

CITIZEN TRANSPORTATION ADVISORY BOARD

The Citizen Transportation Advisory Board met Monday, February 28, 2022, remotely

The following Board members were present: Mike McFadden, Lavonna Longwell, Jimmy Jones, Steve Teets, Thomas Donkle, and Raymond Amaya

Absent: Bart Smith (excused)

City staff included Will Jones, Allison Baxter, and Michelle Johnson

I. Mike called the meeting to order at 3:00 pm

II. APPROVAL OF MINUTES

The minutes from January were approved by a motion and unanimous vote of the Board members present

III. CHANGES TO AGENDA AND/OR ANNOUNCEMENTS

Steve – Housing and homelessness meeting in April or May through the City of Greeley. Will bring info to board after the meeting

IV. PUBLIC COMMENT

None

2050 Regional Transportation Plan: Alex Gordon

The MPO is a regional transportation planning agency that covers Ft Collins, south of Berthoud, east to La Salle and north to Eaton and it is based on where the census urbanized areas are. The MPO reports to a council that is made up of elected officials from the 13 communities within the boundaries, Weld County, Laramie County, transportation agencies, planner, engineers, and air quality staff to help form and implement a regional transportation programming with limited state and federal funds to address regional priorities.

Introduction:

- The Regional Transportation Plan (RTP) must be updated every four years, it was last updated in September 2019
- All travel modes are considered; transit, bike/ped, emerging technology (autonomous vehicles), roadway, freight
- By Federal regulations, the plans must have 20+ years of planning
- Projects must be fiscally constrained; each project included in the plan must have a reasonable expectation for funding
- Must meet air quality conformity requirements; all project included in the plan cannot go above the motor vehicle emissions budget that could make air quality worse

What's new:

- Greenhouse gas budget: it is a statewide requirement, the MPO must show that the projects are reducing greenhouse gas within the region
- Reduce duplicate information
- RTP-focused outreach strategy; creating a plan specific outreach strategy rather than using the agency's public environmental plan

Existing Plans:

- Regional Active Transportation Plan, Greeley on the go, Evans Master Plan, Severance and Berthoud Transportation Plan, Windsor Transportation Master Plan, Ft Collins City Plan, Loveland Transportation Master Plan. Most of these plans were adopted in 2020 so instead of asking people the same questions, the information on these plans is being used.

Plan Structure:

- Chapter 1. Planning context: What does our region/agency look like today? What is the RTP, MPO?
- Chapter 2. Trends: Socioeconomic, transportation, emerging trends and technology, and security/safety- tying together the now vs. the future, using that data and information, and putting it together in one place
- Chapter 3. Visioning and scenario planning: What does the region look like as it grows and develops?
- Chapter 4. Funding and financing: What projects should the region fund and with that money? Projects that the communities would like to fund within the next 25 to 30. Where is the funding coming from? Does that help the air quality conformably, gas reductions?

Outreach Strategies:

Website, social media, surveys, community events, presentations

Greeley on the Go- Transportation Master Plan: Allison Baxter

The plan goal is to provide a framework for transportation investment and priorities in Greeley over the next 20 years.

- What's been done:
 - ✓ 2011 - 2035 Comprehensive Transportation Plan
 - ✓ 2015 – Bicycle Master Plan
 - ✓ 2016 – GET Strategic Transit Plan
 - ✓ 2018 – Imagine Greeley Comprehensive Plan
 - ✓ 2020 – City Council 2040 Vision Get Outdoors Greeley Strategic Trails Plan

Greeley on the Go will build off past planning efforts

- Plan Process
 - ✓ Gather information – Current state of the transportation system in Greeley and future trends
 - ✓ Get feedback – From stakeholders, residents, visitors, and City Council
 - ✓ Identify vision and goals – Use information and feedback to develop goals and establish clear objectives
 - ✓ Establish priorities – Identify priorities that are in-line with the vision and goals
 - ✓ Identify projects/Initiatives – Identify projects and programs based on vision, goals, and priorities
 - ✓ Develop plan document – develop plan, feedback from council on draft, and finalize plan
- Regional travel
 - ✓ There are a lot of people commuting in and out of Greeley every day:
 - 30,000 people commute into Greeley for work every day (34% of the workforce commute into Greeley for work))
 - 34,500 people commute out of Greeley for work every day (42% of the commute out of Greeley for work)
 - 19,500 people live and work in Greeley (23% of the workforce live and work in Greeley)
 - ✓ Travel within Greeley are less than a mile (15-20% of trips) top destinations are NCMC, UCHHealth, Downtown, UNC, and AIMS.
 - ✓ Average daily traffic within Greeley is highest on 34 Bypass, 10th St and Highway 85.
 - ✓ Walking and biking with Greeley is highest downtown, near UNC, and along 23rd Avenue
 - ✓ Greeley-Evans Transit ridership is up 67% since 2011. The ride free with ID for students helped fuel growth (51% of ridership are students and UNC)

- Outreach
 - ✓ A survey was done in April, it was open to the public for 8 weeks and there was a total of 667 responses. The top priorities were to improve traffic flow, maintain existing facilities, and provide a balanced transportation network
 - ✓ Intercept events were done at Farmer's Market, Arts Picnic, Active Adult Center, and Transit Center
 - ✓ Focus group at the Boys and Girls Club and Immigrant and Refugee Center
 - ✓ Three stakeholder committee meetings
- Transportation Alternatives
 - ✓ Alternative #1: High investment in vehicle capacity
Lower travel time and minimal delays at intersections and high levels of investment in vehicle infrastructure
 - ✓ Alternative #2: Multimodal investment for community placemaking
Multimodal investment where walking, biking, and transit propensity is highest. Connecting new development to the rest of the city
 - ✓ Alternative #3: Bike, pedestrian, and transit investment
More investment in alternative transportation options (transit, walking, biking) and high levels of multimodal connectivity

Stake holders came up with resolution 2.5, which is transportation investments for quality of life

Priority investment areas will be separated into 2 tier and will be aligned with CIP expenditures; tier 1 priority investments will be where people walk, bike, and use transit the most (downtown, UNC, east of Greeley, Centerplace, AIMS) and the corridor will be 8th Ave, Highway 85, 4th St, 10th St, 35th Ave, 20th St, 83rd Ave, and the Poudre Trail. Tier 2 are longer range investment, and these include O St, 95th Ave, CR 56, and Sheep Draw Trail

- Project categories, these will be the outcome of this study:
 - ✓ Streets: new streets, traffic calming, and resurfacing
 - ✓ Placemaking: entryways, street, and intersection design
 - ✓ Pedestrian: new and improved sidewalks, ADA upgrades, pedestrian safety measures
 - ✓ Emerging technology: smart signals, fiber, and EV infrastructure
 - ✓ Mobility/Transit: Shared mobility, mobility hubs, and fixed route optimization
 - ✓ Bike: bike lanes, trails, and education programs
- Schedule
 - ✓ Council session #3 in the Spring
 - ✓ CTAB in the Spring
 - ✓ #5 Stake holder meeting
 - ✓ Draft and public outreach in the spring
 - ✓ CTAB in the summer
 - ✓ Council session #4 in the summer

Development Updating Discussion: Will Jones

There will be quarterly updates added to the agenda about current developments that may be affecting traffic

Bus stop Maintenance: Michelle Johnson

Transit is working on a maintenance plan for bus shelters, bus benches, and buses. Transit will start an incentive program with the drivers to report graffiti, overflow trash cans, and trash around bus stops

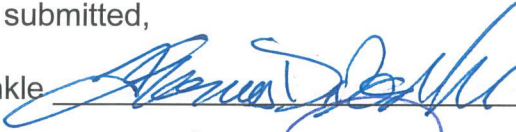
Round Table & Proposed Agenda items for March 25, 2022: All

- 9th St and 10th St Mobility Enhancements
- 2022 Keep Greeley Moving Update

The meeting adjourned at 4:33 pm.

Respectfully submitted,

Thomas Donkle
Chairman



Date 3-28-2022

Valerie Ramirez-Elizalde
Recording Secretary



Date 3-28-2022



1

Introduction

- Updated every four years (September 2019)
- Consider all travel modes: transit, freight, bike/ped, roadway, emerging technology, etc.
- Must have a 20+ year planning horizon
- Projects must be fiscally constrained
- Must meet air quality conformity requirements

2050 RTP



2

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What's new

2050 RTP

- Greenhouse gas budgets
- Focus on the **“so what”** of the data and **emerging trends**
- Reduce duplicate information
- RTP-focused **Outreach Strategy**

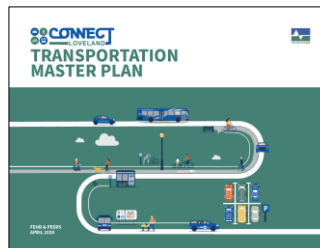
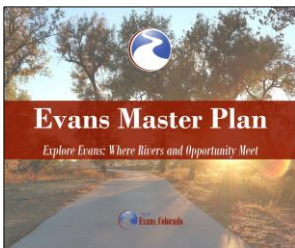
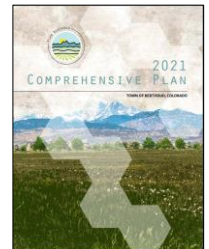
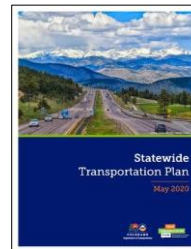
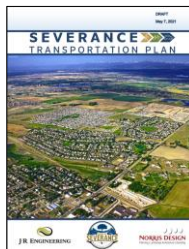
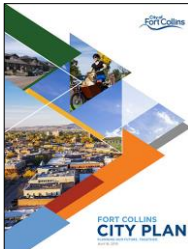
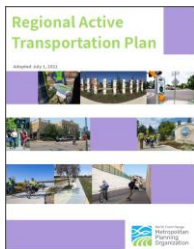


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Existing Plans

2050 RTP



Others?

4

4

Plan Structure

1. Planning Context

What does our region/agency look like today?

2. Trends

Socioeconomic, transportation, emerging trends and technology, and security/safety

3. Visioning and Scenario Planning

What does the region look like as it grows and develops?

4. Funding and Financing

What projects should the region fund and with what money?

5. Appendices

5

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Outreach

2050 RTP

2021	2022				2023		
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Phase Ia (Goals, Problem Identification)		Phase Ib (Goal ranking, Corridor Visions)		Phase II (Scenarios and Projects)		Phase III (Education)	

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Outreach Strategies

2050 RTP

Home / RTP / 2050 RTP



Vision Statement (under review): The multimodal transportation system in Northern Colorado will be safe, socially and environmentally sensitive, and supportive of the region's quality of life and economic vitality.

What is the RTP?

The **Regional Transportation Plan (RTP)** is the long-range transportation plan for the Northern Colorado region. We update the plan every four years to use current information to evaluate our current system, identify the needs to address congestion, accessibility, and overall mobility, and ensure a fiscally constrained plan to address the need.

Our most recent RTP was adopted in September 2019. The plan can be downloaded from our RTP page.

What is considered in the RTP?

The RTP considers the entire transportation system: roadways, transit, freight, and emerging technology. As part of the process, we look at what exists today, what local communities have planned over the next two decades, what funding is available, and what projects have a regional significance.

The other major thing we consider is how this plan impacts the region's air quality - we need to conform to National Ambient Air Quality Standards (NAAQS) and consider greenhouse gases (GHG) emissions.

What is in the RTP?

The RTP will address the following topics:

- **Planning Context** - what does our transportation system and infrastructure look like today?
- **Trends** - what does our region look like today and what do we expect it to look like by 2050?
- **Scenarios and visioning** - what could our regional corridors look like based on local, regional, and statewide plans and modeling?
- **Funding and financing** - how do we pay for the improvements needed?

- Website: nfrmpo.org/rtp/2050-rtp
- Social Media
- Videos and Presentations
- Surveys
- Community Events
- Building on local efforts and plans

7

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Questions for CTAB

2050 RTP

- How do you see the region growing? What does the future of NoCo look like?
- What can we learn from *Greeley on the Go*?
- General feedback on getting around Northern Colorado



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Questions & Contact Info

2050 RTP**Alex Gordon, PTP**

Transportation Planner III

agordon@nfrmpo.org

(970) 289-8279

9

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TDM in NoCo

Fort Collins Transportation Board



North Front Range
Metropolitan
Planning
Organization

January 19, 2022

10

What is TDM?

2050 RTP

- Toolbox of strategies to reduce single occupancy vehicles (SOV) and improve capacity
- What works for *you*? Not one-size-fits-all (and not the government telling you what to do!)
- Support businesses and employees
- Voluntary efforts, though potentially mandatory in the future



Image Credit: Mobility Lab

11

11

Who benefits from TDM?

2050 RTP

Employers / Business

- More appealing and marketing (climate, etc.)
- Expanded workforce and higher retention
- Cost effective (reduce need for parking, etc.)
- Tax benefits (transit and vanpool benefit)



Employees

- Choice and flexibility
- Reduced stress
- Potential tax benefits/cost savings

Communities

- More efficient land use
- Attractive to businesses and employees (quality of life)
- Improved road safety



12

12

2050 RTP

-
- Legend**
- 200 Households in 2013
 - 200 Households added by 2023
 - Highways
 - Major Roads
 - County Boundary
 - FRUROPO Boundary
- July 2023
Sources: CSOT, FRUROPO
- Front Range
Urban and
Rural Planning
Organization

13

14

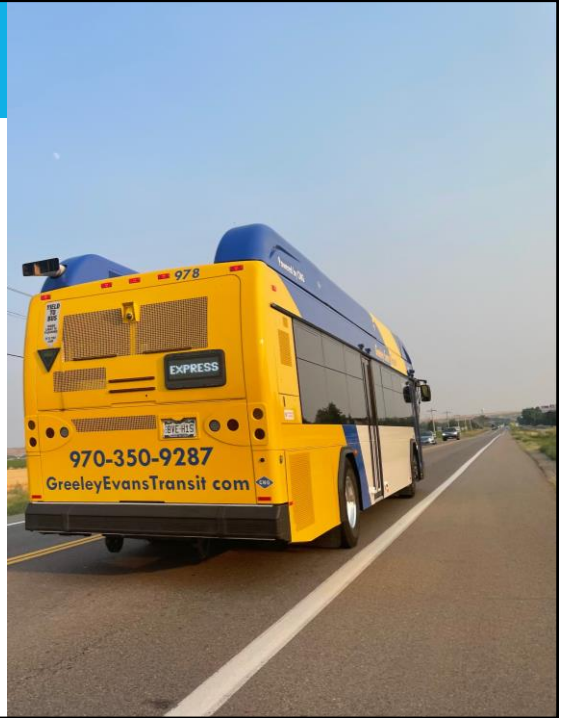
2050 RTP

-

14

Questions for CTAB

- What's a good framing to talk to people about transportation choices?
 - Useful resources
 - Best communication style/source?
- What is the interest for people to change their commutes?
- What are the obstacles?





Greeley on the Go- Transportation Master Plan

CTAB Presentation

2/28/2022



Meeting Objectives

- **Provide a brief overview of the transportation master plan efforts to date**
- **Gain feedback on the draft priorities and project categories**



Agenda



Process Overview



**Existing Conditions
Analysis and Key
Takeaways**



Outreach



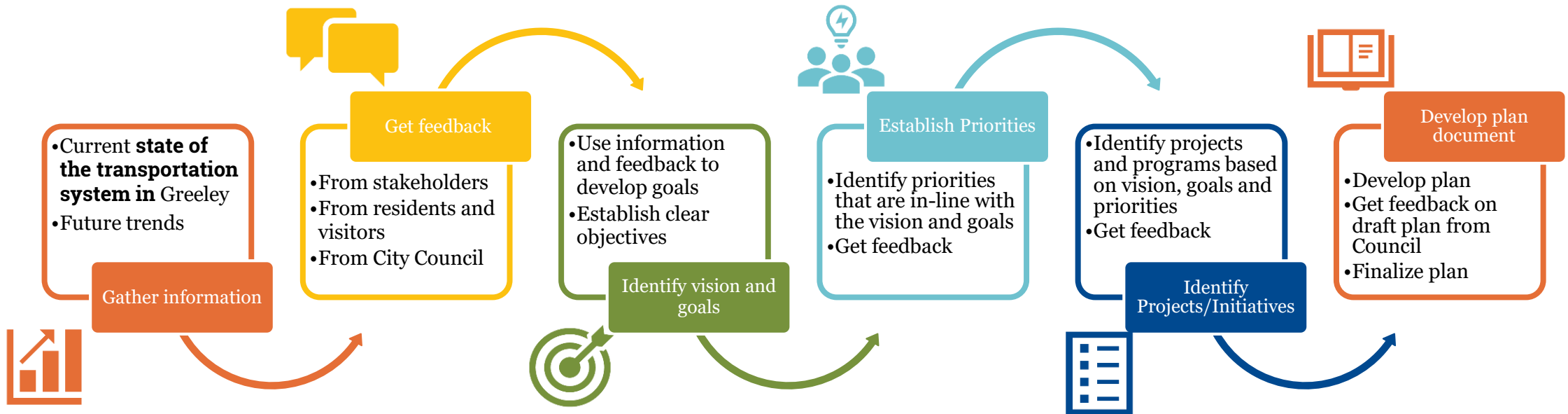
**Draft Priorities
and Project
Categories**

Plan Goal

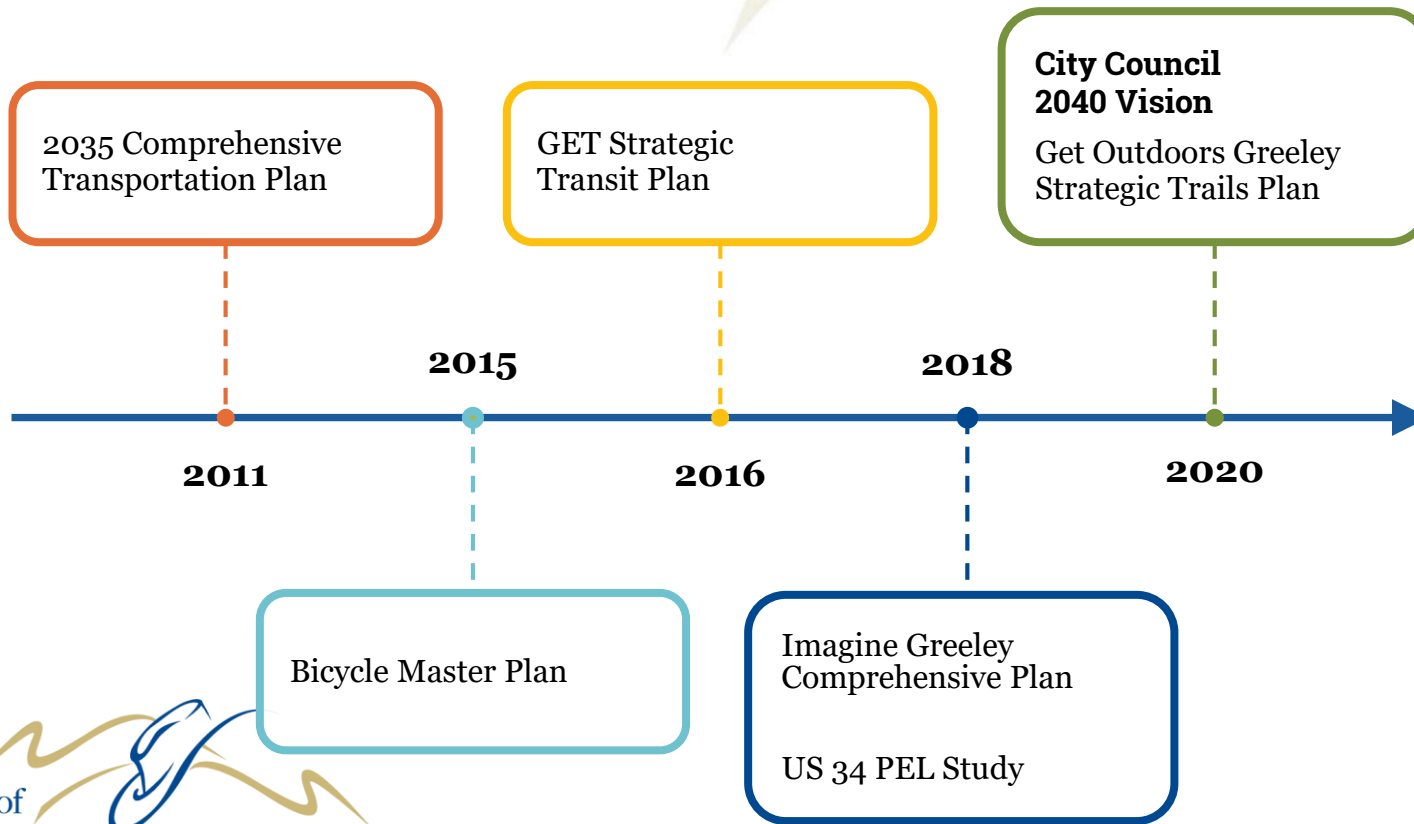
Provide a framework for transportation investments and priorities in Greeley over the next 20 years



Plan Process



What's Been Done



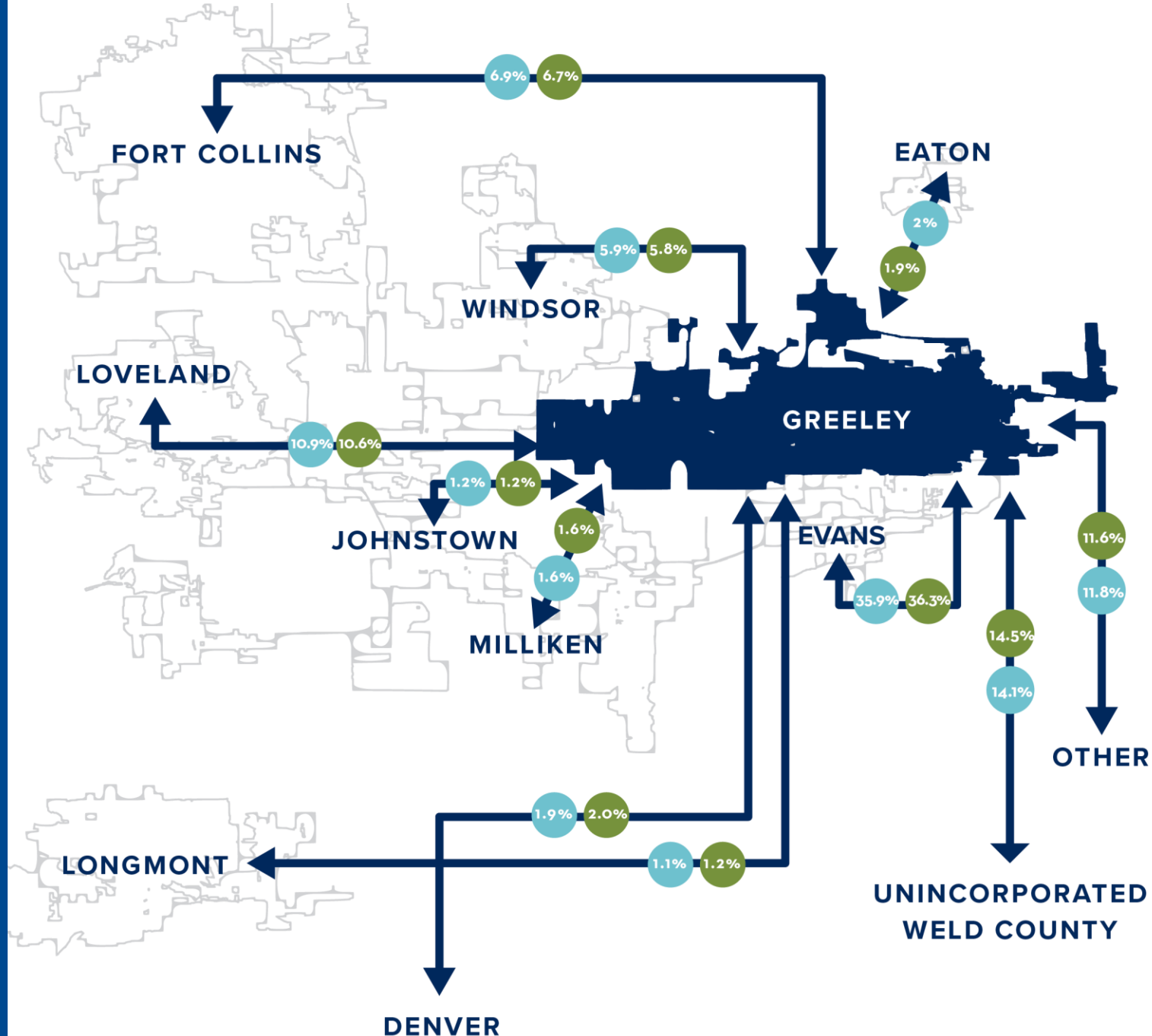
Greeley on the Go will build off past planning efforts...

% Destination % Origin

34,500 people commute out of Greeley for work every day

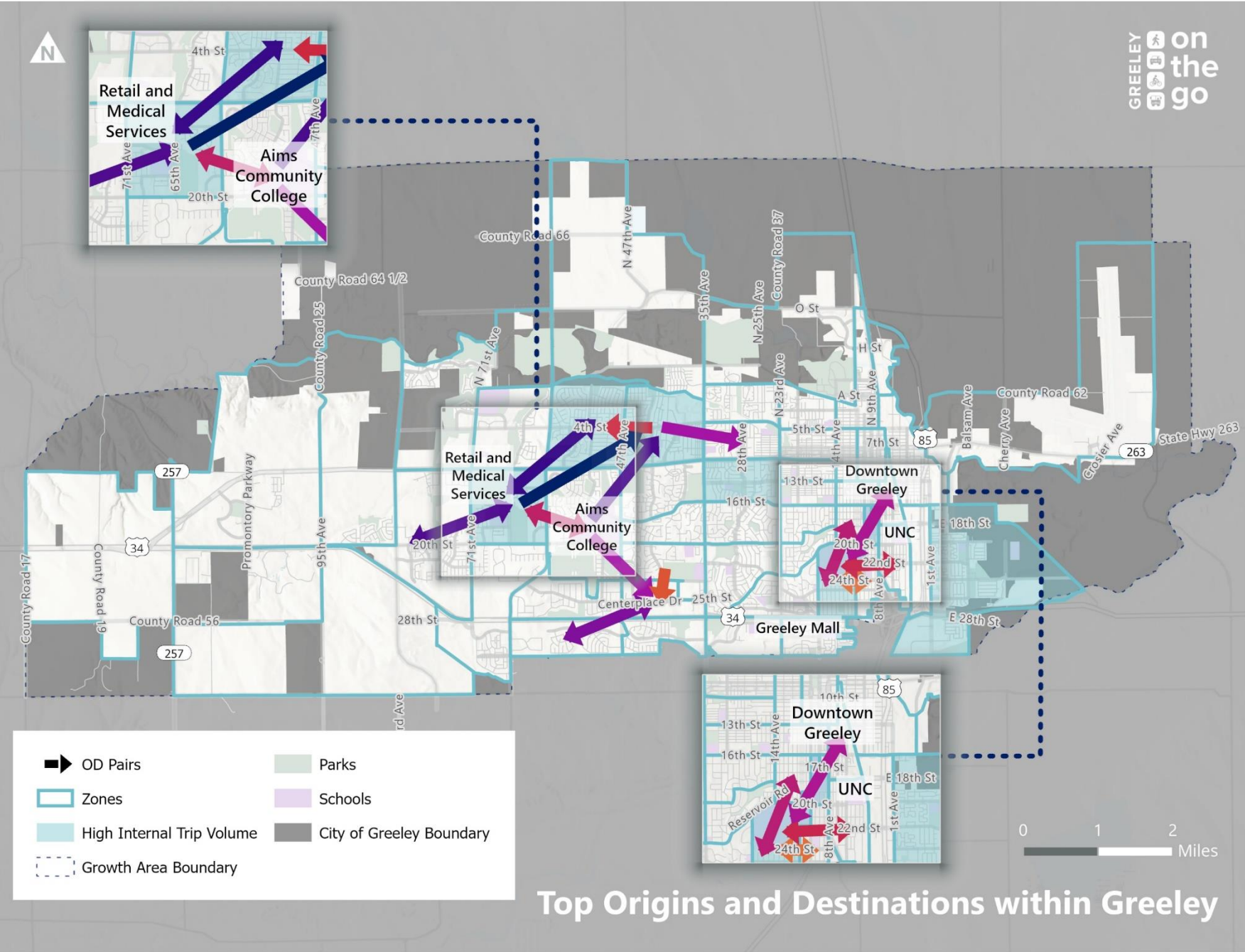
19,500 people live
and work in Greeley

Average commute time:
24 minutes



Travel within Greeley

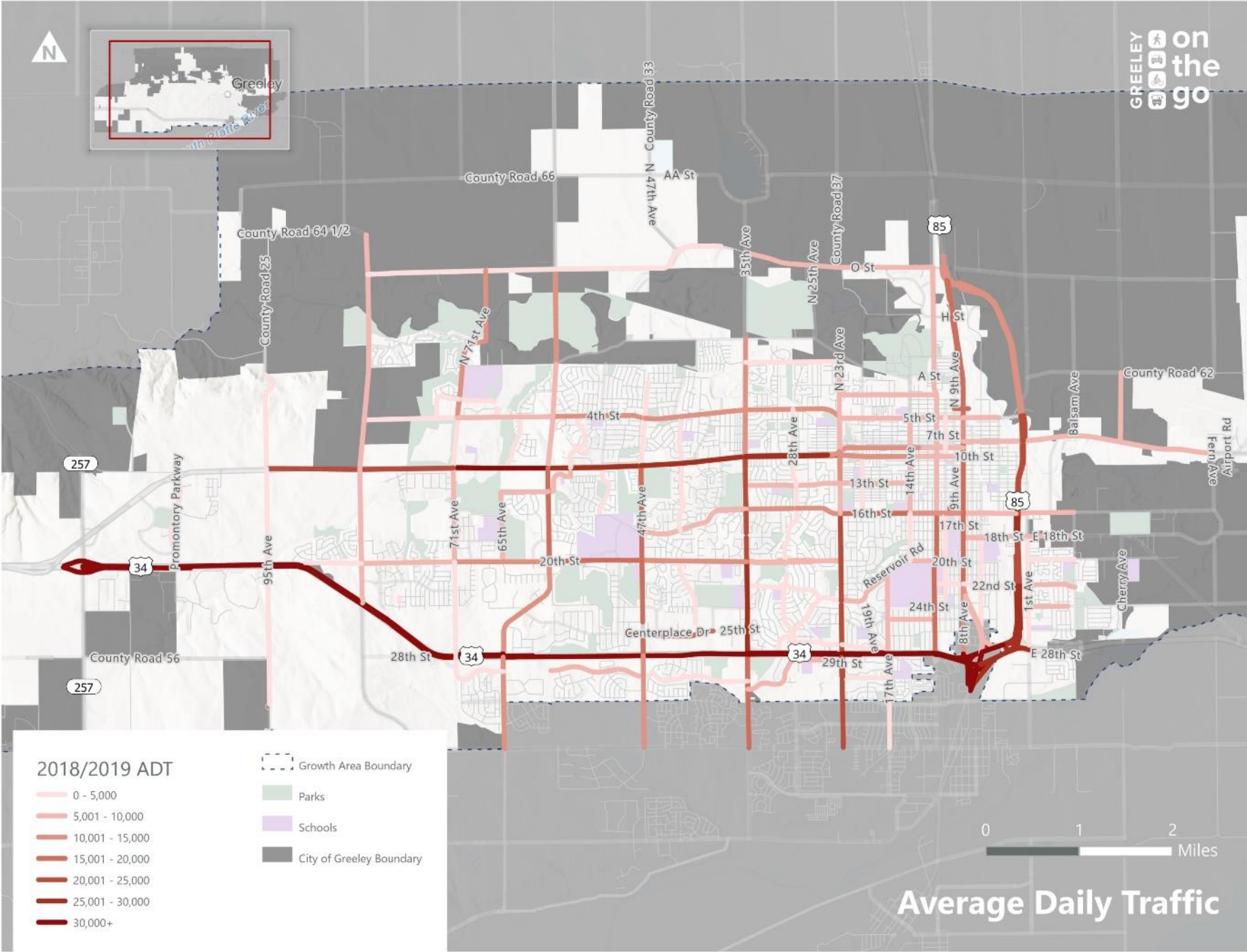
15-20% of trips within Greeley are less than 1 mile



Travel within Greeley

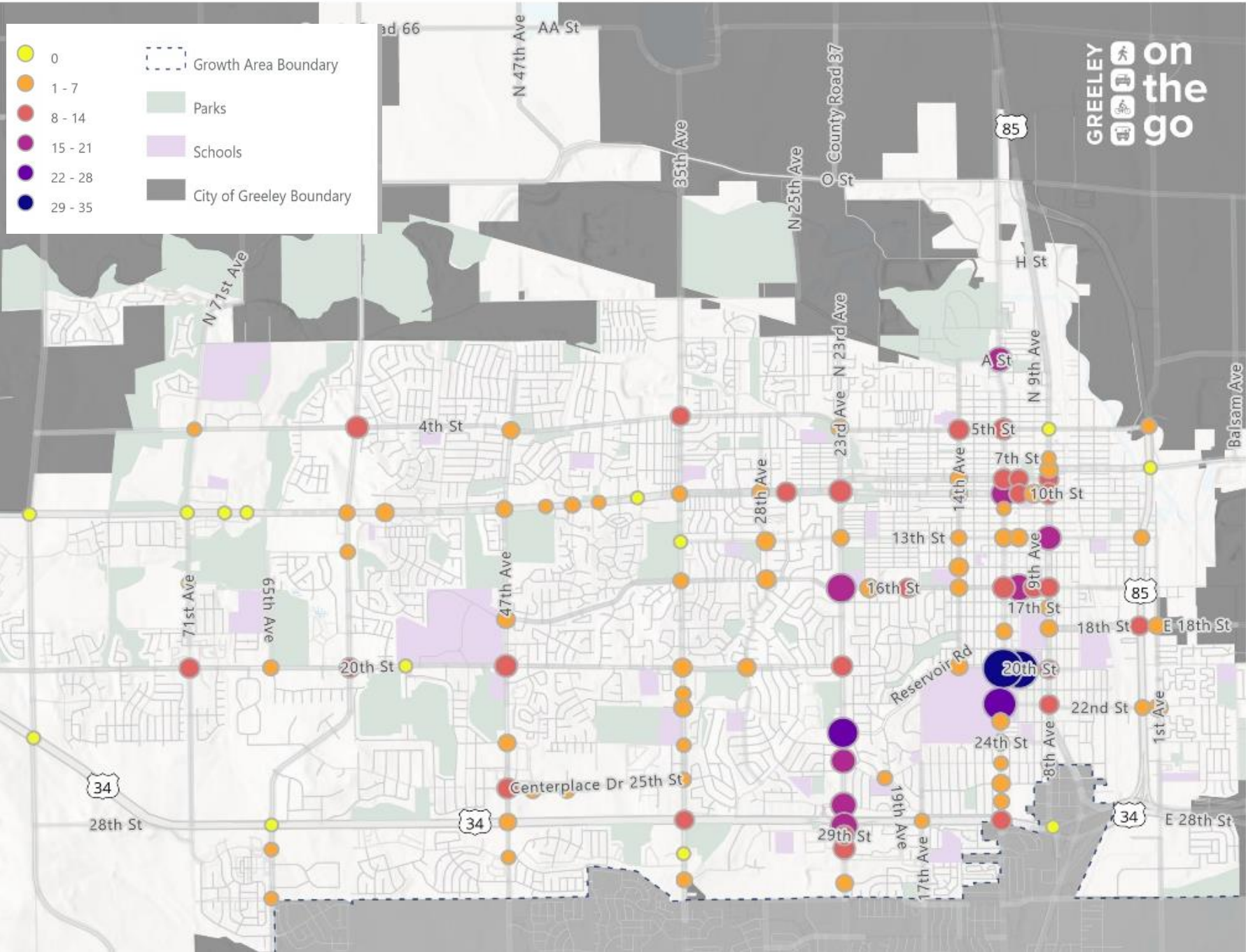
Average Daily Traffic

Traffic volume is highest on Highway 34 Bypass, 10th St (Highway 34 Business), and Highway 85



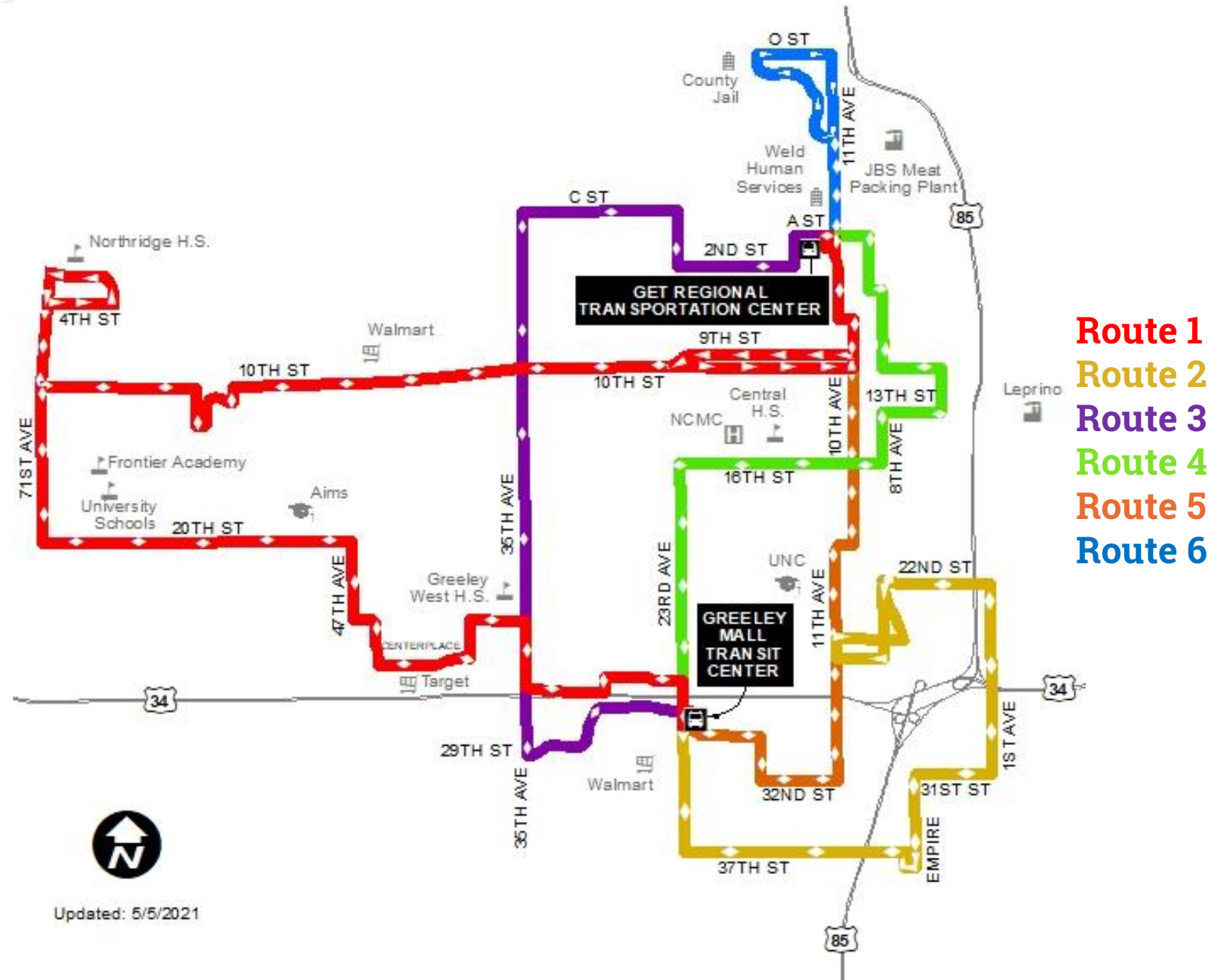
Travel within Greeley

Walking and biking is highest downtown, near UNC and along 23rd Avenue



Travel within Greeley

- GET ridership up 67% since 2011
- “Ride free with a student ID” helped fuel growth
 - 51% of ridership are students (D6 and UNC)
- All routes grew ridership since 2011 - Route 3 the most (218%), Route 1 (142%), Route 2 (122%)



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



63.2

MILES OF
SHARED USE PATHS



Transportation In Greeley by the Numbers



380

MILES OF CITY
MAINTAINED ROADS



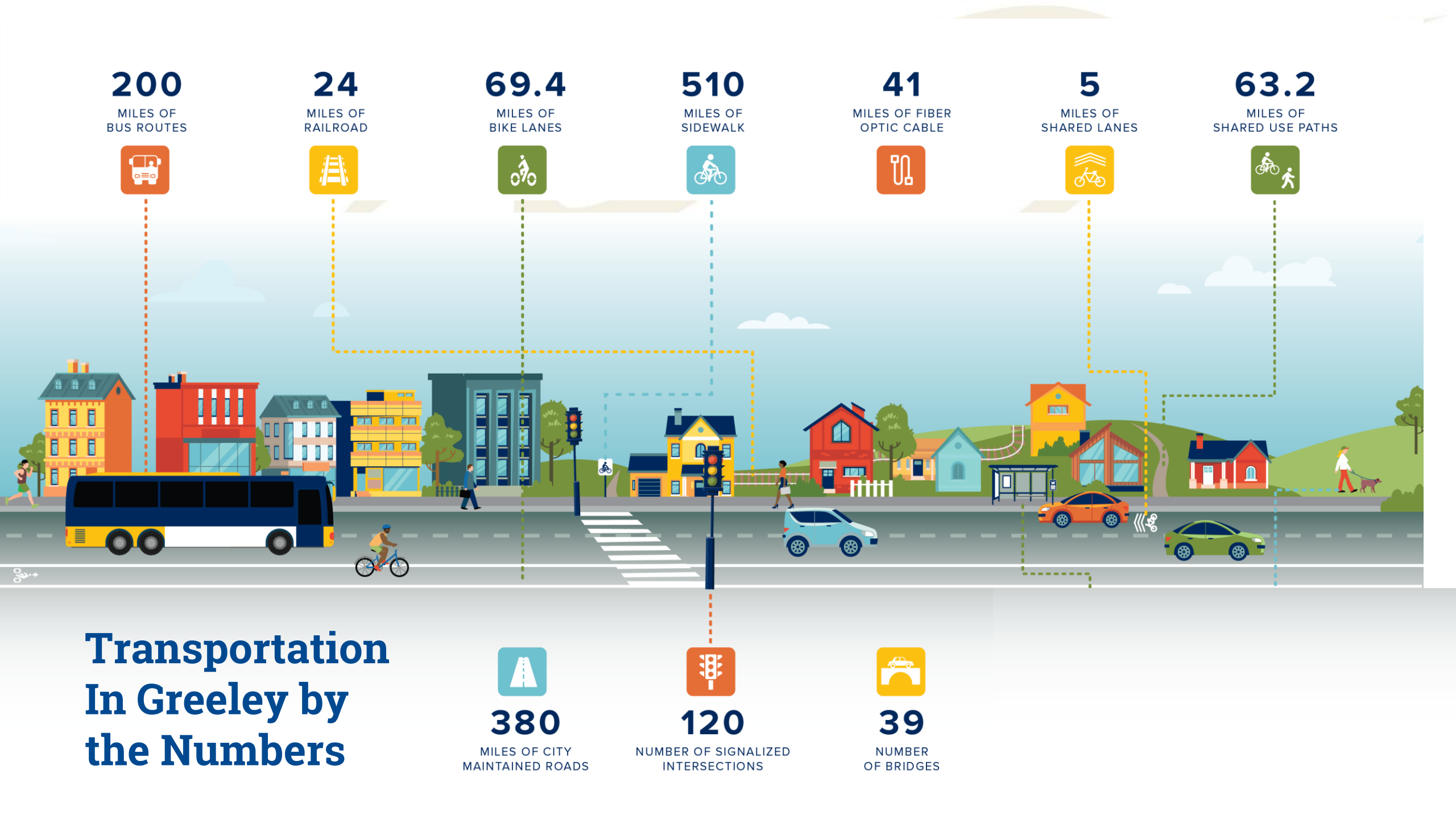
120

NUMBER OF SIGNALIZED
INTERSECTIONS



39

NUMBER
OF BRIDGES



Outreach

- **Community Survey**
 - 667 Responses
- **Intercept Events**
 - Farmer's Market, Arts Picnic, Active Adults Center, Transit Center, Farmer's Market
 - 180 written comments
- **Focus groups**
 - Boys and Girls Club and Immigrant and Refugee Center of Northern Colorado
- **Open House**
 - 75 participants
- **Three stakeholder committee meetings**



Community Survey

Total
Responses

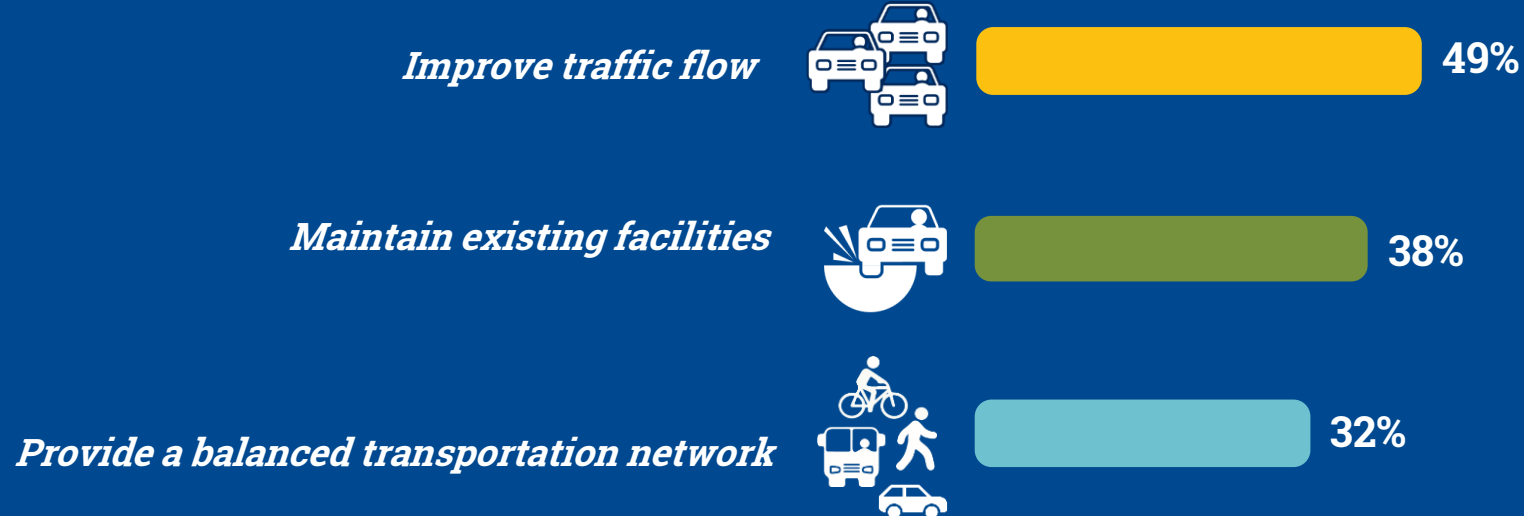
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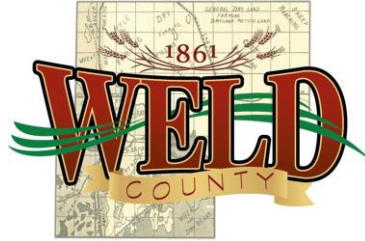
Open for 8 weeks beginning 4/1/2021

Respondent top priorities for improving transportation:



Advertised in English and Spanish on the City of Greeley's homepage and Facebook, Instagram, and Twitter.

Stakeholder Committee



Vision Statement

Greeley on the Go- An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.



Goal Areas



Safety



**Economic
Development**



**Multimodal
Network**



**Equity and
Health**



**Regional
Collaboration**



**Strategic
Investment
and Funding**



**Land Use and
Transportation**



**Environment
and Technology**

Transportation Alternatives

1

Alternative I:

High Investment in Vehicle Capacity

- Lower travel time and minimal delays at intersections
- High levels of investment in vehicle infrastructure

2

Alternative II:

Multimodal Investment for Community Placemaking

- Multimodal investments where walking, biking, and transit propensity is highest
- Connecting new development to the rest of the City

3

Alternative III:

Bike, Pedestrian, and Transit Investment

- More investment in alternative transportation options (transit, walking, biking)
- High levels of multimodal connectivity

Transportation Alternatives

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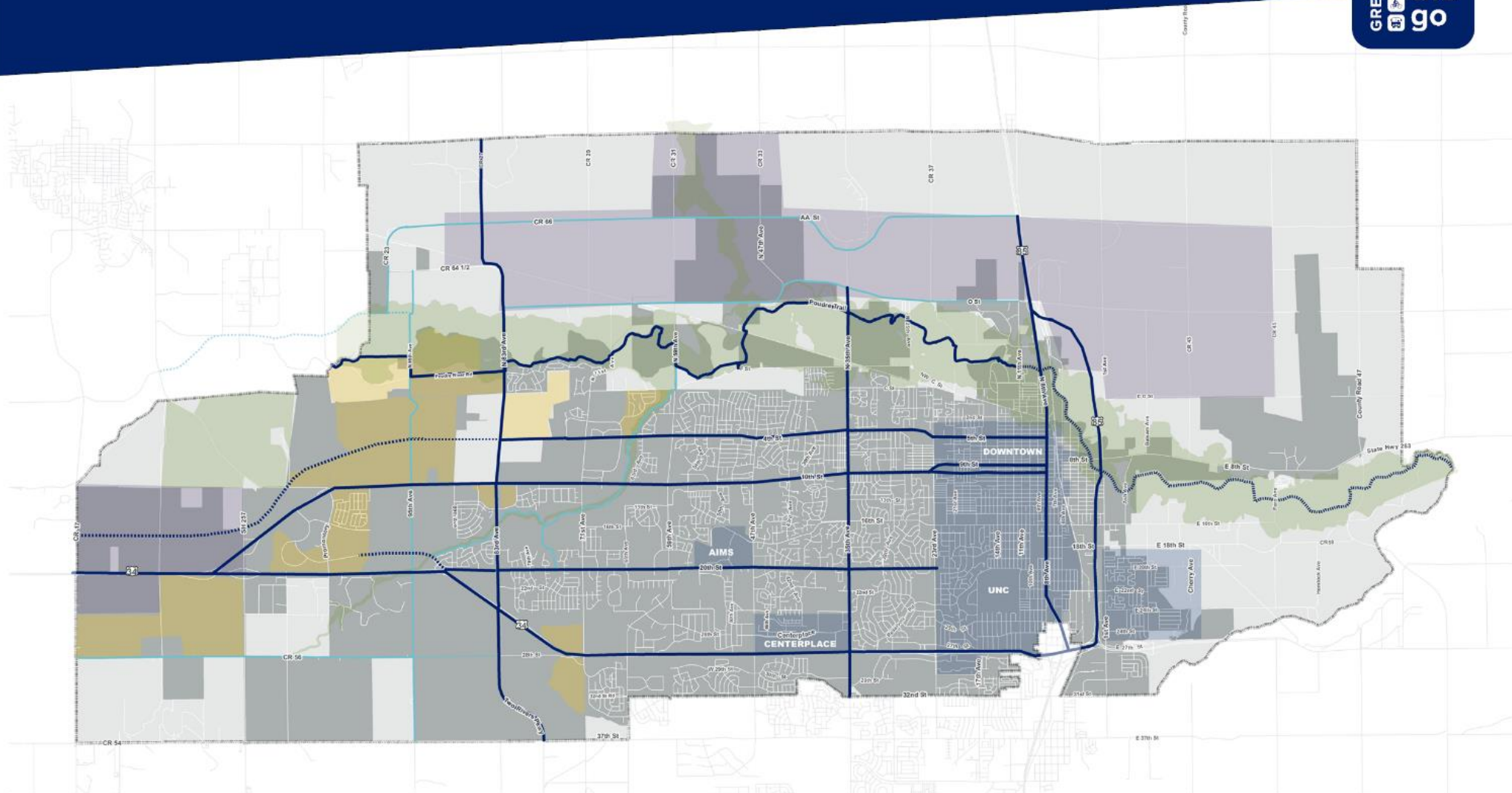
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Alternative III:

High Bike, Pedestrian, and Transit Investment

- More investment in alternative transportation options (transit, walking, biking)
- High levels of multimodal connectivity

Alternative 2.5



DRAFT

Project Categories

STREETS

New streets, traffic calming, resurfacing

PLACEMAKING

Entryways, street and intersection design

PEDESTRIAN

New/improved sidewalks, ADA upgrades, pedestrian safety measures

EMERGING TECHNOLOGY

Smart signals, Fiber, EV infrastructure

MOBILITY/TRANSIT

Shared mobility, mobility hubs, fixed route optimization

BIKE

Bike lanes, trails, education programs

Schedule

Spring 2021

Online Survey (4/21)
Stakeholder Meeting #1 (4/21)

Fall 2021

Stakeholder Meeting #3 (9/21)

Spring 2022

Council Work Session #3
Citizens Transportation Advisory Board
Stakeholder meeting #5
Public Outreach on Draft Plan

Community Intercept Events (5/21-8/21)
Stakeholder Meeting #2 (7/21)
Community Open House (8/21)
Council Work Session #1 (8/21)

Summer 2021

Council Work Session#2 (1/22)
Stakeholder Meeting #4 (2/22)
Planning Commission (2/22)
Citizens Transportation Advisory Board (2/22)

Winter 2022

Citizens Transportation Advisory Board
Council Work Session #4

Summer 2022

Next Steps

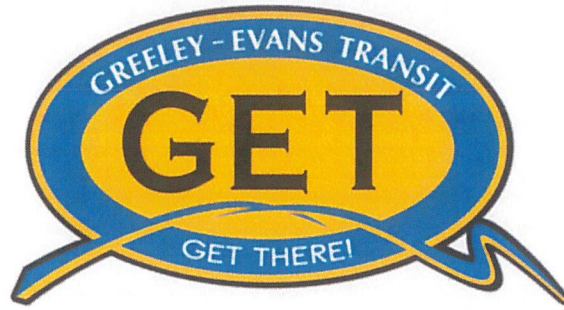
- **Draft plan**
- **Public and stakeholder input on draft plan**



Thank you!

Questions?





BUS STOP/BUS SHELTER MAINTENANCE

1. Dedicated GET Supervisor - Primary Responsibility
 - Three times per week the supervisor runs each route to check for trash, trash cans, (graffiti, damage, etc.).
 - All bus stop issues when reported either through public comments, concerns, drivers, supervisors are addressed immediately.
 - Broken down per issue:
 - Trash
 - Graffiti
 - Vandalism
 - Snow
 - Other
2. Documentation of issues per item is recorded with:
 - Date Reported
 - Who reported
 - What was reported
 - Reported to whom ie: Supervisor, Lamar, Serv Pro
 - Date reported
 - Date is was completed
 - Date of follow up

Since the first of the year, we have seen an increase in both gang related graffiti or general graffiti we are working with the Greeley Police Department to document and report the issues. We have also seen a large increase in homelessness using our bus shelters as restrooms. Between January 25, and February 15, 2022 we have spent \$1750 with Serv pro to clean up the shelters. Once the information is reported as to the condition of the shelter a member of the management team immediate responds and closes the shelter until Serv Pro has cleaned up the issue.

Graffiti- Not only are we experiencing more graffiti on our bus shelters, but now on the buses as well. We have implemented a new procedure for bus operators to walk through their vehicle every hour to identify the cleanliness of the buses and graffiti. This helps to ensure that the bus is clean, and if graffiti is found it narrows timing of reviewing the cameras to identity who may be responsible.