

Greeley City Council Agenda

Work Session

Tuesday, September 12, 2023 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: <https://greeleygov.zoom.us/j/86148461863>

NOTICE:

City Council Work Sessions are held on the 2nd and 4th 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 view Council work sessions in person or remotely. **Work sessions do not include public input in any format. Public comment is only permitted at regular Council meetings on the 1st and 3rd Tuesdays of each month.**

Watch Meetings:



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



Meetings are livestreamed on YouTube at [youtube.com/CityofGreeley](https://www.youtube.com/CityofGreeley) as well as over the Zoom webinar. Public participation in the Zoom webinar only allows viewing the meeting.

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 <https://greeleyco.portal.civicclerk.com/>



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



City Council Work Session Agenda

September 12, 2023 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631

via Zoom at: <https://greeleygov.zoom.us/j/86148461863>

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Reports from Mayor and Councilmembers
5. Planning Commission Interviews
6. Performance and Data Analytics Overview
7. City Manager's Fiscal Year 2024 Recommended Budget
8. US Highway 34 Business (9th & 10th Street Corridor) Project and US Highway 85 Business (8th Ave Concept) Process Updates
9. Scheduling of Meetings, Other Events
10. Adjournment



Work Session Agenda Summary

Title:

Reports from Mayor and Councilmembers

Background:

During this portion of the meeting any Councilmember may offer a summary of the Councilmember's attendance at assigned board/committee meetings and should include key highlights and points that may require additional decision and discussion by the full Council at this or a future Work Session.

Board/Committee	Meeting Day/Time	Assignment
--Team of 2-- Board/Commission Interviews	Monthly as Needed	Council Rotation
Water & Sewer Board	3 rd Wed, 2:00 pm	Gates
Youth Commission Liaison	4 th Mon, 6:00 pm	Clark
Historic Preservation Loan Committee	As Needed	DeBoutez
Police Pension Board	Quarterly	Clark
Employee Health Board	As Needed	DeBoutez
Airport Authority	3 rd Thur, 3:30 pm	Payton/Clark
Visit Greeley	3 rd Wed, 7:30 am	Butler
Upstate Colorado Economic Development	Last Wed, 7:00 am	Gates
Greeley Chamber of Commerce	4 th Mon, 11:30 am	Hall
Island Grove Advisory Board	1 st Thur, 3:30 pm	Butler
Weld Project Connect Committee (United Way)	As Needed	Butler
Downtown Development Authority	3 rd Thur, 7:30 am	Butler/DeBoutez
Transportation/Air Quality MPO	1 st Thur, 6:00 pm	Olson/Payton
Poudre River Trail	1 st Thur, 7:00 am	Hall
Interstate 25 Coalition	As Needed	Olson
Highway 85 Coalition	As Needed	Gates
Highway 34 Coalition	As Needed	Olson
National League of Cities Transportation and Infrastructure Services Committee	As Needed	Olson
CML Policy Committee (Council or Staff)	As Needed	Payton/Lee Gates alternate
CML Executive Board opportunity	As Needed	Hall
CML - Other opportunities	As Available/Desired	
Regional Opioid Council	As Needed	Gates



Work Session Agenda Summary

September 12, 2023

Key Staff Contact: Heidi Leatherwood, City Clerk, Sarah Jacobsen, Deputy City Clerk

Title:

Planning Commission Interviews

Background:

The Planning Commission has seats with terms that expire at the end of August 2023. No applications were received during the first recruitment in July. Members fill seats until new members are appointed. A second recruitment period was opened during the month of August and applications for these positions were accepted through September 4, 2023. Three applications were received during this time.

The Council will interview the three applicants during the September 12 Work Session in a group setting. At the September 19, 2023 Regular Council Meeting, appointments will be made to fill the vacancies for three-year terms.

Strategic Focus Area:



Community Vitality

Attachments:

1. Planning Commission Applications

From:

Subject:

Date:

B&C Application | Jeffrey Carlson

Friday, August 11, 2023 8:50:05 AM

Name

Jeffrey Carlson

Phone

[REDACTED]

Email

[REDACTED]

Home Address

[REDACTED]

Greeley Residency



I understand this City Council policy.

While Greeley residency is not required, preference is given to applicants that are Greeley residents during the application and appointment process. Please affirm below that you understand this City Council policy

Occupation

Chief Executive Officer

Employer

The Weld Trust

How did you hear about Greeley Boards and Commissions?

Word of mouth

Board or Commission Information

Select a choice. If you would like to apply for more than one commission, you will have to submit additional applications.

Planning Commission

Application Type

Application Type

I am applying to be reappointed to the same Board or Commission

I currently serve on a City of Greeley Board or Commission

Yes

Board or Commission I currently serve on

- Planning Commission

Applicant Information
If you have previously served on a board or commission, please select it below
• Planning Commission
Please explain why you are seeking appointment to the board or commission
I would like to continue being a community-minded citizen and to lend my efforts to help shape the future of this place that I call home.
Please list any previous service on Greeley's Boards and Commissions, along with any training, experience, education, or skills that you believe enhance your ability to serve on the Board or Commission
Long history of nonprofit service and board of directors. The organization by which I am fortunate to be employed as CEO has a key funding initiative around housing security and I strive to take a community leadership role in this area.
Demographics
Race or Ethnicity
██████
Gender
██████
Submission
Full Name
Jeff Carlson
Date
08/11/2023

From:

Subject:

Date:

B&C Application | ANTHONY MCCUNE

Wednesday, August 9, 2023 3:40:27 PM

Name

ANTHONY MCCUNE

Phone

[REDACTED]

Email

[REDACTED]

Home Address

[REDACTED]

Greeley Residency



I understand this City Council policy.

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Occupation

SVP - Commercial Lender

Employer

Bank of Colorado

How did you hear about Greeley Boards and Commissions?

Vacancies listed on the City website prior experience on a City Board.

Board or Commission Information

Select a choice. If you would like to apply for more than one commission, you will have to submit additional applications.

Planning Commission

Application Type

I currently serve on a City of Greeley Board or Commission

No

Applicant Information

If you have previously served on a board or commission, please select it below

- Citizen Transportation Advisory Board

Please explain why you are seeking appointment to the board or commission

I had previously served on CTAB and greatly enjoyed my experience working closely with the City. I would like to again have a role with the City I live and work in.

Please list any previous service on Greeley's Boards and Commissions, along with any training, experience, education, or skills that you believe enhance your ability to serve on the Board or Commission

I served on Greeley CTAB for two terms. I have been part of multiple boards including the GPO, Boy Scouts, and other non-profit and for-profit entities. I am an experienced commercial lender with 25 years of experience in analyzing commercial and residential estate in addition to lending on developmental projects throughout the front range. I am consistently reviewing trends in the real estate market that may have an effect on the market moving forward. I have taken multiple CE classes on real estate analysis and worked with many professionals in the real estate community including appraisers, developers, commercial and residential agents, title companies, insurance agents, landowners, municipalities, and water boards.

Demographics

Race or Ethnicity

██████

Gender

██████

Submission

Full Name

ANTHONY J MCCUNE

Date

08/09/2023

From:

Subject:

Date:

B&C Application | Justin Yeater

Friday, August 11, 2023 11:54:58 AM

Name

Justin Yeater

Phone

[REDACTED]

Email

[REDACTED]

Home Address

[REDACTED]

Greeley Residency



I understand this City Council policy.

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Occupation

Labor

Employer

ATL

How did you hear about Greeley Boards and Commissions?

I am on the board currently

Board or Commission Information

Select a choice. If you would like to apply for more than one commission, you will have to submit additional applications.

Planning Commission

Application Type

Application Type

I am applying to be reappointed to the same Board or Commission

I currently serve on a City of Greeley Board or Commission

Yes

Board or Commission I currently serve on

- Planning Commission

Applicant Information
If you have previously served on a board or commission, please select it below
• Planning Commission
Please explain why you are seeking appointment to the board or commission
I would like to continue to be a voice of the community on the development of the city.
Please list any previous service on Greeley's Boards and Commissions, along with any training, experience, education, or skills that you believe enhance your ability to serve on the Board or Commission
I have served as the chair for the planning commission for a number of years. During that time I have had several opportunities for training and the experience of going through the review process.
Demographics
Race or Ethnicity
██████
Gender
██████
Submission
Full Name
Justin Yeater
Date
08/11/2023



Work Session Agenda Summary

September 12, 2023

Key Staff Contact: Kim Priddy, Performance & Data Analytics Director, Kelli Johnson, Chief of Staff

Title:

Performance and Data Analytics Overview

Background:

As the City of Greeley has worked towards increased sophistication in performance and data analytics, a crucial step in that process was onboarding someone with expertise in establishing organizational performance metrics and frameworks. Kim Priddy joined the city in March of this year as the city's first Performance and Data Analytics Director. Over the last several months, Kim has worked to assess the organization's current state of performance and data integration and identify a strategic framework to ensure the City of Greeley is equipped to make data decisions. This presentation will offer an overview of the strategic approach the city is headed toward to enhance organizational performance and data frameworks, integration, and reporting (data visualization).

Strategic Focus Area:



High-Performance Government

Attachments:

1. Presentation

Performance and Data Analytics Overview

Kim Priddy & Kelli Johnson
September 12, 2023



Agenda

- Building a Performance Framework
- Future Vision
- Current State
- Next Steps

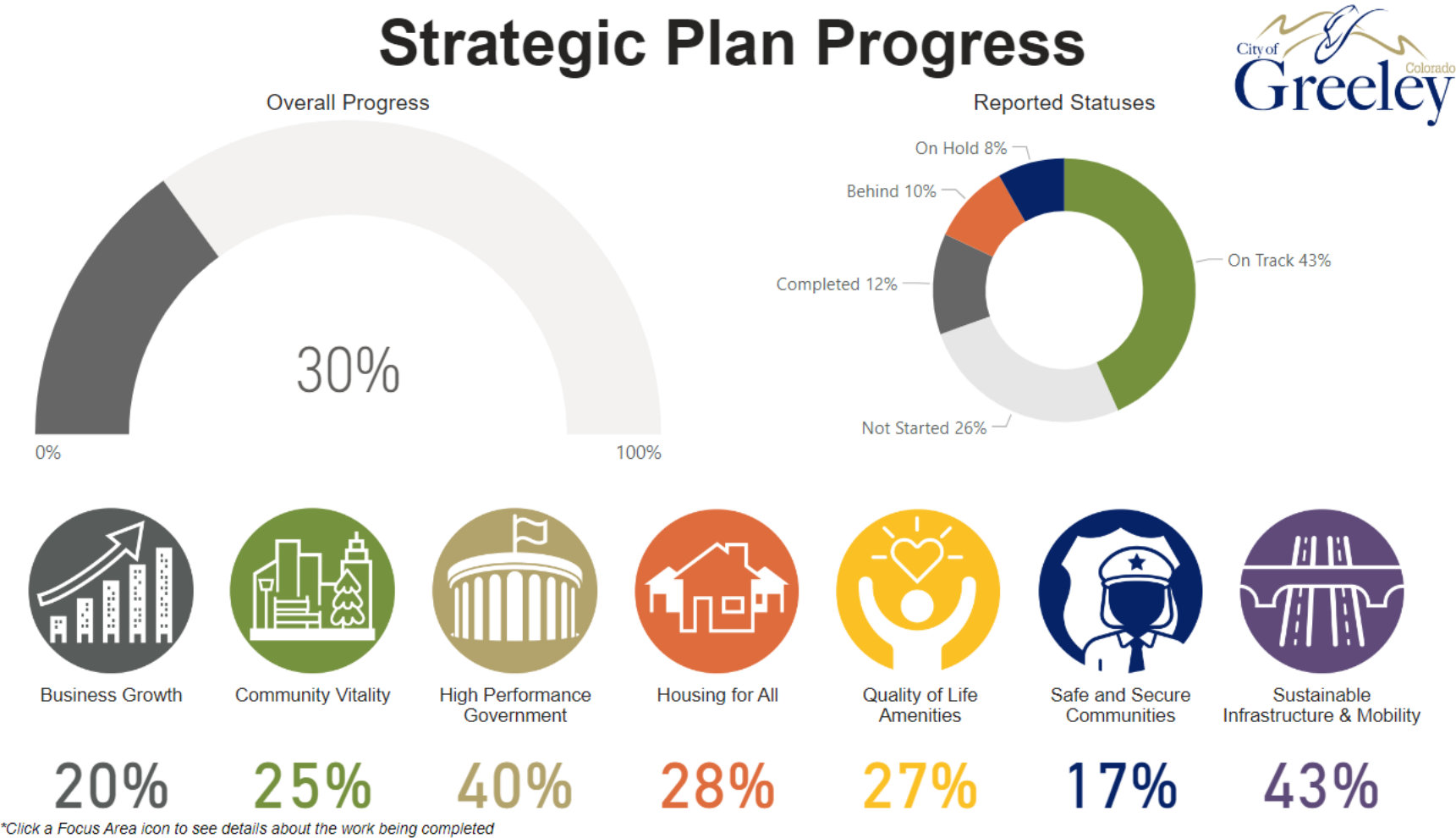
Building a Performance Framework

- Best Practices
 - [ICMA Performance Management Certification Criteria](#)
 - [What Works Cities](#)
 - [Baldrige Criteria for Performance Excellence](#)
 - [Results Based Accountability](#)
- Other High Performing Local Governments
 - Fort Collins, CO; Colorado Springs, CO; Louisville, KY; Durham, NC; Dallas, TX; Bellevue, WA; Olathe, KS, Mecklenburg County, NC

What Success Looks Like

Data Management	Reliable and secure data is available for decision-making
Data Culture	The workforce uses and communicates comfortably with data
Operational Performance	Each department uses data to measure & adjust its operations
Strategic Performance	Data informs and drives our strategic planning and budgeting
Strategic Data	We use data consistently and appropriately to make decisions
Stakeholder Impact	Community members can easily access data relevant and important to them

Current Work



****DRAFT DATA VISUALIZATION, NOT REAL-TIME DATA**

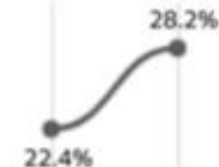


High-Performance Government

As the state's municipal employer of choice, we thrive as a high-performing organization committed to effective systems, strategies, structures, strategic planning, and customer service. We live up to our values of transparency, accountability, and responsible stewardship of our resources. We are a strong and healthy organization that has a positive culture and a high level of employee and resident engagement and satisfaction.

Voluntary Employee Turnover Rate

Source: Human Resources Department



28.2%

+5.8% ▲

Employee Engagement Score

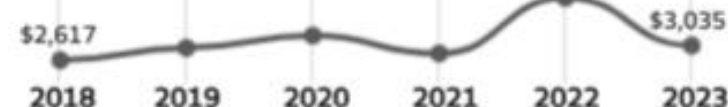
Source: Human Capital Department

TBD

+/-0 ►

Adopted Expense Budget per Capita

Source: Finance Department



\$3,035

-\$1,375 ▼

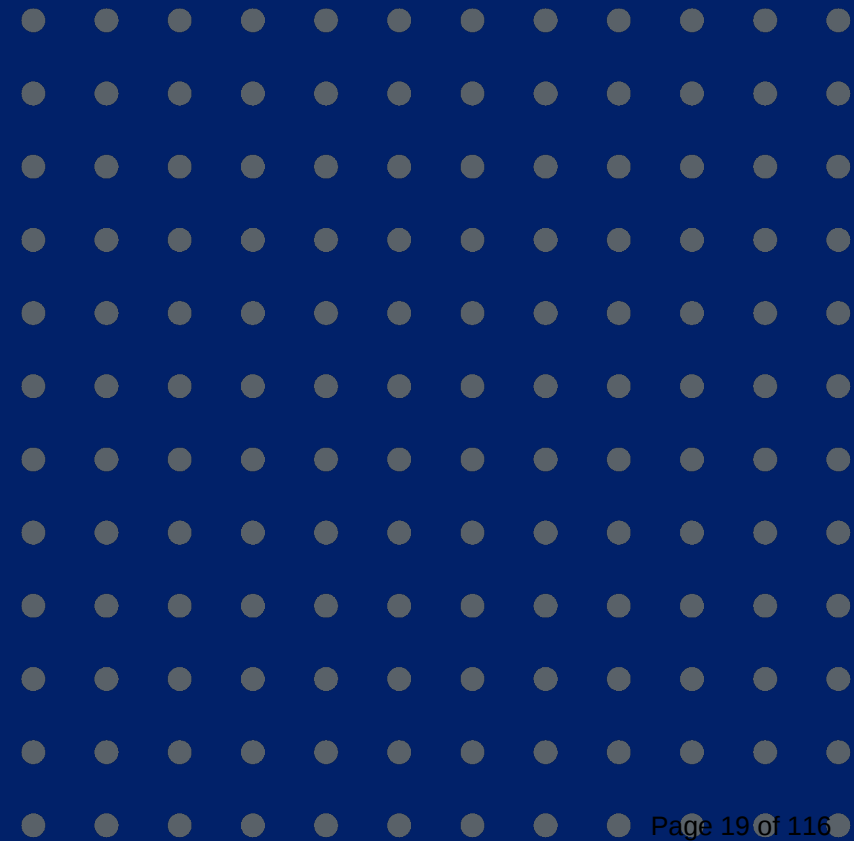
Current
Work

What Comes Next



- Streamline Strategic Planning and Budget process
- Define Reporting Cadence
- Implement Data Strategy
- Begin engaging with certification and awarding agencies (ICMA, What Works Cities)

Thank you





Work Session Agenda Summary

September 12, 2023

Key Staff Contact: Rodney Rhoades, Chief Financial Officer, Robert Miller, Treasurer and Interim Budget Manager

Title:

City Manager's Fiscal Year 2024 Recommended Budget

Background:

This is the first of four scheduled Council sessions related to the Fiscal Year 2024 budget. This workshop will provide a high-level overview of the 2024 proposed budget, with highlights on the budget process, enhancements to budget materials, and recommend key investments in the 2024 Budget. The budget transmittal letter – which is attached to this memo and included in the budget document – also provides an overview of the financial outlook and highlights of the Fiscal Year 2024 proposed budget.

The remainder of the Fiscal Year 2024 budget process is provided below:

September 26 Work Session Meeting

Overview of the Capital Improvement Plan and 2024 Budget questions

October 3 Regular Meeting

First reading and public hearing on the ordinances required to adopt the Fiscal Year 2024 budget.
Introduction and first reading ordinance adopting the 2024 Pay Plan

October 17 Regular Meeting

Second reading and public hearing on the ordinances required to adopt the Fiscal Year 2024 budget.
Public hearing and second reading ordinance adopting the 2024 Pay Plan

To access the Fiscal Year 2024 Budget Book, use this link:

[2024 City Manager's Recommended Budget](#)

Strategic Focus Area:



Business Growth



Community Vitality



High-Performance Government



Housing For All



Infrastructure and Mobility



Quality of Life



Safe and Secure Communities

Attachments:

1. Budget Transmittal Letter
2. Presentation



City Manager's Fiscal Year 2024 Budget Message

Fellow Greeley residents,

Greeley is one of the few spots in Colorado that combines the best of everything the state has to offer—beautiful vistas, deep agricultural roots, easy access to the outdoors, and a diverse, vibrant, and friendly community. It is no surprise the city is growing faster than most throughout the state. With that growth comes an immense responsibility to meet the needs of today's residents while planning for tomorrow.

As the city undertook this year's budgeting process, our leadership team worked collectively to develop a plan that provides services in a more efficient and effective manner while also seeking innovative and sustainable solutions to meet our growing community's needs. As part of this year's process, we asked our department directors to develop three-year roadmaps that can help us anticipate and handle growth. They then collaborated to evaluate and prioritize projects that best meet the city's needs.

Ultimately, our 2024 budget balances current demands while keeping an eye on the horizon. This budget also reflects current uncertainty around ongoing economic conditions and represents a conservative approach that optimizes our resources while keeping the city financially stable. We have sufficient reserves that will enable us to adapt and pivot with a minimal impact to our services if the economic conditions change.

Our goal remains fulfilling the long-term vision that city council created in 2022. We used that framework last year to develop a five-year workplan that identifies the top actions each department could take to drive the city toward the Council's vision. This year's budget prioritizes items from the workplan along with items our departments need to continue moving forward. The budget totals \$546 million that is allocated across our internal and external departments.

A full list of budget increase requests categorized by council priority area appears later in this document, but some of the highlights of our budget investments include increasing our investments in infrastructure to improve access and navigation of the city, an expansion of our Housing and Homeless Solutions departments, and new alignment and prioritization for an Economic Development department tasked with making the city a healthy, economically diverse community. We are also committed to representing the true beauty of our community by adding resources to address landscaping throughout the city to ensure we have a clean, safe and beautiful city.

I might be most excited about the work the city is undertaking with our culture, people, and programs to make us future-focused and ready to handle whatever comes our way. Throughout this year and next, we continue to identify new and lasting measures for improvement. The city has added key leaders who are launching internal programs aimed at creating and implementing programs around providing exceptional service. This team is committed to excellence and ensuring the organization is engaged, data informed, and always striving to improve the customer experience for all of you..

As we look to the horizon, we are making strategic investments in our existing infrastructure through our Capital Improvement Plan. This budget outlines the city's long-term plan for investing in its physical and technological infrastructure. It outlines a comprehensive blueprint of planned infrastructure investments throughout the city and totals \$235 million. These investments include dozens of projects that will advance the Council priority areas, namely Quality of Life Amenities, Safe and Secure Community, Housing for All, and Sustainable Infrastructure and Mobility. The work we are committing to begin in the coming year includes remodeling and upgrades to multiple parks and recreation facilities, improvements to some of our museums and public concert venues, ensuring our water supply is ample and safe, expanding and improving our water system, and addressing a variety of infrastructure projects.

A handwritten signature in black ink that reads "Raymond C. Lee III".

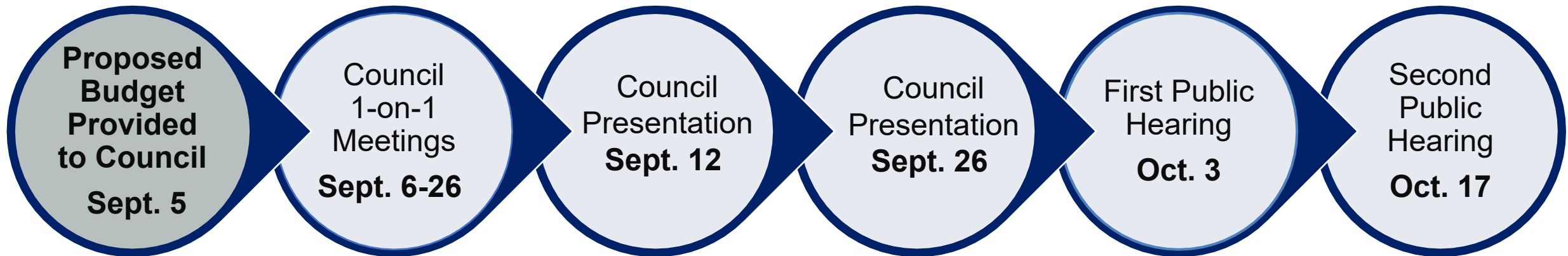
Raymond C. Lee III
City Manager

2024 Budget

September 12, 2023

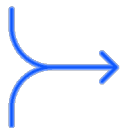


Review of Key Council Dates: 2024 Budget Process



Updates to Budget Process

The 2024 Budget Process introduced new steps and evaluations that:



Help departments show **alignment** between programs and Council Priorities.



Clearly define and show how departments are **measuring success**.

Summary of Enhancements



Future-focused

- Uses enhanced long-range planning tools and foresight
- Drives alignment to community priorities



Resilient

- Improves correlation between outcomes and investments
- Offers a way to evaluate impact of funds related to specific goals



Transparent

- Easier to see cost of government programs and City Council priorities
- Improves correlation of the budget to performance metrics

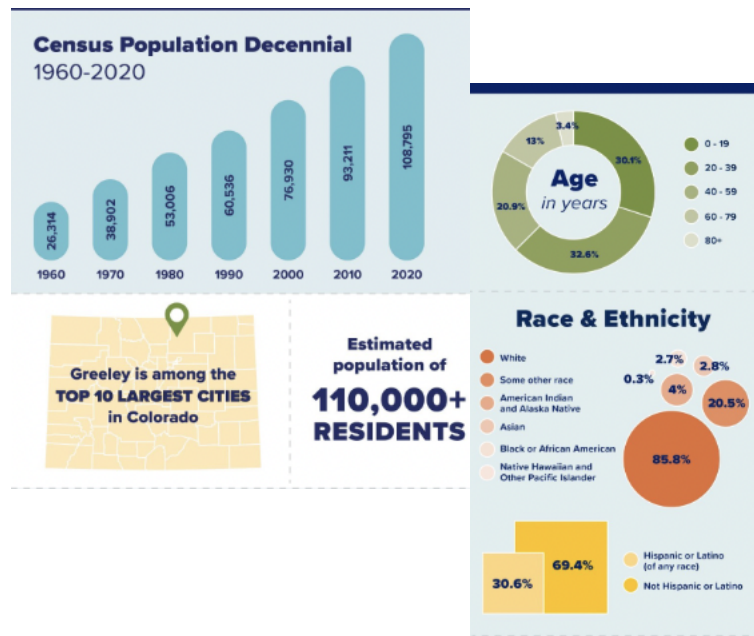


A storytelling tool

- Will tell a clearer story about city's work around specific outcomes
- Includes story of our community and progress on Council priorities

Differences you'll see

A Community Profile



Year in Review & Year Ahead Sections



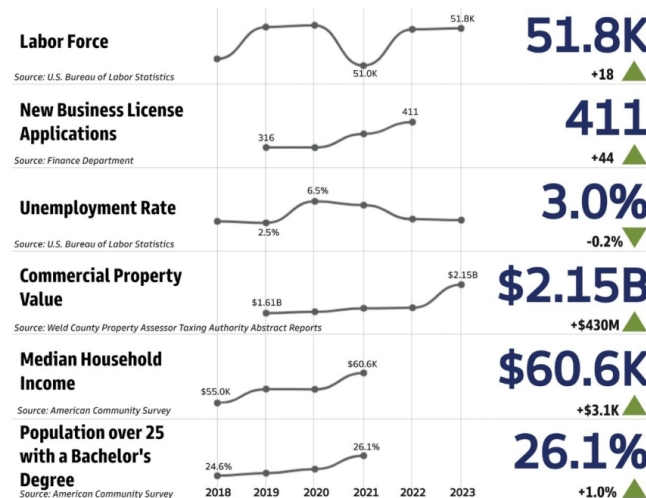
Differences you'll see

Data highlights

Highlights FROM THE LAST YEAR



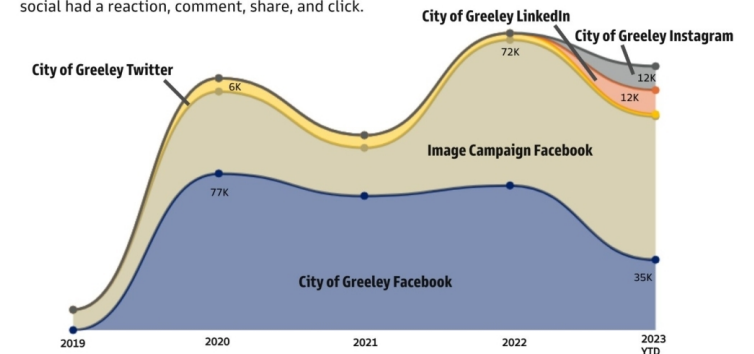
Community Indicators



Department Performance Measures

Social Media Engagement by Account

Tracking social media engagement provides insights into how well our content is resonating with our residents and visitors. We use this information to optimize marketing content and improve our services. 'Total Engagement Interactions' are defined as how many times our content on social had a reaction, comment, share, and click.



Average Number of Days to Fill Positions

The average number of days to fill a job is measured from the date the job requisition was posted until the date a job offer was accepted. Some part-time and seasonal positions like lifeguards, bus operators, and theatre technicians are continuously posted and will impact the data.



The Story of 2024's Budget

The Budget makes key investments in:



Employees & Culture



Economic Vitality



Transportation & Facility
Improvements



Utility, Water, Sewer
Improvements



Technology Systems
& Infrastructure



Public Safety

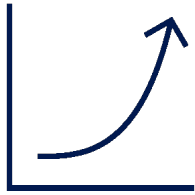


Housing & Homelessness
Solutions



Public Engagement

A Balanced Budget for 2024



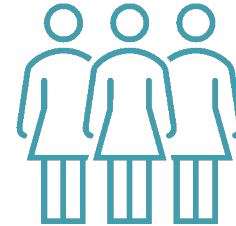
\$42.6M in approved increases

Based on continued city growth



321 requests; 63% recommended for funding

Average of 74% of requested amounts are funded



75.5 FTE recommended, including 56 new positions

Used one-time funds for positions and targeted areas to maximize funding

Ongoing Resources for the General Fund: \$16.2 Million

- **\$8.7 million in Sales & Use Taxes**
- **\$3 Million in Property Tax**
- \$1.5 Million in Highway User Transportation Funds
- \$1.5 Million in Contributions from Other Funds
- **\$1.1 Million in Housing Permit Growth**
- \$0.4 Million in Remaining Net Resources

A Balanced Budget for 2024

Balanced Budget: Expenditures = Resources

- General Fund Resources: \$16.2 Million or 12% above 2023
- Projecting Additional Residential Housing & Sales Tax Growth

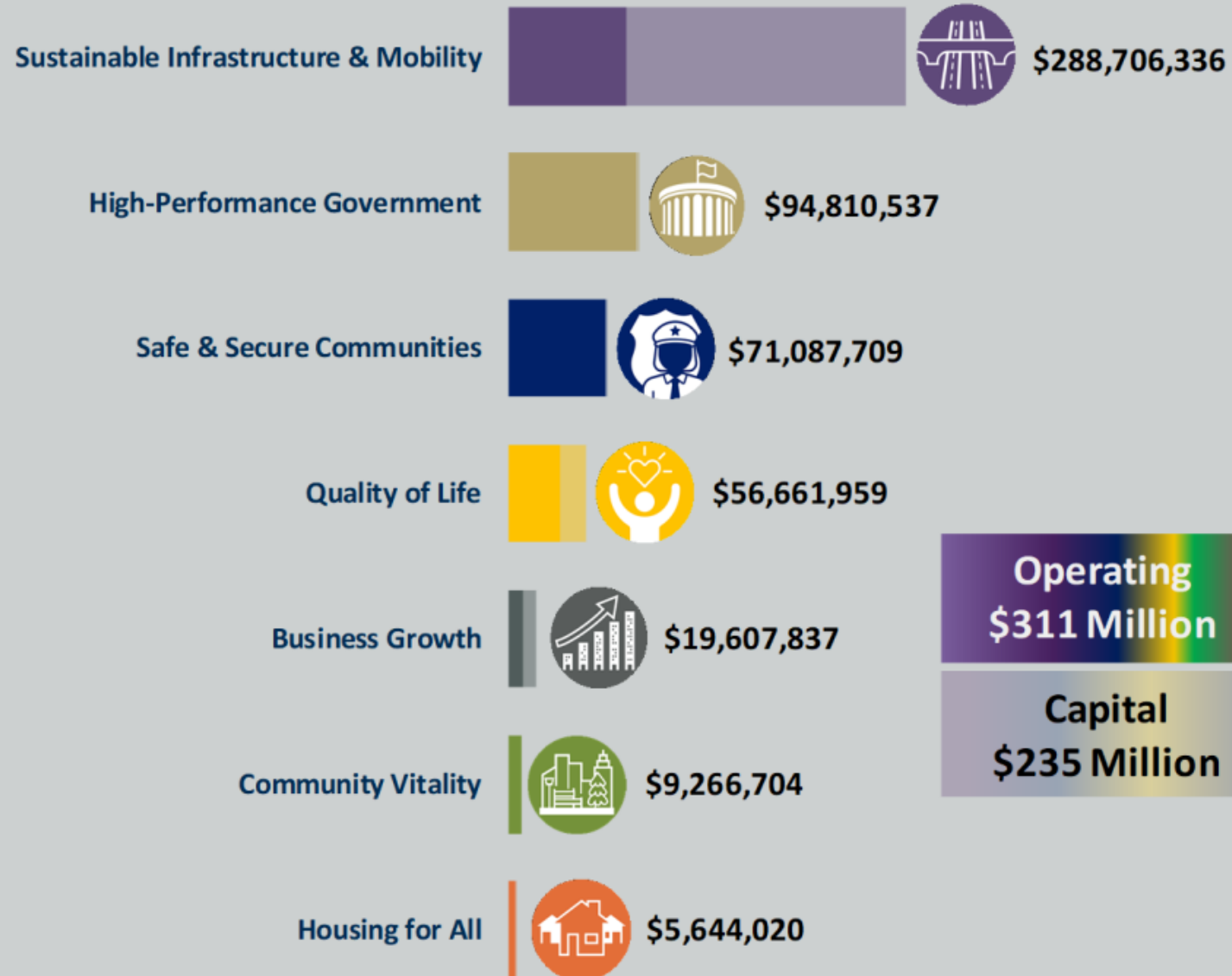
Reserves

- General Fund: 2 Months of Ongoing Operations: \$23.4 Million or 16%
- Utility Funds: 25% of Operations: \$16.3 Million

Contingency Plan for Economic Downturn

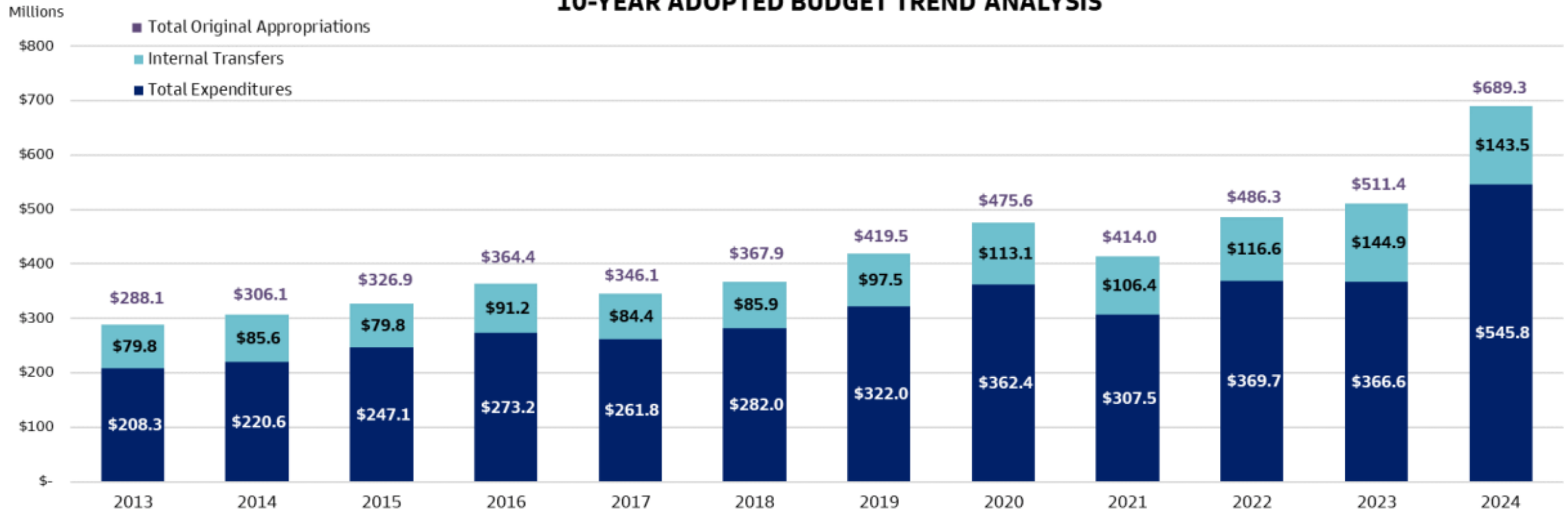
- Use identified on-time funds allocated in 2024 Budget
- Delay hiring of vacant & new positions

Total Budget by Council Priority



A Balanced Budget for 2024

10-YEAR ADOPTED BUDGET TREND ANALYSIS



Next Steps in the 2024 Budget Process

September 26

Capital Improvement Plan Presentation

ARPA Presentation

October 3

Public Hearing and First Reading of the 2024 Budget

October 17

Public Hearing and Final Reading of the 2024 Budget

Final Additional Appropriation for 2023

Adoption of the 2024 Pay Plan

Questions and Discussion





Work Session Agenda Summary

September 12, 2023

Key Staff Contact: Paul Trombino, Public Works Director

Title:

US Highway 34 Business (9th & 10th Street Corridor) Project and US Highway 85 Business (8th Ave Concept) Process Updates

Background:

Public Works will provide an overview of the final concept alternatives for US Highway 34 Business - 9th & 10th Street Corridor and the proposed concept planning process for US Highway 85 Business - 8th Avenue. Staff initiated the 9th & 10th Street Corridor Project in 2022 with extensive public outreach efforts. Those efforts led to the development of a series of concept plans for the corridor in 2023. The concepts were refined and presented at a community-wide meeting on April 12, 2023. Staff will present the final three concepts from the public engagement process. Additionally, staff will present a proposal to begin the concept planning process for US Highway 85 Business - 8th Avenue (25th Street to the Overpass of US Highway 85 bypass).

Strategic Focus Area:



Community Vitality



Infrastructure and Mobility



Quality of Life

Attachments:

1. 9th and 10th Traffic Memo
2. 9th-10th Mobility Enhancements – Traffic Redistribution Assumptions Memo
3. 9th Street and 10th Street Traffic Analysis Memo, Greeley, CO
4. 9th Street and 10th Street Mobility Enhancements, use this link:  [BMI Report](#)
5. Greeley 9th & 10th Analysis, use this link:  [FHU Report](#)
6. Presentation



9th and 10th Street (23rd Avenue to 10th Avenue) Traffic Memo

By: Steven Younkin, PE, PTOE, RSP1

Deputy Chief Engineer Public Works

8/28/2023

The purpose of this memo is to examine the principles, priorities, safety, multimodal and vehicle operations along the corridor. The purpose of this project is to align corridor engineering with City values as presented in the [Transportation Master Plan \(TMP\)](#) adopted by City Council in March 2023. The study corridor was examined along 9th and 10th St from 23rd Avenue to 10th Avenue as shown in **Figure 1**.



Figure 1: Study Corridor

The 9th and 10th St Corridor (Corridor) is currently a one-way pair with six total lanes. Including parking lanes on both sides, the width of the street section is around 55 feet from gutterline to gutterline. The speed limits vary from 30-35 mph along the corridor with average speeds around 38 mph and 85th percentile speeds in the 40-45+ mph range depending on which lane and time of day.

1.a) Safe System Approach

Implemented as part of the TMP, the City of Greeley is following the USDOT Safe System Approach for reduction of fatal and injury crashes in the City.

The [Safe System Approach](#) identifies 6 principles and 5 objectives as shown in **Figure 2** below. This memo focuses on two objectives: Safe Speeds and Safe Roads. Beyond the scope of this study, the remaining objectives (Safe Road Users, Post-Crash Care, and Safe Vehicles) are critical to build a redundant system that acknowledges humans make mistakes and are vulnerable. Following this approach, only a failure of all five objectives will lead to fatal/severe injury.

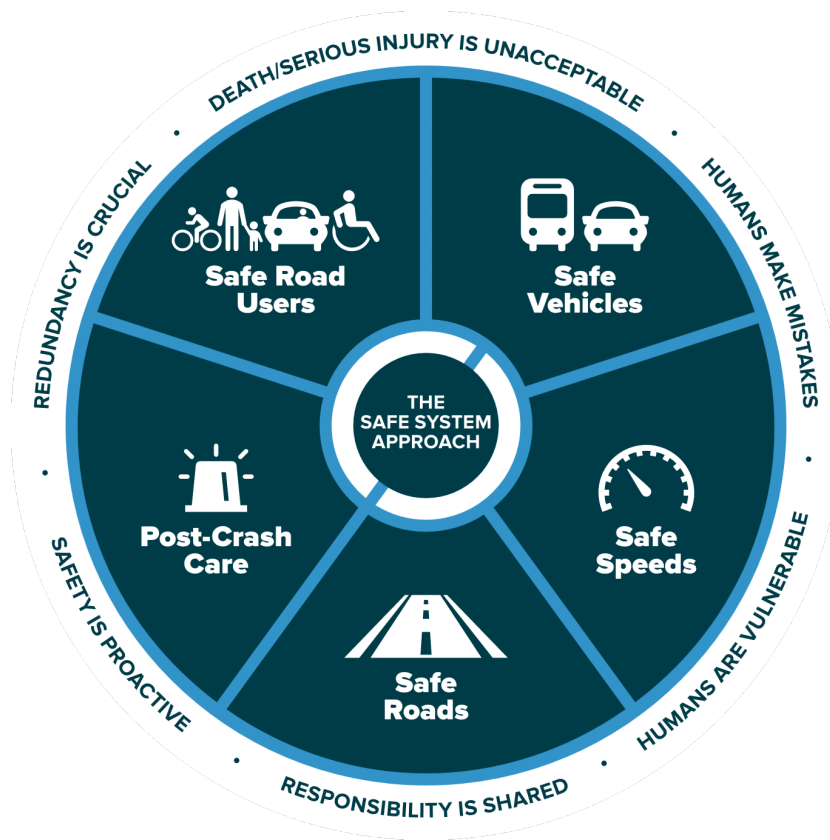


Figure 2: Safe System Approach (source: FHWA)

Research shows that higher speeds result in more frequent and severe crashes. As shown in **Figure 3**, [research from AAA](#) indicated that speed has a significant impact on the likelihood of a fatal crash between vehicles and pedestrians.

THE LIKELIHOOD OF FATALITY INCREASES EXPONENTIALLY WITH VEHICLE SPEED³²

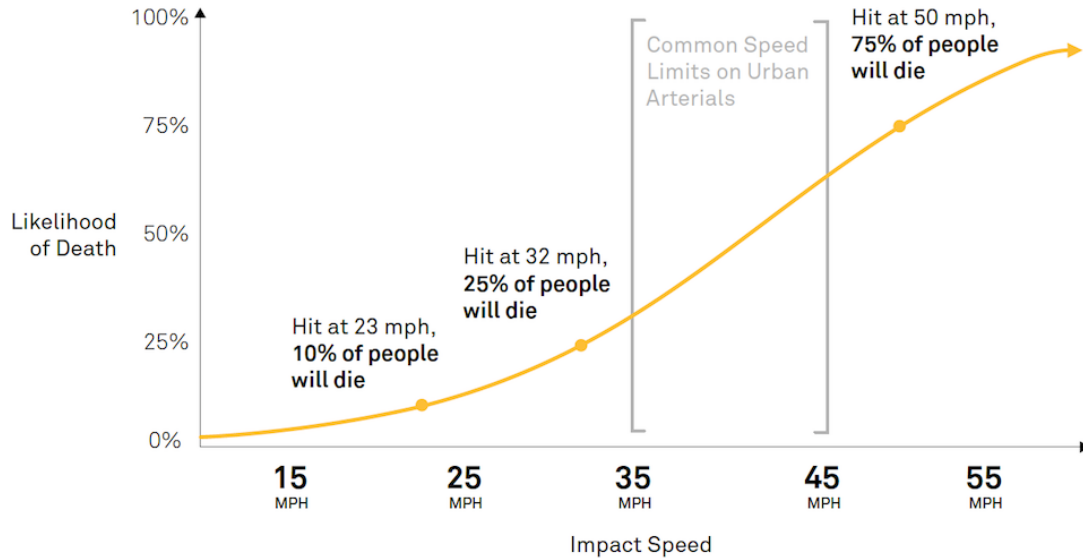


Figure 3: Correlation Between Speed and Fatal Crashes with Pedestrians (Source: AAA)

Additionally, higher speeds result in greater likelihood for a crash to occur as drivers take nearly twice the distance to stop at 30 mph as they do at 20 mph as shown in **Figure 4**. Research has shown the field of vision for drivers also narrows with increasing speed as shown in **Figure 5**. This makes it more difficult for drivers to identify potential hazards at the edge of their vision which they should slow or stop for.

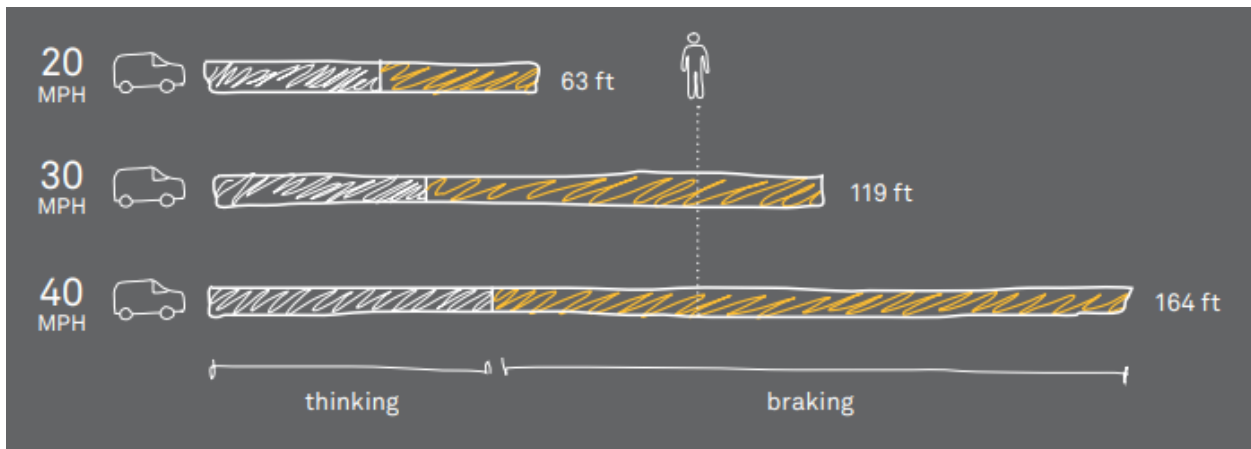


Figure 4: Vehicle Stopping Distance by Speed (Source NACTO)

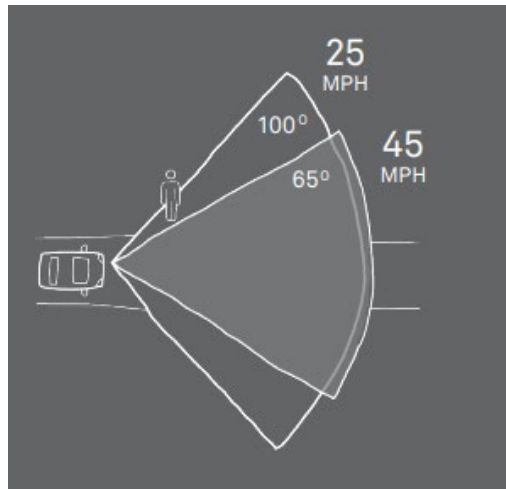


Figure 5: Driver's Field of Vision by Speed (Source: NACTO)

1.b) Corridor History

Prior to US 34 designation, 9th St served as the US 34 westerly street and 18th St the easterly street both connecting to US-85 (8th Avenue) as shown next page in **Figure 7**. A brief timeline of corridor history is shown below in **Figure 6**. Prior to 1973, 10th Street was a residential street.

Historically, US Highway 34 was a two-way commercial corridor on 9th Street and 10th Street was a two-way neighborhood street

- **1970:** US 34 Bypass Opens & 9th Street becomes US 34 Business
- **1973:** (1) Greeley Mall Opens “Southwest Greeley Retail District”
(2) City Council approves 1-way conversion of 9/10th Streets

Figure 6: 9th and 10th St Corridor History

This history indicates how the usage of 9th and 10th Street has changed over the years, serving for many years as the primary east/west highway through town, and with the US 34 Bypass considered a major regional highway. The purpose of the road has evolved to serve more as a facility for local trips with approximately 74% of trips along the corridor with an origin or destination within the City of Greeley according to Replica data. However, as described above, the roadway cross-section was not adjusted with the change in use and remains very wide.

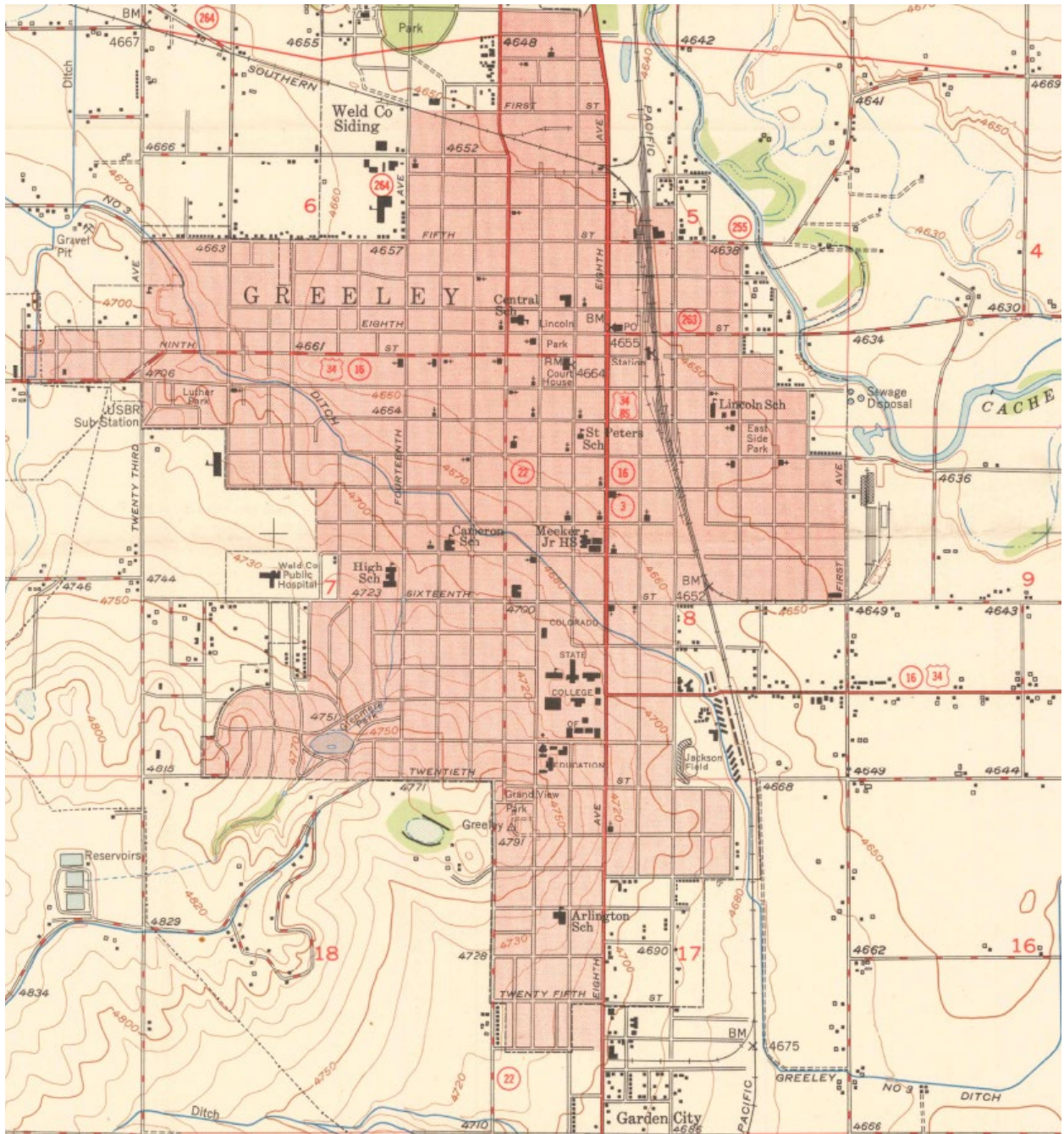


Figure 7: 1950 USGS Map of Greeley

2) Corridor Speeds

Speeds along the corridors have been measured at various points and times. These speed studies reveal consistently high speeds along the corridor. A recent sample collected from June 23rd to June 26th, 2023, along 10th Street near 18th Avenue is shown in **Figure 8** below. This data shows the average and 85th percentile speeds. The 85th percentile speed is commonly used by traffic engineers to represent peak speeds in analyses where only 15 percent of people exceed the speed limit. This speed generally is an indicator of *how comfortable the road is to use from a driver's perspective*.

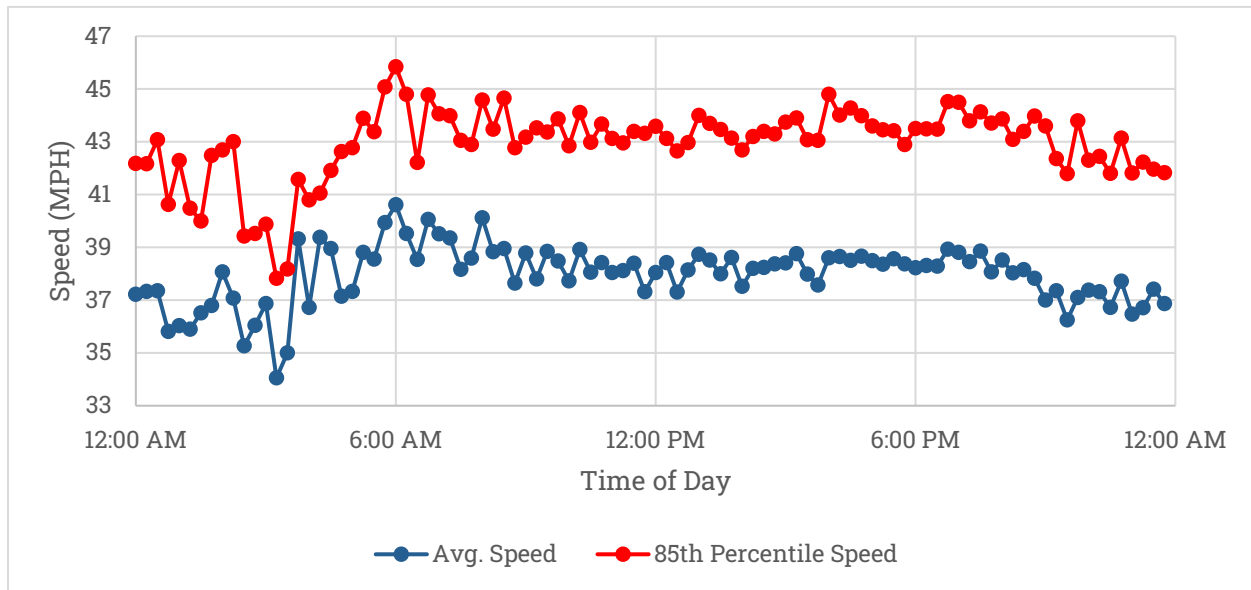


Figure 8: Avg. and 85th Percentile Vehicle Speed on 10th St at 18th Ave Averaged Across Three Days (6/23/2023-6/26/2023)

Comparing this graph to **Figures 3-5**, it indicates the prevailing speeds along this corridor are in ranges that would result in about a 50 percent probability of death if a pedestrian is struck by a vehicle as this speed range is in the steep part of the speed/fatality curve. Additionally, the higher speeds result in smaller cone of vision for drivers and longer braking distance resulting in greater crash frequency. As a result, modifications to the roadway are necessary to slow traffic along this corridor and make it safer.

The TMP conducted analysis of critical index roadway segments which experienced significantly higher crashes than expected. This analysis identified significant parts of the corridor along both 9th and 10th Street in the critical index shown in **Figure 9**. The most significant factor in the frequency and severity of these crashes were high speeds and lack of safe crossings for pedestrians along the corridor. Crash frequencies over the 2015-2019 5-year timeframe are shown in **Figure 10**.

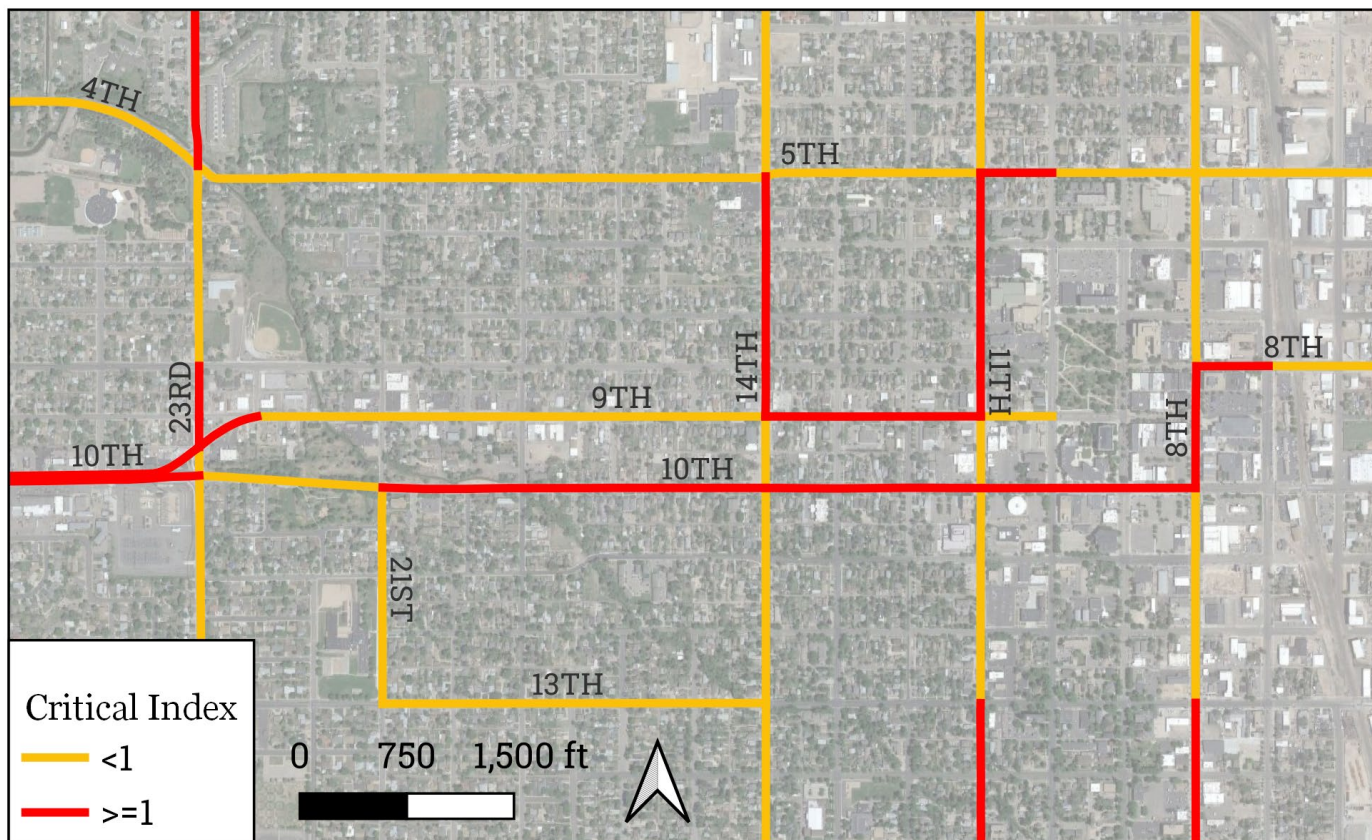


Figure 9: Critical Index Map (Crashes 2015-2019)



Figure 10: Corridor Crash Frequency Map (2015-2019)

3) Multimodal Analysis

The proposed alternatives are focused on providing a mobility experience that enables residents to have choices in their transportation mode. As explained in the previous sections, the current corridor only comfortably accommodates vehicle transportation with limited provisions for pedestrians, micromobility, and transit. The goal of the TMP is to:

provide 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 flexibility that will enable seamless mobility and promote economic vitality is the design philosophy that guides the 9th and 10th Street project. The TMP has 11 performance measures of which multimodal mobility accounts for three,

- Miles of high comfort streets for people biking,
- Miles of high comfort streets for pedestrians and,
- Number of households within ½ mile of trail.

Sections of 9th Street and 10th Street are classified in the TMP as Level of Traffic Stress (LTS) 3: High Stress due to the number of lanes and vehicle speeds. Dropping the number of lanes to 2 and speeds along 9th Street to 30 mph would improve the LTS to 2: Moderate Stress. On 10th St, dropping the number of lanes to 2 and speed limits to 25 mph would improve the LTS to 1: Low Stress or LTS 2 if the speeds were set at 30 mph. The TMP also identified the 10th Street corridor arterial as a high stress facility for pedestrians. This is mainly due to the frequent narrow sidewalks attached to the curb that are directly adjacent to high vehicle volumes and speeds.

Additionally, crossing from one side of 9th Street and 10th Street becomes difficult due to the road width and vehicle speeds. This creates a barrier to the community, dividing the north and south neighborhoods, stymieing economic development and community vitality along the corridor. Enhanced connectivity through narrower, more comfortable pedestrian crossings and lower speeds would result in significant improvements to quality of life along the corridor. This also aligns with feedback received during the public meeting which prioritized continuous, well-connected, and dedicated bicycle facilities as well as wider, unobstructed, and improved sidewalks.

4) Operational Analysis

This operational analysis will synthesize the results of two independent traffic analyses completed by consultants Bolton Menk Inc (BMI) and Felsburg, Holt, Ullevig (FHU). Additionally, it will align the results of those studies with city values from the TMP balancing engineering best practices and multimodal needs. Both consultants analyzed proposed 2045 conditions under a no-build (existing conditions) scenario and options selected from the preferred alternative during the public outreach.

4.a) Intersection Level of Service (LOS)

Vehicle Level of Service (LOS) is a measure of vehicle delay commonly used by traffic engineers to assess vehicle performance. The priority of the department per the TMP is to deliver a transportation network on the basis of safety, multimodal needs, cost, reliability and operational performance. These goals must be balanced holistically to ensure that all priorities are accommodated.

Per the FHWA in a [2016 memo](#), they state they do:

“not have regulations or policies that require specific minimum LOS values for projects on the NHS.”

Additionally, for the Colorado Department of Transportation (CDOT), there are considered “appropriate” LOS for different roadway classifications, however, there is a note in the CDOT 2018 Roadway Design guide in their LOS Table 2-2 states that:

“While this table provides guidance, engineers should strive to provide the most practical level of service for the conditions/facility.”

Tying these ideas together, NACTO has the following recommendations for use of [LOS as a performance measure](#):

LOS measures impacts, but inadequately captures a project’s potential benefits. As a metric, it is mono-modal, measuring streets not by their economic and social vibrancy, but by their ability to process motor vehicles.

LOS is one of many tools that may be employed to assess traffic conditions in cities, but it should never be the only tool used. Cities should strive to integrate varied and holistic performance measures into their development review process, including measures that frame potential benefits, as well as those that capture risk.

4.b) Analysis Scenarios

The 2045 horizon year was chosen for the design year as it was 20 years beyond the build year. The peak hours chosen were weekday AM and PM peak. It is important to note that these scenarios only cover approximately 6-10 hours of a typical week with the remaining 90%+ of hours operating at higher LOS. Additionally, the standard design assumption is to provide a peak hour factor, further adjusting vehicles to the peak 15-minute interval among peak hours.

4.c) Growth Assumptions

Both consultants used a combination of data from CDOT and the NFRMPO for future growth projections. They arrived at relatively similar assumptions for growth. BMI assumed a 1.2% annual growth rate across the network based on CDOT Online Transportation Information System (OTIS). FHU derived growth projections on a 1.25% growth rate based on NFRMPO and OTIS data.

4.c.i) Traffic Volumes Growth

It is important to note that these volumes follow conservative vehicle growth estimates assuming no multi-modal shift. Per the TMP and various plans proposed by the NFRMPO, CDOT and the USDOT, there is greater emphasis being placed on enhanced multimodal connectivity. These policy decisions would likely result in larger numbers of non-passenger trips, particularly meeting unmet demand for shorter trips under 4 miles which are over 25% of the trips on this segment according to Replica data. The number of multimodal trips could be greater as land use changes together with more in-fill development and multimodal oriented mixed-use density occurs in the 10th Street Corridor per the ongoing "At Home in Greeley" study. The traffic studies do not account for these modal shifts but form an underlying consideration to the memo.

4.d) Routing Assumptions

Both consultants performed their own rerouting based on current trip patterns and utilizing their engineering judgement. Data from Replica, which generates origin/destination patterns based on Cellular and other data.

In Option 2, Two-way 9th/10th with Split Luther Park, traffic rerouting was analyzed by both BMI and FHU independently. BMI assumed a higher percentage of traffic along 9th Street following their dynamic rerouting assumptions. FHU assumed a greater percent of vehicles along 10th Street which guided their analysis to show roundabouts along the corridor as well as their lane configuration.

Table 1 below summarizes routing choices for Option 3 between the two consultant teams.

Table 1: Routing Comparison for 2045 Eastbound Traffic with 10th St Closure from 23rd Ave to 21st Ave

Status	Type	23 rd Ave	21 st Ave	14 th Ave	11 th Ave	10 th Ave
Existing	2045 AM Volume	1,533	1,480	1,407	1,195	954
	% of 23 rd Ave Volume	100%	97%	92%	78%	62%
FHU	% of 23 rd Ave Volume	100%	98%	89%	73%	46%
BMI	% of 23 rd Ave Volume	100%	90%	65%	45%	15%

The main difference between consultants for Option 3 routing is that BMI shows 8-31% fewer vehicles than FHU along the corridor. The primary reason for this difference was that BMI assumed a more dynamic rerouting by 2045. BMI assumed more drivers would avoid 9th Street during these peak hours. The routing was done iteratively to determine how traffic would balance as operational performance changes along the 9th Street corridor in response to the bidirectional volumes. These greater diversions primarily went to 9th Street with approximately 4% of trips diverting to 8th Street and 7% diverting to 11th Street. The BMI routing was therefore considered more likely as it accounts for the way drivers redirect like water to seek the path of least resistance.

4.d.i) Mitigation of Routing to Local Streets

The 9th and 10th Corridor project has potential to spill over into local roads, specifically 11th Street and 8th Street. This would be an undesirable consequence of the proposed changes to 9th and 10th Street and should be mitigated to reduce localized community impact. Several options are available such as providing speed humps, raised crosswalks, and curb extensions along these local roads. The intersection of 21st Avenue and 11th Street would be a good candidate for a [raised intersection](#) with an example shown in **Figure 11** to calm traffic and enhance multimodal operations. Not all precise impacts will be known prior to implementation due to the dynamic nature of travel patterns. However, the City has funding and methods in place such as the TMP's traffic calming toolbox to address any neighborhood issues which may arise on the local streets.



Figure 11: Raised Intersection (NACTO)

4.e) Analysis Methodology

BMI utilized Vissim, a microscopic traffic flow simulation software while FHU utilized Synchro. Both methods are frequently used in traffic engineering analyses. The main difference between the software is that Synchro uses quantitative analysis derived from the Highway Capacity Manual (HCM) which provides estimates of vehicle delay based on the inputs. Vissim utilizes a car following model to mathematically model the discrete paths of individual vehicles and their interactions to simulate the results more directly. Both methods are considered valid and have individual advantages. Vissim models often perform better in dynamic corridors where the complex interactions of closely spaced intersections are not accurately captured by the approximations of HCM methodology. Vissim models were calibrated using recent speed data to best align with field conditions. Synchro is often considered easier to model and is most commonly used in signal timing and simple traffic analysis.

For queuing analysis, the standard practice is to analyze 95th percentile vehicle queuing. This accounts for the randomness of queuing and designing to realistic scenarios rather than outlier patterns demonstrated in max queue lengths. Synchro models handle intersection queuing via HCM estimates based on prior research. The Vissim model queuing was based on 10 simulation runs and aggregated the results based on the following car principles and characteristics of the roadway network.

4.f) Analysis Options

Three Options were advanced from preliminary concepting with Option 3 containing three alternatives. These were:

- Option 1: No-build
- Option 2: Two-way 9th Street and One-way Eastbound 10th Street with the split Luther Park
- Option 3: Two-way 9th Street and 10th Street with a closure at Luther Park

- Roundabout Alternative
- Signalized-Roundabout Alternative
- Signalized Alternative

The first No-build option consisted of existing condition unchanged except for modifications to signal timings.

The second option analyzed 9th Street as two-way and 10th Street as Eastbound One-way. This option was analyzed independently by BMI and FHU with BMI proceeding with the analysis retaining signals at intersections while FHU analyzed the corridor using roundabouts at major intersections except retaining signalization at the 23rd Avenue intersections.

The third option with two-way traffic on 9th Street and 10th Street was divided into three alternatives. The roundabout alternative consisted of roundabouts at key intersections along the corridor with the 10th Street closure at 21st Avenue. The signalized alternative consisted of signalized intersections at key intersections with the 10th Street closure at 21st Avenue. This geometry is shown below in **Figure 12**. Both the roundabout and signalized alternative assume 9th Street and 10th Street to be two-way streets.

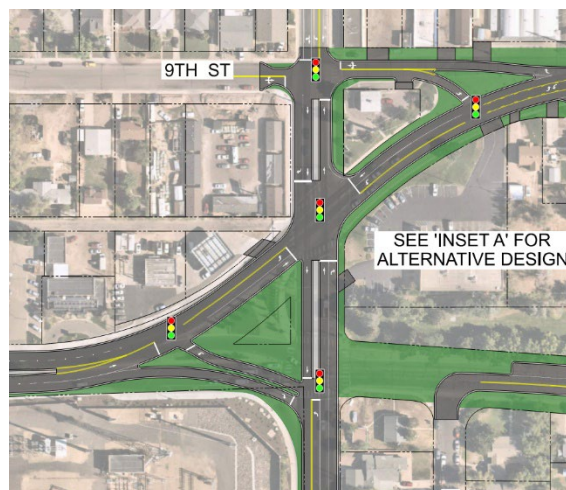


Figure 12: Proposed Signalized Alternative at 23rd Ave and 9th St/10th St

The Signal-roundabout alternative kept roundabouts at primary intersections except for 23rd Avenue. Early analysis results from both consultants indicated that the roundabout option predicted unacceptably high levels of queuing. As a result, this alternative was excluded as a viable alternative and thus discussed less in this memo.

4.g) Intersection Delay

The outputs from the growth and routing assumptions were developed into turning movement counts at the study intersections and analyzed using the methodology summarized in the previous section. The intersection delay resulted summarized to the worst case among AM and PM peak hours is shown below in

Table 2.

Table 2: Intersection LOS Peak Delay Comparison (2045 Traffic)

Option	Int / Con.	23 rd Ave - North	23 rd Ave - West	23 rd Ave - Cent.	23 rd Ave - East	23 rd Ave - South	21 st Ave	14 th Ave	11 th Ave	10 th Ave
9th St Corridor										
1	FHU			D		C	D	B	A	C
2	FHU	B		B	B		F	C	D	D
	BMI	F		C			A*	C	D	E
3: Signalized	FHU	A	E	E	D	C	F	E	E	B
	BMI	A	B	C	C	B	B*	C	C	B
10th St Corridor										
1	FHU						F	B	B	C
2	FHU						B*	B	C	A
	BMI						B*	C	B	C
3: Signalized	FHU						C*	B	B	B
	BMI						A	C	C	B

LOS: D - E - F - Not Applicable

*Analyzed as Signal instead of existing TWSC

The analysis results differed between the two consultants based on the underlying assumptions and methodologies used. However, it is important to note that both analyses indicated that all major intersections would operate at LOS E or better. The 21st Ave intersection indicates that in a no-build scenario a signal will be necessary by 2045 as well as under some of the options

4.g.i) Intersection Delay Sensitivity Analysis

These analysis results are based on various underlying assumptions regarding lane configuration, traffic control, and traffic volumes. The traffic volumes were adjusted incrementally to determine the parameters for when different traffic control and lane configurations were warranted. Under the FHU analysis completed for Option 2, they determined that the 10th St two-lane configuration with roundabout could be reduced to a single lane if around 350-450 eastbound vehicles shifted to 9th Street, additionally, the roundabouts on 9th Street were able to sufficiently handle the shifted traffic. The 9th Street roundabouts would be able to accommodate a single lane if 500 westbound vehicles shifted to a third route under Option 2. As this is unlikely, the roundabout alternative to option 2 is not recommended.

4.h) Corridor Travel Time

An important measure of operational performance is travel time. This is the time it takes the average vehicle to travel along the length of the corridor in peak hour. The simplified calculation for this number is the free flow speed (FFS) along the corridor plus the intersection delay. FFS is the speed that a typical vehicle travels along the street without delay, which occurs primarily at intersections. As a note, this travel time is only representative of the weekday peak hour, other time times will be closer to the FFS under normal circumstances.

The BMI study calculated corridor travel time using the average delay along the east/west intersection approaches plus the corridor distance multiplied by FFS to determine total travel time. This is shown in **Table 3**.

The results of this analysis show that assuming free flow speeds along the corridor are reduced to the target speed in the no-build as well as Option 3, the travel times are comparable with nearly the same with 10 seconds longer for eastbound trips on 9th Street and 24 seconds less for westbound trips. Option 3 would experience better traffic flow overall along 10th Street in Option 3 compared to the Option 1 No-build. Option 2 experienced marginally longer travel times than the other two options but were still comparable.

The FHU study simulated longer expected travel times along the corridor. However, as discussed earlier, this is considered less realistic when adjusting for dynamic route shifts to 10th Street and other parallel corridors. The travel times shown in the BMI study are closest to expected conditions.

Table 3: Estimated 2045 Average Peak Hour Corridor Average Travel Time (TT) by Options*

Option 1: No Build (Measured Speed)								Average Speed (mph)
	FFS (mph)	FFS (ft/sec)	Distance (ft)	Distance (mi)	Distance (ft)/FFS (ft/sec)	Cumulative Delay (s)	Total TT (s)	
EB (10th)	42	61.6	6,500	1.2	106	76	182	
WB (9th)	42	61.6	6,400	1.2	104	80	184	
Option 1: No Build (Speed Limit)								Average Speed (mph)
	FFS (mph)	FFS (ft/sec)	Distance (ft)	Distance (mi)	Distance (ft)/FFS (ft/sec)	Cumulative Delay (s)	Total TT (s)	
EB (10th)	32	46.9	6,500	1.2	138	76	214	
WB (9th)	32	46.9	6,400	1.2	136	80	216	
Option 2: Signalized								Average Speed (mph)
	FFS (mph)	FFS (ft/sec)	Distance (ft)	Distance (mi)	Distance (ft)/FFS (ft/sec)	Cumulative Delay (s)	Total TT (s)	
EB (9th)	32	46.9	6,400	1.2	136	103	239	
WB (9th)	32	46.9	6,400	1.2	136	77	213	
Option 3: Signal Alternative								Average Speed (mph)
	FFS (mph)	FFS (ft/sec)	Distance (ft)	Distance (mi)	Distance (ft)/FFS (ft/sec)	Cumulative Delay (s)	Total TT (s)	
EB (9th)	32	46.9	6,400	1.2	136	88	224	
WB (9th)	32	46.9	6,400	1.2	136	58	194	

*Travel Time (TT) may not precisely be the delay plus free flow speed (FFS) time due to rounding

4.i) Intersection Queuing

Queuing at intersections is an important performance measure to determine if the network can operate acceptably. The FHU analysis was used for intersection queuing as it represented the more conservative estimate which queuing should be considered against due to its potential for gridlock. Option 2 results accommodated queuing adequately overall except at 23rd Avenue intersection with 9th and 10th Street. This experienced long queuing in the section between the 9th and 10th Street intersection which would exceed available queuing capacity between intersections. Results are shown in greater detail in FHU appendices. The results of the FHU analysis for Option 3 are shown below in **Table 4**. Only 9th Street is shown below since 10th Street operated well overall across alternatives

Table 4: 2045 Peak Hour 95th Percentile Queuing along 9th St Corridor for Option 3

Direction	9th St Intersections/ Alternatives	23rd- West	23rd- Central	23rd- East	21st	14th	11th	10th
WB	Available Queuing (ft)	185	190	1,000	2,600	1,400	400	
	No Build		393		-	87	67	182
	Signal-Roundabout	503	635	4	18	3,664	685	
	Roundabout		6,598		18	3,664	685	
	Signal-Signal	503	635	1	18	662	338	
EB	Available Queuing (ft)	1,750	185	195	1,000	2,600	1,400	400
	No Build							
	Signal-Roundabout	949	599	269	5	4,929	3,292	156
	Roundabout		6		5	4,929	3,292	156
	Signal-Signal	949	599	269	5	647	373	50

Not Applicable for Option

Exceeds Available Queuing

Potential for Queuing Mitigation

This analysis showed the roundabout options would experience excessive queuing resulting in significant negative impacts to the network. As a result, these options were considered unviable for consideration. The Option 3: Signal-Signal alternative however resulted in queuing levels within the capacity of the roadway to accommodate. The 23rd Avenue intersection experienced queuing exceeding the distance to adjacent signals. However, staff recognizes that further signal timing, smart signal technology for queue management, and refined geometric modifications, would mitigate unacceptable negative impacts at this location.

5) Next Steps

Based on the above analysis results, Public Works staff recommends proceeding with Option 3: Signalized Alternative and continue to monitor the minor intersections, particularly the intersection at 9th Street and 21st Avenue if they require future signalization. Option 2 also performed adequately operationally with a slight decrease compared to BMI analysis and a slight operational increase under FHU analysis. However, the operational benefits are marginal compared to the safety and community placemaking benefits from Option 3. Additionally, the addition of extra traffic on the 23rd Avenue intersection resulted in longer queuing between the twin signals at 9th and 10th Streets. The removal of the east leg of traffic simplifies the signal operation and helps to smooth this operational bottleneck.

Corridor vehicle operations may stay the same or slightly decrease compared to the No-build Option based on differences in the underlying routing and growth assumptions which are difficult to precisely estimate 20-years in the future. If Option 3 were implemented, staff would monitor traffic along the corridor and adjacent streets. Shifting travel patterns may require minor modifications to adjacent local streets. This could include providing additional traffic calming or traffic control to mitigate any safety or comfort concerns along adjacent neighborhood streets such as 8th Street or 11th Street. Regardless, the evidence toward the benefits of providing additional safety, mobility choices, and enhanced quality of life outweigh any of the potential negative vehicle operational impacts.

6) Conclusion

Roadway design and engineering is not done in a completely value-free environment. It exists with numerous underlying embedded values of the transportation engineering practice. Decoupling these biases from engineering is key to designing an excellent City.

The direction that the TMP has directed the City toward is to focus on wholistic, diverse performance measures rooted in human oriented design of the built environment. This philosophy is summarized well by Janette Sadik-Khan as:

*"a focus on people, and looking at the street not in terms of vehicle capacity,
but human possibility."*

The proposed project achieves a balance between different modes of transportation, makes both corridors safer, creates more open spaces, reconnects the community and makes it into a neighborhood that has long been separated due to the wide, speedy one-way corridors.



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430 E Grand Avenue
Suite 101
Des Moines, IA 50309

Ph: (515) 259-9190
Fax: (515) 233-4430
Bolton-Menk.com

MEMORANDUM

Date: 06-08-2023
To: Paul Trombino
From: Ryan Davis, PE, PTOE
Subject: 9th-10th Mobility Enhancements – Traffic Redistribution Assumptions
City of Greeley, CO
Project No.: OT4.126956

I. INTRODUCTION

This memorandum provides an update to the recommended methodology for the forecasting of traffic for the planned one-way to two-way conversion of 9th Street and 10th Street in Greeley. The removal of 10th Street from 23rd Avenue to 21st Avenue is included as an option.

II. REVIEW OF PREVIOUS WORK

Daily and hourly volume was compiled from multiple sources. The comparison of these volumes can be found in **Figure 1**.

A. CDOT Online Transportation Information System (OTIS)

The Colorado Department of Transportation (CDOT) recorded the annual average daily traffic (AADT) at nine traffic stations along 9th Street and 10th Street in 2019.

B. Replica

ReplicaHQ is a third-party company that provides a range of data to be used for community planning. AADT from ReplicaHQ was taken from the same nine locations as OTIS. Volumes pulled from ReplicaHQ were notably higher than any of the other data sources.

C. City of Greeley 2019 Synchro Model

The City of Greeley provided a model in the traffic analysis software Synchro SimTraffic that provided peak hour turning movement counts (TMCs) at signalized intersections throughout the city. The hourly volumes were converted to daily volumes by using a K-factor. A K-factor is the proportion of AADT that occurs during a specific hour. Calculations were performed using a K-factor of 0.08 for the AM peak hour and 0.10 for the PM peak hour (assumption=8% of daily volume occurs in AM peak hour, 10% of daily volume occurs in PM peak hour). The average of the daily volume projections was calculated.

D. North Front Range Metropolitan Planning Organization (NFRMPO)

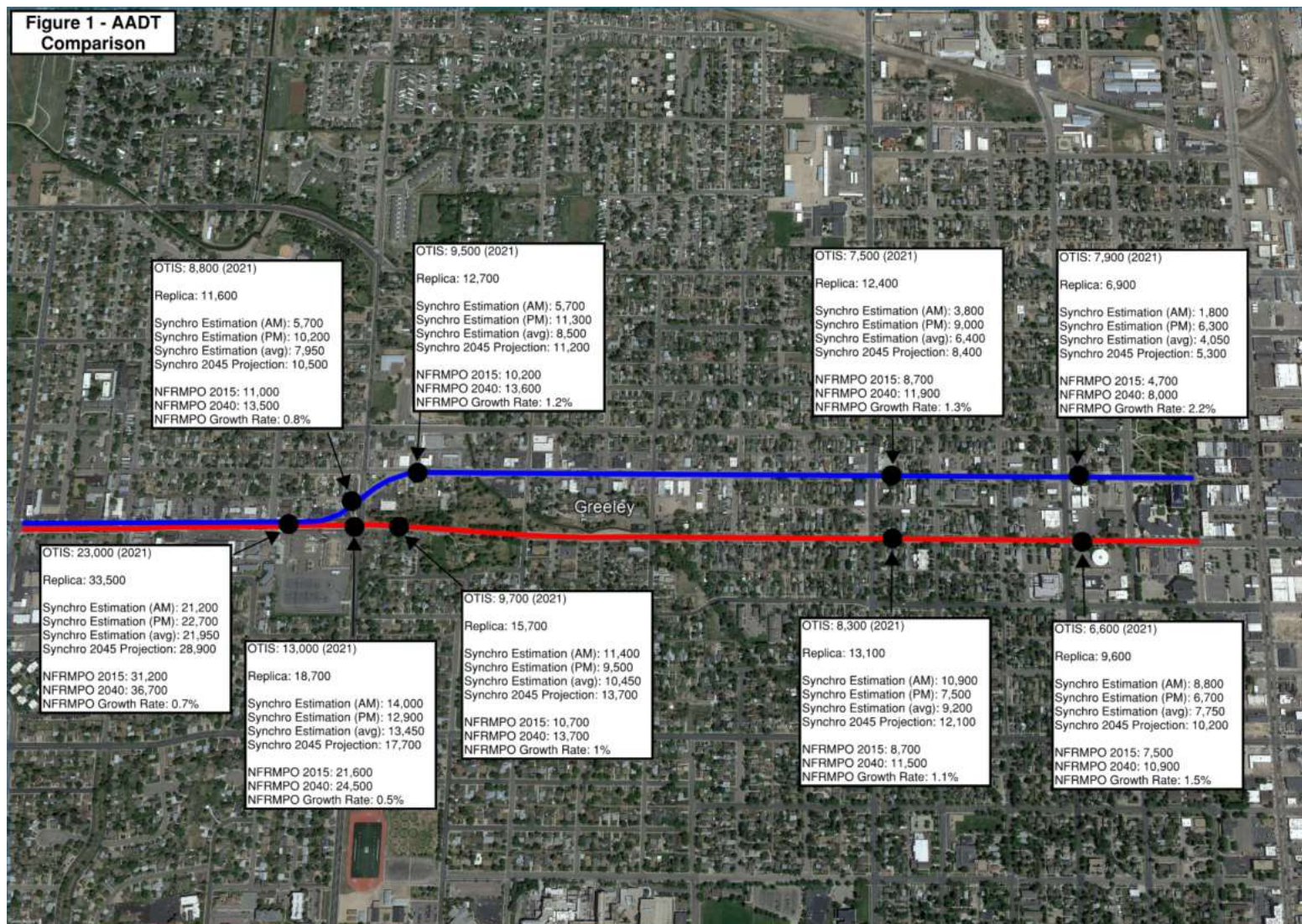
The North Front Range MPO provides segment AADT in both 2015 and 2040.



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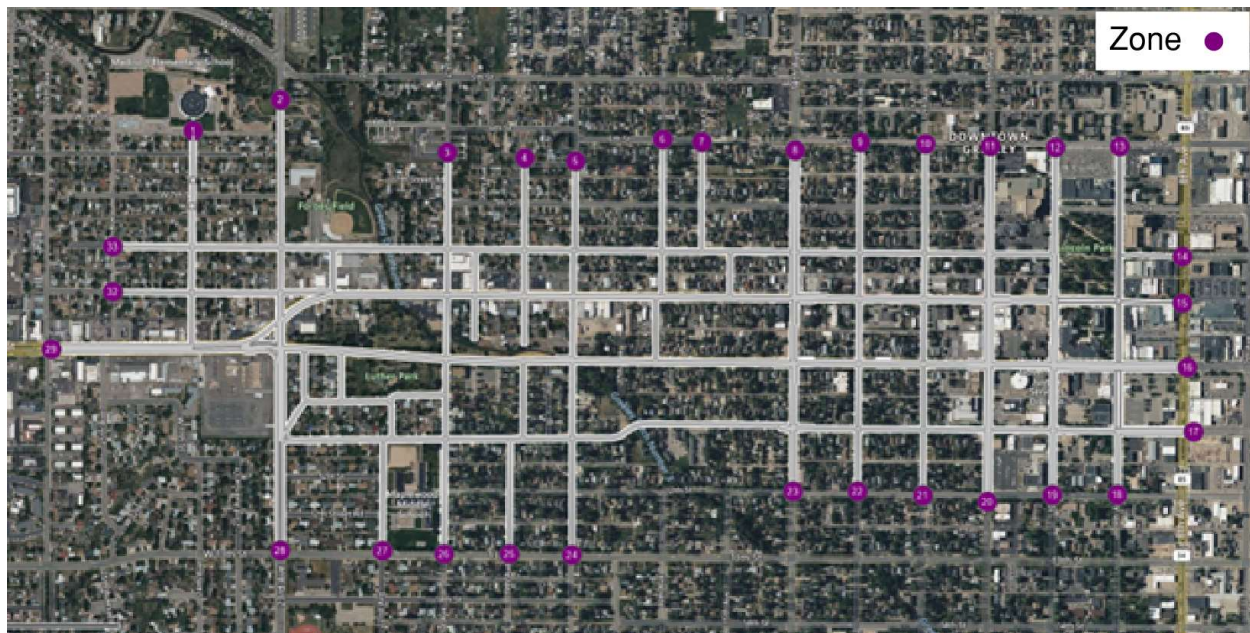
III. REDISTRIBUTION METHODOLOGY

A. Traffic Redistribution (Detailed)

A model was created using the traffic analysis software PTV Vistro. The model includes 8th Street, 9th Street, 10th Street, and 11th Street as east-west roads, and 9th Avenue to 23rd Avenue as north-south roads. The PM peak hour has the highest traffic volume according to the 2019 Synchro model. These same PM peak hour volumes were added to corresponding intersections in the Vistro model. Existing turning movement volumes were extrapolated onto intersections where these volumes were not present by relating their AADT values. Volumes were balanced between each intersection.

The Vistro model contains 33 links where vehicles can enter and exit the road network. The number of vehicles entering and exiting the network at each link was recorded. At the end of each of these links, a “zone” was created (see purple in **Figure 2**). These zones add trips into the network and act as an exit for trips leaving the network.

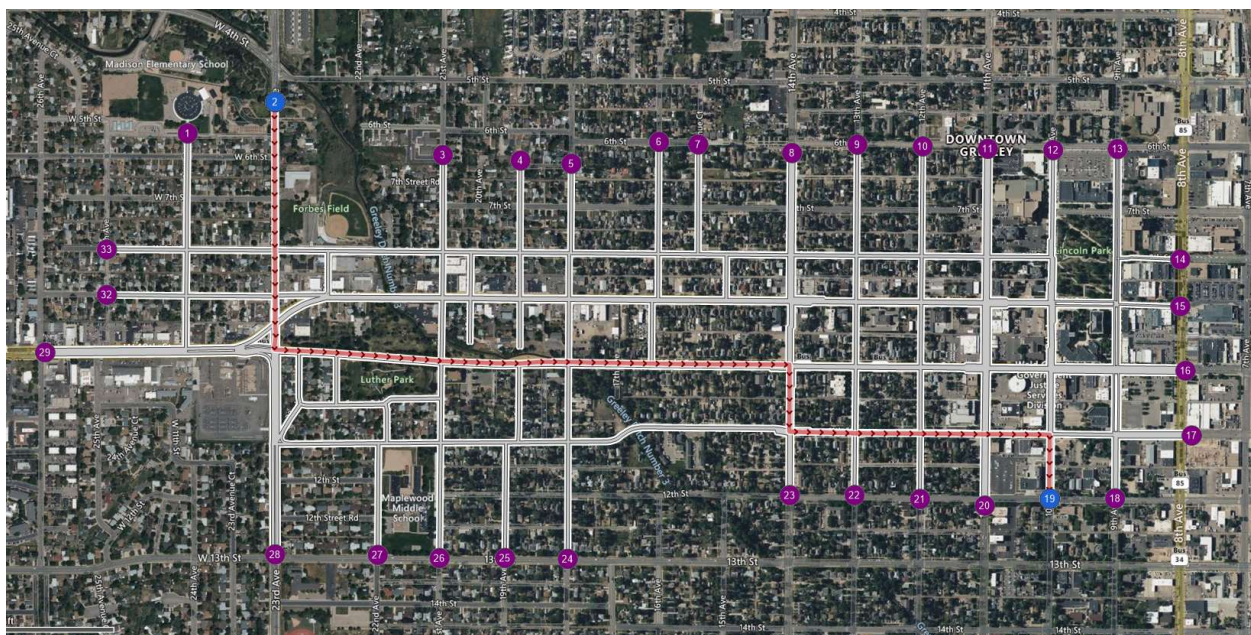
Figure 2 – Network Zones



Vehicles were distributed from zone to zone throughout the model with a trip assignment comparable to the 2019 Synchro model. Emphasis was placed on trips that made no turning movements while inside the network. For example, vehicles entering the network via southbound 23rd Avenue are more likely to continue southbound through the network and exit via 23rd Avenue than a vehicle entering the network via southbound 20th Avenue would. To account for this, a higher proportion of trips were given to the through movements.

Once the model mimicked the existing network movements, one-ways were converted to two-ways. The routes that vehicles take in their zone-to-zone travel can be altered to allow for movements that were previously restricted. These routes were altered until turning movements that were deemed realistic were reached. By using this method to determine a volume set, the model is fluid and allows for changes to be applied readily if assumptions change or more data becomes available. These turning movement counts can be used for microsimulation of both corridors and individual intersections.

Figure 3 – Network Routes



B. Traffic Redistribution (Planning Level)

The sum of the AADTs on 9th Street and 10th Street was divided between the two corridors at 50%-50%, 60%-40%, and 70%-30% splits, respectively. The purpose of this was to generate a variety of volume estimates and increase the model's ability to adapt to change. Planning-level estimates of level of service can be made at each AADT road segment using a variety of cross sections (3-lane with left turn lanes, 3-lane with left turn lanes and right turn lanes, 4-lane undivided, etc.).

IV. REDISTRIBUTED VOLUMES

A. Distribution

Alternative 3 was prioritized for microsimulation in the traffic analysis software PTV Vissim. This alternative converts both 9th Street and 10th Street into two-way roads for the entirety of the corridor. Between 21st Avenue and 23rd Avenue, 10th Street is removed and replaced with a park (see **Figure 4**).

Figure 4 – Alternative 3



The partial removal of 10th Street means that vehicles will funnel onto 9th Street in this section. To the east of 21st Avenue, the east-west volume will disperse from 9th Street to other east-west roadways.

The geometry changes and overall lane reductions on both 9th Street and 10th Street are assumed to result in some trips rerouting to 8th Street and 11th Street. The majority of the volume is projected to remain on 9th Street and 10th Street until reaching the core downtown area.

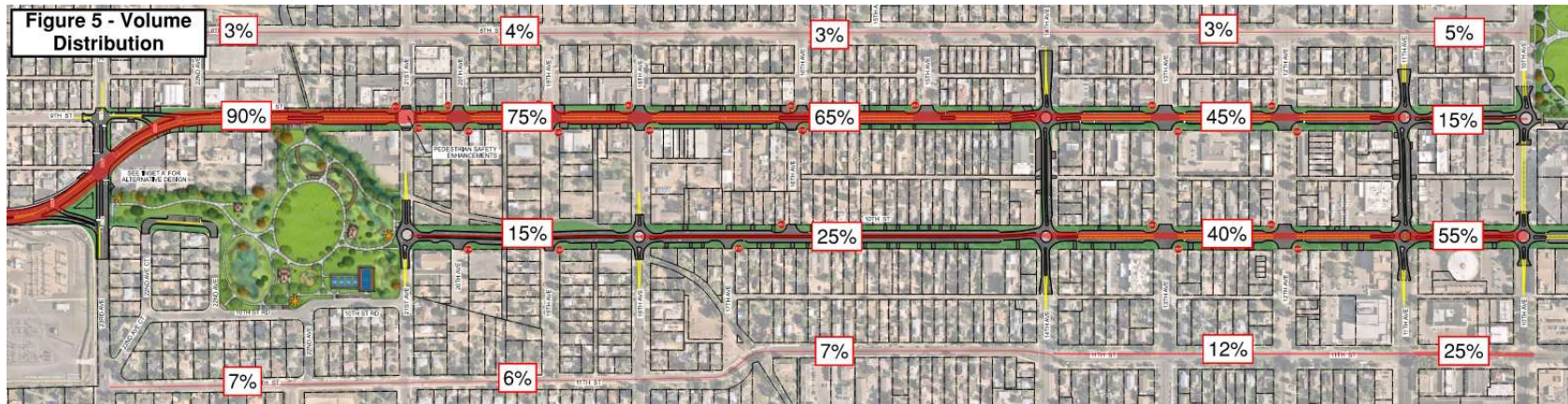
Figure 5 provides the distribution of traffic volumes on east-west roads at five key segments.



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Des Moines, IA 50309

Ph: (515) 259-9190
Fax: (515) 233-4430
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430 E Grand Avenue
Suite 101
Des Moines, IA 50309

Ph: (515) 259-9190
Fax: (515) 233-4430
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B. Growth Rates

The annual growth rate was calculated at each traffic station using the 2015 and 2040 AADTs from the NFRMPO. While each station is projected to grow at varying rates, the average growth rate of 1.2% per year is recommended to be applied to all volumes.

9th Street between 21st Avenue and 23rd Avenue is projected to be the segment with the highest AADT. When a 1.2% annual growth rate is applied to the model created in PTV Vistro, the 2045 projected AADT of this segment is ~30,000 vehicles per day.

MEMORANDUM

TO: Bhooshan Karnik, PE, PMP, Chief Engineer, City of Greeley
Steven Younkin, PE, PTOE, RSPI, Deputy Chief Engineer, City of Greeley

FROM: Paul F. Brown, PE, PTOE

DATE: July 7, 2023

SUBJECT: 9th Street and 10th Street Traffic Analysis, Greeley, CO
FHU Reference Number 122278-03

The City of Greeley is considering traffic flow changes to 9th Street and 10th Street between 23rd Avenue and 10th Avenue. These two streets (part of the US 34 Business corridor) currently form a one-way pair with three lanes toward downtown (eastbound) on 10th Street and three lanes out of downtown (westbound) on 9th Street. The goal of the project is to convert both roadways to two-way streets, reducing both roadways to one lane per direction and changing intersection controls accordingly. The City asked Felsburg Holt & Ullevig (FHU) to evaluate the intersection controls for three alternatives (being developed by others) along the 9th and 10th Street corridors. This memo outlines our findings.

The project study area includes 9th Street from 10th Avenue to 23rd Avenue and 10th Street from 10th Avenue to 23rd Avenue. Key crossroads along both routes are 10th Avenue, 11th Avenue (both in the downtown area), 14th Avenue and 21st Avenue (both serving dense residential areas surrounding downtown), and 23rd Avenue where the one-way pair comes together to form W 10th Street, a 4-lane, two-way arterial that extends west. This results in ten key intersections where FHU has evaluated various traffic control scenarios. The remaining intersections are minor, and although access is provided, cross street traffic volumes are minimal.

Data Collection

The City provided peak period traffic counts collected in 2019 for eight of the ten intersections under study. Daily approach traffic counts for all legs of the 21st Avenue intersections were also provided, but these counts did not include turning movements. Hence, the FHU team used turning movement patterns at the 14th Street intersections and combined them with the provided approach volumes to estimate 2019 turning movements at the two 21st Avenue intersections.

FHU balanced the existing traffic counts to ensure reasonable volume changes between intersections. During this process, it was noted that the highest volumes along the 9th Street and 10th Street corridors occur at the west end of the study area (near 23rd Avenue) and the lowest volumes occur at the east end of the corridor (near 10th Avenue). The eastbound decreases and westbound increases were spread among the various minor cross-streets along each roadway.

Future Year Traffic Forecasts

The FHU team reviewed two key datasets to develop traffic forecasts:

- Colorado Department of Transportation (CDOT) growth rates
- North Front Range Metropolitan Planning Organization (NFRMPO) travel demand model

The results of these efforts are presented in the following subsections.

CDOT Growth Rates

CDOT collects traffic counts regularly across the entire state highway network and uses the collected data to develop daily volume forecasts based on historical growth. This data is made available to the public through CDOT's Online Transportation Information System (OTIS) and is considered reliable. Since 9th Street and 10th Street are both state highways, OTIS growth factors are readily available. **Table 1** presents the available growth factors for 9th Street and 10th Street.

Table 1. CDOT Growth Factors

Count Station	Location	20-year Factor	Annual Growth Rate
101541	On 10 th Ave between 9 th St and 10 th St	1.24	1.08%
101542	On 9 th St between 10 th Ave and 11 th Ave	1.38	1.62%
101543	On 9 th St between 13 th Ave and 14 th Ave	1.30	1.32%
101544	On 9 th St between 21 st Ave and 23 rd Ave	1.25	1.12%
101545	On 9 th St between 23 rd Ave and W 10 th St	1.25	1.12%
101523	On W 10 th St between 30 th Ave and 35 th Ave	1.34	1.47%
101524	On W 10 th St between 23 rd Ave and 24 th Ave	1.31	1.36%
101525	On 10 th St between 9 th St and 23 rd Ave	1.31	1.36%
101526	On 10 th St between 21 st Ave and 23 rd Ave	1.28	1.24%
101527	On 10 th St between 13 th Ave and 14 th Ave	1.28	1.24%
101528	On 10 th St between 10 th Ave and 11 th Ave	1.30	1.32%
101524	On 10 th St between 8 th Ave and 9 th Ave	1.27	1.20%

NFRMPO Travel Demand Model Growth Rates

The NFRMPO has developed a travel demand model for Colorado's North Front Range that includes Greeley, Fort Collins, Loveland, and other communities within their planning area. The current model has base year volumes (currently year 2015) and year 2045 future forecasts. By comparing these values on a particular link from the model, FHU calculated growth rates. **Table 2** presents the growth rates for selected links along 9th Street and 10th Street.

Table 2. NFRMPO Growth Rates

Link ID	Name	2015 Base Daily Link Volume	2045 Daily Link Volume	Growth Rate
9527	On 9 th St between 21 st Ave and 23 rd Ave	12,784	18,350	1.21%
16886	On 10 th St between 21 st Ave and 23 rd Ave	13,859	19,314	1.11%
1050	On 9 th St between 14 th Ave and 21 st Ave	10,994	16,294	1.32%
1139	On 10 th St between 14 th Ave and 21 st Ave	12,055	17,038	1.16%
11222	On 9 th St between 11 th Ave and 14 th Ave	11,493	16,578	1.23%
1117	On 10 th St between 11 th Ave and 14 th Ave	10,781	14,794	1.06%
8260	On 9 th St between 10 th Ave and 11 th Ave	6627	12,207	2.06%
1112	On 10 th St between 10 th Ave and 11 th Ave	5,806	9,558	1.68%

Final Project Growth Rate

The data points presented previously were evaluated to help determine a growth rate for the 9th Street and 10th Street evaluation. The CDOT data reflects an average growth rate of 1.29 percent per year, with a median of 1.28 percent per year. The NFRMPO model data reflects an average growth rate of 1.35 percent per year, with a median of 1.22 percent per year. Based on these data, FHU selected a 1.25 percent per year growth rate for the 9th Street and 10th Street evaluation.

Future Year Traffic Volumes

The balanced year 2019 volumes were increased to year 2045 using this factor. **Figure 1** presents the resulting year 2045 no-action volumes. The peak direction volume varies between about 800 vehicles per hour (vph) near downtown to about 1,500 vph west of 23rd Avenue. The off-peak direction represents about one-half to two-thirds of the peak direction volumes.

Future Year Traffic Analysis

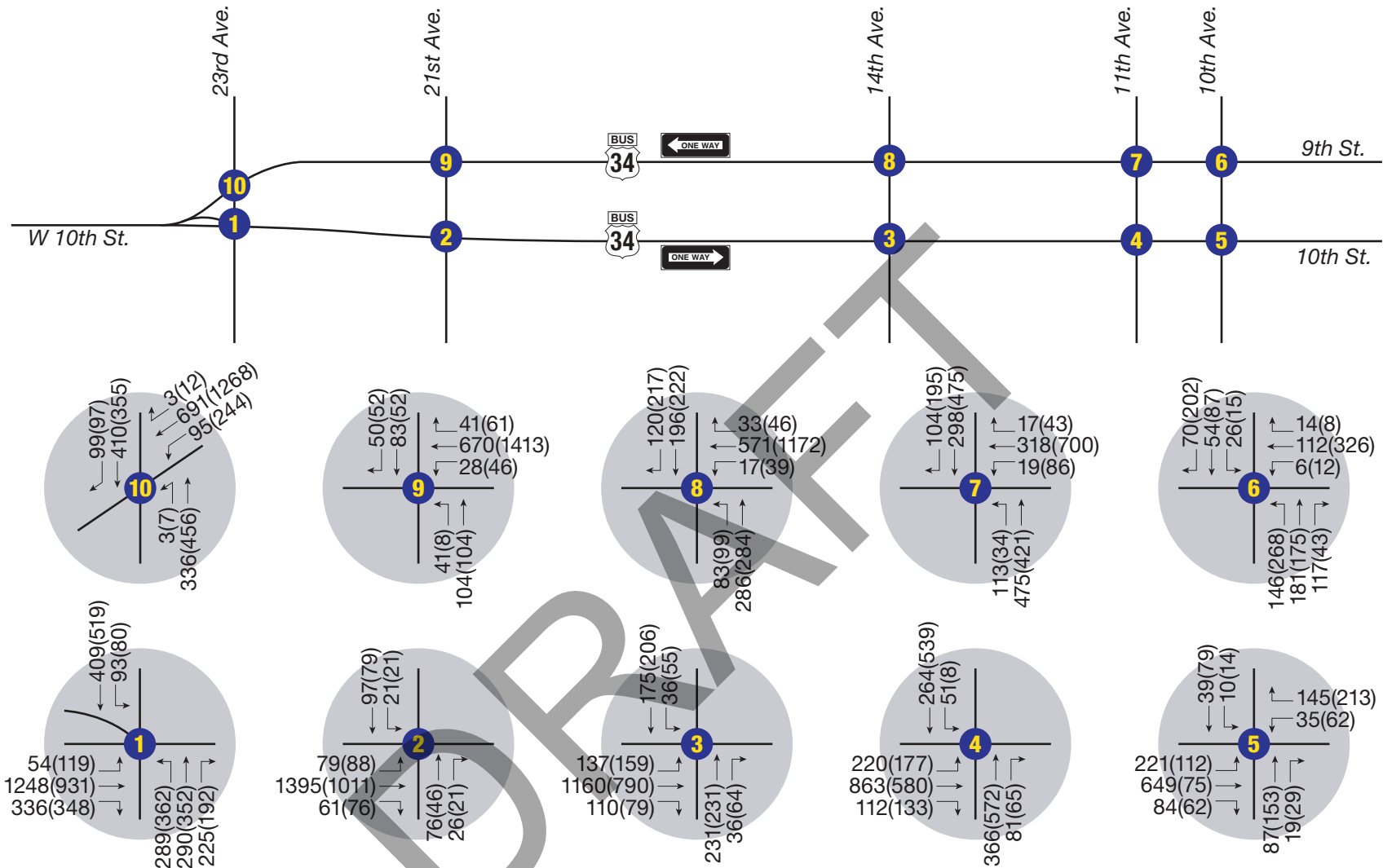
FHU evaluated year 2045 traffic operations within the study area according to techniques documented in the Highway Capacity Manual, Sixth Edition (HCM) using counted traffic volumes, intersection geometry, and traffic signal timings where applicable. Synchro (version 11) and SIDRA Intersection (version 8) were used for the HCM evaluations. The analyses result in a Level of Service (LOS), a qualitative measure of traffic operational conditions based on roadway capacity and vehicle delay. LOS was determined for all movements that must yield right-of-way to other traffic movements. It is described by a letter designation ranging from LOS A to LOS F, with LOS A representing nearly free-flow travel and LOS F representing congested conditions. LOS D or better is considered a target for acceptable operations by most agencies. Another metric often used from the HCM is the projected 95th percentile queue length. This is an estimate of the length of traffic backups that occur due to intersection control and represents the length that will be exceeded only 5 percent of the time. It is measured in feet.

Four scenarios were evaluated for the 9th Street and 10th Street study. The first is a no-action scenario, where existing intersection geometry and control were retained. This scenario represents a baseline or “do nothing” alternative. The City provided concept plans for two alternatives, both of which convert 9th Street and 10th Street to two-way streets and change the intersection control. These concept plans are attached to this memo. The City also requested that FHU evaluate a third alternative that relies more heavily on signalized intersection control. No concept plan was available for this alternative, so a more detailed alternative description is provided in the memo text.

No Action Alternative

For the 9th Street and 10th Street study, the no action analysis considered the existing intersection geometrics and control types. Existing signal timings were not provided, as they would not be applicable by year 2045. FHU assumed a consistent 70-second cycle length throughout the network, and actuated operations with signal coordination were presumed. Signal phasing and splits were optimized using tools within Synchro, retaining customary industry minimums and other defaults. Based on these inputs, future year no-action operations were evaluated, and the results are presented on **Figure 2**. The operational results are also summarized in the operations table attached to this memo.

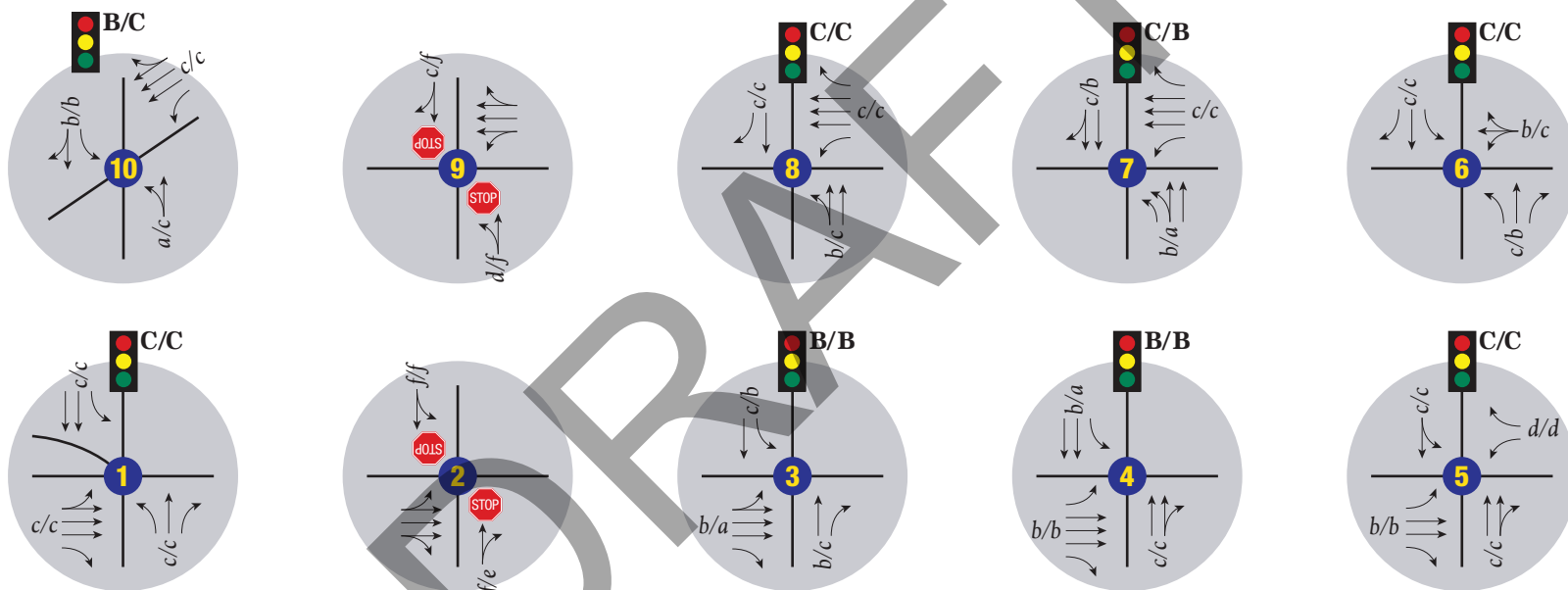
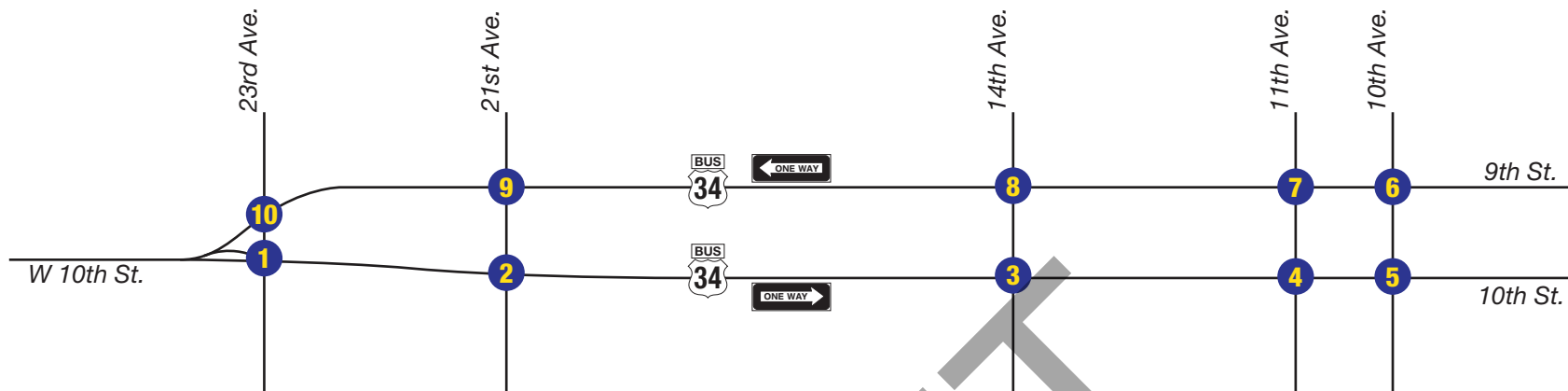
As shown on **Figure 2**, most intersections operate acceptably (LOS D or better). The exceptions are the intersections at 21st Avenue since these intersections operate under side street stop control. Motorists entering the traffic stream from the side street face significant through volumes along 9th Street and 10th Street, so the side street approaches experience poor operations (LOS E or F). Queue lengths across the network are reasonable and are not forecasted to back up into adjacent intersections. The queue length results are summarized in the queueing table attached to this memo.



LEGEND

xxx(xxx) = AM(PM) Peak Hour Traffic Volumes

X = Intersection Number



LEGEND

- X/X** = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Unsignalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Approach Level of Service

- = Stop Sign
- = Traffic Signal
- = Intersection Number

Alternative 5a

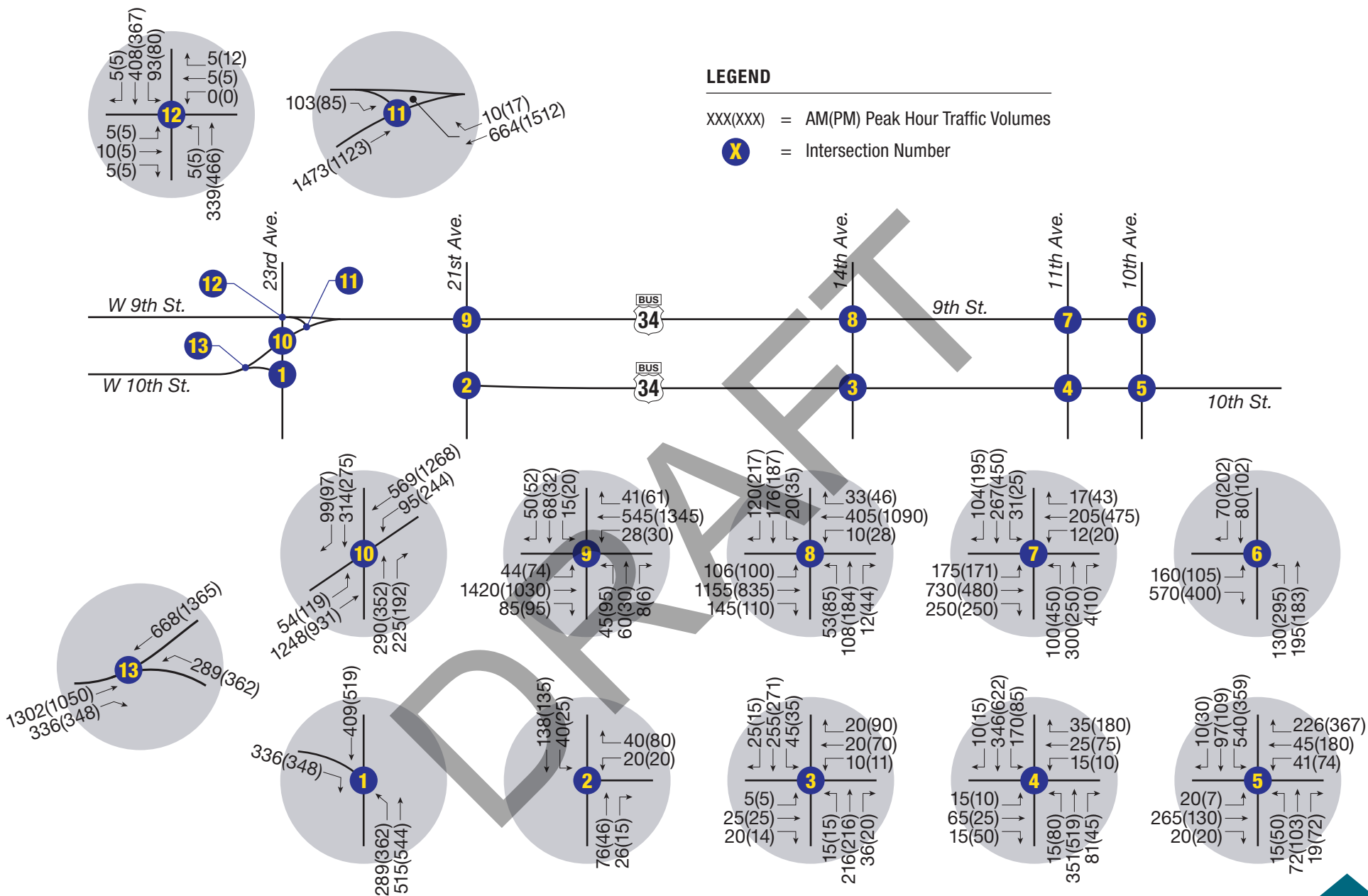
Alternative 5a converts both 9th Street and 10th Street to two-way traffic. It closes 10th Street between 23rd Avenue and 21st Avenue, precluding through traffic along this roadway link. It also closes the 9th Street connection through the existing courthouse parking lot between 9th Avenue and 10th Avenue. It removes the existing signal control at intersections east of 21st Avenue and replaces it with roundabout control. It leaves the existing side street stop control at the 21st Street / 9th Street intersection and proposes a new roundabout at the 3-leg intersection of 10th Street and 21st Avenue. The 9th Street / 10th Street / 23rd Avenue intersections are combined under signal control, emphasizing through traffic flow from W 10th Street to 9th Street.

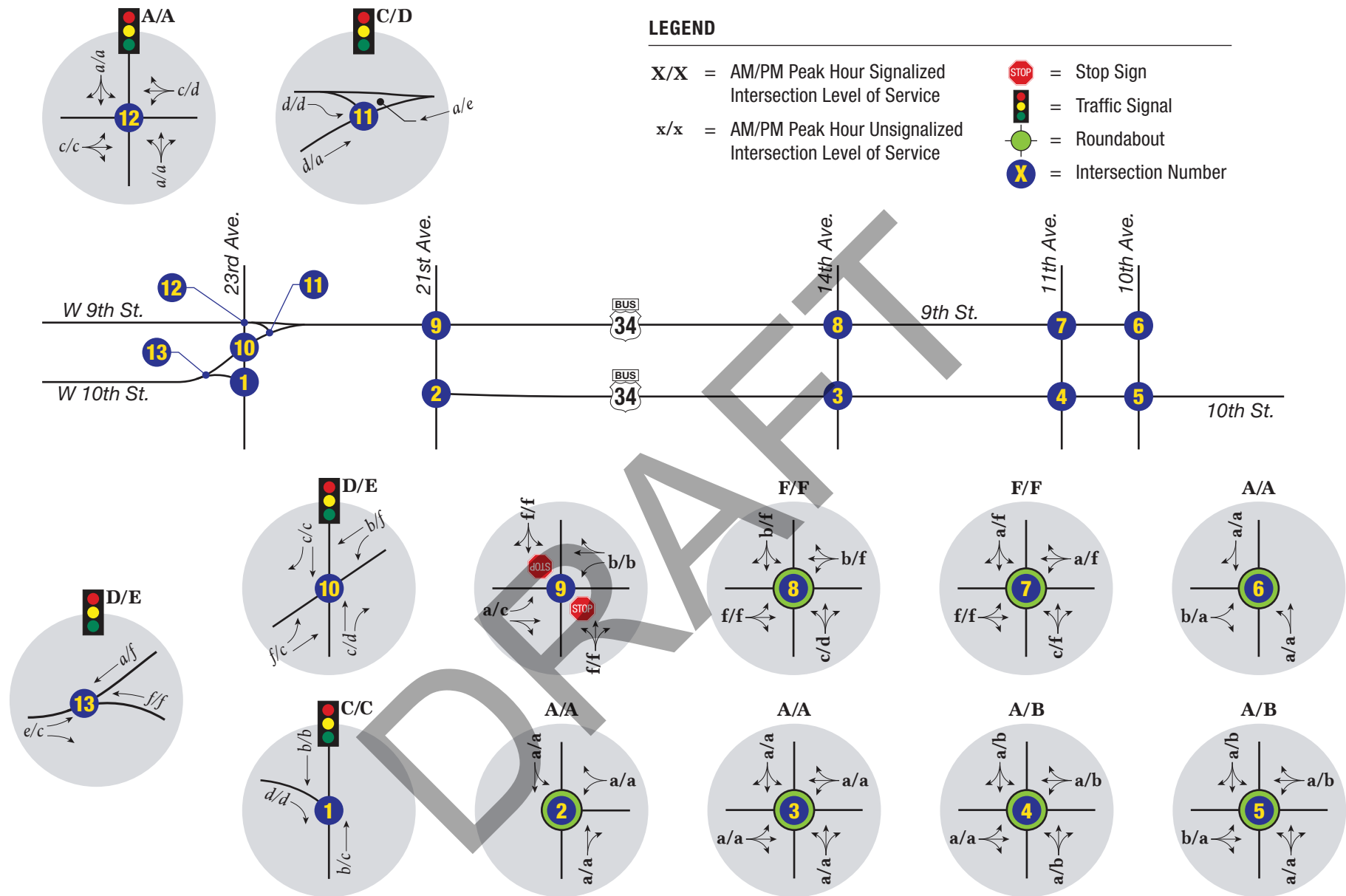
The FHU team redistributed traffic due to the one-way to two-way conversion. The process held volumes entering the network from outside the study area constant and retained the general decrease in volumes from west to east. Due to the lack of continuity along 10th Street created by this alternative, most of the eastbound traffic was reassigned to 9th Street. The Replica data provided by the City was also reviewed during this process. The resulting volumes, shown on **Figure 3**, were evaluated using the same methodologies noted for the 2045 no-action scenario.

Roundabouts were assessed using SIDRA, which is the preferred software tool for roundabout analysis using HCM methodologies. Again, a consistent 70-second cycle length was assumed at the 9th Street / 10th Street / 23rd Avenue intersection complex, and actuated operations with signal coordination were presumed. Signal phasing and splits were optimized using tools within Synchro, retaining customary industry minimums and other defaults. Based on these inputs, future year operations were evaluated, and the results are presented on **Figure 4**. The operational results are also summarized in the operations table attached to this memo.

As shown on **Figure 4**, intersections along the 10th Street corridor operate acceptably (LOS D or better). Along 9th Street, operational deficiencies were identified. The roundabouts at 11th Avenue and 14th Avenue are forecasted to operate poorly (LOS F) with the year 2045 volumes and roundabout geometry shown in the concept drawings provided by the City. Similarly, several intersections within the proposed 9th Street / 10th Street / 23rd Avenue signalized intersection complex are anticipated to operate at LOS F in the peak direction in the peak hour. The side street approaches at the 9th Street / 21st Avenue intersection continue to operate at LOS F under stop control.

Queue lengths across the network increase at locations with poor operational results. Queues from the proposed roundabouts at 9th Street / 14th Avenue and 9th Street / 11th Avenue would extend through adjacent intersections, creating additional operational issues. Similarly, signalized intersection queues in the proposed 9th Street / 10th Street / 23rd Avenue signalized intersection complex extend into adjacent intersections and may shut down the entire complex. The queue length results are summarized in the queueing table attached to this memo.





Alternative 5b

Alternative 5b converts both 9th Street and 10th Street to two-way traffic. Like Alternative 5a, it closes 10th Street between 23rd Avenue and 21st Avenue, and it closes the 9th Street connection through the existing courthouse parking lot. It removes the existing signal control at intersections east of 21st Avenue and replaces it with roundabout control. It leaves the existing side street stop control at the 21st Street / 9th Street intersection and proposes a new roundabout at the 3-leg intersection of 10th Street and 21st Avenue. The 9th Street / 10th Street / 23rd Avenue intersections are combined into two roundabouts (one along 9th Street, one along 10th Street) with accommodations for through traffic flow from W 10th Street to 9th Street.

The FHU team retained the same traffic redistribution used for the Alternative 5a analysis but made minor changes in the 9th Street / 10th Street / 23rd Avenue complex to account for the geometric changes shown in the concept plan. The resulting volumes shown on **Figure 5** were evaluated using the same methodologies noted for the 2045 no-action scenario.

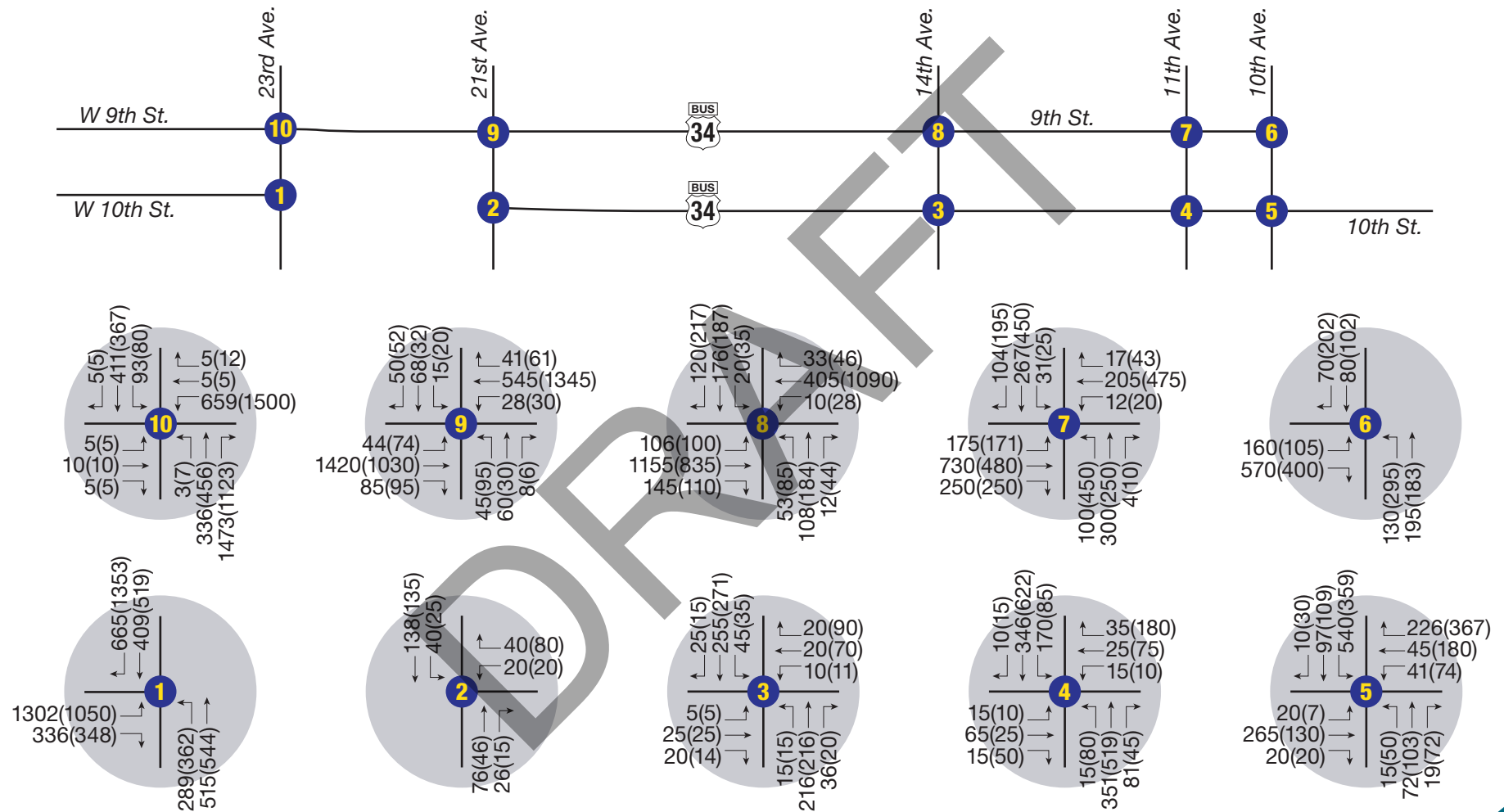
Since there are no signalized intersections in this scenario, no signalized analyses were performed. Future year operations were evaluated using SIDRA for roundabouts and Synchro for unsignalized intersections. The results are presented on **Figure 6**. The operational results are also summarized in the operations table attached to this memo.

Operations and queue lengths east of the 9th Street / 10th Street / 23rd Avenue complex are the same as those under Alternative 5a. Within the proposed 9th Street / 10th Street / 23rd Avenue roundabout intersection complex, both proposed roundabouts are anticipated to operate at LOS F. The roundabouts would experience significant queues in the 9th Street / 10th Street / 23rd Avenue intersection complex that could extend into adjacent intersections and may shut down the complex. The queue length results are summarized in the queueing table attached to this memo.

LEGEND

xxx(xxx) = AM(PM) Peak Hour Traffic Volumes

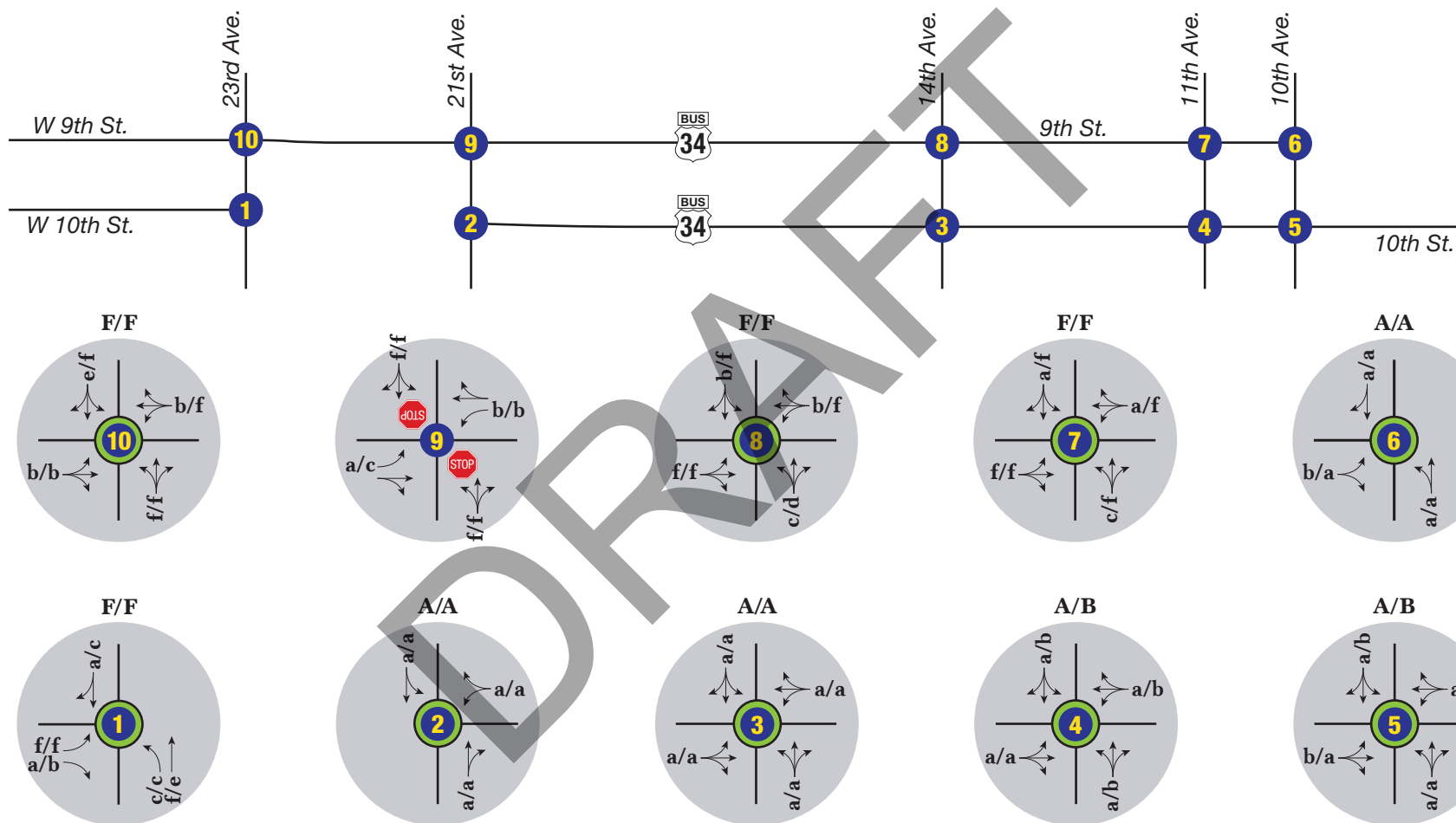
X = Intersection Number



LEGEND

X/X = AM/PM Peak Hour Signalized Intersection Level of Service
x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

 = Stop Sign
 = Traffic Signal
 = Roundabout
 = Intersection Number



Alternative 5c (signalized alternative)

Alternative 5c (signalized alternative) converts both 9th Street and 10th Street to two-way traffic, closes 10th Street between 23rd Avenue and 21st Avenue, and closes the 9th Street connection through the existing courthouse parking lot. It retains signal control at intersections east of 21st Avenue but with new signals designed to accommodate two-way traffic. It leaves the existing side street stop control at the 21st Street / 9th Street intersection and proposes a new signal at the 3-leg intersection of 10th Street and 21st Avenue. The 9th Street / 10th Street / 23rd Avenue intersection complex retains the signalized intersection control assumed in Alternative 5a.

The FHU team retained the same redistributed year 2045 traffic volumes developed for the Alternative 5a analysis, which are repeated on **Figure 7** for reference. Since no concept plan for this alternative is available, the following geometric assumptions were made at the proposed signalized intersections east of 21st Avenue:

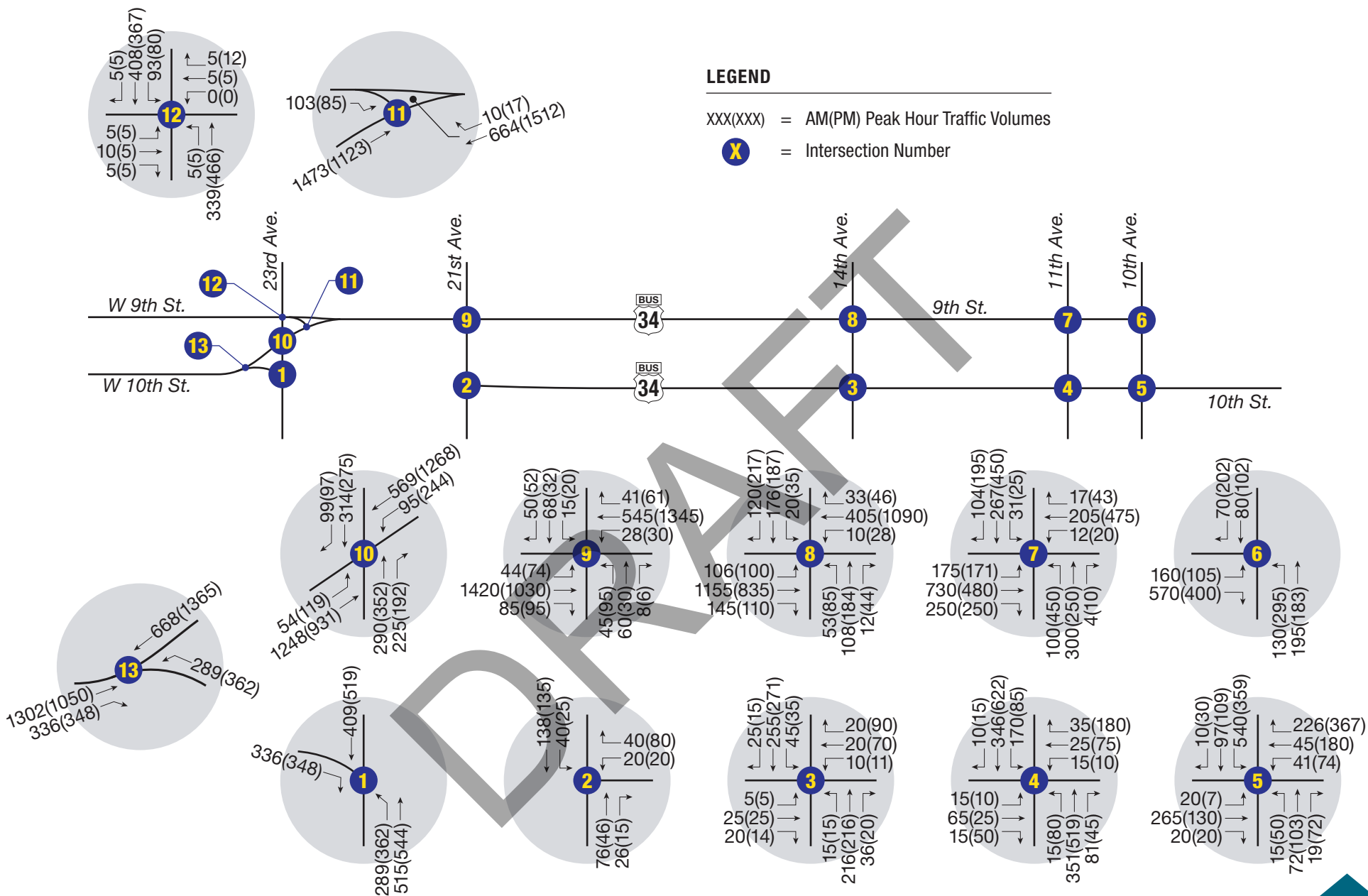
- Along the 10th Street corridor, single lane approaches were assumed at all intersections with the following exceptions:
 - At 10th Avenue, a separate southbound left turn pocket was added due to turning volumes over 300 vehicles per hour in both peak hours and the availability of roadway width for this lane.
- Along the 9th Street corridor, single lane approaches were assumed at all intersections with the following exceptions:
 - At 11th Avenue and 14th Avenue, left turn pockets were assumed eastbound and westbound on 9th Street. Similarly, an eastbound left turn pocket was assumed at 10th Avenue. These left turn pockets were included based on the two-way left turn lane shown on available concept plans.
 - At 14th Avenue, a southbound right turn pocket was added due to turning volumes over 200 vehicles per hour in the AM peak hour and the fact that this lane exists today.
 - At 11th Avenue, a northbound left turn pocket was added due to turning volumes over 400 vehicles per hour in the PM peak hour and the availability of roadway width for this lane. Similarly, a southbound right turn pocket was added due to turning volumes over 150 vehicles per hour in the AM peak hour and the availability of roadway width for this lane.

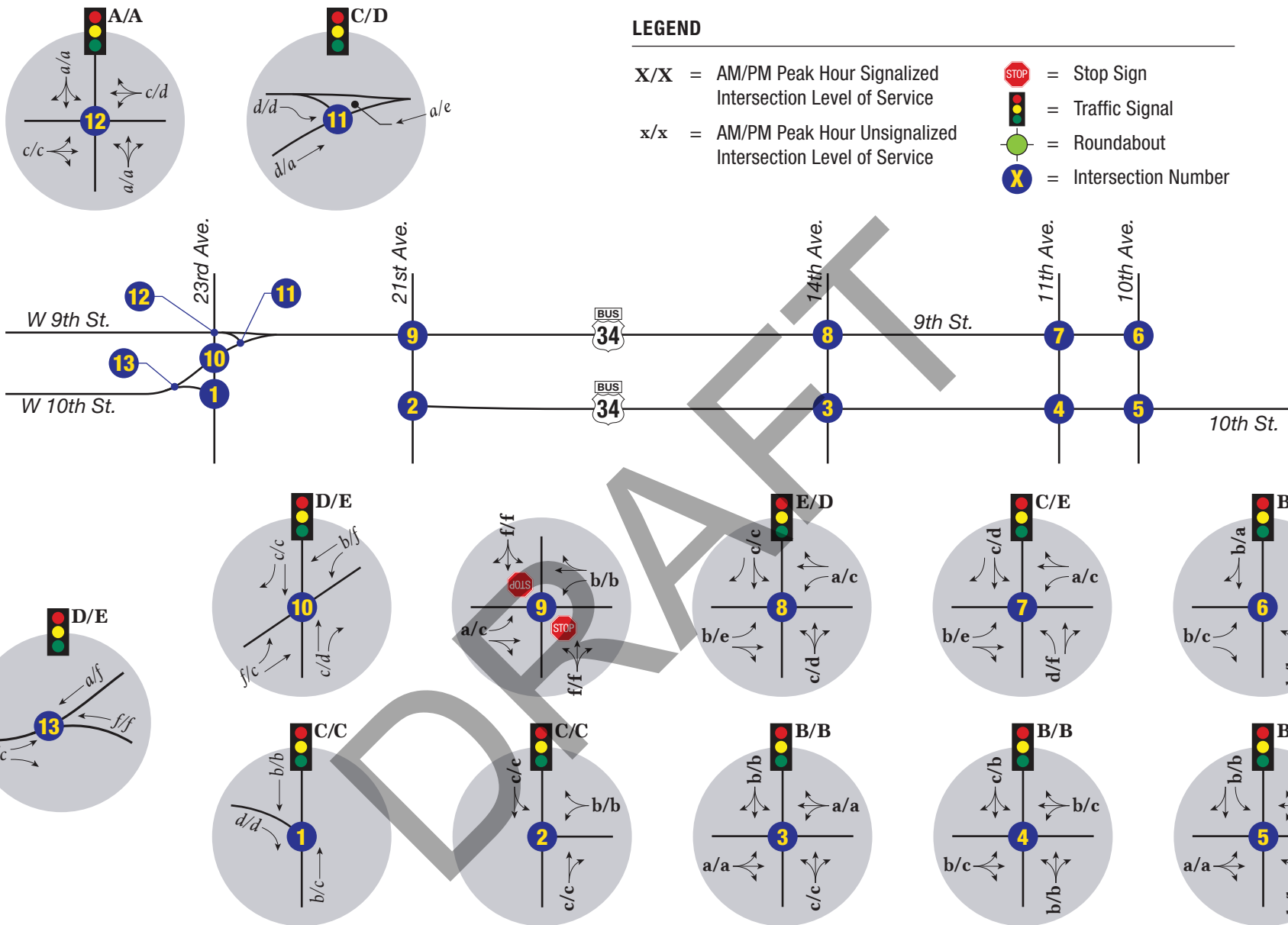
It should be noted that these assumptions were not based on achieving acceptable operations or reducing queue lengths. They are solely based on available concept plans from other alternatives and accommodating significant turning volumes that would merit turn lanes based on common practice. The overall goal of converting the existing one-way couplet to a pair of two-lane arterials has been retained.

The redesigned traffic signals (with the geometry outlined above) were assessed in Synchro, and Synchro was also used to evaluate the unsignalized intersections. The results are presented on **Figure 8**. The operational results are also summarized in the operations table attached to this memo.

Operations and queue lengths in the 9th Street / 10th Street / 23rd Avenue complex are generally the same as those presented under Alternative 5a. Minor delay and queue length differences are forecasted between these two alternatives due to signal coordination and platooning along 9th Street, but these do not affect overall levels of service.

East of 21st Avenue, intersection operations at the proposed signals at 9th Street / 14th Avenue and 9th Street / 11th Avenue are poor (overall LOS E in at least one peak hour and various approaches at LOS E or LOS F in both peak hours). Operations at the remaining intersections are reasonable (LOS C or better). Queues are reasonable at most intersections. Forecasted queues would extend through adjacent intersections from the 9th Street and 14th Avenue intersection, creating further operational issues. The queue length results are summarized in the queueing table attached to this memo.





Conclusions

The project team evaluated year 2045 conditions along 9th Street and 10th Street assuming a no action scenario and three one-way to two-way conversion scenarios. Based on the analysis, the following conclusions have been reached:

- The no action scenario retains reasonable future year operations.
- All three conversion scenarios exhibit poor operations along 9th Street at 14th Avenue and at 11th Avenue. This is due to significant eastbound or westbound traffic that cannot easily be accommodated in a single lane approach along 9th Street.
- Both conversion scenarios exhibit poor operations in the 9th Street / 10th Street / 23rd Avenue complex that could result in significant congestion. Queues from key intersections in this complex could block minor approaches in the complex. This is due to significant eastbound or westbound traffic in a single lane approach crossing substantial 23rd Avenue traffic.

DRAFT

Intersection Level of Service Summary Table

Intersection	2045 No Action	2045 Alt. 5a	2045 Alt. 5b	2045 Alt. 5c
#1 – 23rd Ave & 10th St	C / C	C / C	F / F	C / C
WB	–	–	–	–
EB	C / C	D / D	(EBL) f / f (EBR) a / b	D / D
NB	C / C	B / C	(NBL) c / c (NBT) f / e	B / C
SB	C / C	B / B	a / c	B / B
#2 – 21st Ave & 10th St		A / A	A / A	C / C
WB	–	a / a	a / a	B / B
EB	–	–	–	–
NB	f / e	a / a	a / a	C / C
SB	f / f	a / a	a / a	C / C
#3 – 14th Ave & 10th St	B / B	A / A	A / A	B / B
WB	–	a / a	a / a	A / A
EB	B / A	a / a	a / a	A / A
NB	B / C	a / a	a / a	C / C
SB	C / B	a / a	a / a	B / B
#4 – 11th Ave & 10th St	B / B	A / B	A / B	B / B
WB	–	a / b	a / b	B / C
EB	B / B	a / a	a / a	B / C
NB	C / C	a / b	a / b	B / B
SB	B / A	a / b	a / b	C / B
#5 – 10th Ave & 10th St	C / C	A / B	A / B	B / B
WB	D / D	a / b	a / b	B / C
EB	B / B	b / a	b / a	A / A
NB	C / C	a / a	a / a	B / B
SB	C / C	a / b	a / b	B / B

Intersection	2045 No Action	2045 Alt. 5a	2045 Alt. 5b	2045 Alt. 5c
#6 – 10th Ave & 9th St	C / C	A / A	A / A	B / B
WB	B / C	–	–	–
EB	–	b / a	b / a	B / C
NB	C / B	a / a	a / a	B / B
SB	C / C	a / a	a / a	B / A
#7 – 11th Ave & 9th St	C / B	F / F	F / F	C / E
WB	C / C	a / f	a / f	A / C
EB	–	f / f	f / f	B / E
NB	B / A	c / f	c / f	D / F
SB	C / B	a / f	a / f	C / D
#8 – 14th Ave & 9th St	C / C	F / F	F / F	E / D
WB	C / C	b / f	b / f	A / E
EB	-	f / f	f / f	F / D
NB	B / C	c / d	c / d	C / D
SB	C / C	b / f	b / f	C / C
#9 – 21st Ave & 9th St				
WBL	–	b / b	b / b	b / b
EBL	–	a / c	a / c	a / c
NB	d / f	f* / f*	f* / f*	f* / f*
SB	c / f	f* / f*	f* / f*	f* / f*
#10 – 23rd Ave & 9th St	B / C	D / E	F / F	D / E
WB	C / C	B / F	b / f	B / F
EB	-	F / C	b / b	F / C
NB	A / C	C / D	f / f	C / D
SB	B / B	C / C	e / f	C / C
#11 – 9th St & W 9th St		C / D		C / D
WB		A / E		A / E
EB		D / A		D / A
SEB		D / D		D / D

Intersection	2045 No Action	2045 Alt. 5a	2045 Alt. 5b	2045 Alt. 5c
#12 – W 9th St & 23rd Ave		A / A		A / A
WB		C / D		C / D
EB		C / C		C / C
NB		A / A		A / A
SB		A / A		A / A
#13 – W 10th St & 10th St		D / E		D / E
WB		A / F		A / F
EB		E / C		E / C
NWB		F / F		F / F

Note: f^* = unsignalized movement over capacity and out of range for HCM methodologies.

Intersection Queue Length Summary Table

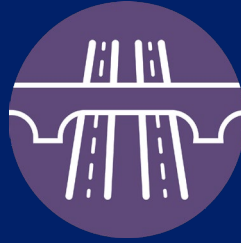
Intersection	2045 No Action	2045 Alt 5a	2045 Alt 5b	2045 Alt 5c
#1 – 23rd Ave & 10th St				
EBL	–	–	4615 / 3064	–
EBT	#306 / #221	–	–	–
EBR	55/59	43 / 89	50 / 70	43 / 89
NBL	#281 / #347	110 / #305	79 / 110	110 / #305
NBT	176 / 202	147 / 210	418 / 393	147 / 210
NBR	82 / 56	–	–	–
SBL	62 / 58	–	–	–
SBT	142 / 156	m229 / m146	59 / 357	m229 / m146
#2 – 21st Ave & 10th St				
NB	168 / 43	10 / 6	10 / 6	64 / 46
SB	275 / 98	18 / 16	18 / 16	m93 / m84
WB	–	6 / 10	6 / 10	29 / 14
#3 – 14th Ave & 10th St				
EBT	133/131	6 / 5	6 / 5	29 / 23
EBR	m5 / m11			
NBT	139/149	31 / 28	31 / 28	138 / 136
NBR	18/26			
SBL	9/15	38 / 40	38 / 40	m82 / m94
SBT	27/39			
WB	–	6 / 21	6 / 21	m20 / m31
#4 – 11th Ave & 10th St				
EBL	132 / 137	14 / 15	14 / 15	34 / 4
EBT	149 / 130			
EBR	m43 / 19			
NB	125 / 178	74 / 123	74 / 123	156 / 331
SBL	54 / m24	80 / 249	80 / 249	m143 / m335
SB	95 / 182			
WB	–	10 / 60	10 / 60	m50 / m102

Intersection	2045 No Action	2045 Alt 5a	2045 Alt 5b	2045 Alt 5c
#5 – 10th Ave & 10th St				
EBL	16 / m98	87 / 25	87 / 25	m#219 / m82
EBT	63 / 162			
EBR	0 / m33			
WBL	40 / 59	39 / 119	39 / 119	141 / #437
WBT	0 / 0			
NB	41 / 60	21 / 37	21 / 37	34 / 101
SBL				#378 / #297
SB	54 / 96	122 / 130	122 / 130	m37 / 54
#6 – 10th Ave & 9th St				
WB	68 / 182	–	–	
NBL	68 / 184	43 / 71	43 / 71	233 / m#317
NBT	140 / 140			
NBR	40 / 7			
SBL	20 / 14	16 / 45	16 / 45	61 / 54
SBT	49 / 74			
SBR	18 / 53			
EB	–	156 / 78	156 / 78	
EBL				m35 / m31
EBR				m36 / m50
#7 – 11th Ave & 9th St				
WBL	m19 / m67	41 / 685	41 / 685	m12 / m19
WBT	59 / 145			140 / m#338
WBR	m1 / m3			–
NBL	64 / 146	176 / 1241	176 / 1241	#117 / m#394
NBT	86 / 89			#219 / m72
SB	106 / 182	72 / 2102	72 / 2102	#273 / #435
SBR	–	–	–	34 / 76
EBL	–	–	–	m52 / m#117
EBT	–	3292 / 1526	3292 / 1526	m297 / m#373

Intersection	2045 No Action	2045 Alt 5a	2045 Alt 5b	2045 Alt 5c
#8 – 14th Ave & 9th St				
WBL	m17 / m10	96 / 3664	96 / 3664	m8 / m6
WBT	79 / 87			146 / m#662
WBR	19 / m5			
NB	84 / 103	80 / 129	80 / 129	#148 / #279
SBT	129 / 139	65 / 396	65 / 396	138 / 159
SBR	36 / 129			37 / 120
EBL	–	–	–	m18 / m#80
EB	–	4929 / 2064	4929 / 2064	m#730 / m#647
#9 – 21st Ave & 9th St				
NB	63 / 265	* / *	* / *	* / *
SB	45 / 123	* / *	* / *	* / *
EBL		5 / 18	5 / 18	5 / 18
WBL		5 / 5	5 / 5	5 / 5
#10 – 23rd Ave & 9th St				
WBL	34 / 72	#92 / m#131	258 / 6598	#124 / m#131
WBT	205 / 393	62 / m#635		52 / m#635
NBT	m115 / 257	230 / #305	8619 / 6549	230 / #305
NBR	-	171 / 132		171 / 132
SBT	105 / 110	#242 / 214	423 / 384	#242 / 113
SBR	–	25 / 76		25 / 15
EBL	–	m3 / m#62	5 / 6	m3 / m#62
EBT	–	m#599 / m540		m#599 / m540
#11 – 9th St & W 9th St				
EBT	–	m265 / m269	–	m265 / m#269
WBT	–	144 / #1104	–	111 / m#821
WBR	–	3 / 4	–	m1 / m1
SEL	–	#117 / #93	–	#117 / #93
#12 – W 9th St & 23rd Ave				
EBT	–	26 / 20	–	26 / 20
WBT	–	15 / 20	–	13 / 18
NBT	–	11 / m166	–	11 / m166
SBL	–	20 / 17	–	20 / 17
SBT	–	77 / 66	–	77 / 66

Intersection	2045 No Action	2045 Alt 5a	2045 Alt 5b	2045 Alt 5c
#13 – W 10th St & 10th St				
EBT	–	#949 / #697	–	#949 / #697
EBR	–	0 / 0	–	0 / 0
WBT	–	69 / m#503	–	68 / m#503
NBL	–	#311 / m#353	–	#311 / m#353

DRAFT



(1) US 34 BUS/9th&10th Streets Final Concept Alternatives

(2) US 85 BUS/8th Avenue Concept process

Executive Summary – Council Feedback on final concept alternatives

US 34 BUS / 9/10th Corridors:

- Alternative-1 – 9th and 10th Streets remain one-way
- Alternative-2 – 9th two-way and 10th one-way
- Alternative-3 – 9th and 10th Streets two-way

Overview of Concept Planning Process for 8th Avenue (Business 85)

Key Projects Equitable Innovative Sustainable

Key Project Priorities:



MERGE Project – US 34 Bypass and 35th & 47th Avenues Interchanges and Mobility Hub at Centerplace – facilitates vast inter-city, regional, and state-wide transportation connections

- **US 34 BUS or 9/10th Streets Corridor** – focus on beautification of corridors to increase livability and attraction to downtown. *Does not require conversion of 1-way to 2-way.*
- **US 85 BUS or 8th Avenue Corridor (25th Street to O Street)** – focus on beautification of corridor to add livability and downtown attraction. Increase development opportunities.

Each project is a transit or transit-oriented development and eligible for up to 49% TIFIA funding per USDOT Regulations*



Mobility Improvement	Environmental Justice	Transportation Insecurity	Equity Index	Multimodal Index
MERGE Project**	✓	✓	✓	✓
9th & 10th Streets**	✓		✓	✓
8th Avenue**	✓	✓	✓	✓

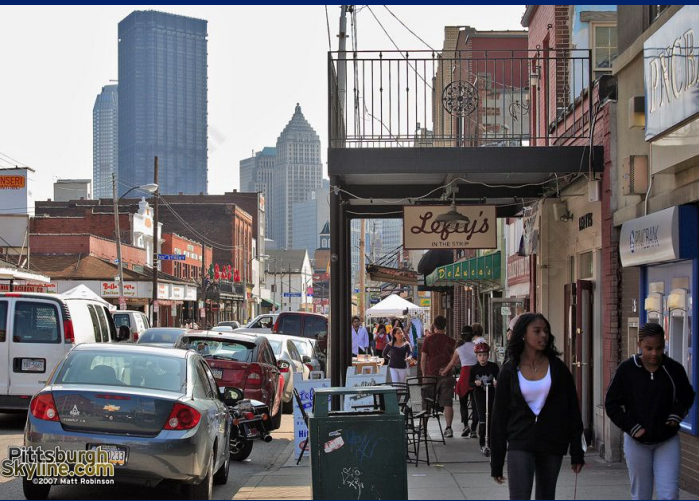
*Transportation Infrastructure Finance and Innovation Act

Our approach

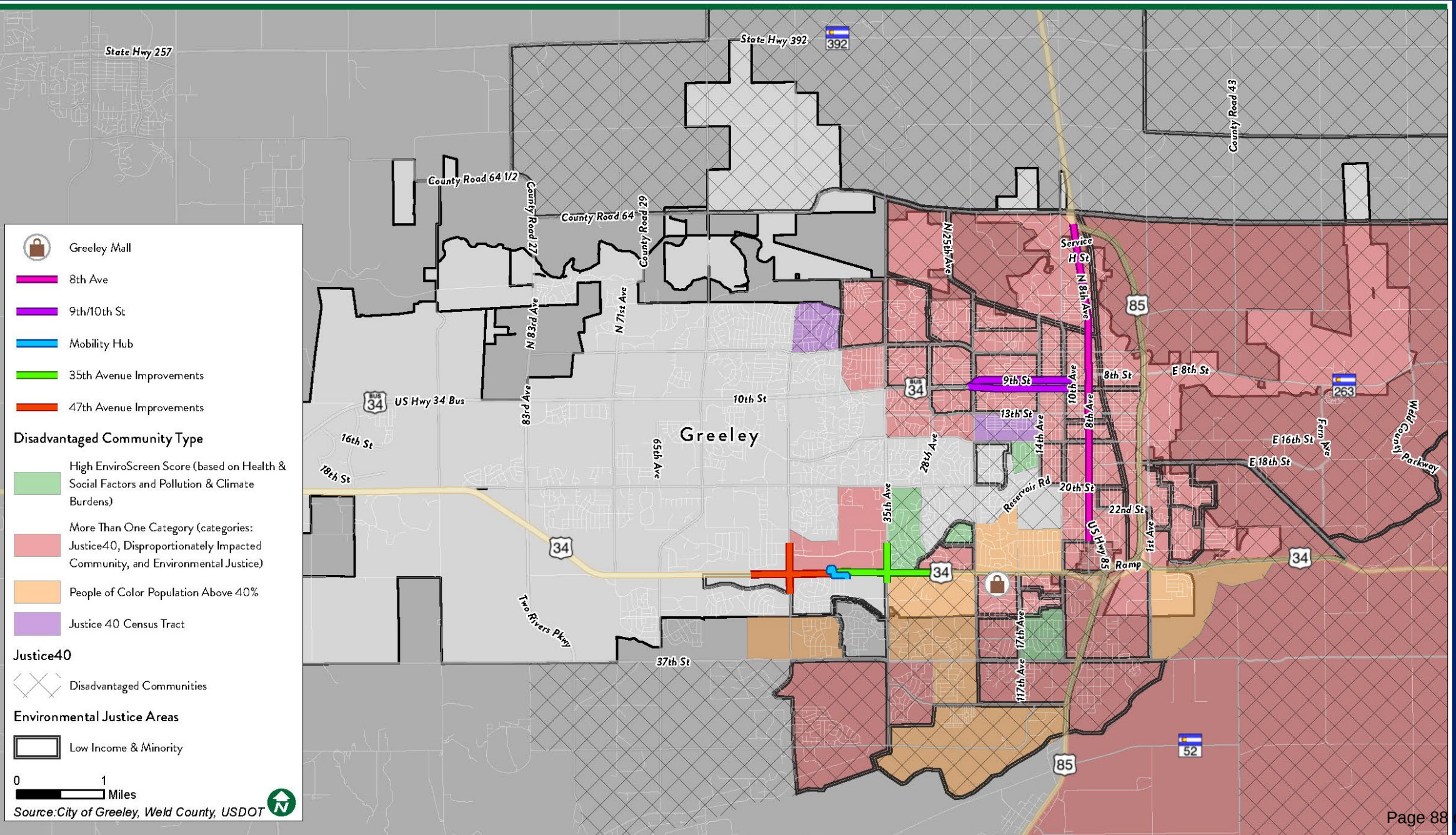
- Focus and Create a PLACE for PEOPLE
- Places to Go versus places to pass through

**Sociability – Access / Linkages – Uses / Activities –
Comfort / Image / Beauty**

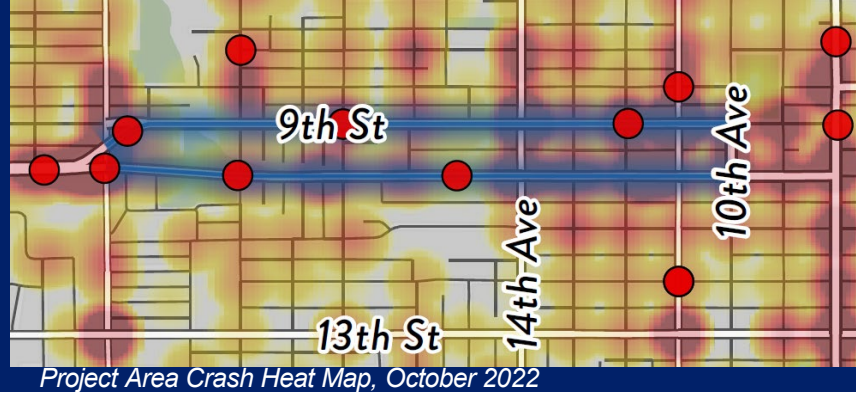
*“Livability is not some middle-class luxury.
It is an imperative”. – Robert Solow,
Nobel Prize-winning Economist*



Equity and Accessibility



9/10th History & Safety



- US Highway 34 was a two-way commercial corridor on 9th Street
- 10th Street was a two-way neighborhood street
- **1970**: US 34 Bypass Opens & 9th Street becomes US 34 Business
- **1973**: Greeley Mall Opens & One-way conversion of 9/10th Streets

Over the last 50 years:

- Corridor has increasing safety concerns
- The divided design inhibits economic growth and sense of community
- Some of the highest crash indices in the city
- 85th Percentile speeds = 40 to 45mph
- Poor pedestrian infrastructure

Need for Project: Poor Infrastructure & Landscape



Existing 10th Street:

- 10th Street design and function has diminished:
 - Value of residential property
 - Quality of Life residents
- Barrier & separator of neighborhood
- Lacks well-manicured landscape and Gateway Appeal

Future Conditions:

- New quality-of-life amenities for disadvantaged community (parks, lighting, sidewalks, landscape, public art)
- Restore 10th Street to create sense of community
- Accessible and increased park & recreation amenities
- Safe and comfortable non-motorist travel
- Concepts will add value to properties along corridors

Luther Park Concept



Lincoln Park Concept



Need for Project: Access & Opportunities

Existing Conditions 9th Street:

- Diverse local businesses
- 9th St Business Owners concerned with lack of investment in the area

Future Conditions:

- Invest in 9th Street business district corridor
- Equitable Revitalization through planned mixed-income mixed-use development
- Improvements consistent with History and Culture of corridors
- Concept will add value to properties along corridors



Public Engagement



A three-phase public engagement effort was executed from Summer 2022 to Spring 2023 and included:

- 2 community questionnaires
- 120+ residents and business owners reached through door-to-door outreach
- 200+ attendees at nine in-person events
- 780+ visits to “Speak Up Greeley” project website

Community Priorities

Several community priorities emerged through the public engagement efforts:

Safety and Accessibility

- Overall need for safer pedestrian infrastructure
- Reduce speed of traffic
- ADA compliant sidewalks
- Dedicated bike facilities
- Safer and shorter crosswalks

Placemaking

- Beautification through landscaping and design
- Increased greenery and plantings
- Create a unique and welcoming space
- More public art

Infrastructure

- Improved flood mitigation
- Street conditions improvement
- Sidewalk conditions improvement
- Parking option improvements

Alternative 1: One-Way Streets



Alternative 2: Two-Way on 9th Street and One-Way on 10th Street

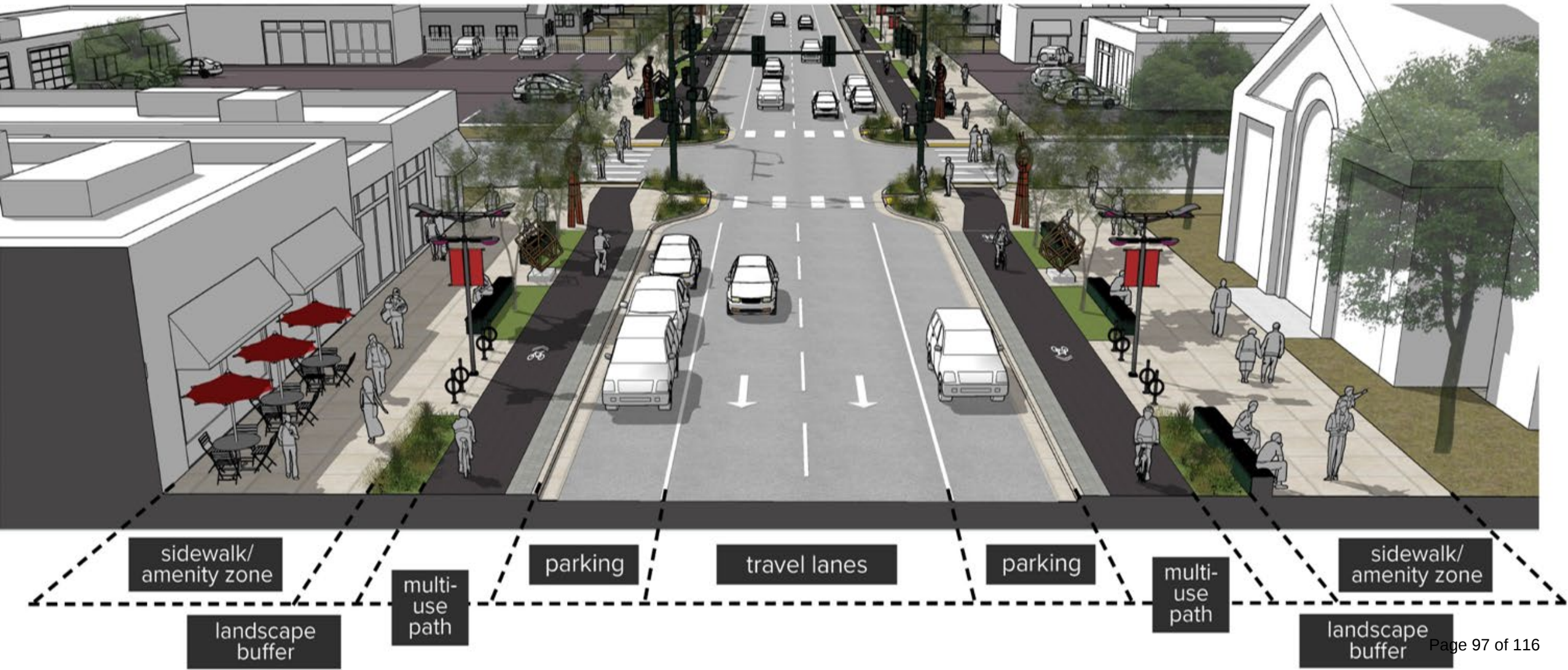


Alternative 3: Two-Way Streets

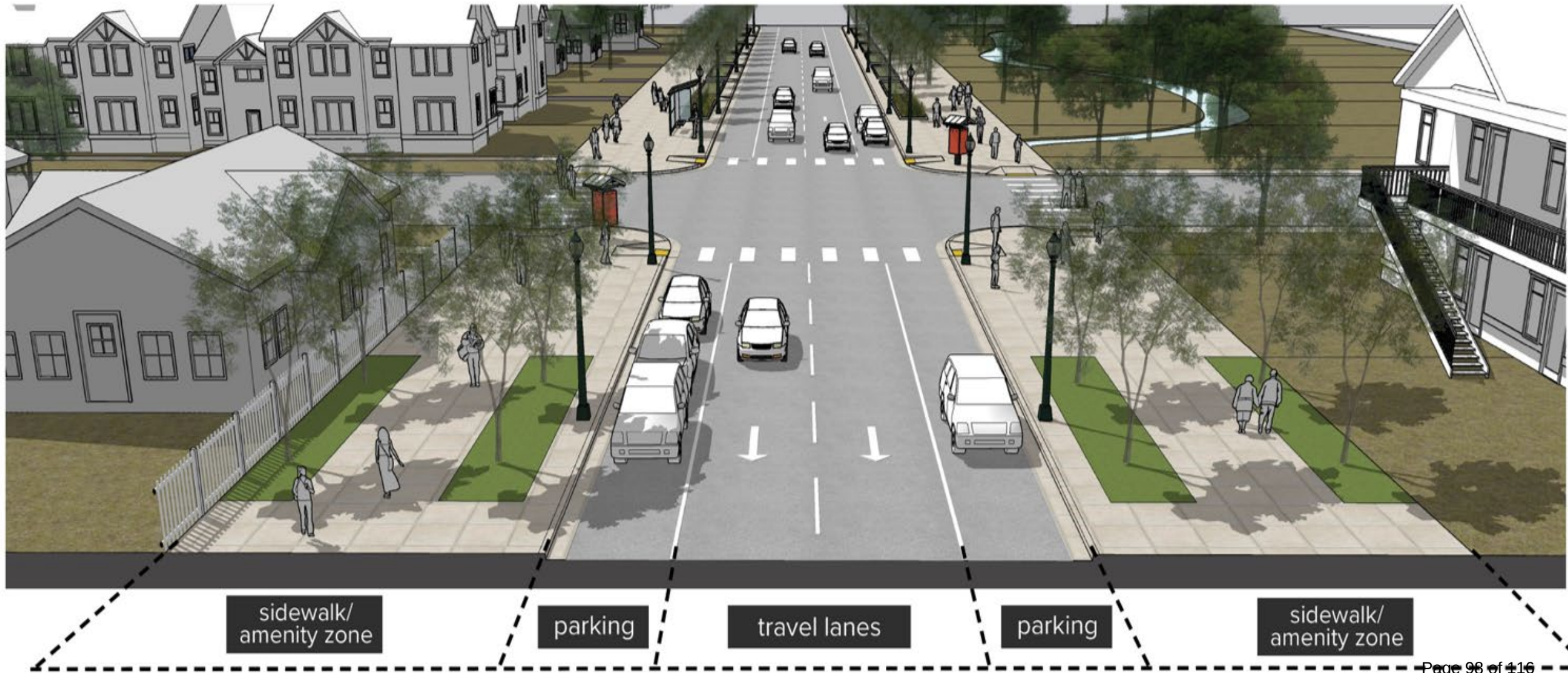


9th Street: **Alternative 1**

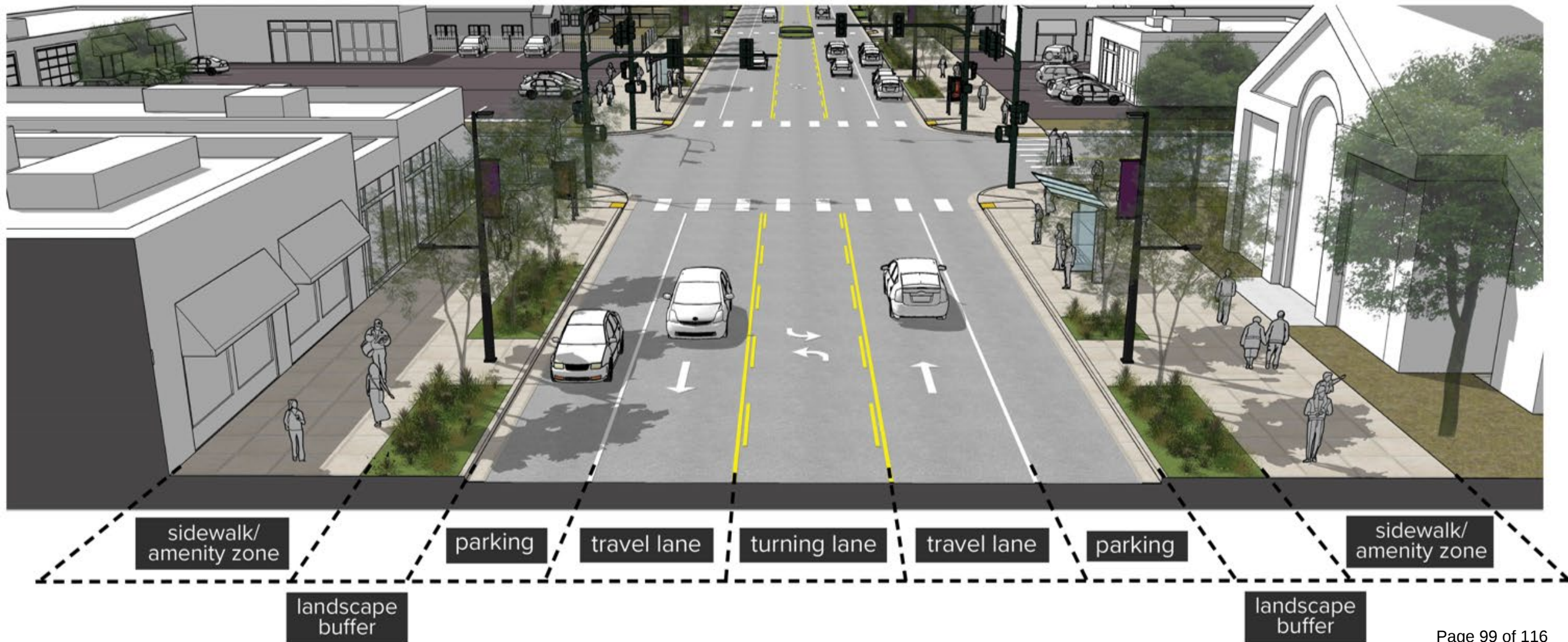
9th + 10th
CORRIDOR
PROJECT



10th Street: Alternative 1 and 2

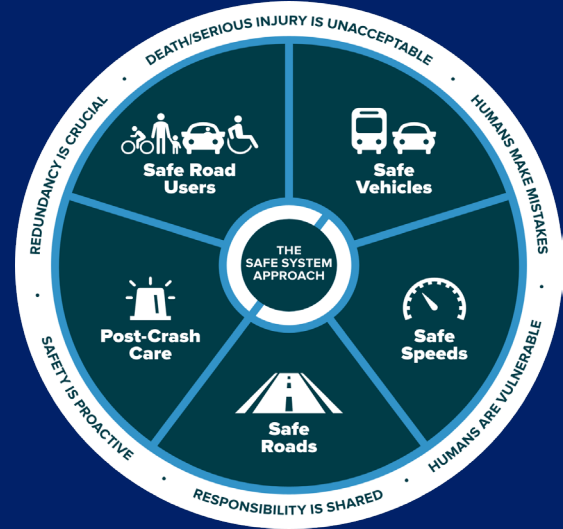


9th Street Alternative 2 and 3



10th Street Alternative 3





FHWA Safe System Approach

Traffic Analyses of Alternatives 2 & 3:

- 1) Two Consultant Traffic Operational Analyses – BMI & FHU (used different modeling software)
- 2) Overall Analysis by PW-Deputy Chief Engineer, Steven Younkin, PE, PTOE, RSP1

Summary:

- Alternatives 2 & 3 both operate well in 2045 (beyond 20-year horizon)
- Signalization provides best operations
- Alternative 3 has best operational improvements due to improved flows at 9/10th St & 23rd Ave
 - Average driver's trip = ~10 seconds longer in 2045 (vs. current existing high-speeds)

Feedback Received:

- Public Comments – Prefer Alternative 3
- Citizen Transportation Advisory Board and Parks & Recreation Advisory Board – Prefers Alternative 3
- Greeley Downtown Development Authority – Prefers Alternative 3

Propose to bring Alternative 2&3 into Preliminary Design to confirm best-fit approach to improve corridors to be the best Gateways to Downtown



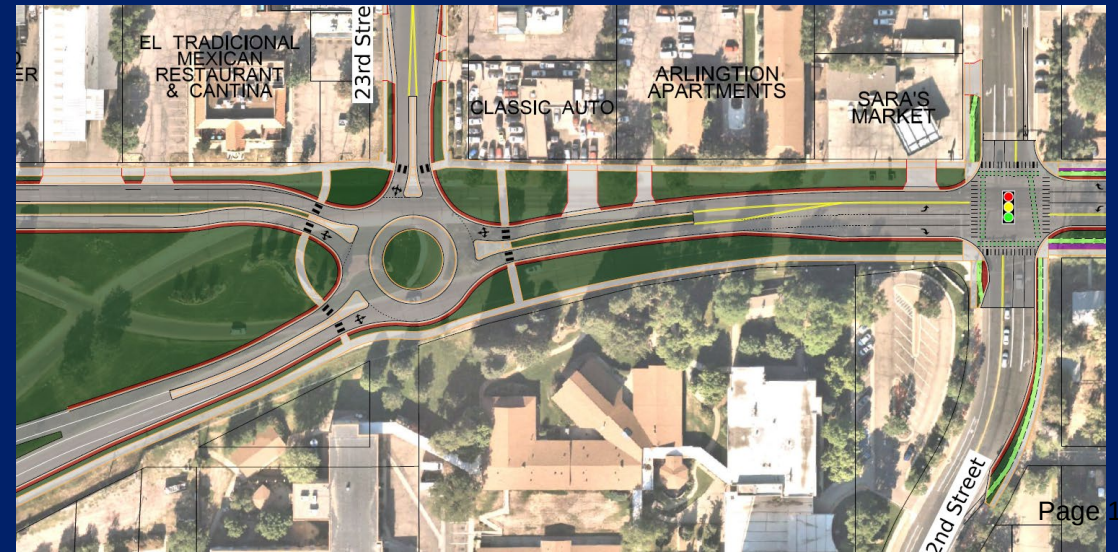
9/10 Corridor Proposed timeline:

Prelim/Final Design 2024-2025
Construction 2026-2027

Questions?

(2) Proposed Concept process for 8th Avenue/BUS 85 (25th Street to 85 Bypass Overpass)

- Public Outreach/Concepts – 2023/2024
- Design – 2025/2026









Ground level parking exit to 9th Avenue
Service/delivery exit to 9th Avenue

Parking Total = ~325 Spaces

Elevator and stairs

Transit hub

Service/delivery entrance - one way

Ground level parking entrance with EV chargers - one way

Garage entry/exit

10th Street

8th Avenue



Thank you





Work Session 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 Work Session Schedule regarding any upcoming meetings or events.

Attachments

Council Event Calendar

Council Meeting and Work Session Schedule

Status Report of Council Initiatives and Related Information

September 11, 2023 - September 17, 2023

September 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

October 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				

Monday, September 11

Tuesday, September 12

 **5:15pm - 5:45pm Councilmember Training Session on Electronic Voting prior to Work Session** (Council Chambers) - Council Master Calendar

 **6:00pm - City Council Work Session Meeting** (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar 



Wednesday, September 13

Thursday, September 14

 **5:00pm - 5:30pm Assistance League of Greeley 50th Anniversary** (Generations Church (3600 W 22nd St, Greeley, CO 80634)) - Council Master Calendar

Friday, September 15

Saturday, September 16

Sunday, September 17

September 18, 2023 - September 24, 2023

September 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

October 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				

Monday, September 18

Tuesday, September 19

 **6:00pm - City Council Meeting** (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar 



Wednesday, September 20

 **7:30am - Visit Greeley (Butler)** (902 7th Ave Greeley) 

 **2:00pm - 5:00pm Water & Sewer Board (Gates)** 

Thursday, September 21

 **7:30am - 8:30am Downtown Development Authority (DeBoutez/Butler)** (802 9th St #100, Greeley, CO 80631) 

 **3:30pm - 4:30pm Airport Authority (Clark/Payton)** 

Friday, September 22

Saturday, September 23

Sunday, September 24

September 25, 2023 - October 1, 2023

September 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

October 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				

Monday, September 25

- 11:30am - 12:30pm Greeley Chamber of Commerce (Hall) ↻
- 6:00pm - 7:00pm Youth Commission (Clark) ↻

Tuesday, September 26

- 6:00pm - City Council Work Session Meeting (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar ↻

Wednesday, September 27

- 7:00am - 8:00am Upstate Colorado Economic Development (Gates/Hall) (Upstate Colorado Conference Room) - Council Master Calendar ↻
- 8:00am - 8:30am NOCO Trade Mission (Boise (Boise, Idaho)) - Council Master Calendar ↻

Thursday, September 28

- 8:00am - 8:30am NOCO Trade Mission (Boise (Boise, Idaho)) - Council Master Calendar ↻

Friday, September 29

- 8:00am - 8:30am NOCO Trade Mission (Boise (Boise, Idaho)) - Council Master Calendar ↻

Saturday, September 30

Sunday, October 1

October 2, 2023 - October 8, 2023

October 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				

November 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, October 2

Tuesday, October 3

 **6:00pm - 6:30pm City Council Meeting** (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar 



Wednesday, October 4

Thursday, October 5

-  **7:30am - Poudre River Trail (Hall)** 
-  **3:30pm - IG Adv. Board (Butler)** 
-  **6:00pm - 8:30pm North Front Range MPO Meeting (Olson/Payton)** 

Friday, October 6

Saturday, October 7

Sunday, October 8

City Council Meeting Scheduling 2023			
	9/5/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
September 12, 2023 Council Work Session	Planning Commission Interviews (3)	Heidi Leatherwood	WS
	Performance and Analytics Overview 2024	Kim Priddy/Kelli Johnson	WS
	2024 Proposed Budget	Rodney Rhodes/Robert Miller	WS
	Concept Planning Update 9th/10th Streets Project and 8th Avenue Concept Planning Process	Paul Trombino	WS
September 19, 2023 Council Meeting	Proclamation - National Public Lands Day	Mayor	Intro
	Minutes Approval (Aug 22 Work Session; Sept 5 Council meeting)	Heidi Leatherwood	Consent
	Intro& 1st Rdg Ord- Mountain Vista PUD (Tentative)	Brian McBroom	Consent
	Intro & 1st Rdg Ord- Boomerang Self Storage PUD	Brian McBroom	Consent
	Intro & 1st Rdg Ord - 257 Spur PUD	Brian McBroom	Consent
	Intro & 1st Rdg Ord - Amending Boundaries - Greeley DDA	Brian McBroom	Consent
	PH & 2nd Rdg - Amendments for Electrical Code	Brian McBroom	Regular
	PH & 2nd Rdg- Wake Annexation #1	Brian McBroom	Regular
	PH & 2nd Rdg- Wake Annexation #2	Brian McBroom	Regular
	PH & 2nd Rdg- Wake Annexation #3	Brian McBroom	Regular
	PH & 2nd Rdg- Wake Zoning	Brian McBroom	Regular
	PH & Resolution - Wake P&R District	Brian McBroom	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
September 26, 2023 Council Work Session	Poudre River Ranch	Paul Trombino	WS
	2024 Proposed Budget Presentation Q&A	Rodney Rhoades/Robert Miller	WS
	Capital Improvment Plan Presentation	Rodney Rhoades/Robert Miller	WS
	American Rescue Plan Act (ARPA)	Ashley Weesner/Robert Miller	WS
	Annual Action Plan for Program Year 2024 for Community Development Block Grant and HOME Investment Partnership Program Grant with	Julianan Kitten	WS
	Executive Session (Tentative)	?	WS
October 03, 2023 Council Meeting	Proclamation - Domestic Violence Awareness	Mayor	Intro
	Proclamation - Greeley Philharmonic Orchestra Day	Mayor	Intro
	Proclamation - UNC 100th Anniversary Homecoming	Mayor	Intro
	Fall Update - UNC President Feinstein		Intro
	Minutes Approval (Sept 12 Work Session; Sept 19 Council meeting)	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Schneider Farms PUD	Don Threewitt	Consent
	Intro & 1st Rdg Ord - 2024 Pay Plan		
	Intro & 1st Rdg Ord - 2023 Additional Appropriation	Finance - TBD	Consent
	PH, Intro & 1st Rdg Ord - 2024 Budget Adoption	Robert Miller	Regular
	PH, and consideration of the Annual Action Plan for Program Year 2024 for Community Development Block Grant and Home Investment Partnership Program Grant with Recommended Budgets	Julianan Kitten	Regular
	PH & 2nd Rdg - Mountain Vista PUD (Tentative)	Don Threewitt	Regular
	PH & 2nd Rdg - Amending Boundaries - Greeley DDA	Don Threewitt	Regular

City Council Meeting Scheduling 2023			
	9/5/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
October 10, 2023 Council Work Session	2024 Proposed Budget Presentation Q&A (If needed)	Rodney Rhoades/Robert Miller	WS
	Grant	Julianan Kitten	WS
	Proposition HH - Overview (Changes to property Tax Law)	Staycie Coons	WS
	Proposition 123 - Overview (Affordable Housing)	Ashley Weesner/Juliana Kitten	WS
October 17, 2023 Council Meeting	Proclamation - Native American Heritage Month (for November)	Mayor	Intro
	GIS Day (Tentative)	Mayor	Intro
	Minutes Approval (9/26/23 Work session; 10/3/23 Council meeting)	Heidi Leatherwood	Consent
	Motion to call a spec meeting on Nov 28 to swear in new Council and reassign Dec 19 as a Council Meeting	Heidi Leatherwood	Consent
	Motion to approve Grant	Julianan Kitten	Consent
	Resolution Accepting Proposition 123 (Affordable Housing) (Tentative)	Ashley Weesner	Consent
	PH & 2nd Rdg - Ord - 2023 Additional Appropriation	Finance - TBD	Regular
	PH & 2nd Rdg Ord - 2024 Pay Plan	Rodney Rhoades/Robert Miller	Regular
	PH & 2nd Rdg Ord - Fiscal Year 2024 Budget Adoption	Rodney Rhoades/Robert Miller	Regular
	PH & 2nd Rdg - Schneider Farms PUD	Don Threewitt	Regular
	PH & 2nd Rdg- Boomerang Self Storage PUD	Don Threewitt	Regular
	PH & 2nd Rdg - 257 Spur PUD	Don Threewitt	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
October 24, 2023 Council Work Session	Intiative 11- 2023 - Artificial turf and landscape standards	Brian McBroom	WS
	Image Campaign Update	Winna MacLaren	WS
	Community Engagement Priorities 2024	Winna MacLaren	WS
November 07, 2023 Council Meeting	CANCELLED due to Election 2023		
November 14, 2023 Council Work Session	Code Enforcement Update	Brian McBroom	WS
	Intiative 03-2023 Campaign Finance Contributions	Doug Marek/Heidi Leatherwood	WS
November 21, 2023 Council Meeting	CANCELLED due to Thanksgiving/Holiday Week		
November 28, 2023 Special Meeting	Swear in New Councilmember(s)	Heidi Leatherwood	
November 28, 2023 Council Work Session			
	Boards & Commissions Triennial Review Report	Heidi Leatherwood	WS
December 05, 2023 Council Meeting	Proclamations		
	Minutes Approval (10/10/23 WS; 10/17/23 Council mtg; 10/24/23 WS; 11/14/23 WS)	Heidi Leatherwood	Consent
	Approve the Council meeting schedule for 2024	Heidi Leatherwood	Consent

City Council Meeting Scheduling 2023			
	9/5/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
	Consideration of a Resolution - 2023 DDA Mill Levy Certification	Finance - TBD	Consent
	Consideration of a Resolution - 2023 Tax Levy Certification	Finance - TBD	Consent
	Intro & 1st Rdg Ord - 1318 47th Ave PUD	Caleb Jackson/Jeff Woeber	Consent
	Intro & 1st Rdg Ord - Triennial Review	Heidi Leatherwood	Consent
	Consideration of a Resolution Approving the 2024 DDA Budget	Finance - TBD	Regular
December 12, 2023 Council Work Session			
December 19, 2023 Council Meeting	PH & 2nd Rdg - 1318 47th Ave PUD	Don Threewitt	Regular
	PH & 2nd Rdg Ord - Triennial Review	Heidi Leatherwood	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
December 26, 2023 Council Work Session	CANCELLED due to Holiday/Christmas Week		

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 Staff preparing a revised funding application for the next cycle of USDOT Grant Funding expected to be available in May 2023. At the August 8th City council Work Session, Public Works Staff will provide updates on the planned Interchanges on US 34 Bypass and 35th and 47th Avenues and the Mobility Hub at Centerplace titled the Mobility Expansion for Regional Growth and Equity (MERGE) project. The United States Department of Transportation (USDOT) has opened the Multimodal Project Discretionary Grant (MPDG) program for applications due August 21, 2023. The purpose of this item is to provide council with an update of the project design, cost information and an overview of the proposed grant application.	Pending outcome of federal grant application submitted	Next grant application expected May 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. In late 2022, Public Works Staff installed additional signage to improve safety and line of sight issues caused by parked cars. Furthermore, GPD with the help of Public Works have identified key times to enforce both speeding and stop sign compliance. City staff along with School District 6 and Westridge Academy held a public meeting with the neighborhood on January 26th, 2023. During this meeting we heard feedback regarding traffic safety and development concerns. This feedback is being used to develop solutions to address identified traffic safety concerns. These potential solutions will be brought back to the neighborhood to garner feedback prior to moving forward with the installation of identified improvements.	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 council an update on the next neighborhood meeting and safety improvements by late summer 2023	Paul Trombino
03-2023	Butler	Limits on individual campaign contributions	February 7, 2023 Council Meeting	Research and gather information from other municipalities to determine if they have implemented campaign contribution limits and provide update of what the process would be to set limits for individual campaign contributions CAO and CCO will have a written report ready in May.	CCO/CAO to come back to Council at a work session regarding the process Work Session tentatively set for Nov 14 WS	CCO/CAO report to Council in May Waiting on CAO to provide final report to send out	CCO/CAO

04-2023	Hall	Bridge over creek along the Sheep Draw Trail in Pumpkin Ridge area	March 7, 2023 Council Meeting	Would like a written report to Council regarding the history of the project and possibility of putting a wooden foot bridge across the trail and the timeline going forward Public Works Staff had a Pumpkin Ridge neighborhood meeting on June 29, 2023. The proposed solution presented to the HOA was to provide a crushed gravel path through a Pumpkin Ridge HOA parcel west of the 8th St and 63rd Ave intersection. This would cross the Sheep Draw with a culvert. While this is not an ADA accessible path, it provides the immediate connection to the neighborhood and Sheep Draw Trail. Proposed improvements along 10th Street with an enhanced crossing at the 63rd Ave and 10th Street coming in 2024/2025 would provide broader ADA connection to the neighborhood to supplement the existing connection to the Sheep Draw Trail at 4th Street. In general, the response from attendees at the meeting supported the proposed crossing at 8th Street and the proposed traffic calming and enhanced pedestrian connectivity along 10th Street. As a result, staff is advancing construction of the 8th Street crushed gravel trail connection to Sheep Draw Trail which will include installation of a privacy fence matching the character of the neighborhood to shield adjacent properties. The trail connection and fence will be	PW scheduled next neighborhood meeting for June 29, 2023 at the Greeley Fun Plex from 5:30 to 7 pm. At the June 29th neighborhood meeting, staff presented an option to connect to the Pumpkin Ridge Neighborhood to the Sheep Draw Trail from the corner of W 8th Street across 63rd Avenue between two homes located at 801 and 729 63rd Avenue. This would enable a connection between the two neighborhoods on opposite sides of Sheep Draw this year. Recently, we received follow-up concerns about a trail connection located in this area. Accordingly, Public Works, in coordination with our Natural Areas and Trails division, will research additional design options. Public Works will bring these additional options at a follow-up neighborhood meeting. We are anticipating this next neighborhood meeting will be in November or December of 2023.	PW report provided to Council on March 24, 2023. Neighborhood meeting planned on June 29, 2023. We are anticipating this next neighborhood meeting will be in November or December of 2023. As a result, there will be no construction activity for this proposed trail connection in 2023. Included Raymond's 9/1/2023 Council Update	PW
05-2023	Butler	History and status of food tax rebate program	March 7, 2023 Council Meeting	Requested staff provide information at a work session on the history of the Food Tax Rebate Program and the current status of the program	Finance	CMO/Finance report to Council	Finance
08-2023	DeBoutez	Asked City Attorney's Office to research the City's public nuisance ordinance	May 9, 2023 Council Work Session	Request staff to research ways to strengthen the City's public nuisance ordinances to address criminal behavior, including police assistance and code enforcement measures	City Attorney	Update in mid-July with research and draft ordinance at Council work session	CAO Brian McBroom
11-2023	Clark/Butler	Asked staff to do additional research on the artificial turf on front lawns/ and research the landscape standards	August 1, 2023 Council Meeting	Councilmember Clark asked for research the possibilities and standards for artificial turf and Councilmember Butler asked to research landscape standards Councilmember DeBoutez wants Shiloh Hatcher	Community Development	Come Back to Council with a draft ordinance Work session scheduled October 24, 2023	?
1-2020	Hall	Asked staff to follow-up on the Poudre River Trail- Narrows Project	August 1, 2023 Council Meeting	Councilmember Hall submitted an initiative in 2020 for Poudre River Trail Narrows Project and would like a follow-up due to this time period being during COVID	PW/CPRD	Come back to Council with update or completion date	Paul Trombino/John Dargle
2-2020	Hall	Asked staff to follow-up on the Poudre River Trail Icing over at the River Run subdivision	August 1, 2023 Council Meeting	Councilmember Hall submitted an initiative in 2020 for Poudre River Trail icing over at the River Run subdivision and would like a follow-up due to this time period being during COVID		Come back to Council with update or completion date	Paul Trombino/John Dargle