

CITIZEN TRANSPORTATION ADVISORY BOARD

The Citizen TRANSPORTATION Advisory Board met October 28, 2024.

- I. Thomas Donkle Called the meeting to the order at 3:00 Pm.
- II. Roll Call – Board members present: Thomas Donkle, Jim Riesberg, James Bailey, Steve Teets, Wendi Young, Bart Smith, and Ally Johnson.
Absent:

City staff included Michelle Johnson, Victoria Leonhardt, Bhooshan Karnik and Steven Younkin.

- III. Approval of minutes – the minutes from September 23, 2024, will be approved at the November meeting.
- IV. Public comment: Lori Chevron had no comment.
- V. Staff report:
 - CIP Update: Written Report
 - **8th & 9th Street Design:** We have really focused our communication on the DDA, downtown businesses and property owners. Our consultant team Bolton and Mink has conducted interviews with them and observed the plazas on Friday Fest and other times as well.
 - We are trying to learn about what is working and what is not working on the plaza. They have identified some site issues, and they have gone to other analog sites around Colorado.
 - Bolton and Mink are going to be working on developing 3 concepts and once they have those, we can share them with the public to receive feedback, refinement, and prioritization of those designs.
 - There are not concepts yet, but they are considering on ways to really activate the spaces. A few of the issues identified downtown are stormwater issues, uneven surfaces, space that is difficult to navigate, some restaurants have patios, and some don't.
 - They are also considering doing other programming or zones for children to play. They are also considering from the maintenance perspective as the bricks/pavers they don't make them in that size anymore.
 - Big piece of this is coordinating with the Lincoln Park redesign, we have been communicating with CPRD and their consultant Kimley Horn on the design as well.
 - Steve Teets asked what new materials will be used and why do they want to redesign Lincoln Park. Victoria responded that there is a lot of options for materials, and they are looking into what will work best for maintenance aspect & they want to redesign Lincoln Park because they want that place to be used more than just big events.
 - **16th Street Enhancement Project:** The project has not been awarded yet, but it had to be rebid.

- Steve Teets asked if the November 11 start date still going to be the start date. Victoria responded with November 11th is still the planned start date.
- **Pumpkin Ridge Neighborhood Connection:** Going to be opening a week from September 28th, 2024.
- We are hoping to get bids back and start construction by the end of the year.
- **SS4A Plan:** Steven had a presentation for this, but this is still on track for presentation to the City Council on December 10th, 2024.
- **SS4A Planning and Demonstration Grant:** The RFQ is ready to go so we can get started on January 1, 2025, with the consultant on board when the funding gets obligated.
- It is supposed to be about a year and a half project lifecycle with approximately costing 10 million dollars.
- **23rd Avenue & 4th Street/5th Street Improvement Project:** Design progresses and we have pulled back a bit on the roundabout part. We will be focusing on the culvert for the first phase.
- **Keep Greeley Moving:** KGM is pretty much wrapped up, the sidewalk contract closed out a few weeks ago for this year. The overlay project is slowing down as well.
- We are getting close to preparing out for the following year and we are planning to get more into actual design.
- Tom Donkle said he liked that approach better because of quality control its worth spending a little more upfront on some design cost.
- Steve Teets mentioned that on 10th Street between 47th avenue and 48th Avenue on the south side the sidewalk condition is getting worse. Steven Younkin said he is aware of it, and we are holding out on fixing it because we want to reevaluate that corridor. With concrete not being cheap rather than investing 500,000 to replace that we would likely go and do it as part of the whole corridor.
- We got 1.05 million from Representative Caraveo for the first phase of a traffic calming program along 10th Street from 47th Ave to 71st Ave which is comprehensive of a lot of stuff but does include sidewalks.
- **US 34 Transit Service Update & Mobility Development Plan Update:** we have applied for and received the operating grant, and we applied for and received buses.
- We presented it at the mobility plan at the council workshop and hat went really well.
- We did our final public input on Saturday and so now it goes back to the consulting team to come up with the final recommendations and we will bring it forward to the Council in January. When it goes to the Council we will bring it to the board as well.
- Tom Donkle asked who some of the regional partners for us and Michelle answered for US 34 it is the County and Johnstown. Windsor, Loveland and Evans have been invited but have not participated in the conversations.
- Neighborhood safety: None

VI. Transportation: Spin & ZTrip

- **Spin:** We have a Speak Up Greeley page that has been active throughout the shared micro mobility project, but we have some updates to the page.
- Spin has been selected as our shared micro mobility pilot provider. They are managing the fleet of vehicles in terms of making sure that they are charged, operable, safe and redistributing them based of the licensing criteria.
- If there are parked incorrectly, have been knocked over, or have not been used for a certain period of time it is Spin's responsibility and requirement to move them. They also do customer Service for these vehicles and the best way of reaching their local operations team is greeleyops@spin.pm email, there phone number 1-888-249-9698 or if you have the spin app you can directly report vehicles not parked correctly.
- The phone number for them is also directly on the vehicles so people not familiar can call the number for assistance.
- We did a soft launch starting the week of October 28th with 50 scooters and 20 e-bikes in our pilot area. The pilot area is East of 35th Avenue, West of the Union Pacific railroad tracks, North of US 34, South of 5th streets with an extension north to A Street at 14th Avenue.
- We will be getting some initial data and work through any operational needs and adjustments during the winter months it will be lower due to weather. There will be a trend of additional vehicle usage over the spring, summer and early fall months and at that time we will do a full launch with about 250-300 devices.
- We will do some initial community outreach and education over the winter months so people can learn about it. We would like to see at least one trip per vehicles per day to indicate health usage. If it's more than that it might give an indication that having some additional vehicles would be helpful.
- We really want to take these pilot learning and do a date review so we can bring that back to CTAB and Council in the fall of next year. After that the pilot will conclude in December of 2025.
- On the speak up page he public can access information about the pilot, we have FAQs, and we have a map that shows both the service area and people can give feedback.
- Feedback on the map is color coordinated so green are places where people might wan service expansion, yellow is parking zones and red is access or safety issues. People can also leave comments and directly ask questions or share their experience as well.
- Hanna was asked if there has been any feedback given so far and she replied with there has been really great feedback during the Mobility Development plan, pop up events and Council. People are mostly excited to see a new transportation option but also being cautious about making sure there aren't negative impacts on things like our sidewalks, businesses or private property.
- It is Colorado State law and municipal code that you have to give an audible signal as you are passing somebody so hopefully with education around things like that will help.

- Steve Teets asked how much money is this going to cost the city to have Spin operating. Hanna explained there is no cost to the city as we are essentially giving them a business license to operate in our right of way. It's kind of like we have a leasable space, and we want to lease it out to a private business. We have a licensing agreement that they have to meet these rules and regulations.
 - The standard pricing is a dollar to unlock and 35 center per minute, there is also an income equity program called spin access which provides 70% off to people who qualify for the program. If you have an income at or below 150% of the federal poverty guidelines you qualify for the program. There is also ride passes similar to transit passes where you might get a discount for purchasing a pass. There are also rider penalties if you are parked incorrectly or not following rules. It starts with a warning, then a fine and then your account can be suspended. Lastly there is a UNC community Pricing where they are providing discounts to UNC students, faculty/staff and City of Greeley staff as well for 50% off during the pilot phase.
 - In order to rent the device on your phone you have to pass a safety quiz which outlines parking, how you are supposed to ride and any local regulations.
 - Shared micromobility devices are significantly safer than private in terms of they are a lot more regulated. Personal own devices can be rigged to go very fast and with Spin devices the maximum scooters go is 15 miles per hour and bikes go 20 miles per hour. There is also something called Geo fence where there is certain area that are slowdown zones or no ride zones.
 - Tom Donkle pulled up the app and it was a very simple app to use, and it does make you go through all the safety for both scooter and bikes. He saw that there are about 50 different locations for them to park.
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- **ZTrip:** We have been operating for about a little over a month, we have provided 1,532 trips and our on-time performance is at 83%. We are trying to monitor the ride quality and call the clients periodically to see how their trip went.
 - We are sending out our supervisors to see there ZTrip is and do some visual pick up and drop offs.
 - Tom Donkle asked is that about what we anticipated, and Michelle responded with that is basically what we were doing when we were the operator.
 - Wendi Young provided feedback about somebody she knows wanting to schedule a trip out to the hospital area by St. Michael's and couldn't get it until the afternoon. She asked is that part of the kinks we are working out. Michelle replied with that is not really our service area at the moment there is some Call-N-Rides to that area but hopefully by the spring we will have some shuttle service that goes from UCHealth to our mobility sites.
 - Steve Teets mentioned that for present time you have to get to the mall and from the mall you can get to UCHealth. Michelle said yes you have to book the trip and sometimes that not available because that's not part of ADA and it's a Call-N-Ride service.

- Wendi Young had a follow up question in the past when we talked about bus routes to that area is there another service that people should be using to get there. Michelle said there is two services ADA Contract service with ZTrip and a Call-N-Ride service that can handle some of those trips but because it is not our service area you have to go from the mall and schedule that on ZTrip to go to UCHealth from the mall. It's our goal as part of the mobility development plan once it is developed and approved by council that we will have some service out there hopefully in the spring.

- Engineering: SS4A Vision Zero Action Plan Safety Committee

- Jim Riesberg has been the representative of CTAB at our meeting and has seen the presentation of our draft action plan.
- The action plan is the accumulation of effort of about 9-10 months on the project so far. SS4A is safe streets for all, and the goal has been to improve safety citywide.
- We wanted to highlight a few aspects of this project as we are really targeting what's called the safe systems approach for safety. It's this redundant overlapping system to target zero deaths and serious injuries.
- The goal is to eliminate fatal and severe injuries in the city and among the strategies that we want to address in this project are safe speeds, safe users and safe streets. We have to recognize safety as a shared responsibility, and we need all components to get to that vision zero goal.
- In the city we have unfortunately been seeing an uptick in fatal/severe injury crashes. Last year in 2023 we experienced about one per week so every week someone was either killed or severely injured in the City of Greeley.
- That has been an upward trend for the past 10 years, we would say all crashes are preventable and we don't think that any crashes are inevitability.
- With that philosophy in mind we compared ourselves to other communities. We found Greeley ranks relatively high in terms of crash rates on par with Denver, Colorado and Omaha, Nebraska.
- Greeley is about three times higher than Boulder, Colorado adjusted per 100,000 and about 50% higher than Fort Collins, Colorado.
- We did a number of community outreach events throughout the period and got a lot of engagement. We also have some online engagement.
- We started to get into the data aspect of things, we mapped out where the crashes occurred especially injury ones.
- Steven showed a map of our high injury network to show where we are currently experiencing the highest incidence of crashes in the city. It is 8th Avenue, 9th Street and 10th Street, 35th Avenue, 11th Avenue and 23rd Avenue that are very prominent for crashes.
- Something to note is we hardly see local streets; they are almost all high speed and high-volume streets.

- We also identified high priority intersections as well and saw high number of intersections on 10th Street and 35th Avenue. We are looking into these locations as we move forward and identifying improvements.
- Two lane roads are much less likely to experience fatal and severe crashes. Four lane roads are most likely to experience fatal and severe crashes.
- We find majority of fatal and severe crashes occur at intersections and they are more than almost 10 times likely to occur at a traffic signal.
- We see that bicyclists, pedestrians and motorcycles are most likely to be involved in a fatal or severe injury crash.
- Impaired driving occurred in 22% of crashes, that includes alcohol or drug use and occurred between 7 pm to 3 am. It is almost double the average rate for impairment crashes.
- Our countermeasures of different alternatives for what we can do to reduce crashes are lane reconfiguration, traffic calming, roadway lighting, raised medians and access management.
- In a report we have laid out different locations that those can occur and have looked at different intersection treatments such as roundabouts, curb extensions and traffic signal improvements.
- We have systemically gone through the whole city and identified locations that are good candidates for these countermeasure treatments as well as one for pedestrians and bicyclists.
- Through all of that we ended up with a list of action items we want to propose implementing. One of them was dropping statutory speed limit in the city from 30 miles per hour to 25 miles per hour. Additionally evaluating speeds in the city to emphasize slower speeds where they are contextually appropriate.
- Enhancing community outreach to make that more on the safe user side and trying to educate people about safe practices.
- From the engineering side updating the engineering design criteria as well as overhauling our traffic study requirements for new developments to make that really an integral part of the process.
- We also want to make our intersection control evaluation mandatory for when a new development comes in or evaluation of existing traffic control.
- Steve Teets mentioned for the new areas in certain streets that bike lanes should be considered. Steven Younkin said part of the engineering design standard he is not permitting on street bike lanes in new developments as the new standard will be a shared use path only. For existing neighborhoods, we are removing a lot of regular bike painted lanes and making them as protected as we can with some kind of barrier.
- Through our study we did evaluate how transit is safest mobility option.
- Steven was asked what is next for SS4A, Steven responded the next phase will hopefully kick off on January first with a consultant on board for spending the 10 million dollars of the demonstration grant funding.

- We are going to try to install devices like plastic bollards as fast and affordable as possible to get mass coverage.
- The Greeley Police also has received some grants for speed radars to assist with safe streets.
- With the grant there is two parts of this action plan, one was to get a plan to know what is out there. Two was a requirement for those implementations so once the council sign the documents, we will be eligible to go after that next round of funding.
- This will go to council on December 10th and barring any changes we are looking at getting on the agenda for a council resolution on January 7, 2024.
- Tom asked if Steven would be wanting to get approval or no from the board prior to taking it to council on December 10th. Steven and Bhooshan responded with yes but there is also a way to make suggestion on a website link Steven shared with the members or drop off comments at the office.

VII. Director's report:

- **MMO Update:** we submitted a draft application for the 10th Street project and active modes plans which is one of the recommendations from Steven's vision Zero. We will get feed back from CDOT the week of November 8th and final applications are due November 15th.
- **PRRI Update:** we are wrapping up we finished our last pop-up event for the first phase of the project. We had it at the Funplex about 500 people stopped by making this very exciting. We had a total of 328 responses on our digital survey.
- We sent out direct mailers for East Greeley Residents that are near the Poudre River, and we will continue to do outreach for phase two of the project.
- As we transition from phase one to phase two Victoria will be presenting at other boards and commissions to give an update on the project and will be doing an outreach event or workshop with District 6 as part of GIS Day Celebration. That same day we will have our final steering committee meeting of phase one.
- We had a good meeting with the PA Region 9 staff, and they made a recommendation about really distinguishing between recreational trails along the Poudre River and active transportation corridors.

VIII. New business:

- Week without driving was September 30th- October 6th, Jim presented to the city council and two council members sign on for it and a number of people throughout the community. We had a community forum on the 30% of the population in the United States that doesn't drive. We had non drives come and share their barriers and the problems that they have making decisions and getting around. It did not have good publicity from the tribune, they did no follow up to remind people nor did they come to the meeting nor show final results. However, we were 1 of 6 cities that agreed to promoting it and tried to make it grow.
- World Day of Remembrance for road traffic victims on November 17th from 3:30 pm to 5:00 pm between CCN and CCS plaza. There will be families or people sharing stories who have had pedestrians, drivers or motorcyclist killed in a road incident.

- Jim is working with the Police Department and State Patrol to have someone there to answer questions.

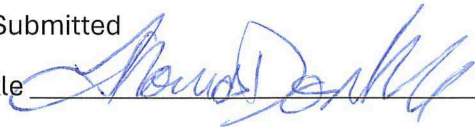
IX. Round table & Proposed agenda items for October 28, 2024:

- November and December meeting will be joint as it was approved by a motion from Steve, second by Jim and unanimous vote of the board members presents.
- No other round table or proposed agenda items was discussed, the meeting adjourned after the November and December meeting discussion.

X. The meeting adjourned at 4:18 pm

Respectfully Submitted

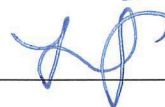
Thomas Donkle
Chairman



Date

11/18/24

Lesley Fuentes
Recording Secretary



Date

11/18/24