transportation	11th Ave	Trail	Off-Street Trail	Long-Range	\$ 1,718,300.00	15	1
Great Western Corridor BRT or Rail	Mobility	<Null>	<Null>	<Null>	Long-Range	\$ 263,720,000.00	15	1
US 85	Street	8th St	22nd St	Signal Coordination	Long-Range	\$ 150,000.00	14	1
Trail	Active Transportation	22nd St	<Null>	Off-Street Trail	Long-Range	\$ 998,800.00	12	1
Trail	Active Transportation	4th St	<Null>	Off-Street Trail	Long-Range	\$ 291,400.00	11	1
Trail	Active Transportation	N W C St	4th St	Off-Street Trail	Long-Range	\$ 1,326,000.00	11	1
Trail	Active Transportation	16th St	28th St	Off-Street Trail	Long-Range	\$ 3,015,600.00	11	1
11th St	Street	<Null>	59th Ave	Future local street	Long-Range	\$ 2,570,400.00	10	2
Trail	Active Transportation	Sheepdraw Trail	52nd Ave Ct	Off-Street Trail	Long-Range	\$ 2,262,100.00	10	2
N W C St	Active Transportation	Trail	Poudre River Trail	Off-Street Trail	Long-Range	\$ 2,276,000.00	10	2
Trail	Active Transportation	29th St	Trail	Off-Street Trail	Long-Range	\$ 76,200.00	9	2
Trail	Active Transportation	65th Ave	<Null>	Off-Street Trail	Long-Range	\$ 313,400.00	9	2
29th St	Street	Milliken Rd	29th St	Future Collector	Long-Range	\$ 4,056,400.00	9	2
16th St	Street	Promontory Pkwy	95th Ave	Future Collector	Long-Range	\$ 7,705,700.00	9	2
65th Ave	Street	20th St	US 34	Future transportation improvement	Long-Range	TBD	9	2
16th St	Street	83rd Ave	71st Ave	Future Collector	Long-Range	\$ 8,425,200.00	9	2
Trail	Active Transportation	CO 257	Promontory Pkwy	Off-Street Trail	Long-Range	\$ 2,229,700.00	9	2
Sheep Draw Trail	Active Transportation	US 34	US 34	Off-Street Trail	Long-Range	\$ 9,689,300.00	9	2
63rd Ave / 65th Ave	Street	10th St	13th St	Future Collector	Long-Range	\$ 2,056,400.00	8	2
Boomerang Ditch Trail	Active Transportation	US 34	<Null>	Off-Street Trail	Long-Range	\$ 464,200.00	8	2
71st Ave	Street	22nd St	US 34	Future transportation improvement - Collector	Long-Range	\$ 5,353,700.00	8	2
16th St	Street	95th Ave	12th St	Future Collector	Long-Range	\$ 5,167,000.00	8	2
20th St	Street	90th Ave	82nd Ave	Future transportation improvement - Arterial	Long-Range	\$ 9,633,300.00	8	2
10th St	Active Transportation	CO-257	Promontory Cir	Off-Street Trail	Long-Range	\$ 1,813,600.00	8	2
32nd St Rd	Street	77th Ave	70th Ave	Future Collector	Long-Range	\$ 7,120,400.00	8	2
County Road 64	Street	83rd Ave	11th Ave	Future transportation improvement - collector	Long-Range	\$ 48,438,500.00	8	2
71st Ave	Street	28th St	Cty Rd 56	Future transportation improvement - Collector	Long-Range	\$ 977,000.00	7	2
83rd Ave	Street	20th St	US 34	Future transportation improvement - Arterial	Long-Range	\$ 5,454,800.00	7	2
95th Ave	Street	4th St	10th St	Future transportation improvement - Arterial	Long-Range	\$ 6,433,900.00	7	2
59th Ave	Street	4th St	10th St	Future transportation improvement - Arterial	Long-Range	\$ 7,194,300.00	7	2
Trail	Active Transportation	Trail	28th St	Off-Street Trail	Long-Range	\$ 1,004,300.00	7	2
95th Ave	Street	US 34	Cty Rd 56	Future transportation improvement - Arterial	Long-Range	\$ 12,741,900.00	7	2
95th Ave	Street	10th St	US 34	Future transportation improvement - Arterial	Long-Range	\$ 12,971,900.00	7	2
Poudre Ponds Trail	Active Transportation	35th Ave	Poudre River Trail	Off-Street Trail	Long-Range	\$ 1,781,200.00	7	2
101st Ave	Active Transportation	10th St	US 34	Off-Street Trail	Long-Range	\$ 2,089,800.00	7	2
Cty Rd 56	Street	95th Ave	83rd Ave	New collector	Long-Range	\$ 7,913,700.00	7	2
28th St	Street	83rd Ave	71st Ave	Future transportation improvement - Collector	Long-Range	\$ 8,072,200.00	7	2
F St	Street	59th Ave	<Null>	New local	Long-Range	\$ 3,044,700.00	6	2
74th Ave	Street	<Null>	18th St	Future Collector	Long-Range	\$ 1,243,200.00	6	2
83rd Ave	Street	18th St	20th St	Future transportation improvement - Arterial	Long-Range	\$ 3,084,800.00	6	2
Road	Street	<Null>	71st Ave	Future street	Long-Range	\$ 3,077,700.00	6	2
Trail	Active Transportation	Promontory Pkwy	<Null>	Off-Street Trail	Long-Range	\$ 691,500.00	6	2
70th Ave	Street	32nd St Rd	37th St	Future Collector	Long-Range	\$ 3,606,900.00	6	2
Trail	Active Transportation	Trail	South Platte River	Off-Street Trail	Long-Range	\$ 975,100.00	6	2
9th St	Street	63rd Ave	59th Ave	Future Collector	Long-Range	\$ 3,146,200.00	6	2
83rd Ave	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 7,205,300.00	6	2
59th Ave	Street	O St	F St	Future transportation improvement - Arterial	Long-Range	\$ 11,458,400.00	6	2
South Platte River Trail	Active Transportation	South Platte River Trail	US 34	Off-Street Trail	Long-Range	\$ 2,158,900.00	6	2
37th St	Street				Long-Range	\$ 12,730,300.00	6	2
83rd Ave / 77th Ave	Street	28th St	37th St	Future transportation improvement - Arterial	Long-Range	\$ 15,888,900.00	6	2
Trail	Active Transportation	Trail	Milliken Rd	Off-Street Trail	Long-Range	\$ 2,468,900.00	6	2
Cty Rd 55	Street	95th Ave	77th Ave	Future Collector	Long-Range	\$ 10,113,800.00	6	2
Promontory Pkwy	Street	US 34	Cty Rd 54	Future transportation improvement - planned collector	Long-Range	\$ 15,331,000.00	6	2
7th Street	Street	101st Ave	83rd Ave	Local street	Long-Range	\$ 8,031,300.00	6	2
Trail	Active Transportation	Cty Rd 17	Promontory Pkwy	Off-Street Trail	Long-Range	\$ 5,803,900.00	6	2
28th St	Active Transportation	61st Ave	Josephine Jones Park	Off-Street Trail	Long-Range	\$ 441,300.00	5	3
Road	Street	4th St	<Null>	Future street	Long-Range	\$ 4,092,900.00	5	3
77th Ave / 79th Ave	Street	77th Ave	79th Ave	Future Collector	Long-Range	\$ 4,619,700.00	5	3
Sheep Draw Trail	Active Transportation	<Null>	US 34	Off-Street Trail	Long-Range	\$ 998,800.00	5	3
8th St	Street	US 85	Balsam Ave	Future transportation improvement - Arterial	Long-Range	\$ 6,936,800.00	5	3
77th Ave	Street	<Null>	10th St	Future Collector	Long-Range	\$ 8,664,000.00	5	3
South Platte River Trail	Active Transportation	US 34	Patterson Ditch	Off-Street Trail	Long-Range	\$ 2,252,900.00	5	3
Trail	Active Transportation	Milliken Rd	37th St	Off-Street Trail	Long-Range	\$ 2,207,800.00	5	3
82nd Ave	Street	82nd Ave	65th Ave	Future Collector	Long-Range	\$ 10,527,200.00	5	3
37th St	Street	95th Ave	77th Ave	Future transportation improvement - Arterial	Long-Range	\$ 19,413,700.00	5	3
Trail	Active Transportation	Poudre River Rd	4th St	Off-Street Trail	Long-Range	\$ 3,794,700.00	5	3
24th St	Street	CR 17	SH 257	Collector Street	Long-Range	\$ 15,665,700.00	5	3
Trail	Active Transportation	Cty Rd 56	Sheep Draw Trail	Off-Street Trail	Long-Range	\$ 5,636,000.00	5	3
South Platte River Trail	Active Transportation	US 34	Mitani-Tokuyasu State Wildlife Area	Off-Street Trail	Long-Range	\$ 8,272,700.00	5	3
Cty Rd 56	Street	Cty Rd 17	95th Ave	Future collector	Long-Range	\$ 30,872,500.00	5	3
Greeley #2 Canal Trail	Active Transportation	Seeley Lake Trail	O St	Off-Street Trail	Long-Range	\$ 9,808,000.00	5	3
Sand Creek Trail	Active Transportation	Greeley #2 Canal Trail	Cty Rd 68	Off-Street Trail	Long-Range	\$ 21,344,400.00	5	3
35th Ave	Street	O St	AA St	New arterial	Long-Range	\$ 6,905,400.00	4	3
O St	Street	9th Ave	CR 45	New collector	Long-Range	\$ 21,990,700.00	4	3
County Road 31	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 1,532,100.00	4	3
4th St	Active Transportation	Trail	Dundee Ave	Off-Street Trail	Long-Range	\$ 213,800.00	4	3
Trail	Active Transportation	Loveland and Greeley Canal Trail	Cty Rd 56	Off-Street Trail	Long-Range	\$ 497,000.00	4	3
Trail	Active Transportation	E 16th St	E 20th St	Off-Street Trail	Long-Range	\$ 1,357,600.00	4	3
18th St	Active Transportation	Dilmont Ave	Fern Ave	Off-Street Trail	Long-Range	\$ 1,377,000.00	4	3
Poudre River Trail East	Active Transportation	Birch Ave	18th St	Off-Street Trail	Long-Range	\$ 1,630,300.00	4	3
Poudre River Trail East	Active Transportation	Fern Ave	18th St	Off-Street Trail	Long-Range	\$ 1,713,600.00	4	3
AA St	Street	Cty Rd 37	11th Ave	Future transportation improvement - arterial	Long-Range	\$ 12,981,900.00	4	3
8th St	Street	Fern Ave	Weld Cty Pkwy	Future transportation improvement - Arterial	Long-Range	\$ 13,332,200.00	4	3
95th Ave	Street	O St	4th St	Capacity enhancement (CIP)	Long-Range	\$ 20,002,700.00	4	3
59th Ave	Street	Cty Rd 68	O St	Future transportation improvement - Arterial	Long-Range	\$ 25,321,400.00	4	3
CO 263	Street	Balsam Ave	Fern Ave	Future transportation improvement - Arterial	Long-Range	\$ 19,588,900.00	4	3
Trail	Active Transportation	Cty Rd 56	<Null>	Off-Street Trail	Long-Range	\$ 3,326,200.00	4	3
Trail	Active Transportation	Cty Rd 43	Poudre River Trail	Off-Street Trail	Long-Range	\$ 3,591,600.00	4	3
Cty Rd 55	Street	CO 257	95th Ave	Future Collector	Long-Range	\$ 15,498,800.00	4	3
Poudre River Rd	Street	Growth boundary	83rd Ave	Planned local	Long-Range	\$ 10,901,000.00	4	3
Cty Rd 17	Street	Growth boundary	Cty Rd 54	Future transportation improvement - collector	Long-Range	\$ 23,827,100.00	4	3
Cty Rd 66	Street	Cty Rd 37	Cty Rd 47	Future transportation improvement - arterial	Long-Range	\$ 50,630,200.00	4	3
Trail	Active Transportation	Cty Rd 64	Poudre River Trail	Off-Street Trail	Long-Range	\$ 9,616,100.00	4	3
131st Ave	Street	4th St	Cty Rd 55	New local road	Long-Range	\$ 10,001,800.00	4	3
C St	Street	1st Ave	CR 43	New collector	Long-Range	\$ 7,882,200.00	3	3
CR 47	Street	C St	Growth boundary	New collector	Long-Range	\$ 11,818,700.00	3	3
CR 64 1/2	Street	CR 27	CR 66	New arterial	Long-Range	\$ 19,716,900.00	3	3
CR 45	Street	C St	AA St	New local	Long-Range	\$ 10,460,100.00	3	3
CR 43	Street	C St	AA St	New collector	Long-Range	\$ 15,695,400.00	3	3
1st Ave	Street	C St	AA St	New collector	Long-Range	\$ 16,471,300.00	3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 323,200.00	3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 477,000.00	3	3
County Road 54	Street	<Null>	CO 257	Future transportation improvement - Arterial	Long-Range	\$ 616,800.00	3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 785,100.00	3	3
37th St	Street	<Null>	95th Ave	Future transportation improvement - Arterial	Long-Range	\$ 900,100.00	3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 1,187,000.00	3	3

Greeley on the Go: Long Range Corridor Projects

Name	Type	Extent 1	Extent 2	Description	Horizon	Cost	Score	Tier
37th St	Street	Cty Rd 17 1/2	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 1,601,600.00	3	3
Fern Ave	Active Transportation	18th St	Trail	Off-Street Trail	Long-Range	\$ 467,600.00	3	3
Loveland and Greeley Canal Trail	Active Transportation	Cty Rd 17	<Null>	Off-Street Trail	Long-Range	\$ 484,200.00	3	3
11th Ave	Street	AA St	11th Ave	Future Arterial	Long-Range	\$ 4,992,300.00	3	3
Holly Ave	Active Transportation	Patterson Ditch Trail	South Platte River Trail	Off-Street Trail	Long-Range	\$ 615,300.00	3	3
89th Ave	Street	4th St	10th St	New local street	Long-Range	\$ 2,705,600.00	3	3
CR 64	Street	<Null>	83rd Ave	Future Arterial	Long-Range	\$ 6,138,900.00	3	3
South Platte River Trail	Active Transportation	37th St	South Platte River Trail	Off-Street Trail	Long-Range	\$ 1,391,200.00	3	3
101st Ave	Street	10th St	<Null>	Local street	Long-Range	\$ 5,176,700.00	3	3
Cty Rd 55	Street	<Null>	CO 257	Future Collector	Long-Range	\$ 7,596,300.00	3	3
Patterson Ditch Trail	Active Transportation	Cty Rd 45	Holly Ave	Off-Street Trail	Long-Range	\$ 2,566,400.00	3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 15,433,700.00	3	3
Seeley Lake Trail	Active Transportation	Cty Rd 68	35th Ave	Off-Street Trail	Long-Range	\$ 3,130,100.00	3	3
83rd Ave	Street	Cty Rd 68	83rd Ave	Future Arterial	Long-Range	\$ 21,863,200.00	3	3
Darling Reservoir Trail	Active Transportation	Cty Rd 68	Darling Reservoir	Off-Street Trail	Long-Range	\$ 3,790,900.00	3	3
Cty Rd 60	Street	N Co Rd 3	Cty Rd 15	Future transportation improvement	Long-Range		3	3
37th St	Street	<Null>	<Null>	Future transportation improvement - Arterial	Long-Range	\$ 31,744,800.00	3	3
Loveland and Greeley Canal Trail	Active Transportation	<Null>	HWY 54	Off-Street Trail	Long-Range	\$ 5,794,000.00	3	3
Cty Rd 66	Street	CR 23	CR 37	Capacity enhancement (CIP), roundabouts at curves, arteri	Long-Range	\$ 87,759,800.00	3	3
95th Ave	Street	CR 64	CR 64 1/2	New arterial	Long-Range	\$ 6,749,600.00	3	3

Name	Horizon	Type	Extent 1	Extent 2	Description	Cost Estimate	Score	Tier
35th Ave & 10th St	Long-Range	Street	35th Ave	10th St	Intersection improvement	\$5,800,000	14	1
West Mobility Hub	Long-Range	Mobility			Mobility Hub	\$25,000,000	12	1
5th St & 23rd Ave	Long-Range	Street	5th St	23rd Ave	Intersection improvement	\$50,000	12	1
Promontory Mobility Hub	Long-Range	Mobility			Mobility Hub	\$25,000,000	8	2
10th St & Promontory Pkwy	Long-Range	Street	10th St	Promontory Pkwy	Intersection improvement	\$50,000	8	2
47th Ave & 10th St	Long-Range	Street	47th Ave	10th St	Planned improvements	\$5,800,000	6	2
US 34 & 65th Ave	Long-Range	Street	US 34	65th Ave	Interchange	\$30,000,000	6	2
US 34 & Promontory Pkwy	Long-Range	Street	US 34	Promontory Pkwy	Interchange	\$30,000,000	6	2
8th Ave & H St	Long-Range	Street	8th Ave	H St	Intersection improvement	\$50,000	6	2
US 34 & Cty Rd 17	Long-Range	Street	US 34	Cty Rd 17	Intersection improvement	\$30,000,000	5	3
US 34 & 95th Ave	Long-Range	Street	US 34	95th Ave	3/4 movement	\$1,500,000	4	3
Cty Rd 31 & Cty Rd 68	Long-Range	Street	Cty Rd 31	Cty Rd 68	Intersection improvement	\$5,800,000	3	3
83rd Ave & O St	Long-Range	Street	83rd Ave	O St	Intersection improvement	\$5,800,000	3	3

CITIZEN TRANSPORTATION ADVISORY BOARD

The Citizen Transportation Advisory Board met Monday, January 23, 2023, remotely.

The following Board members were present: Thomas Donkle, Jimmy Jones, Steve Teets, Ray Amaya, Bart Smith, and Amanda Castle

Absent: Wendi Young (excused) and James Bailey (excused)

City staff included Will Jones, Paul Trombino, Bhooshan Karnik, Michelle Johnson, and Steven Younkin

I. Tom called the meeting to order at 3:02 pm

II. APPROVAL OF MINUTES

The minutes from December were approved by a motion and unanimous vote of the Board members present.

III. CHANGES TO AGENDA AND/OR ANNOUNCEMENTS

None

IV. PUBLIC COMMENT

Jim Riesberg from Greely Walks: There will be a meeting tomorrow, January 24th, at the Active Adult Center with two guest speakers, the purpose of this meeting is to get the public interested in walking. A website will be created for comments and maps to promote walking around Greeley.

Transportation Master Plan Recap and Vote: Paul Trombino

The next step for the plan is to present to Planning Commission, Council on February 28th, and Council Resolution on March 7th.

The last plan was adopted in 2011 (the 2035 Comprehensive Transportation Plan) when Greeley's population was about 90,000. The previous plan was based on the issues that Greeley had vs the new plan, which is based on goals, the estimated population for year 2045 is more than 160,000. The new is focused on quality of life that includes streets, lighting, mobility, and increase community connectivity.

There are some ongoing capital investments that will be looked at like safety (traffic calming in neighborhoods, crash deduction), equity & health, economic development (curb management), environment technology (EV charging), land use & transportation connection (accessibility). The master street plan includes current arterials, collector, local roads, and the future roadways to connect neighborhoods.

The transportation priorities are divided into tiers that prioritize corridor improvements for neighborhood connectivity.

Greely on the Go envisions an investment of \$2 billion over the next 20 years; 55% in street projects, 11% on active transportation projects, and 34% mobility projects. Greeley on the Go emphasizes investment in priority areas and corridors through near-term (10 years) enhancements that will promote multimodal connectivity across the City of Greeley.

The Board members present have unanimously approved the Greeley on the Go Transportation Mater Plan.

Capital Improvement Projects 2022 Recap: Bhooshan Karnik

The major projects completed in 2022:

- 35th Ave from F St to O St
- Traffic signals at 20th St & 50th Ave, and 37th St & Two Rivers Parkway
- Keep Greeley Moving; includes access ramps, sidewalks, asphalt/pavement, and sealcoat.

Major projects that started in 2022:

- 16th St enhancement
- Neighborhood safety program
- 35th Ave and 8th St (Franklin) hawk signal
- 9th St and 10th St mobility enhancements

Major upcoming projects in 2023

- 16th St enhancement construction - Oct/Nov
- GURA sidewalks by Maplewood
- Concept of Quiet Zones (UP) at 8th St and 13th St
- Design of US 34 and CR 17
- Design and construction of intersection at O St at 59th Ave
- Keep Greeley Moving annual construction

Round Table & Proposed Agenda items for February 27, 2023: All

- Transit Dashboard
- Board Elections
- 9th St & 10th St Concept
- 2050 RTP – NPO
- VUBA Driverless Vehicles Transit Study (March)
- Bustang Representative – Maps and routes (March)
- Traffic Lights replacement/fiber (March)
- EV charging stations (March)

The meeting adjourned at 4:42 pm.

Respectfully submitted,

Thomas Donkle _____ Date _____
Chairman

Valerie Ramirez-Elizalde _____ Date _____
Recording Secretary

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 t

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.

Justin Yeater, Chair

Becky Safarik, Secretary



March 7, 2023

2045 Transportation Master Plan- Greeley on the Go

Vision statement: Greeley on the Go- An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.

TMI Then & Now:

Item No. 13.

2035 Comprehensive Transportation Plan

2045 Transportation Master Plan-Greeley on the Go

Issues

Sustainability

Quality-of-life

Growth and development

Congestion

Funding

Fundamental Elements of Each Plan

Projects developed based on overall network

Planning to move people with vehicles

No performance measures for continued evaluation of system

Individual, segmented pedestrian, bike, transit, & roadway projects

Technology minimally discussed

Introduction of roundabouts as a new traffic control device

Goals

Safety

Multimodal network

Equity & health

Economic vitality

Environment & technology

Funding & strategic investments

Projects developed based on priority areas and corridors

Planning to move people with vehicles, transit, and active transportation

Performance measures for continued evaluation of system

Projects holistically consider people walking, rolling, biking, taking transit, and driving

Proactive discussion of evolving transportation technology

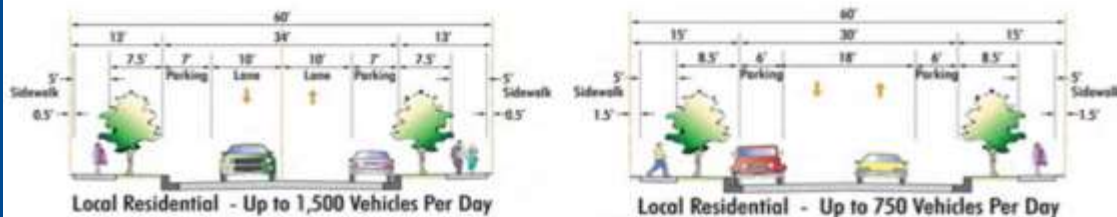
Roundabouts prevalent & incorporated as frequent intersection treatment

+ Urban design focus & vibrant, complete streets oriented

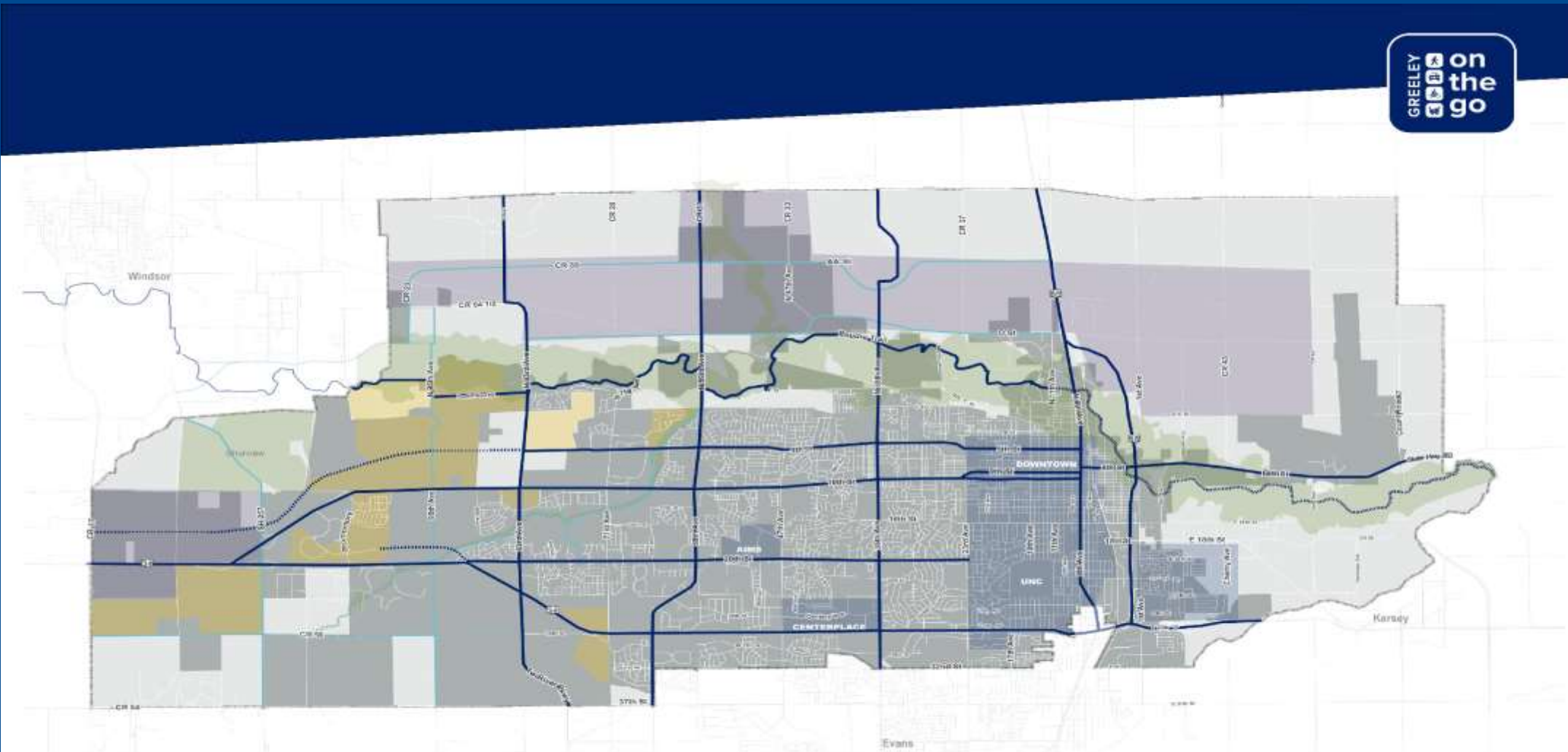
+ New traffic calming toolbox

+ Online story map

New and Updated Roadway Cross Sections



Transportation Priorities



DRAFT



- Tier 1 Priority Corridor
- Tier 2 Priority Corridor
- Priority Investment Area
- Priority Planning Area
- Future Open Space
- Future Development
- Future Connection
- Future Connection



Transportation Investment for Quality of Life

“the new plan is focused on urban design geared towards vibrant and inviting neighborhoods with great public spaces to go to and not just spaces to pass through”



Item No. 13.

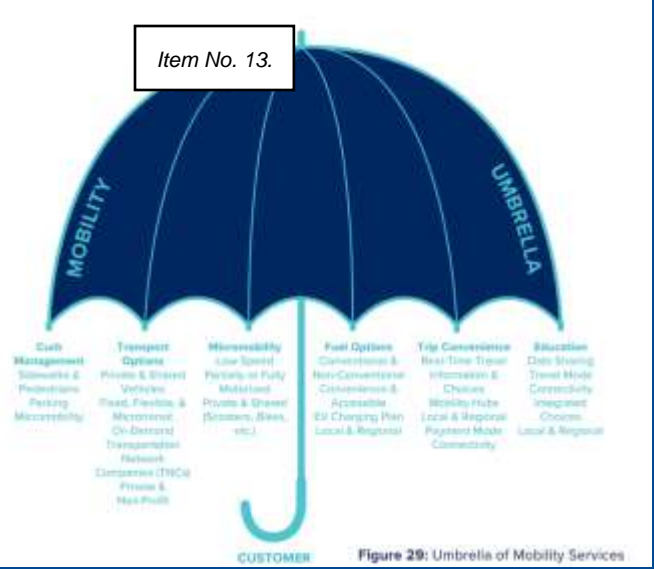


Figure 29: Umbrella of Mobility Services



Mobility Choices

The new plan provides for flexibility for integrated mobility options (walking, rolling, biking, transit, and driving), readies the City of Greeley to deploy transportation technology and, increases community connectivity as the City of Greeley continues to grow.

Policy Initiatives



Safety – Traffic Calming, Neighborhood Safety Program, Crash reduction

Equity & Health – Accessibility, mobility options and services

Economic Development – Curbside Management: cleanliness, landscape, mobility, public space, lighting

Environment & Technology – EV Charging, travel technology – data sharing, sustainability

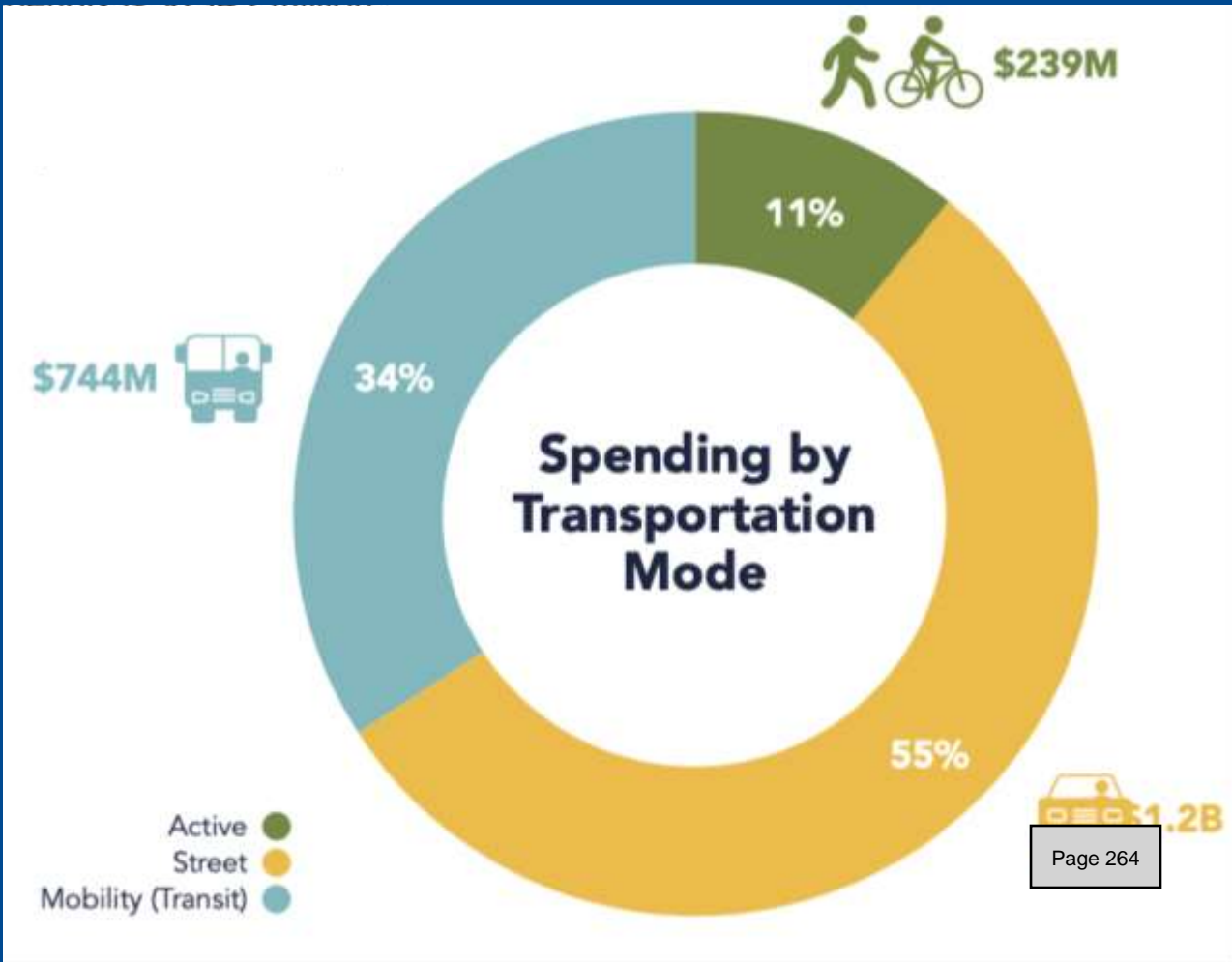
Land Use and Transportation Connection – Street and sidewalk standards, mobility connections, accessibility to services



Funding Plan

- *55% Street projects*
- *11% Active Transportation projects*
- *34% Mobility projects*

Greeley on the Go envisions an investment of \$2 billion over the next 20 years



2045 Transportation Master Plan-Greeley on the Go

- Recommended for Council approval by Citizen Transportation Advisory Board on January 23, 2023
- Adopted by the Planning Commission on January 24, 2023



Thank you.





Council Agenda Summary

March 7, 2023

Key Staff Contact: Benjamin Snow, Economic Health & Housing Director

Title:

Public hearing to consider a motion to approve the Allocation Plan for HOME Investment Partnership Program-American Rescue Plan grant from the U. S. Department of Housing and Urban Development

Summary:

In September 2021, the City of Greeley was allocated \$1,481,453 in U. S. Department of Housing and Urban Development (HUD) funds. The funds, a part of the American Rescue Plan and identified as HOME-ARP, must be applied for by the City by March 31, 2023. The attached Allocation Plan serves as the application. This meeting of the Greeley City Council is a public hearing.

HOME-ARP funds can only be used for the following activity groups, with many more restrictions within each type of activity:

- Administration and Planning (maximum 15%)
- Acquisition, rehabilitation, or construction of affordable rental housing primarily for occupancy by households of individuals and families that meet the definition of one or more of the qualifying populations
- Purchase and development of Non-Congregate Shelter
- Tenant-Based Rental Assistance
- Supportive services to qualifying individuals or families

The American Rescue Plan requires that the grant funds be used to primarily benefit individuals and families in program-defined “qualifying populations”, as follows, again with additional requirements/definitions under each:

- The homeless
- Persons at risk of homelessness
- Persons fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking, or human trafficking
- Other populations where providing supportive services or assistance would prevent homelessness or would serve those with the greatest risk of housing instability

While Veterans and families that include a Veteran family member are not a specific qualifying population category, HUD made specific, separate notation that if a Veteran or family that includes a Veteran family member meets the criteria for one of the “qualifying populations” named above, they are eligible to receive HOME-ARP assistance.

The draft HOME-ARP Allocation Plan is attached. As with all HUD Plans, it had to be offered to the public for comment, including a 15-day comment period and at least one public hearing; the City will hold two public hearings. The public comment period has expired; any comments received are noted below. The first public hearing was held by the Greeley Urban Renewal Authority, who recommended that City Council approve the Allocation Plan. (Any public hearing comments are also included below.) Following approval by the City Council, the Allocation Plan will be entered into HUD’s Integrated Disbursement and Information System (IDIS) for review and approval. Activities can be implemented following HUD’s Plan approval.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	Estimated at \$1,481,453
What is the source of revenue within the fund?	U.S. Dept. of Housing & Urban Development
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	No
Is this grant onetime or ongoing?	One-Time

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation (if requested)
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Strategic Focus Area:



Community Vitality



Housing for All

Decision Options:

1. Approve the HOME-ARP Allocation Plan as presented; or
2. Request changes to the HOME-ARP Allocation Plan and then adopt with changes; or
3. Continue consideration of the items to the next regular Council meeting, understanding the Allocation Plan has to be received by HUD by March 31, 2023 to be considered.

Council's Recommended Action:

A motion to approve the HOME-ARP Allocation Plan for submittal to the U. S. Department of Housing and Urban Development.

Attachments:

- HOME-ARP Allocation Plan

HOME-ARP Allocation Plan Template with Guidance

Instructions: All guidance in this template, including questions and tables, reflect requirements for the HOME-ARP allocation plan, as described in Notice CPD-21-10: *Requirements of the Use of Funds in the HOME-American Rescue Plan Program*, unless noted as optional. As the requirements highlighted in this template are not exhaustive, please refer to the Notice for a full description of the allocation plan requirements as well as instructions for submitting the plan, the SF-424, SF-424B, SF-424D, and the certifications.

References to “the ARP” mean the HOME-ARP statute at section 3205 of the American Rescue Plan Act of 2021 (P.L. 117-2).

Template:

Describe the consultation process including methods used and dates of consultation:

The City of Greeley became active and engaged with the community around the growing population of persons experiencing homelessness and possible solutions during the first quarter of 2022. The reason for this significant shift by the City of Greeley, is because there is new leadership at the City including the City Manager, Deputy City Manager, and Assistant City Manager. The Assistant City Manager’s priorities are homelessness, housing, and neighborhood engagement. The Assistant City Manager was selected for specific expertise in the areas of Homelessness and Housing. She has over 15 years of both direct service and leadership. She worked for and continues to consult with Dr. Sam Tsemberis who is the creator of the evidenced based practice of Housing First.

Prior to the Assistant City Manager’s arrival, the city engaged Urbanity Advisors to provide the City of Greeley with research on best practices and models for people experiencing homelessness and to develop more affordable housing. Urbanity Advisors was also tasked with conducting multiple focus groups with a wide range of community partners. The partners and the dates of these community listening sessions are listed below. There were several questions posed during these meetings, including what the attendees’ preferences were in regard to the City of Greeley’s resources such as HOME, CDBG, and the General Fund of the City of Greeley’s budget. All the focus groups and listening sessions included people with lived experiences of homelessness and housing insecurity. Urbanity Advisors led three neighborhood meetings, conducted three surveys, and requested comments on Speak Up Greeley, (a social media engagement tool in which all posts from the City of Greeley are in English and Spanish). Neighborhood meetings were offered in person at the Greeley Recreation Center (in the heart of a low- moderate-income neighborhood) and via Zoom; surveys were done online. See table below for numbers of participants.

As noted, Urbanity Advisors was engaged to provide the City of Greeley with research information related to best practices on homelessness and affordable housing and conducted multiple focus groups with a wide range of community partners.

Urbanity Advisors led three neighborhood meetings, conducted three surveys, requested comments on Speak Up Greeley, (a social media engagement tool, all posts from the City of Greeley are always in English and Spanish). Neighborhood meetings were offered in person at the Greeley Recreation Center (in the heart of a low- moderate-income neighborhood)) and via Zoom; surveys were done online. See table below for numbers of participants, the different organizations, and dates of consultation.

List the organizations consulted:**Urbanity Advisors Community Outreach Summary**

Date & Time	Location	Public Participants
Session One		
February 16, 2022	Zoom	68
February 17, 2022	Greeley Recreation Center	39
Survey 1	Online	72
Session Two		
April 13, 2022	Zoom	43
April 14, 2022	Greeley Recreation Center	36
Survey 2	Online	32
Session Three		
May 18, 2022	Greeley Recreation Center	22
May 19, 2022	Zoom	16
Survey 3	Online	97
Date & Time	Location	Participants
Session Three		
May 18, 2022	Greeley Recreation Center	22
May 19, 2022	Zoom	16
Survey 3	Online	97

Agency/Organization	Org Type	Method of Consultation
Northern Colorado Continuum of Care	Continuum of Care	In-person meetings
City of Evans, Economic Development	Local Government	In-person meetings
Mosaic Church	Faith-based	In-person meetings
City of Greeley, Chief Resiliency Officer	Local Government	In-person meetings
Poudre Trail	Local Government	In-person meetings
City of Greeley, Community Development	Local Government	In-person meetings
City of Greeley, Economic Health & Housing	Local Government	In-person meetings
Catholic Charities	Non-profit agency- Transitional Housing Provider/ Homeless Service Provider – Qualifying Population	In-person meetings
Otis & Bedingfield	Legal- works with people and families who are vulnerable/dealing with disabilities and needing assistance in the are of housing and real estate/ Fair Housing	In-person meetings
City of Greeley, Greeley Urban Renewal Authority	Local Government	In-person meetings
Weld County Department of Human Services	County Government/ homeless/ At risk of Homelessness/ Domestic Violence – three Qualifying Populations	In-person meetings
Colorado Department of Corrections	County Government	In-person meetings
United Way of Weld County	Non-profit agency-multiple focuses/ homeless services- Qualifying Population	In-person meetings
Weld Trust	Non-profit agency (funder)	In-person meetings
Greeley Fire Department	Local Government	In-person meetings
City of Evans, City Manager	Local Government	In-person meetings
High Plains Housing Development Corporation	Non-profit housing developer	In-person meetings

North Range Behavioral Health	Non-profit agency-mental health	In-person meetings
High Plains Library District	Library	In-person meetings
Sunrise Community Health	Non-profit agency-health provider	In-person meetings
North Colorado Health Alliance	Non-profit agency-health provider	In-person meetings
City of Greeley, City Manager	Local government	In-person meetings
Greeley/Weld County Housing Authorities	Housing authority/ address fair housing concerns/ priorities people with disabilities – Qualifying Population	In-person meetings
Dayspring Christian Academy	Education	In-person meetings
North Colorado Medical Foundation	Non-profit agency-funder	In-person meetings
Greeley Family House	Non-profit agency-shelter and services-families	In-person meetings
Jobs of Hope	Non-profit agency-reentry housing and services- for men that are homeless and recently released from jail or prison	Discussions through Northern Colorado Continuum of Care
Volunteers of America	Non-profit agency- Veterans services – Qualifying Population	Discussions through Northern Colorado Continuum of Care
Greeley-Weld Habitat for Humanity	Non-profit agency-developer of housing for LMI households/ They have also worked with several families that they prioritized because they were fleeing Domestic Violence. They also support many people who are at risk of homelessness. – Qualifying Populations	In-person meetings
Additional Consultations since the arrival of the Assistant City Manager- Juliana Kitten MSW - Sept 2022-Jan 15th 2023		
Sargent Matt Patella of Greeley’s Police Dept Neighborhood Action Team	Leads the team that has the most interaction with people experiencing homelessness. He was also consulted for his knowledge of sex trafficking activities in Greeley and the surrounding Area – provide information and comment on two Qualifying Populations – People experiencing homelessness and people who are fleeing/ sex trafficking / As well as how sex	In person with City Leadership

	trafficking rings have practiced based on who they target and where it happens most frequently.	
The Avery Center	Not for profit – focused on ending Sex Trafficking . – Serves a Qualifying Population	Assistant City Manager reached out to the Executive Director of the Avery Center via LinkedIn, Megan Lundstrom. Megan Lundstrom responded that she recently left the Avery Center to work with TAC – a national consulting firm. She provided the Interim Executive Directors email. I am still working to set up a meeting with Daniel Eastman. The Interim CEO
City Attorney’s office	Local Government	Assistant City Manager had two meetings with two different City Attorney’s and discussed several topics related to housing and homelessness, civil rights related to places people can be, right of people with disabilities specifically related to housing as well as some potential initiatives such as a diversion court for people experiencing homelessness
People currently experiencing homelessness	Literally Homeless - QP	Assistant City Manager met with people experiencing homelessness, this was done at the Housing Navigation Center as well during three separate outreach visits to encampments to specifically ask the people at those homeless encampments what they thought the greatest need in our community was. The overwhelming majority said their own housing and that there was also a need for more substance use services
A woman’s place	Greeley’s only shelter specifically for people experiencing Domestic Violence- (Qualifying Population)	They are an active member in the Continuum of Care. Also, Ms. Kitten met with their Executive Director to learn more about their services and specific gaps they see for their population. There were two major areas identified <ul style="list-style-type: none"> 1. There are not enough shelter options for people experiencing domestic violence 2. Need for more rental subsidies and affordable housing units
The Veterans Resource Center	Qualifying Population- Veterans	The Veterans Resource Center feedback via email. The following is what they noted as current needs for the Veteran population:

		<p>Everything associated with housing is a need: finding suitable housing; assistance with rent and/or mortgage; utility assistance; help with deposits, application fees, 1st month's rent.</p> <p>He said pretty much everyone they talk to has some kind of a need associated with housing/shelter.</p> <ul style="list-style-type: none">• Many of the Veterans he sees absolutely will not go to the Cold Weather Shelter. They suffer from PTSD and mental issues and “cannot” sleep that closely to someone.• VASH vouchers – waiting list. He’s had one Veteran waiting for 6+ months.• A number don’t qualify for VASH vouchers, as they did not receive an honorable discharge.• Services – they don’t qualify for services if they weren’t honorably discharged (mental health, addiction, etc. from VA). Cost is definitely prohibitive.• Transportation is hard. The closest VA is in Loveland and the bus only runs there a couple of times a day, one of which runs real early (he thought) and then they have a walk to get from the bus stop to the VA office.• Of the people he saw last year, about 40% were homeless. The others were fearful of losing the housing they had (no money for rent/mortgage/utilities). <p>A good deal of the Veterans won’t access Guadalupe due to having to be sober</p>
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Summarize feedback received and results of upfront consultation with these entities:
The initial round of consultations conducted by Urbanity Advisors included the following summary and suggestions:

1. There is a lack of coordination and leadership among the current not for profits, Weld County Department of Human Services, and the City of Greeley

2. The City of Greeley needs to in the short-term to coordinate and provide leadership to the various stakeholders, to ensure everyone has the same understanding of current resources, and the largest gaps in the community’s existing homeless services infrastructure. This task force lead by the city will focus the current efforts and resources to maximize all possible resources for the most vulnerable
3. Conduct a Housing Needs Assessment
4. Prior to deciding on a campus model for people experiencing homelessness, the community needs to have much more in-depth research about this model, the successes, and potential failure points
5. Establish a user-friendly resource guide for organizations, housed and unhoused citizens
6. The only emergency shelter only operates during the winter. This is a huge gap and there is a need to look at creative temporary solutions

At the beginning of 2023, another survey was sent to all the agencies and organizations listed above and was also publicized on the Speak Up Greeley engagement page. The Survey was in both English and Spanish. It was very simple. It described the qualifying populations as well eligible activities, and they were asked to rate each activity from 1-4 with 4 being the most important. We received between all platforms over 125 responses. The community members and providers selected two areas that they felt were the most important:

1. A 365 year-round emergency night and day shelter
2. More affordable housing

Public Participation

In accordance with Section V.B of the Notice (page 13), PJs must provide for and encourage citizen participation in the development of the HOME-ARP allocation plan. Before submission of the plan, PJs must provide residents with reasonable notice and an opportunity to comment on the proposed HOME-ARP allocation plan of **no less than 15 calendar days**. The PJ must follow its adopted requirements for “reasonable notice and an opportunity to comment” for plan amendments in its current citizen participation plan. In addition, PJs must hold **at least one public hearing** during the development of the HOME-ARP allocation plan and prior to submission.

PJs are required to make the following information available to the public:

- The amount of HOME-ARP the PJ will receive, and
- The range of activities the PJ may undertake.

Throughout the HOME-ARP allocation plan public participation process, the PJ must follow its applicable fair housing and civil rights requirements and procedures for effective communication, accessibility, and reasonable accommodation for persons with disabilities and providing meaningful access to participation by limited English proficient (LEP) residents that are in its current citizen participation plan as required by 24 CFR 91.105 and 91.115.

Template:

Describe the public participation process, including information about and the dates of the public comment period and public hearing(s) held during the development of the plan:

- ***Date(s) of public notice:*** 1/29/2023 (for public comment and 1st public hearing), 2/19/23 (for 2nd public hearing)
- ***Public comment period:*** start date – 2/09/2023 end date - 2/25/2023
- ***Date(s) of public hearing:*** Two public hearings held – 2/8/2023 and 3/7/2023

Describe the public participation process:

Posted notice of the 15-day comment period, public meeting, and public hearing were in the local newspaper, the Greeley Tribune, in both English and Spanish. The same were provided through email newsletters, on the Greeley Urban Renewal Authority and Housing and Homeless Services websites, and via social media outlets. A digital copy of the allocation plan was available for review and comment on the same websites and was provided to the agencies of the City's CDBG partner group; physical copies were posted at the four local libraries.



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Describe efforts to broaden public participation:

1. Hired a consultant to conduct public meetings, surveys, etc. The meetings were held both virtually and at a location in a low- moderate, downtown location. Surveys were available online.
2. Provided information and the ability to comment on the website Speak Up Greeley.
3. Provided the allocation plan in a variety of ways, including digitally and in hard copy.
4. Utilized the four local libraries as a means to provide the Allocation Plan to the public.
5. Utilized social media to the extent practicable.
6. Held an extra public hearing (additional to the one required).
7. Shared the Allocation with the City's CDBG partner group through email notifications.
8. Shared the Allocation Plan with the attendees at the Urbanity Advisers meetings.

Summarize the comments and recommendations received through the public participation process either in writing, or orally at a public hearing:

Pending

Summarize any comments or recommendations not accepted and state the reasons why:

Pending

Needs Assessment and Gaps Analysis

In accordance with Section V.C.1 of the Notice (page 14), a PJ must evaluate the size and demographic composition of **all four** of the qualifying populations within its boundaries and assess the unmet needs of each of those populations. If the PJ does not evaluate the needs of one of the qualifying populations, then the PJ has not completed their Needs Assessment and Gaps Analysis. In addition, a PJ must identify any gaps within its current shelter and housing inventory as well as the service delivery system. A PJ should use current data, including point in time count, housing inventory count, or other data available through CoCs, and consultations with service providers to quantify the individuals and families in the qualifying populations and their need for additional housing, shelter, or services.

Template:

This allocation plan is specific to the City of Greeley, however much of the data available is for all of Weld County (the Greeley Metropolitan Statistical Area), and in some cases, both Weld and Larimer Counties (which is the region for the Northern Colorado Continuum of Care). Because people experiencing homelessness can be quite transient, information for any of the “boundaries” noted are applicable to the issues. City leadership believes the current numbers to be higher than those shown for Greeley in the table below. Fort Collins is the largest of the cities noted, followed by Greeley, then Loveland.

Sheltered and Unsheltered Homelessness – 2022 Point-in-Time Count

Location	Sheltered		Unsheltered		Total
Greeley	153	65%	83	35%	236
Loveland	70	37.5%	116	62.5%	186
Fort Collins	284	77%	84	23%	368
Other	2	100%	0	0%	2

Current Housing Inventory – 2022 Point-in-Time Count

All noted agencies below are in Greeley.

Agency	Type	Special Populations	Year-Round Beds	Seasonal Beds	Over-flow	Total Beds	PIT Count	Utilization Rate
A Woman’s Place	Emergency Shelter	DV	11			11	6	55%
Catholic Charities	Transitional Housing		43			43	27	63%
Greeley Family House	Transitional Housing	Families	22			22	22	100%
United Way of Weld County	Cold weather emergency shelter	Low Barrier – accepts anyone who asks for shelter,	0	62		62	55	89%

		will provide motel rooms for families with children						
Catholic Charities	PSH	Families	71			71	71	100%
North Range Behavioral Health	PSH 1	Supports people with a range of mental health. Trauma and issues related to substance misuse	6			6	6	100%
North Range Behavioral Health	PSH 2	Supports people with a range of mental health. Trauma and issues related to substance misuse	1			1	1	100%
North Range Behavioral Health	PSH 3	Supports people with a range of mental health. Trauma and issues related to substance misuse	19			19	13	68%
Greeley Family House	Transitional Housing	Families	25			25	25	100%
Jobs of Hope, Inc.	Transitional Housing	Exiting correctional system	12			12	6	50%
North Range Behavioral Health	Transitional Housing	Supports people with a range of mental health.	12			12	8	67%

		Trauma and issues related to substance misuse						
Current Gap	<p>Based on the 2022 Point in Time Count and the available beds and types of beds/housing. It is clear that there is not enough of any resource emergency shelter, permanent supportive housing, domestic violence shelter beds etc.</p> <p>The only emergency shelter operates from November to April. The rest of the year we have ZERO emergency shelter beds. Based on the most recent Point in Time count – which is typically an under-count - <i>Greeley has 236 people experiencing homelessness. Of those 236 people only 62 people will be able to access emergency shelter and only during the months of Nov-April. At this point, since emergency shelter is for basic survival- this appears to be the most acute gap.</i></p>							

The Weld County Health Department just completed their latest Community Health Survey the following are excerpts from their initial analysis related to Housing.

<p>Sixteen percent of Greeley residents reported having an unstable housing situation, higher than the countywide rate of 9.5%.</p>	<p>1 in 5 Greeley residents (20%) said that more than one family lived in their home at the time the survey was administered. This could be for temporary or permanent reasons. Countywide, the rate of double-up households was 15%.</p> <p>In 2019, 9.5% of Greeley residents said more than one family lived in their home.</p>
<p>In 2019, 13.5% of Greeley residents reported unstable housing.</p>	<p>More than a third (36%) of Greeley residents reported being housing cost burdened (spending more than 30% on rent/mortgage and utilities). Countywide, 33% reported being housing cost burdened.</p>

The American Community Survey from the U. S. Census Bureau shows a Greeley population estimate of 109,323 on July 1, 2022.

State of Colorado Statewide Apartment Survey for 1st Quarter 2022 for Greeley Metro Area.

Vacancy rate	4.1%
Average rent	\$1,356
Median rent	\$1,350
Inventory (number of properties surveyed)	5,314
Number of properties surveyed	36

Vacant	220
Average rent – studio	\$974
Average rent – 1 BR	\$1,237
Average rent – 2 BR, 1 BA	\$1,195
Average rent – 2 BR, 2 BA	\$1,558
Average rent – 3 BR, 2 BA	\$1,787
Average rent – “Other”	\$1,222
5+ unit properties per Census (2020 5-Year American Community Survey)	8,833
LIHTC units per CHFA	1,567
Estimated market rate units	7,266
2+ unit properties per Census (2020 5-Year American Community Survey)	13,104

The following table is from Greeley’s Strategic Housing Plan:

Housing mix	63.56% SF; 36.44% MF
Greeley’s MF units not constructed – “short”	401

The following information is from U.S. Census (2021 ACS 1-year estimates):

Occupied renter-occupied units	14,604
# With household income <\$25,000	5,041

Assistant City Manager Juliana Kitten recently met and consulted with the **Weld County Apartment Association**. They reported a higher vacancy rate than what is listed above. Many of the representatives discussed their desire to work with people who have a voucher or other rental subsidy and/or people experiencing homelessness, but their concern was that historically a case manager will move someone in and then they rarely see that case-manager again, and when they try to reach out, the response of the social service agency is limited and they end up with many people facing eviction because they need more help than what the landlord or property manager can provide. The major theme was they would like to help and partner, but they need the social service agencies to provide more support to their tenant and be more responsive to landlords and property managers.

Based on the above information- the information received during consultation and recent surveys by the Weld County Health Department, over one third of our residents report spending more than 30% of their income on rent, and they are worried about this housing burden. More than 20% of our residents are living doubled up. The need in Greeley like the rest of the country for affordable housing is building and without dramatic action it has and will continue to grow.

Describe the size and demographic composition of qualifying populations within the PJ’s boundaries:

Homeless as defined in 24 CFR 91.5

1. Homeless

From 2022 PIT Report for Weld County (Total – 236) and U. S. Census Data

Program Type	Number of People	Percent of People
Emergency shelter	114	48.31%
Transitional Housing	39	16.53%
Unsheltered	83	35.17%
Gender	Number of People	Percent of People
Male	145	61.44%
Female	90	38.14%
Gender non-conforming	0	0%
Transgender	1	.42%

The City of Greeley has a total number of 236 people experiencing homelessness. Of that number we know that 62 meet the definition for chronic homelessness. Based on the point in time count. We know that in the City of Greeley during the 2022 point in time count, 82 people were unsheltered. Our emergency shelter was 89% full, so if any of the 83 people wanted emergency shelter only 10 would have a bed available to them.

Other populations requiring services or housing assistance to prevent homelessness and other populations at greatest risk of housing instability, as defined by HUD in the Notice

There are many populations that need services and are great risk. Currently there are no shelters other than the domestic violence shelter that can accommodate someone who is in wheelchair. There is a supportive housing not-for profit apartment complex specifically for people who have suffered brain injuries, that has cut many of its services the last two years, and now they are asking people to find other places to live as they plan a remodel, starting in July 2023. There are very few apartments that will be designed for their needs. We have many different immigrant populations in Greeley. Many of them come to work at the local meat processing plants and in the agriculture industry. More outreach to these communities is needed. Our local university- University of Northern Colorado is starting this year, for the first time, a social services hub to assist their students who are homeless and the ones that are ‘couch-surfing’ and at great risk for homelessness.

Identify and consider the current resources available to assist qualifying populations, including congregate and non-congregate shelter units, supportive services, TBRA, and affordable and permanent supportive rental housing (Optional):

As noted above, we have a congregate emergency shelter that operates six months a year and is inadequate for the number of people experiencing homelessness on a year-round basis. There are zero non-congregate emergency shelter options.

No agency is running a tenant-based rental assistance program with the exception of Weld County, which started one during the pandemic.

North Range Community Mental Health runs some permanent supportive housing units, but they also have made it very clear that this a bit of mission drift for them, and they want to get out of the property management business.

Currently the Greeley/Weld Housing Authority had not prioritized the needs of people who are homeless. Their top priorities are seniors and people who are at risk of homelessness. They also currently have over \$250,000 that could be used for rental subsidy but is not.

Describe the unmet housing and service needs of qualifying populations:

As noted above the City of Greeley has just hired Development Strategies to perform a Housing Market Analysis. One of the main objectives of this study is to provide a road map about the number and type of housing units that are needed and for each income level. An area that certainly needs attention is more programs to prevent homelessness. Weld County is providing emergency rental assistance, but often people are at the place of days or weeks at most away from eviction, which is very traumatizing and disruptive, if there was more in reach and coordination between the various departments at Weld County DHS and the City of Greeley's Service providers. This is true for people who are coping with Domestic Violence, Homelessness, and being at Risk of Homelessness. In addition, our Veterans, and their services, are a bit more isolated from other services. Also, the closet VA hospital and housing program, is an hour away in Cheyenne, Wyoming. There is a local agency that operates an SSVF program, and they are doing everything they can, but they are under-resourced and because of this have a difficult time helping their clients, to quickly find housing.

Another area of service that affects all of the qualifying populations is our transit system. There is no service on Sunday's, the buses stop running at 8:00pm and the only emergency shelter is located on the very eastern boarder of the city limits, so often transportation, is needed for someone to access it.

Homeless as defined in 24 CFR 91.5

The City of Greeley has a total number of 236 people experiencing homelessness. Of that number, we know that 62 meet the definition for chronic homelessness. Based on the point in time count. We know that in the City of Greeley during the 2022 point in time count. 82 people were unsheltered. Our emergency shelter was 89% full, so if any of the 83 people wanted emergency shelter only 10 would have a bed available to them.

There are very few resources for intensive on-going case-management once a person has been housed.

There is only one person in the community who provides outreach services and that is only one day a week.

The care for people experiencing homelessness is falling to our police and fire departments.

At Risk of Homelessness as defined in 24 CFR 91.5

Currently there is not a strong data set that identifies this. Since the pandemic, the county has run the Emergency Rental Assistance Program and is adding another several millions of dollars to that this year. We have a goal of stronger coordination with all our partners. But as previously noted, there are many hundreds of residents in Greeley that are rent-burdened, doubled-up and are essentially one paycheck or medical illness away from becoming homeless.

Fleeing, or Attempting to Flee, Domestic Violence, Dating Violence, Sexual Assault, Stalking, or Human Trafficking, as defined by HUD in the Notice

According to the consultation with our domestic violence providers, there is a very large hidden need beyond what the point in time count demonstrated for people who are experiencing domestic violence. Their most recent statistics show the following for just their shelter.

In 2022:

- 844 crisis calls
- 385 victims served
- 459 clients received job-searching support for long-term self-sufficiency
- 907 legal advocacy services provided

During my consultation with Sargent Patella, Greeley Police Department, about people who are fleeing Sex Trafficking situations, he noted that most of the victims were young women, who were homeless when they were targeted. He discussed how many of the lower cost hotels are where the majority of these issues take place in Greeley and that there is an area they are targeting. He also noted that they do not have enough focus and dedicated officers addressing this issue. He certainly believes it is a larger issue that needs more discussion and attention.

Identify any gaps within the current shelter and housing inventory as well as the service delivery system:

See above under current resources for explanation of gaps.

Under Section IV.4.2.ii.G of the HOME-ARP Notice, a PJ may provide additional characteristics associated with instability and increased risk of homelessness in their HOME-ARP allocation plan. These characteristics will further refine the definition of “other populations” that are “At Greatest Risk of Housing Instability,” as established in the HOME-ARP Notice. If including these characteristics, identify them here:

N/A

Identify priority needs for qualifying populations:

Basic emergency day and night shelter that operates 365 days a year

Explain how the PJ determined the level of need and gaps in the PJ’s shelter and housing inventory and service delivery systems based on the data presented in the plan:

The plan is based on the 2022 point in time count, the major themes from all surveys and interviews, and then selecting the need that seems most acute at this time. The most acute needs is that lack of a 24/hr, 365 days a year emergency day and night shelter. Also, the emergency shelter beds during winter are inadequate. There is clear support for this across all sectors of our community. Finally, Greeley has such limited services at every level for people experiencing homelessness, we could have picked any activity, but we choose this based on the data and the community’s voice, as well as the fact that an emergency shelter can save people’s lives and without doing this, people experiencing homelessness lives are at greater risk without this.

HOME-ARP Activities

Template:

Describe the method(s) that will be used for soliciting applications for funding and/or selecting developers, service providers, subrecipients and/or contractors:

There will be a scoring template created based on best practices in development of non-congregate shelters. The rating committee will be made up of subject-matter experts, people with lived experience of homelessness and members of the qualifying populations.

Describe whether the PJ will administer eligible activities directly:

At this point, the plan is not to provide any of the services or development directly.

If any portion of the PJ's HOME-ARP administrative funds are provided to a subrecipient or contractor prior to HUD's acceptance of the HOME-ARP allocation plan because the subrecipient or contractor is responsible for the administration of the PJ's entire HOME-ARP grant, identify the subrecipient or contractor and describe its role and responsibilities in administering all of the PJ's HOME-ARP program:

N/A

In accordance with Section V.C.2. of the Notice (page 4), PJs must indicate the amount of HOME-ARP funding that is planned for each eligible HOME-ARP activity type and demonstrate that any planned funding for nonprofit organization operating assistance, nonprofit capacity building, and administrative costs is within HOME-ARP limits.

Template:

Use of HOME-ARP Funding

	Funding Amount	Percent of the Grant	Statutory Limit
Supportive Services	\$ #		
Acquisition and Development of Non-Congregate Shelters	\$ 1,259,235		
Tenant Based Rental Assistance (TBRA)	\$ #		
Development of Affordable Rental Housing	\$ #		
Non-Profit Operating	\$ #	# %	5%
Non-Profit Capacity Building	\$ #	# %	5%
Administration and Planning	\$ 222,218	# %	15%
Total HOME ARP Allocation	\$ 1,481,453		

Describe how the PJ will distribute HOME-ARP funds in accordance with its priority needs identified in its needs assessment and gap analysis:

This investment will be a portion of the fund required for the non-congregate year-round 24-hour day and night emergency shelter. The goal will be to work with DOLA's division of Supportive Housing, utilizing their recently released transformational grants as another funding source. We will also be working with both local private public supporters to complete the financing for the shelter and the necessary supportive services it will require.

Describe how the characteristics of the shelter and housing inventory, service delivery system, and the needs identified in the gap analysis provided a rationale for the plan to fund eligible activities:

The fact that there are grossly inadequate emergency shelter beds during winter and zero available during the rest of the year, is the driving data informing this plan. Also, there is support for this across all sectors of our community. Finally, Greeley has such limited services at every level for people experiencing homelessness, we could have picked any activity, but we choose this based on the data and the community's voice, as well as the fact that an emergency shelter can save people's lives and absent doing this, the lives of people experiencing homelessness will be at greater risk.

HOME-ARP Production Housing Goals

Template

Estimate the number of affordable rental housing units for qualifying populations that the PJ will produce or support with its HOME-ARP allocation:

0

Describe the specific affordable rental housing production goal that the PJ hopes to achieve and describe how the production goal will address the PJ's priority needs:

0

Preferences

A preference provides a priority for the selection of applicants who fall into a specific QP or category (e.g., elderly or persons with disabilities) within a QP (i.e., subpopulation) to receive assistance. A *preference* permits an eligible applicant that qualifies for a PJ-adopted preference to be selected for HOME-ARP assistance before another eligible applicant that does not qualify for a preference. A *method of prioritization* is the process by which a PJ determines how two or more eligible applicants qualifying for the same or different preferences are selected for HOME-ARP assistance. For example, in a project with a preference for chronically homeless, all eligible QP applicants are selected in chronological order for a HOME-ARP rental project except that eligible QP applicants that qualify for the preference of chronically homeless are selected for occupancy based on length of time they have been homeless before eligible QP applicants who do not qualify for the preference of chronically homeless.

Please note that HUD has also described a method of prioritization in other HUD guidance. Section I.C.4 of Notice CPD-17-01 describes Prioritization in CoC CE as follows:

“Prioritization. In the context of the coordinated entry process, HUD uses the term “Prioritization” to refer to the coordinated entry-specific process by which all persons in need of assistance who use coordinated entry are ranked in order of priority. The coordinated entry prioritization policies are established by the CoC with input from all community stakeholders and must ensure that ESG projects are able to serve clients in accordance with written standards that are established under 24 CFR 576.400(e). In addition, the coordinated entry process must, to the maximum extent feasible, ensure that people with more severe service needs and levels of vulnerability are prioritized for housing and homeless assistance before those with less severe service needs and lower levels of vulnerability. Regardless of how prioritization decisions are implemented, the prioritization process must follow the requirements in Section II.B.3. and Section I.D. of this Notice.”

If a PJ is using a CE that has a method of prioritization described in CPD-17-01, then a PJ has preferences and a method of prioritizing those preferences. These must be described in the HOME-ARP allocation plan in order to comply with the requirements of Section IV.C.2 (page 10) of the HOME-ARP Notice.

In accordance with Section V.C.4 of the Notice (page 15), the HOME-ARP allocation plan must identify whether the PJ intends to give a preference to one or more qualifying populations or a subpopulation within one or more qualifying populations for any eligible activity or project.

- Preferences cannot violate any applicable fair housing, civil rights, and nondiscrimination requirements, including but not limited to those requirements listed in 24 CFR 5.105(a).
- The PJ must comply with all applicable nondiscrimination and equal opportunity laws and requirements listed in 24 CFR 5.105(a) and any other applicable fair housing and civil rights laws and requirements when establishing preferences or methods of prioritization.

While PJs are not required to describe specific projects in its HOME-ARP allocation plan to which the preferences will apply, the PJ must describe the planned use of any preferences in its HOME-ARP allocation plan. This requirement also applies if the PJ intends to commit HOME-ARP funds to projects that will utilize preferences or limitations to comply with restrictive eligibility requirements of another project funding source. **If a PJ fails to describe preferences or limitations in its plan, it cannot commit HOME-ARP funds to a project that will implement a preference or limitation until the PJ amends its HOME-ARP allocation plan. For HOME-ARP rental housing projects, Section VI.B.20.a.iii of the HOME-ARP Notice (page 36) states that owners may only limit eligibility or give a preference to a particular qualifying population or segment of the qualifying population if the limitation or preference is described in the PJ’s HOME-ARP allocation plan.** Adding a preference or

limitation not previously described in the plan requires a substantial amendment and a public comment period in accordance with Section V.C.6 of the Notice (page 16).

Template:

Identify whether the PJ intends to give preference to one or more qualifying populations or a subpopulation within one or more qualifying populations for any eligible activity or project:

No preference

If a preference was identified, explain how the use of a preference or method of prioritization will address the unmet need or gap in benefits and services received by individuals and families in the qualifying population or subpopulation of qualifying population, consistent with the PJ's needs assessment and gap analysis:

No Preference

Referral Methods

PJs are not required to describe referral methods in the plan. However, if a PJ intends to use a coordinated entry (CE) process for referrals to a HOME-ARP project or activity, the PJ must ensure compliance with Section IV.C.2 of the Notice (page10).

A PJ may use only the CE for direct referrals to HOME-ARP projects and activities (as opposed to CE and other referral agencies or a waitlist) if the CE expands to accept all HOME-ARP qualifying populations and implements the preferences and prioritization established by the PJ in its HOME-ARP allocation plan. A direct referral is where the CE provides the eligible applicant directly to the PJ, subrecipient, or owner to receive HOME-ARP TBRA, supportive services, admittance to a HOME-ARP rental unit, or occupancy of a NCS unit. In comparison, an indirect referral is where a CE (or other referral source) refers an eligible applicant for placement to a project or activity waitlist. Eligible applicants are then selected for a HOME-ARP project or activity from the waitlist.

The PJ must require a project or activity to use CE along with other referral methods (as provided in Section IV.C.2.ii) or to use only a project/activity waiting list (as provided in Section IV.C.2.iii) if:

1. the CE does not have a sufficient number of qualifying individuals and families to refer to the PJ for the project or activity;
2. the CE does not include all HOME-ARP qualifying populations; or,
3. the CE fails to provide access and implement uniform referral processes in situations where a project's geographic area(s) is broader than the geographic area(s) covered by the CE

If a PJ uses a CE that prioritizes one or more qualifying populations or segments of qualifying populations (e.g., prioritizing assistance or units for chronically homeless individuals first, then prioritizing homeless youth second, followed by any other individuals qualifying as homeless, etc.) then this constitutes the use of preferences and a method of prioritization. To implement a CE with these preferences and priorities, the PJ **must** include the preferences and method of prioritization that the CE will use in the preferences section of their HOME-ARP allocation plan.

Use of a CE with embedded preferences or methods of prioritization that are not contained in the PJ's HOME-ARP allocation does not comply with Section IV.C.2 of the Notice (page10).

Template:

Identify the referral methods that the PJ intends to use for its HOME-ARP projects and activities. PJ's may use multiple referral methods in its HOME-ARP program. (Optional):

We will ensure that the eventual non-congregate 365 days a year emergency night and day shelter that is built -will accept all referrals in addition to most of the referrals which are expected to be self-referrals, of people walking in.

If the PJ intends to use the coordinated entry (CE) process established by the CoC, describe whether all qualifying populations eligible for a project or activity will be included in the CE process, or the method by which all qualifying populations eligible for the project or activity will be covered. (Optional):

N/A

If the PJ intends to use the CE process established by the CoC, describe the method of prioritization to be used by the CE. (Optional):

N/A

If the PJ intends to use both a CE process established by the CoC and another referral method for a project or activity, describe any method of prioritization between the two referral methods, if any. (Optional):

N/A

Limitations in a HOME-ARP rental housing or NCS project

Limiting eligibility for a HOME-ARP rental housing or NCS project is only permitted under certain circumstances.

- PJs must follow all applicable fair housing, civil rights, and nondiscrimination requirements, including but not limited to those requirements listed in 24 CFR 5.105(a). This includes, but is not limited to, the Fair Housing Act, Title VI of the Civil Rights Act, section 504 of Rehabilitation Act, HUD's Equal Access Rule, and the Americans with Disabilities Act, as applicable.
- A PJ may not exclude otherwise eligible qualifying populations from its overall HOME-ARP program.
- Within the qualifying populations, participation in a project or activity may be limited to persons with a specific disability only, if necessary, to provide effective housing, aid, benefit, or services that would be as effective as those provided to others in accordance with 24 CFR 8.4(b)(1)(iv). A PJ must describe why such a limitation for a project or activity is necessary in its HOME-ARP allocation plan (based on the needs and gap identified by the PJ in its plan) to meet some greater need and to provide a specific benefit that cannot be provided through the provision of a preference.
- For HOME-ARP rental housing, section VI.B.20.a.iii of the Notice (page 36) states that owners may only limit eligibility to a particular qualifying population or segment of the

qualifying population if the limitation is described in the PJ's HOME-ARP allocation plan.

- PJs may limit admission to HOME-ARP rental housing or NCS to households who need the specialized supportive services that are provided in such housing or NCS. However, no otherwise eligible individuals with disabilities or families including an individual with a disability who may benefit from the services provided may be excluded on the grounds that they do not have a particular disability.

Template

Describe whether the PJ intends to limit eligibility for a HOME-ARP rental housing or NCS project to a particular qualifying population or specific subpopulation of a qualifying population identified in section IV.A of the Notice:

No limitation

If a PJ intends to implement a limitation, explain why the use of a limitation is necessary to address the unmet need or gap in benefits and services received by individuals and families in the qualifying population or subpopulation of qualifying population, consistent with the PJ's needs assessment and gap analysis:

No limitation

If a limitation was identified, describe how the PJ will address the unmet needs or gaps in benefits and services of the other qualifying populations that are not included in the limitation through the use of HOME-ARP funds (i.e., through another of the PJ's HOME-ARP projects or activities):

No limitation

HOME-ARP Refinancing Guidelines

If the PJ intends to use HOME-ARP funds to refinance existing debt secured by multifamily rental housing that is being rehabilitated with HOME-ARP funds, the PJ must state its HOME-ARP refinancing guidelines in accordance with [24 CFR 92.206\(b\)](#). The guidelines must describe the conditions under which the PJ will refinance existing debt for a HOME-ARP rental project, including:

The City does not intend to use HOME-ARP funds to refinance existing debt secured by multifamily rental housing that is being rehabilitated with HOME-ARP funds, and thus has responded "N/A" to all requirements below.

- ***Establish a minimum level of rehabilitation per unit or a required ratio between rehabilitation and refinancing to demonstrate that rehabilitation of HOME-ARP rental housing is the primary eligible activity***

N/A

- ***Require a review of management practices to demonstrate that disinvestment in the property has not occurred; that the long-term needs of the project can be met; and that the feasibility of serving qualified populations for the minimum compliance period can be demonstrated.***

N/A

- ***State whether the new investment is being made to maintain current affordable units, create additional affordable units, or both.***

N/A

- ***Specify the required compliance period, whether it is the minimum 15 years or longer.***

NA

- ***State that HOME-ARP funds cannot be used to refinance multifamily loans made or insured by any federal program, including CDBG.***

NA

- ***Other requirements in the PJ's guidelines, if applicable:***

N/A



Council Agenda Summary

Title:

Scheduling of Meetings, Other Events

Summary:

During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Planning Calendar and Schedule for City Council Meetings and Work Sessions and make any necessary changes regarding any upcoming meetings or events.

Attachments:

Council Meetings and Other Events Calendars

Council Meeting and Work Session Schedule/Planning Calendar

March 6, 2023 - March 12, 2023

March 2023

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April 2023

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Monday, March 6

Tuesday, March 7

6:00pm - City Council Meeting (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar ↻



Wednesday, March 8

Thursday, March 9

Friday, March 10

Saturday, March 11

Sunday, March 12

March 13, 2023 - March 19, 2023

March 2023							April 2023						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29
							30						

Monday, March 13

Tuesday, March 14

6:00pm - City Council Work Session Meeting (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar ↻



Wednesday, March 15

7:30am - Visit Greeley (Butler) ↻

2:00pm - 5:00pm Water & Sewer Board (Gates) ↻

Thursday, March 16

7:30am - 8:30am DDA (DeBoutez/Butler) ↻

3:30pm - 4:30pm Airport Authority (Clark/Payton) ↻

Friday, March 17

Saturday, March 18

Sunday, March 19

March 20, 2023 - March 26, 2023

March 2023							April 2023						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3	4						1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29
							30						

Monday, March 20

7:30am - 2:30pm *Save the Date*** Greeley Day at The Capitol**
(The Art Hotel Denver, Curio Collection by Hilton; Colorado State Capitol)

Tuesday, March 21

6:00pm - City Council Meeting (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar ↻



Wednesday, March 22

Thursday, March 23

Friday, March 24

Saturday, March 25

Sunday, March 26

March 27, 2023 - April 2, 2023

March 2023							April 2023						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29
							30						

Monday, March 27

- 11:30am - 12:30pm Greeley Chamber of Commerce (Hall) ↻
- 6:00pm - 7:00pm Youth Commission (Clark) ↻

Tuesday, March 28

- 6:00pm - City Council Work Session Meeting - Cancelled
(R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar ↻



Wednesday, March 29

- 7:00am - 8:00am Upstate Colorado Economic Development (Gates/Hall) (Upstate Colorado Conference Room) - Council Master Calendar ↻
- 10:00am - 1:00pm Arc of Weld County 12th Annual Achieve with Us Film Festival (Greeley Central High School 1515 14th Avenue • Greeley, Colorado 80631) - Council Master Calendar

Thursday, March 30

Friday, March 31

Saturday, April 1

Sunday, April 2

City Council Meeting Scheduling 2023

3/1/2023			
This schedule is subject to change			
Date/Type	Description	Sponsor	Placement/Time
March 14, 2023 Council Work Session	CivicPlus - Agenda Management Software Update	Heidi Leatherwood	
	CCO Boards & Commissions Survey Results	Heidi Leatherwood	
	Greeley long-term Revenue Needs	John Karner	
	Executive Session - Municipal Judge Performance Review	Noel Mink/Doug Marek	
March 21, 2023 Council Meeting	Proclamation - Parkinson's Disease Awareness Month	Mayor	Intro
	Proclamation - Fair Housing Month	Mayor	Intro
	UNC Spring Update - Dr. Andy Feinstein	Intro	Intro
	Minutes Approval (2/28/23 Work Session; 3/7/23 Council Meeting)	Heidi Leatherwood	Consent
	Consideration of a Resolution Approving a Downtown Redevelopment Agreement	Ben Snow	Consent
	Consideration of 2022 Consolidated CDBG and HOME Program Annual Performance Report	Ben Snow	Consent
	Consideration of a Resolution Approving Renewal of the Water Services Agreement with City of Evans	Sean Chambers	Consent
	PH & 2nd Rdg Ord - Metropolitan District Code Updates	Becky Safarik	Regular
	PH and Consideration of a Resolution - Increase 2023 CDBG and HOME Program budgets	Ben Snow	Regular
	PH & 2nd Rdg Ord - 2023 Additional Appropriation	John Karner	Regular
March 28, 2023 Council Work Session	Boards & Commissions Appointments	Heidi Leatherwood	Regular
	Executive Session - City Attorney Performance Review	Noel Mink	Regular
March 28, 2023 Council Work Session	Cancelled		
April 04, 2023 Council Meeting	Proclamation - Arbor Day	Mayor	Intro
	Proclamation - Sexual Assault Awareness Month	Mayor	Intro
	Minutes Approval (3/14/23 Work Session; 3/21/23 Council Meeting)	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Set City Manager Salary	Noel Mink	Consent
	Intro & 1st Rdg Ord - Set City Attorney Salary	Noel Mink	Consent
	Intro & 1st Rdg Ord - Set Municipal Court Judge Salary	Noel Mink	Consent
	Intro & 1st Rdg Ord - Code Amendment to Designate Posting Sites for B&C Meeting Notice	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Grant Approval limits	John Karner	Consent



Council Agenda Summary

Title:

Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances

Council's Recommended Action:

A motion to approve the above authorizations.



Council Agenda Summary

March 7, 2023

Key Staff Contact: Noel Mink, Human Resources Director

Title:

Executive Session for the purpose of completing the annual performance review of the City Manager

Summary:

An executive session is needed to enable the City Council to complete the annual performance review of the City Manager. If Council concurs, a motion to adjourn into Executive Session is needed.

Strategic Focus Area:



High-Performance Government

Council's Recommended Action:

A motion to go into an Executive Session to discuss the following matter as provided under C.R.S. Section 24-6-402(4)(f) and Greeley Municipal Code Section 2.151(6)(a):

To discuss personnel reporting to the City Council.

Attachments:

None