

# Planning Commission Agenda

Regular Meeting  
Tuesday, March 11, 2025

City Council Chambers-City Center South  
1001 11th Ave, Greeley, CO 80631  
Zoom Webinar Link:

<https://greeleygov.zoom.us/j/86707841961>

## NOTICE:

Planning Commission meetings are held on the 2<sup>nd</sup> and 4<sup>th</sup> Tuesdays of each month. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in-person meeting in Council Chambers.

Members of the public may participate in Planning Commission meetings in the manner that works best for them.

## Watch Meetings:



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

## Comment in Real Time:



Join the Zoom webinar (link above). During the public hearing, members of the public may address the Commission.

## Submit Written Comments:



Email comments about any item on the agenda to [cd\\_admin\\_team@greeleygov.com](mailto:cd_admin_team@greeleygov.com)



Written comments can be mailed or dropped off at the Planning office at 1100 10<sup>th</sup> Street, Greeley, CO 80631. Written comments received prior to or during the meeting will be read into the record in real time.

Meeting agendas and minutes are available on the City's meeting portal at [Greeley-co.municodemeetings.com/](https://greeley-co.municodemeetings.com/)

For more information about this meeting or to request reasonable accommodations, contact the administrative team at 970-350-9780 or by email at [cd\\_admin\\_team@greeleygov.com](mailto:cd_admin_team@greeleygov.com).



## Planning Commission

**March 11, 2025 at 1:15 PM**

**1001 11th Avenue, City Center South, Greeley, CO 80631**

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### **Agenda**

1. Call to Order
2. Roll Call
3. Approval of the Agenda
4. Sunset Ridge Market Subdivision, First Filing, Preliminary Plat SUB2024-0013. The City of Greeley is considering an application for a preliminary subdivision plat to subdivide a property 6.73 acres in size into four tracts, and dedication of right-of-way. The subject property is located at the northwest corner of the intersection of 59<sup>th</sup> Avenue and 13<sup>th</sup> Street and is within the C-H (Commercial High Intensity) Zoning District.
5. Mobility Development Plan, Hanna Feldmann
6. Staff Report
7. Adjournment

# Planning Commission Agenda Summary

March 11<sup>th</sup>, 2025

## Key Staff Contacts:

Jeffrey Woeber, Planner III 970-350-9842

## Title:

Sunset Ridge Market First Filing – Preliminary Plat – SUB2024-0013

## Summary:

The City of Greeley is considering a request for approval of a preliminary subdivision of 6.73 acres of land into four tracts, and dedication of right-of-way. The subject property is located at the northwest corner of the intersection of 59th Avenue and 13th Street and is within the C-H (Commercial High Intensity) Zoning District. This is a replat of Tract 1 of The Shops at Sunset Ridge Subdivision, recorded in the records of the Weld County Clerk and Recorder at Reception No. 3496647 on 08/13/2007. The Shops at Sunset Ridge created three lots (to the north of the subject property), as well as Tract 1, which is now proposed to be further divided into four tracts as follows:

- Tract 1A – 2.01 Acres
- Tract 1B – 1.24 Acres
- Tract 1C – 1.24 Acres
- Tract 1D – 1.75 Acres

Right-of-Way Dedication – 0.49 Acre

Staff notes the tracts that are proposed are not developable lots or building sites. Each would require review and approval of a subdivision to create a lot or lots. Developing the lots would require a Site Plan Review approval as well. The applicant does not have specific plans for the subdivision or specific end users at this time. That said, this subdivision to create four tracts does not directly provide the potential for development and associated impacts beyond what is available now. This subdivision sets the stage for further subdivision and provides right-of-way for an extension of 11th Street up to 59th Avenue.

**Recommended Action:**

Approval of preliminary subdivision

**Attachments:**

Zoning/Vicinity Map

Project Narrative

Preliminary Plat

Neighborhood Notice Boundary

Staff Presentation



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| <b>PLANNING COMMISSION SUMMARY</b> |
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**ITEMS:** Preliminary Subdivision to create 4 tracts and dedicate right-of-way on a property 6.73± acres in size, within a Commercial High Intensity (C-H) Zoning District.

**FILE NUMBER:** SUB2024-0013

**PROJECT:** Sunset Ridge Market First Filing – Preliminary Plat

**LOCATION:** The northwest corner of 59<sup>th</sup> Avenue and 13<sup>th</sup> Street.

**APPLICANT:** Melanie Foslien, EPS Group Inc., on behalf of Alis Rentals, LLC

**CASE PLANNER:** Jeffrey Woeber, Planner III

**PLANNING COMMISSION HEARING DATE:** March 11, 2025

**PLANNING COMMISSION FUNCTION:**

The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a motion to approve, approve with conditions, or deny the request in the form of a finding based on the review criteria in Section 24-203(b)(1) of the Development Code.

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**EXECUTIVE SUMMARY**

The City of Greeley is considering a request for approval of a preliminary subdivision of 6.73 acres of land into four tracts, and dedication of right-of-way. The subject property is located at the northwest corner of the intersection of 59<sup>th</sup> Avenue and 13<sup>th</sup> Street and is within the C-H (Commercial High Intensity) Zoning District.

This is a replat of Tract 1 of The Shops at Sunset Ridge Subdivision, recorded in the records of the Weld County Clerk and Recorder at Reception No. 3496647 on 08/13/2007. The Shops at Sunset Ridge created three lots (to the north of the subject property), as well as Tract 1, which is now proposed to be further divided into four tracts as follows:

Tract 1A – 2.01 Acres  
Tract 1B – 1.24 Acres  
Tract 1C – 1.24 Acres  
Tract 1D – 1.75 Acres  
Right-of-Way Dedication – 0.49 Acre

Staff notes the tracts that are proposed are not developable lots or building sites. Each would require review and approval of a subdivision to create a lot or lots. Developing the lots would

require a Site Plan Review approval as well. The applicant does not have specific plans for the subdivision or specific end users at this time. That said, this subdivision to create four tracts does not directly provide the potential for development and associated impacts beyond what is available now. This subdivision sets the stage for further subdivision and provides right-of-way for an extension of 11<sup>th</sup> Street up to 59<sup>th</sup> Avenue.

#### **A. REQUEST**

The applicant is requesting approval of a preliminary subdivision plat for the purpose of creating tracts (to be further subdivided into lots), and dedication of right-of-way.

#### **B. STAFF RECOMMENDATION**

Approval (see Section J).

#### **C. LOCATION**

The subject property is located west of the intersection of 59<sup>th</sup> Avenue and 13<sup>th</sup> Street.

##### **Zoning:**

C-H (Commercial High Intensity)

##### **Abutting Zoning**

North: C-H (Commercial High Intensity)

South: R-H (Residential High Density)

East: C-H (Commercial High Intensity)

West: R-H (Residential High Density)

##### **Abutting Land Uses**

North: Parking/vehicle storage area, undeveloped area

South: Multi-family dwellings, undeveloped area

East: Personal Service/Offices and 71<sup>st</sup> Avenue

West: Single-family dwelling, undeveloped area

##### **Site Characteristics:**

The site is undeveloped land with some slopes and contains vegetation and trees typical of this area.

#### **D. BACKGROUND**

The subject property is zoned C-H (Commercial High Intensity) and is a replat of Tract 1 of The Shops at Sunset Ridge Subdivision (Planning File No. S 33:06), recorded in the records of the Weld County Clerk and Recorder at Reception No. 3496647 on 08/13/2007. The Shops at Sunset Ridge created three lots, as well as Tract 1. The subject property (Tract 1) is undeveloped.

## E. APPROVAL CRITERIA

### **Standards for a Preliminary Subdivision Plat:**

In reaching recommendations and decisions on a preliminary subdivision plat, the Planning Commission shall apply the following standards of Section 24-203.b.1. of the current Development Code.

- (a) The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.**

Staff Comment: The City's *Imagine Greeley Comprehensive Plan* has recommendations that may be applicable to this Preliminary Plat, although staff notes the lot configuration, the future C-H zoned commercial uses that may be established, and the physical development and design are not yet determined in review of this subdivision as it only proposes creating tracts and dedicating right-of-way.

The subject area is identified as "Mixed Use High Intensity" on the Land Use Guidance Map in the *Imagine Greeley Comprehensive Plan*. The existing C-H zoning would allow lots and uses that are consistent with the Comprehensive Plan, which recommends uses including "...residential, commercial, retail, office and civic/institutional uses."

The request complies with this criterion.

- (b) The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.**

Staff Comment: Development and infrastructure are not in the scope of this subdivision, other than dedicating right-of-way for 11<sup>th</sup> along the northern boundary of the subject property. The tracts being created are not developable lots.

The request complies with this criterion.

- (c) The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.**

Staff Comment: Dedication of right-of-way for 11<sup>th</sup> Street is proposed to fulfill City Transportation Plan requirements, in order to then further subdivide and develop this property.

This request complies with this criterion.

**(d) The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.**

Staff Comment: N/A, blocks and lots are not created through this subdivision

**(e) The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.**

Staff Comment: In staff's judgement it is likely developers can meet such requirements, which will be required to be in place in order to create future lots through necessary subdivision and site plan review application approvals.

The request complies with this criterion.

**(f) Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.**

Staff Comment: N/A, there is no phasing associated with this subdivision proposal.

**(g) Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.**

Staff Comment: With this subdivision to create tracts, rather than buildable lots, such impact and necessary technical reports are not in the scope of the City's review at this time.

The request complies with this criterion.

**(h) The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.**

Staff Comment: One primary purpose of this subdivision is to dedicate right-of-way for 11<sup>th</sup> Street, at the northern boundary of the subject property. This provides for an extension of 11<sup>th</sup> Street, which is a necessary

component of the public infrastructure of this area that will provide a means for access and utilities for developing this and adjacent properties.

This request complies with this criterion.

**(i) The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.**

Staff Comment: Staff and referral agencies have reviewed all preliminary plans associated with the project and are comfortable with the application as presented.

The request complies with this criterion.

**F. PHYSICAL SITE CHARACTERISTICS**

**1. SUBDIVISION HISTORY**

The subject property is a replat of Tract 1 of The Shops at Sunset Ridge Subdivision (Planning File No. S 33:06), recorded in the records of the Weld County Clerk and Recorder at Reception No. 3496647 on 08/13/2007. The Shops at Sunset Ridge created three lots, as well as the subject property (Tract 1).

**2. HAZARDS**

There are some slopes on this property, but none that will preclude future subdivision and development of the property.

Staff is not aware of other hazards that could potentially impact development within the subdivision area.

**3. WILDLIFE**

The subdivision as proposed does not appear to pose any impact to wildlife in this area of the city. Future required subdivision and development may involve a biologist's report.

**4. FLOODPLAIN**

The subject property is not in or near any floodplain areas, based on the adopted Federal Emergency Management Administration (FEMA) flood data.

**5. DRAINAGE AND EROSION**

A Drainage Report would be required with necessary future subdivision and site plan review submittals in order for the property to be developed.

Erosion control devices would be designed by the developer and reviewed by the City at time of construction to ensure that best management practices are utilized as the project or projects move forward.

## **6. TRANSPORTATION**

Access will be via 13<sup>th</sup> Street and an extension and improvement to 11<sup>th</sup> Street along the northern portion of the subject property. Specific plans for access improvements are not within the scope of this subdivision process.

## **G. SERVICES**

### **1. WATER**

Central water service is available to be provided by the City of Greeley for potable water. In the review process of this subdivision, the City's Water and Sewer Department did require adjustment and dedication of easements to meet City standards. Development of Tract 1B will require extension of a water main, and creation of a "looped system." The detailed plans and requirements for this will be specified through future subdivision and site plan review processes and approvals.

### **2. SANITATION**

This property will be served by the City of Greeley for sanitary sewer. As with the water section discussed above, detailed plans and requirements for sewer service will be specified through future subdivision and site plan review processes and approvals.

### **3. EMERGENCY SERVICES**

The site is served by the Greeley Fire and Police Department. Greeley Fire Station #7 is located approximately 0.6 mile west of the subject site.

### **4. PARKS AND OPEN SPACES**

Parks and open space are not in the scope of this subdivision process, but will be a consideration with necessary future development proposals.

### **5. SCHOOLS**

Schools are not in the scope of this subdivision process, but will be a consideration with necessary future development proposals.

### **6. METROPOLITAN DISTRICT**

N/A

## **H. NEIGHBORHOOD IMPACTS**

### **1. VISUAL**

Landscaping, design standards, setbacks, etc. will be carefully considered with future subdivision and site plan review and will be required to meet all Greeley Development Code standards as applicable.

### **2. NOISE**

Any potential noise created by future development will be regulated by the Municipal Code. Noise violations are handled by the City Code Enforcement Department.

## **I. PUBLIC NOTICE AND COMMENT**

Neighborhood courtesy notices for the hearing were mailed to surrounding property owners and current residents within 1000 feet of the subdivision boundary on January 22, 2025, and notice was published on the City's website per Development Code requirements. One hundred, twenty (120) notice letters were mailed to surrounding properties. One sign was posted on the site on January 29, 2025. The mineral rights notice requirements to mineral owners and lessee of interest of the property was satisfied by the applicant and mailed over 30 days prior to the public hearing. Staff has not received any questions or comments regarding the subdivision, and is aware of no opposition.

## **J. PLANNING COMMISSION RECOMMENDED MOTIONS**

### Recommend Approval Motion

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, **approves** the preliminary subdivision plat as presented.

### Alternative Denial Motion:

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is not in compliance with Development Code Section 24-203(b)(1), and therefore, **denies** the preliminary subdivision plat.

## **ATTACHMENTS**

Zoning/Vicinity Map

Project Narrative

Preliminary Plat

Neighborhood Notice Boundary

Staff Presentation

SUNSET RIDGE MARKET FIRST FILING  
REPLAT OF TRACT 1, THE SHOPS AT SUNSET RIDGE  
PROJECT NARRATIVE  
SEPTEMBER 9, 2024

**INTRODUCTION**

Sunset Ridge Market First Filing is a replat of Tract 1, The Shops at Sunset Ridge, Weld County Parcel No. 095909130006. The project consists of five (5) tracts of land and will dedicate right-of-way along the future 11th Street, currently an access drive for Sonic Drive-In. This parcel is located north of 13<sup>th</sup> Street and west of 59<sup>th</sup> Avenue in the Northeast Quarter of Section 9, Township 5 North, Range 66 West of the 6<sup>th</sup> P.M, City of Greeley, County of Weld, State of Colorado. The zoning for the subject parcel is Commercial High Intensity (C-H). This project is only creating tracts and dedicating right-of-way. Design of roadway, infrastructure, grading, and drainage will occur in the future with a Site Plan application process.

**EXISTING DEVELOPMENT**

The property is bounded by 59<sup>th</sup> Avenue to the east, 13<sup>th</sup> Street to the south, a large acreage residential lot to the west, and Lot 3, The Stops at Sunset Ridge to the north containing a parking lot and undeveloped land. The subject parcel is currently vacant with native grasses and weeds. The parcel has a high point near the center of the property and is relatively flat on the east side. The water drains to the south, west and north.

The Owner of the subject property has been attempting to work with the property owner of Lot 3, The Shops at Sunset Ridge, directly to the north. However, the adjacent property owner has been unresponsive to any communication for over a year. The subject property owner would like to proceed with the development of his land.

**PROPOSED DEVELOPMENT**

The proposed development will dedicate right-of-way for 11<sup>th</sup> Street on property located within the current Tract 1, The Shops at Sunset Ridge. The 11<sup>th</sup> Street right-of-way will run from 59<sup>th</sup> Avenue to the west property line of current Tract 1. Once constructed, 11th Street will be a Local/Neighborhood street with 70-foot right-of-way to allow for a 36' travel width, 7-foot tree lawns, and 10-foot detached sidewalks.

In addition to dedicating right-of-way, the plat will create four (4) Tracts to be developed in the future through a Site Plan Review application process and will create Lots through a replat. There are no end-users at this time; however, it is anticipated the uses will be a combination of restaurants, brewery, coffee shop, convenience, experiential, and other uses permitted in the C-H zone. During the Site Plan Review process, the property will be re-graded to lower the significant slopes that currently exist.

Until the remaining 11<sup>th</sup> Street right-of-way is dedicated by the owner of Lot 3, The Shops at Sunset Ridge, the project intends to utilize the existing private drive.

The surrounding zoning includes Commercial High Intensity (C-H) to the north and east, and Residential High Density (R-H) to the south and west.



### **ACCESS POINTS AND ROADWAYS**

The proposed Tracts will be accessible from 11<sup>th</sup> Street and 13<sup>th</sup> Street. The location of the accesses to public rights-of-way corresponds to the proposed water and sewer easement through Tracts 1A and 1D. Because there are no current end-users or site layout, the location of the access easement between Tract 1C and Tract 1D has not been determined, but will occur at the time of development and replatting.

### **PEDESTRIAN ACCESS**

There is an existing 10-foot detached sidewalk along the west side of 59<sup>th</sup> Avenue, an existing attached 10-foot sidewalk on the south side of 13<sup>th</sup> Street, and a 5-foot attached sidewalk on the north side of the access drive along the future 11<sup>th</sup> Street.

### **UTILITIES**

There is an existing 8" water main located west of the access drive (future 11<sup>th</sup> Street) running parallel to the northern property line, which then turns south, outside of the existing exclusive water & sewer easement, at the jog in the property line and connects to an existing 12" water main in 13<sup>th</sup> Street.

There is an existing 8" sanitary sewer main that parallels the existing 8" water main west of the access drive and jogs south, outside of the existing exclusive water & sewer easement, and stops at a manhole approximately 100' north of the 13<sup>th</sup> Street right-of-way.

The existing 30' wide exclusive water and sewer easement on the current Tract 1 will be vacated and a new easement dedicated over the existing water and sewer mains.

Existing dry utility services near and around the site include Xcel Energy, Atmos Energy, CenturyLink, and Comcast Communications.

### **STORMWATER COLLECTION**

Stormwater collection design for this re-plat is not required and will occur during the Site Plan application process.

### **PARKING**

Parking is not required for this re-plat and will occur during the Site Plan application process.

### **PHASING**

No phasing is anticipated with this re-plat.

### **TRAFFIC IMPACT STUDY**

A transportation impact study is not required for this re-plat and will occur during the Site Plan application process.

### **LANDSCAPING**

A landscape plan is not required for this re-plat and will occur during the Site Plan application process.

### **FLOODWAY**

According to the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) Community Panel Number 08123C1517E, effective date January 20, 2016, the parcel is located outside the Sheep Draw 500-year floodplain in an area of minimal flood hazard.

### **OIL & GAS FACILITIES**

There are no existing oil and gas facilities located on this parcel.

### **RECOVERABLE GRAVEL RESOURCES**

According to "Special Publication 5-B, Atlas of Sand, Gravel, and Quarry Aggregate Resources, Colorado Front Range Counties" for Colorado Geological Survey, Department of Natural Resources, State of Colorado, published in 1974, Revised 1975, there are no floodplain or stream terrace deposits per the resource classification of aggregates on this property.

### **MEETS COMPREHENSIVE PLAN**

- The existing zoning is compatible with the surrounding zoning.
- Vision and understanding of the market: There is not an end-user yet. However, the vision is restaurants, brewery, coffee, convenience, experiential, and any other use permitted in the C-H zoning.
- There are no conceptual designs at this time as only re-platting is being requested.
- How will project contribute to the area: By dedicating a portion of the future 11<sup>th</sup> Street, it will encourage development of vacant land to the west.
- Planning and Infrastructure impacts: Infrastructure design is not required during the re-plat application process.
  - As part of the future 11<sup>th</sup> Street improvements with separate Site Plan application process:
    - The existing 8" water main will be realigned to be in the center of 11<sup>th</sup> Street and extended to the west property line.
    - An irrigation main will be installed in 11<sup>th</sup> Street.



PRELIMINARY PLAT OF  
SUNSET RIDGE MARKET FIRST FILING  
REPLAT OF TRACT 1, THE SHOPS AT SUNSET RIDGE SUBDIVISION  
LOCATED IN THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.  
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
6.73 ACRES (±), 4 TRACTS  
PROJECT NUMBER: SUB2024-0013

DEDICATION STATEMENT:

Poudre Bay Partners, LLC, a Colorado Limited Liability Company, and Ali's Rentals, LLC, a Colorado Limited Liability Company, being the sole owner(s) in fee of,

Tract 1, The Shops at Sunset Ridge Subdivision, City of Greeley, County of Weld, State of Colorado, according to the plat thereof, recorded August 13, 2007, as Reception No. 3496647 of the Records of Weld County

Said described parcel of land contains a total of 293,306 square feet, or 6.73 acres, more or less (±).

Additionally being described, per City of Greeley condition of approval requirement, by metes and bounds as follows:

Considering the westerly line of Tract 1, The Shops at Sunset Ridge Subdivision, as recorded August 13, 2007, as Reception No. 3496647 of the Records of Weld County, as bearing North 00° 53' 03" West, a plat bearing of said The Shops at Sunset Ridge Subdivision, with all other bearings contained herein relative thereto;

**BEGINNING** at the Southeast corner of said Tract 1;

THENCE along the West, North, East, and South lines and arcs for the following seven (7) courses and distances;

THENCE North 0° 53' 03" West, a distance of 613.12 feet, to the Northwest corner of said Tract 1, being monumented by a found #4 rebar;

THENCE South 89° 56' 32" East, a distance of 117.59 feet, to the northerly-most Northeast corner of said Tract 1, being monumented by a found #4 rebar with a yellow plastic cap, stamped LS 28650;

THENCE South 00° 53' 03" East, a distance of 80.79 feet, to the Southwest corner of Lot 3, of said The Shops at Sunset Ridge Subdivision;

THENCE North 89° 06' 57" East, a distance of 413.45 feet, to the Southeast corner of said Lot 3, being monumented by a found mag nail and brass tag, stamped LS 28650;

THENCE South 00° 53' 03" East, a distance of 508.35 feet, to the beginning point of a curve, said point being monumented by a found #4 rebar with a yellow plastic cap, stamped LS 28650;

THENCE along the arc of a curve concave to the Northwest, a distance of 47.60 feet, said curve has a radius of 30.00 feet, a delta of 90° 54' 33" and is subtended by a chord bearing South 44° 34' 14" West a distance of 42.76 feet, to the endpoint of said curve, being monumented by a found #4 rebar with a yellow plastic cap, stamped LS 28650;

THENCE North 89° 58' 30" West, a distance of 500.61 feet, to the Southwest corner of said Tract 1, being monumented by a found #4 rebar with a yellow plastic cap, stamped LS 7242, and to the **POINT OF BEGINNING**.

shown on the attached map as embraced within the heavy exterior lines thereon, has subdivided the same into lots and blocks as shown on the attached map; and does hereby set aside said portion or tract of land and designate the same **SUNSET RIDGE MARKET FIRST FILING** to the City of Greeley, Weld County, Colorado; and does dedicate to the public, the streets and all easements over and across said lots at locations shown on said map; and does further certify that the width of said streets, dimensions of the lots, blocks, or building envelopes and the names and numbers thereof are correctly designated upon said map.

Poudre Bay Partners, LLC,  
a Colorado Limited Liability Company

By: \_\_\_\_\_

Title: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) ss.

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_  
(S E A L)

Notary Public

Ali's Rentals, LLC,  
a Colorado Limited Liability Company

By: \_\_\_\_\_ By: \_\_\_\_\_

Title: \_\_\_\_\_ Title: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) ss.

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_  
(S E A L)

Notary Public

SURVEYOR'S NOTE REGARDING CITY OF GREELEY METES AND BOUNDS DESCRIPTION REQUIREMENT:

Effective October of 2021, as a condition of approval of subdivision plats, the City of Greeley has enacted a regulation requiring a metes and bounds description, inclusive of called-for monumentation, to be additionally recited along with the previously approved, legal nomenclature for subdivided parcel(s) of land.

The additionally required metes and bounds description around the perimeter of this subdivision document, while mandated, should not be utilized for any practical purpose. Upon execution and recordation, the parcels being created by this replat process of Tract 1, The Shops at Sunset Ridge Subdivision, upon execution and recordation, will be legally titled as "TRACT 1A, TRACT 1B, TRACT 1C, AND TRACT 1D, SUNSET RIDGE MARKET FIRST FILING." This standardized property description format is to be exclusively utilized in all legal documents related to this subdivided parcel of land.

It is important for end users of this plat to recognize that the called-for monuments within the body of this required metes and bounds property description are likely to be affected by infrastructure and site construction activities, thus potentially becoming damaged or destroyed.

LAND SURVEYOR NOTES:

1) This survey does not constitute a title search by EPS Group, Inc. to determine ownership or easements of record. EPS Group, Inc. relied upon Stewart Title Guaranty Company. Commitment No. 2339865-IO, dated May 17, 2024 to aid in Easement and Ownership research.

2) The subject property is in "Zone X" (area of minimal flood hazard) per FEMA Flood Map 08123C1517E revised January 20, 2016.

3) Basis of Bearings is the westerly line of Tract 1, The Shops at Sunset Ridge Subdivision, as shown on the plat thereof recorded on August 13, 2007 as Reception No. 3496647 of the Records of Weld County, as bearing North 00° 53' 03" West, being monumented on the South end by a #4 rebar with a yellow plastic cap stamped "LS 7242" and on the North end by a bare #4 rebar.

4) SUNSET RIDGE MARKET FIRST FILING contains 293,306 square feet, or 6.73 acres, more or less.

5) The lineal unit of measure for this survey is U.S. Survey Feet.

6) Any common open space areas and/or recreational facilities (if any) that fall outside of a developable lot/tract will be the responsibility of Poudre Bay Partners, LLC, and Ali's Rentals, LLC.

7) All previous lot lines and easements as shown and dedicated by The Shops at Sunset Ridge, recorded as Reception Number 3496647 at the Weld County Clerk and Recorder, which are located within the boundary lines of this plat are hereby vacated upon recordation of this plat and dedicated as shown hereon, unless otherwise noted.

8) A copy of the title commitment and the documents contained therein were provided to the owner, client and attorney listed hereon for their use and review.

9) Not all documents listed in the title commitment are plottable or definable by their terms. All easements that are definable by their descriptions are shown hereon with sufficient data to establish their position. Owner, Client and others should refer to the title commitment and those documents listed therein for a true understanding of all rights of way, easements, encumbrances, interests and title of record concerning the subject property.

10) Easements and other record documents shown or noted hereon were examined as to location and purpose and were not examined as to restrictions, exclusions, conditions, obligations, terms, or as to the right to grant the same.

11) All improvement and development obligations, shall be set forth in a separate agreement signed by the property owner seeking development approval for a lot. Nothing herein shall impose any development or improvement obligations upon Applicant, pursuant to this plat.

12) Tracts created by this plat are not eligible to be developed until lots are created per Greeley Development Code Subdivision requirements. Any development of the lots shall be subject to review and approval of a Site Plan Review and all applicable requirements of the Greeley Development Code.

13) The word "State," "certify" or "certification" as shown and used hereon is an expression of professional opinion regarding the facts of the survey, and does not constitute a warranty or guaranty, expressed or implied. DORA Bylaws and Rules (4 CCR 730-1).

14) EPS Group, Inc. or the Professional Land Surveyor listed hereon, does not have the expertise to address mineral rights, and recommends the owner retain an expert to address these matters. EPS Group, Inc. or the Professional Land Surveyor listed hereon assumes no responsibility for the mineral rights upon the subject property.

15) Adjacent property owner information per the Weld County Property Portal.

16) Per CRS 38-51-105 (3)(a), (3)(b), (4)(c), & 5, the Developer/Owner of the subdivision plat has the requirement of providing monumentation of the interior corners created by this platting procedure within one year of the effective date of a sales contract. The Surveyor of record of said subdivision plat has only the required responsibility of providing for the on the ground monumentation of the external boundary of the subdivision plat.

17) Standard notes as requested by the City of Greeley and listed hereon are being required as a condition of approval by the City of Greeley. The notes, as listed hereon, were provided to EPS Group, Inc. by the City of Greeley.

18) It is unlawful under Colorado Revised Statutes Title 18, Criminal Code § 18-4-508 to knowingly disturb, deface, remove, or destroy a land survey monument or accessory.

STANDARD NOTES AS REQUIRED BY THE CITY OF GREELEY:

a. Street maintenance. It is mutually understood and agreed that the dedicated roadways shown on this plat will not be maintained by the City until and unless the streets are constructed in accordance with the subdivision regulations in effect at the date construction plans are approved, and provided that construction of said roadway(s) is started within one (1) year of the construction plan approval. The owner(s), developer(s) and/or subdividers, their successors and/or assigns in interest, shall be responsible for street maintenance until such time as the City accepts the responsibility for maintenance as stated above.

b. Drives, parking areas and utility easements maintenance. The owners of this subdivision, their successors and/or assigns in interest, the adjacent property owner(s), homeowners' association or other entity other than the City is responsible for maintenance and upkeep of any and all drives, parking areas and easements (cross-access easements, drainage easements, etc.) Easements to be provided at time of development and replatting.

c. Drainage maintenance. The property owner shall be responsible for maintenance of all drainage facilities installed in accordance with City of Greeley standards and the accepted construction plans. Requirements include, but are not limited to, maintaining the specified stormwater detention/intention volumes, maintaining outlet structures, flow restriction devices and facilities needed to convey flow to said basins. The City shall have the right to enter properties to inspect said facilities at any time. If these facilities are not properly maintained, the City shall notify the property owner in writing and shall inform the owner that corrective action by the owner shall be required within ten working days of receipt of notification by the City, unless an emergency exists, in which case corrective action shall be taken immediately upon receipt of notification by the City. If the owner fails to take corrective action within ten working days, the City may provide the necessary maintenance and assess the maintenance cost to the owner of the property.

d. Drainage liability. The City does not assume any liability for drainage facilities improperly designed or constructed. The City reviews drainage plans but cannot, on behalf of any applicant, owner or developer, guarantee that final drainage design review and approval by the City will relieve said person, his successors and assigns, from liability due to improper design. City approval of a final plat does not imply approval of the drainage design within that plat.

e. Landscape maintenance. The owners of this subdivision, their successors and/or assigns in interest, the adjacent property owner(s), homeowners' association or entity other than the City is responsible for maintenance and upkeep of perimeter fencing or walls, landscaping and landscaped areas and sidewalks between the property line and any paved roadways. The owners of this subdivision, their successors and/or assigns in interest or an entity other than the City, agree to the responsibility of maintaining all other open space areas associated with this development.

f. Sight distance. The clear vision zone of a corner lot, as determined by Section 24-1265(c)(4) of the Development Code, shall be free from shrubs, ground covers, berms, fences, signs, structures, parked vehicles or other materials or items greater than thirty-six (36) inches in height from the street level.

g. Public safety. Access, whether for emergency or nonemergency purposes, is granted over and across all access ways for police, fire and emergency vehicles. If any or all of the access ways in this subdivision are private, the homeowners' association will be responsible for ensuring that such access ways are passable, at all times, for police, fire and emergency vehicles.

h. Drainage master plan. The policy of the City requires that all new development and redevelopment shall participate in the required drainage improvements as set forth below:

1)Design and construct the local drainage system as defined by the final drainage report and plan and the storm water management plat.  
2)Design and construct the connection of the subdivision drainage system to a drainage way of established conveyance capacity, such as a master planned outfall storm sewer or master planned major drainage way. The City will require that the connection of the minor and major systems provide capacity to convey only those flows (including offsite flows) leaving the specific development site. To minimize overall capital costs, the City encourages adjacent developments to join in designing and constructing connection systems. Also, the City may choose to participate with a developer in the design and construction of the connection system.  
3)Equitable participation in the design and construction of the major drainage way system that serves the development as defined by adopted master drainage way plans or as required by the City and designed in the final drainage report and the storm water management plan.

i. Maintenance easements. A maintenance easement is required for developments with zero side setbacks, if one (1) structure is built on the lot line. In order to maintain the structure with the zero side setback, a maintenance easement may be required on the adjacent lot to enable maintenance to be performed on said structure from the adjoining property. Each lot owner agrees to allow adjacent lot owners access across their lot, within five (5) feet of the common lot line, as may be needed to maintain and repair the adjacent owner's principal structure. Each adjacent owner agrees to repair any damage which may be caused to the lot owner's property from the adjacent owner's use of this maintenance easement and to take all necessary steps to avoid causing such damage.

j. Street lighting. All lots are subject to and bound by tariffs which are now and may in the future be filed with the Public Utilities Commission of the State of Colorado relating to street lighting in this subdivision, together with rates, rules and regulations therein provided and subject to all future amendments and changes thereto. The owners and their successors and/or assigns in interest, shall pay, as billed, a portion of the cost of public street lighting in the subdivision in accordance to applicable rates, rules and regulations, including future amendments and changes on file with the Public Utilities Commission.

k. Water or sewer main easements. There shall be no permanent structures, fences, detention ponds, landscaping (plantings or berms) greater than three (3) feet tall mature growth, or other encumbrances located in water or sewer main easements.

l. Water or sewer mains in private roads or easements. For public water and sewer mains located in private roads or easements, future repair of paving or other improved surfaces subsequent to the repair of a water or sewer main shall be the responsibility of the water and/or condominium association. The Water and Sewer Department will safely backfill the trench to the surface, but not rebuild any surface improvements.

DEVELOPMENT REVIEW MANAGER

Development Review Manager \_\_\_\_\_ Date \_\_\_\_\_

COMMUNITY DEVELOPMENT DIRECTOR

Director of Community Development \_\_\_\_\_ Date \_\_\_\_\_

PLANNING COMMISSION APPROVAL

Approved by the City of Greeley Planning Commission on \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

DEVELOPER/APPLICANT

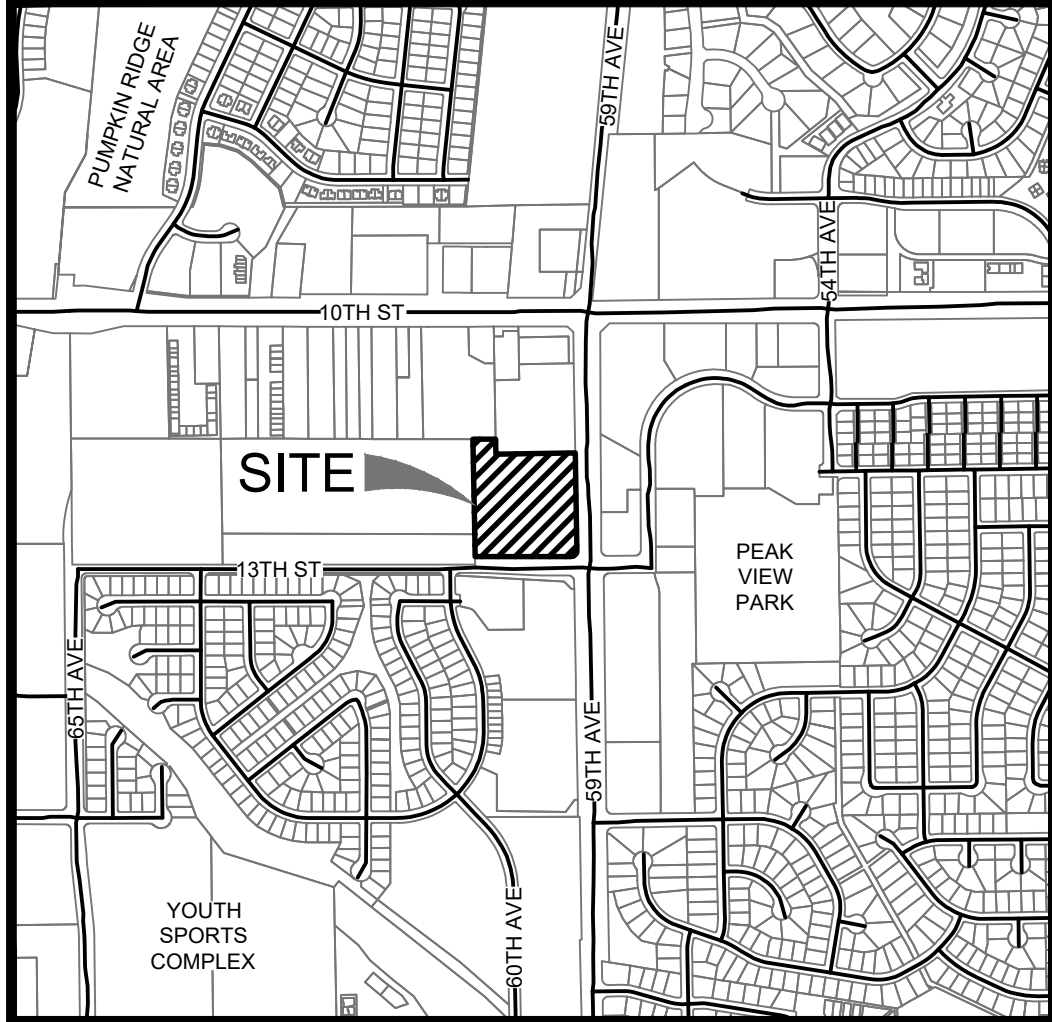
Poudre Bay Partners, LLC.  
3812 Carson Avenue  
Evans, CO 80620  
(970) 415-0538

DEVELOPER/APPLICANT

Ali's Rentals, LLC.  
7610 19th Street Road  
Greeley, CO 80634

SURVEYOR

EPS Group, Inc.  
Tharen J. Helgerson, PLS  
301 N Howes Street #100  
Fort Collins, Colorado 80521  
(970) 221-4158



VICINITY MAP  
1" = 1000'

SYMBOL LEGEND

|   |                                |
|---|--------------------------------|
| ○ | CLEANOUT                       |
| ○ | CURB CUT                       |
| ● | DELINEATION POST               |
| ⊠ | ELECTRICAL BOX                 |
| ⊠ | ELECTRICAL VAULT               |
| ⊠ | FIRE HYDRANT                   |
| ⊠ | FIBER-OPTIC VAULT              |
| ⊠ | GUY WIRE                       |
| ⊠ | WATER CURB STOP                |
| ⊠ | WATER VALVE                    |
| ⊠ | LIGHT POLE                     |
| ⊠ | ELECTRICAL METER               |
| ⊠ | WATER METER                    |
| ⊠ | FIBER-OPTIC MAN HOLE           |
| ⊠ | SANITARY SEWER MAN HOLE        |
| ⊠ | TELEPHONE MAN HOLE             |
| ⊠ | GAS MARKER                     |
| ⊠ | ELECTRICAL PEDESTAL            |
| ⊠ | TELEPHONE PEDESTAL             |
| ⊠ | UTILITY POLE                   |
| ⊠ | HANDICAP RAMP                  |
| ⊠ | TELEPHONE BOX                  |
| ⊠ | TELEPHONE VAULT                |
| ⊠ | TRAFFIC SIGNAL POLE            |
| ⊠ | TRAFFIC VAULT                  |
| ● | FOUND PROPERTY CORNER MONUMENT |
| ● | SET PROPERTY CORNER MONUMENT   |
| ● | #4 REBAR WITH BLUE PLASTIC CAP |
| ● | PLS 38470                      |

LINE LEGEND

|     |                                    |
|-----|------------------------------------|
| --- | CURB AND GUTTER / PAN FLOWLINE     |
| --- | FENCE                              |
| --- | EDGE OF ASPHALT                    |
| --- | EDGE OF GRAVEL                     |
| --- | ROAD STRIPING                      |
| --- | OVERHEAD UTILITIES                 |
| --- | BURIED ELECTRIC                    |
| --- | BURIED GAS                         |
| --- | WATER LINE                         |
| --- | BURIED COMMUNICATIONS LINE         |
| --- | SANITARY SEWER LINE                |
| --- | MAJOR CONTOUR                      |
| --- | MINOR CONTOUR                      |
| --- | PLAT BOUNDARY LINE                 |
| --- | EXISTING RIGHT-OF-WAY LINE         |
| --- | PROPOSED LOT LINE                  |
| --- | EXISTING EASEMENT LINE             |
| --- | PROPOSED EASEMENT LINE             |
| --- | EASEMENT LINE VACATED BY THIS PLAT |
| --- | PROPOSED RIGHT OF WAY              |

EASEMENT NOTE:

Tract 1, The Shops at Sunset Ridge Subdivision has been granted as a Private Blanket Easement for pedestrian and vehicle access, surface and subsurface utilities, drainage, and landscaping, and as a Public Blanket Easement for power and communications utilities, and postal access. Excepting therefrom that portion of The Shops at Sunset Ridge occupied by the footprints of any and all future commercial and residential buildings and any appurtenance necessary to the maintenance, functioning and use of said structures, according to the plat thereof. Public easements for operation and maintenance of surface and subsurface water and sewer mains and appurtenances have been granted within the limits delineated on The Shops at Sunset Ridge Subdivision, according to the plat thereof.

PRELIMINARY  
11/01/2024  
FOR REVIEW ONLY

PRELIMINARY

Tharen J. Helgerson  
Colorado Registered Professional Land Surveyor No. 38882  
For and on behalf of EPS Group, Inc.

PRELIMINARY PLAT OF

SUNSET RIDGE MARKET FIRST FILING

CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

Sheet

1

Of 2 Sheets

NOTICE:  
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION:  
9  
TOWNSHIP:  
5 NORTH  
RANGE:  
66 WEST OF 6TH PM

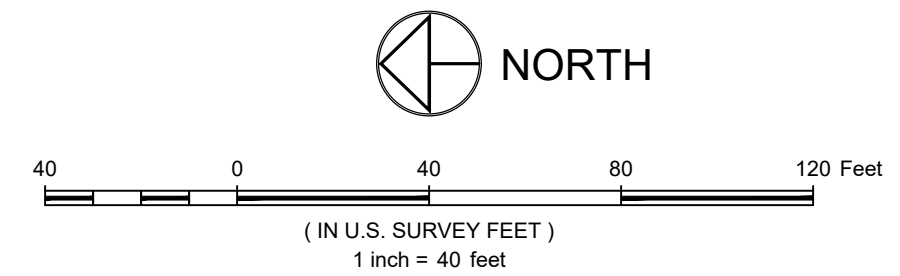
EPS GROUP  
NORTHERN ENGINEERING  
INC.  
970.221.4158  
FORT COLLINS | GREELEY | MESA | GOODYEAR | TULSON | NORTH PHOENIX | FORT WORTH

PROJECT:  
24-0271  
DATE:  
11/01/2024  
CLIENT:  
POUDRE BAY, INC.  
SCALE:  
1" = 40'  
DRAWN BY:  
S. PAQUIN  
REVIEWED BY:  
T. HELGERSON

S:\Survey Jobs\24-0271\Drawings\24-0271\_PLAT\_TS.dwg



PRELIMINARY PLAT OF  
SUNSET RIDGE MARKET FIRST FILING  
REPLAT OF TRACT 1, THE SHOPS AT SUNSET RIDGE SUBDIVISION  
LOCATED IN THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.  
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
6.73 ACRES (±), 4 TRACTS  
PROJECT NUMBER: SUB2024-0013

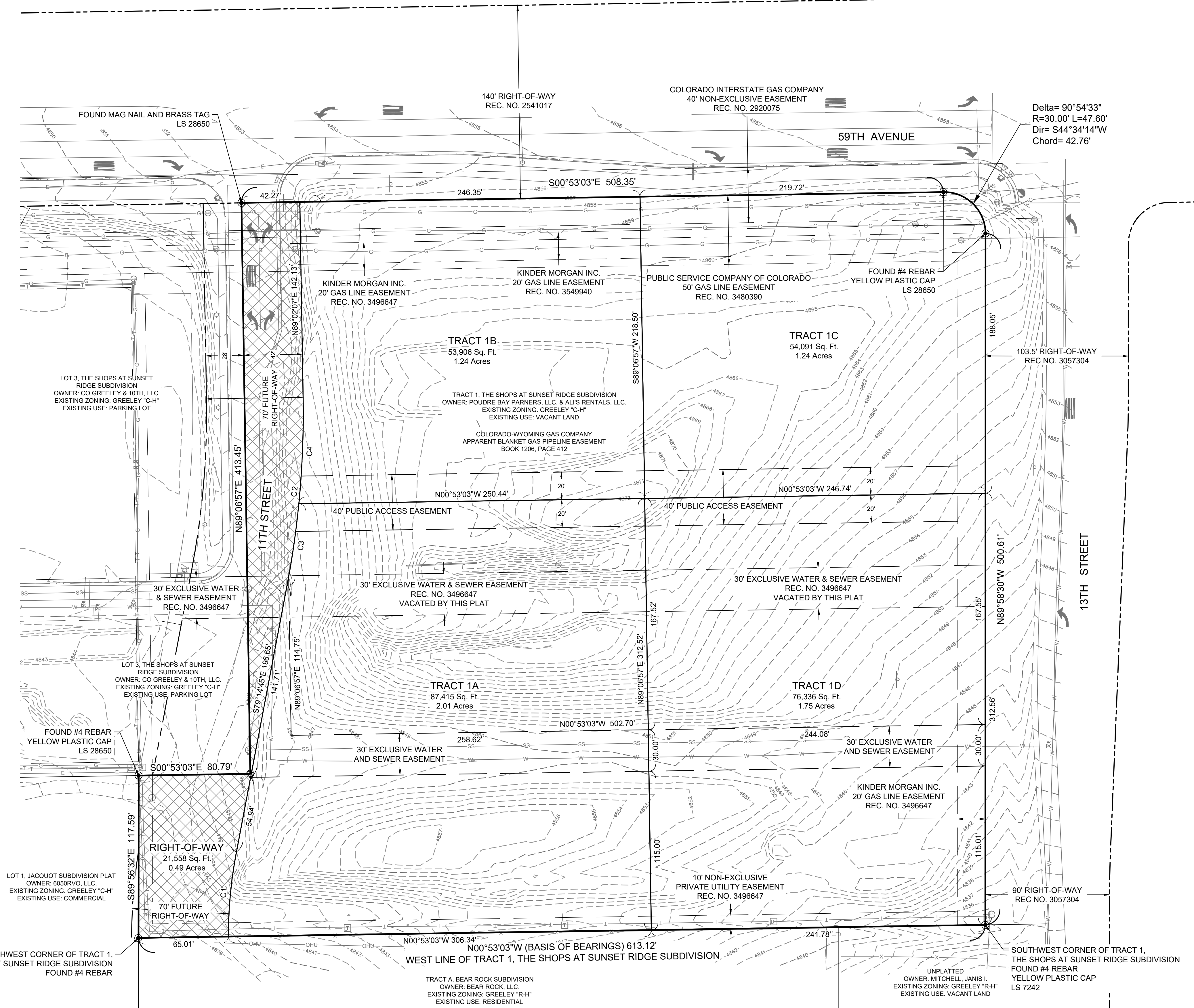


| CURVE TABLE |         |         |           |             |         |
|-------------|---------|---------|-----------|-------------|---------|
| CURVE       | LENGTH  | RADIUS  | DELTA     | BEARING     | CHORD   |
| C1          | 61.66'  | 336.00' | 10°30'52" | S84°30'11"E | 61.57'  |
| C2          | 136.02' | 665.00' | 11°43'08" | S85°06'19"E | 135.78' |
| C3          | 59.49'  | 665.00' | 5°07'31"  | S81°48'30"E | 59.47'  |
| C4          | 76.53'  | 665.00' | 6°35'37"  | S87°40'05"E | 76.49'  |

| LAND USE SUMMARY CHART |              |          |         |
|------------------------|--------------|----------|---------|
| PARCEL                 | AREA         | PERCENT  |         |
| TRACT 1A               | 87,415 S.F.  | 2.01 AC. | 29.80%  |
| TRACT 1B               | 53,906 S.F.  | 1.24 AC. | 18.38%  |
| TRACT 1C               | 54,091 S.F.  | 1.24 AC. | 18.44%  |
| TRACT 1D               | 76,336 S.F.  | 1.75 AC. | 26.03%  |
| ROW                    | 21,558 S.F.  | 0.49 AC. | 7.35%   |
| TOTAL                  | 293,306 S.F. | 6.73 AC. | 100.00% |

| EASEMENT TABLE           |                                                                        |                                                                                                                               |                   |                     |
|--------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------|
| EASEMENT TYPE            | USE                                                                    | RESTRICTION                                                                                                                   | EASEMENT GRANT TO | SURFACE MAINTENANCE |
| Public Access Easement   | Public and Emergency Access                                            | No structures, improvements (including fences), fill, shrubs, trees, or utility crossings without written consent of the City | City of Greeley   | Property Owner      |
| Water and Sewer Easement | Placement and maintenance of City of Greeley water and sewer utilities | No structures, improvements (including fences), fill, shrubs, trees, or utility crossings without written consent of the City | City of Greeley   | Property Owner      |

| Tract Table |                    |                         |                               |
|-------------|--------------------|-------------------------|-------------------------------|
| Tract       | Purpose            | Ownership & Maintenance | Size (sf & ac)                |
| 1A          | Future Development | Property Owner          | 87,415 sq. ft.<br>2.01 acres  |
| 1B          | Future Development | Property Owner          | 53,906 sq. ft.<br>1.24 acres  |
| 1C          | Future Development | Property Owner          | 54,091 sq. ft.<br>1.24 acres  |
| 1D          | Future Development | Property Owner          | 76,336 sq. ft.<br>1.75 acres  |
| Total:      |                    |                         | 271,748 sq. ft.<br>6.24 acres |



PRELIMINARY  
11/01/2024  
FOR REVIEW ONLY

PRELIMINARY

Tharen J. Helgeson  
Colorado Registered Professional Land Surveyor No. 38882  
For and on behalf of EPS Group, Inc.

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NORTHERN ENGINEERING  
970.221.4188  
FORT COLLINS | GREELEY | MESA | GUNNISON | FORT WORTH

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24-0271  
CLIENT:  
POUDRE BAY, INC.  
DRAWN BY:  
S. PAQUIN  
DATE:  
11/01/2024  
SCALE:  
1" = 40'  
REVIEWED BY:  
T. HELGESON

PRELIMINARY PLAT OF  
SUNSET RIDGE MARKET FIRST FILING  
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

Sheet  
2  
Of 2 Sheets

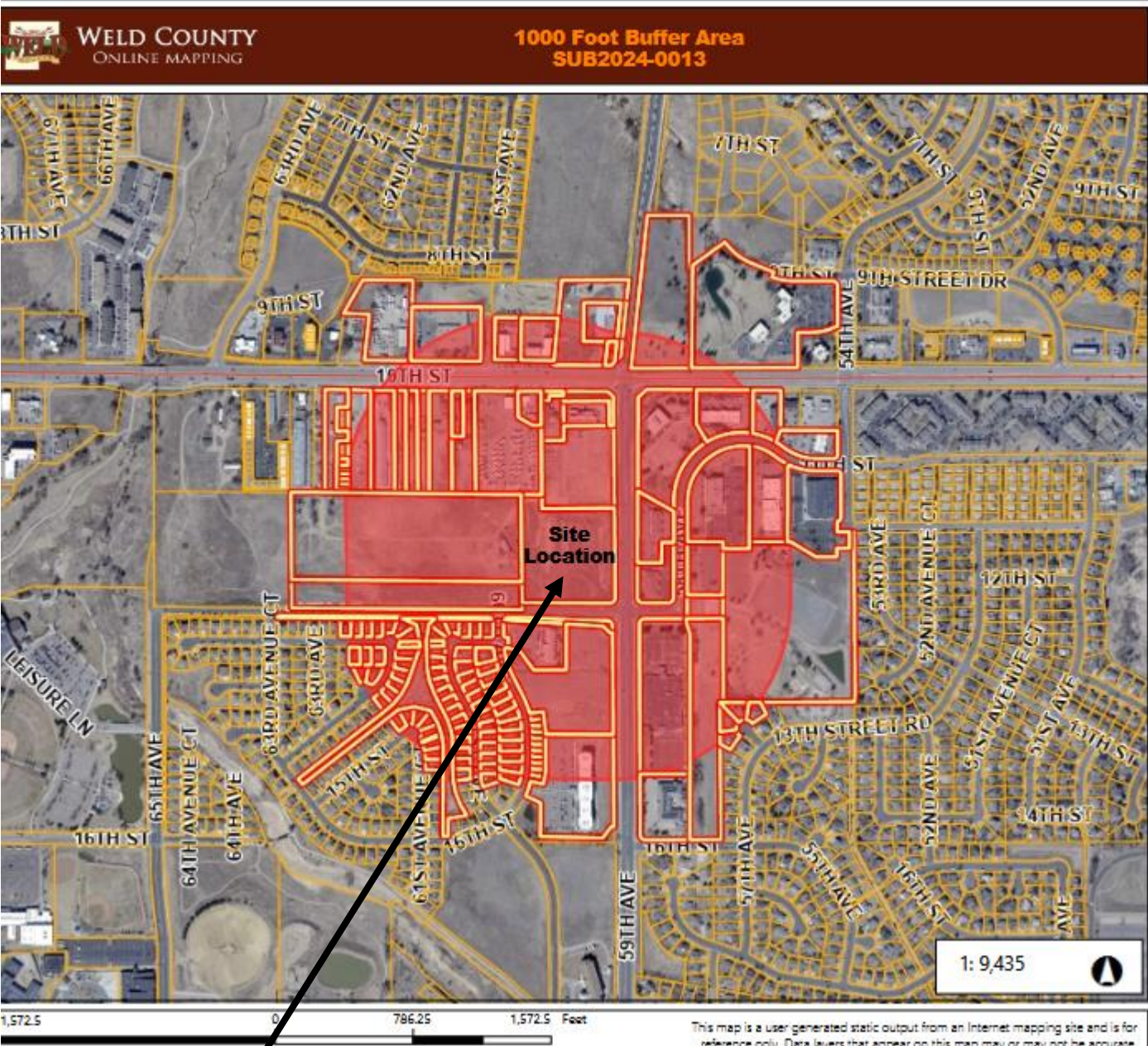


**Zoning/Vicinity Map, SUB2024-0013 Sunset Ridge Market 1<sup>st</sup> Filing  
City of Greeley Planning Commission February 25, 2025**





NOTICE BOUNDARY MAP, SUB2024-0013



Site Location



# **The Shops at Sunset Ridge Subdivision First Filing Preliminary Plat**

## **SUB2024-0013**

---

**Planning Commission  
March 11, 2025  
Jeffrey Woerber, Planner III**

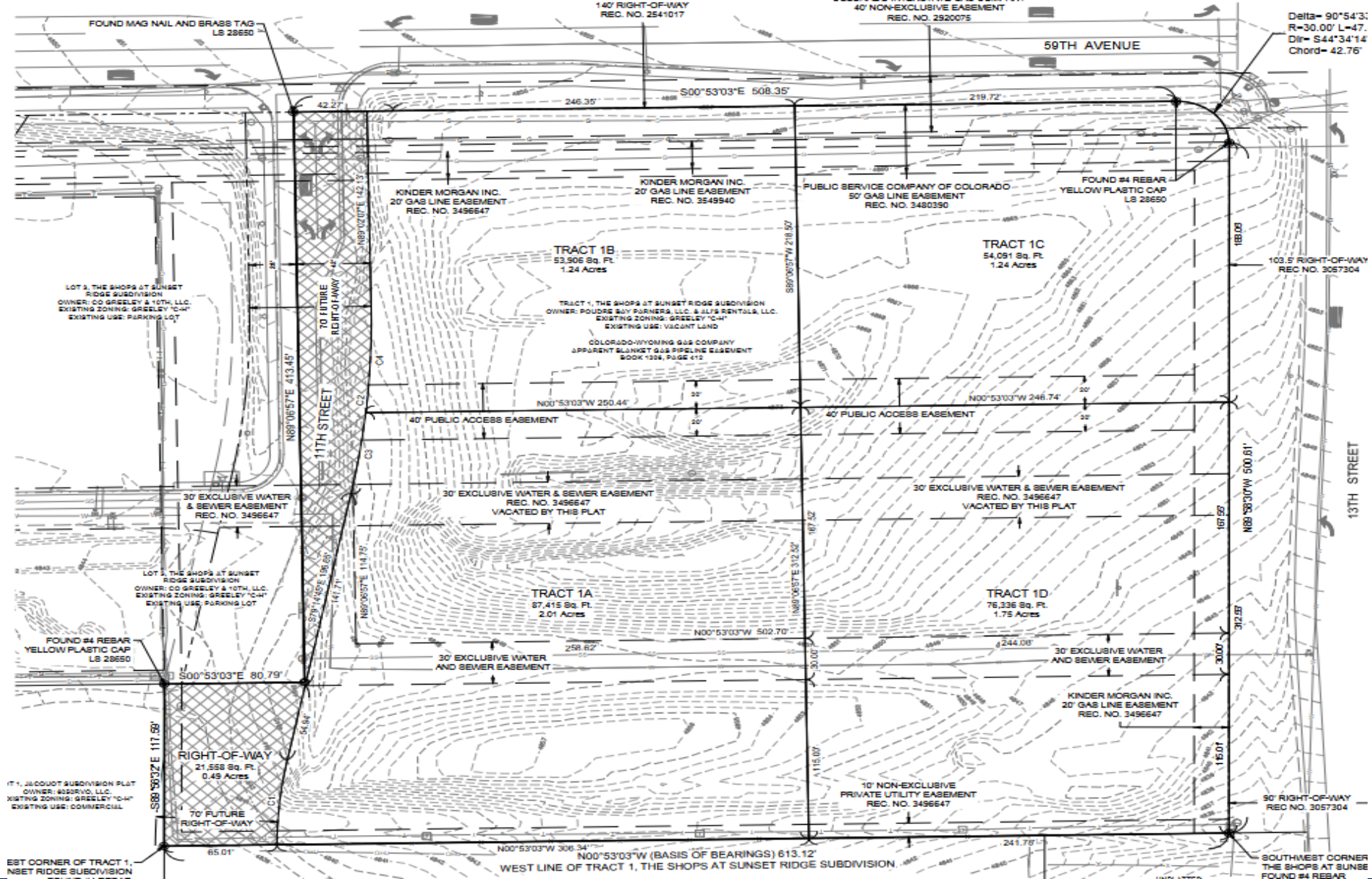
# Request & Site Background

- Request:
  - Approval of a Preliminary Plat to create four tracts
- Background:
  - Subject property is Tract 1 of Sunset Ridge Subdivision, 6.73 acres, approved/recorded in August 2007
  - Zoning is C-H (Commercial High Intensity), site has not been developed



# Location, Zoning





# Shops at Sunset Ridge Subdivision First Filing



# Considerations

## Approval Criteria

- Preliminary Subdivision Criteria, 24-203(b)(1)

## Notification

- 120 notice letters mailed
- 1000 ft notice boundary
- One sign posted on the property
- Web notice
- Staff is not aware of any opposition to the Subdivision

## Recommendation

- Staff recommends approval of Preliminary Plat based on compliance with Section 24-203(b)(1)
- Planning Commission is the Decision-Making Authority for a Preliminary Plat

# Recommended Motion



## Approval

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, **approves** the preliminary subdivision plat as presented.



# Alternative Motion



## Denial

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is not in compliance with Development Code Section 24-203(b)(1), and therefore, **denies** the preliminary subdivision plat.

# Planning Commission Agenda Summary

March 11<sup>th</sup>, 2025

## Key Staff Contacts:

Will Jones, Deputy Director of Public Works, 970-350-9751

Hanna Feldmann, Transportation Planner, 970-397-3957

## Title:

Mobility Development Plan

## Summary:

The City of Greeley Public Works and Transportation department has finalized the Mobility Development Plan as a key next step to implement the Greeley on the Go Transportation Master Plan – which was adopted by Planning Commission in January 2023 and City Council in March 2023.

The Mobility Development Plan (MDP) is a forward-looking roadmap designed to guide the city in enhancing mobility options and connecting to both local and regional destinations. Building on the foundation of the Greeley on the Go Transportation Master Plan, the MDP takes a deeper dive into transit and mobility services. As Greeley continues to grow, mobility services must be thoughtfully aligned to meet both current and future needs. The MDP outlines the current state of the system, sets forth a mobility vision and strategic goals, analyzes employment and population trends, and evaluates potential scenarios. It also advances a recommended scenario with actionable steps to create an improved transit and mobility system for the next 10 years. The MDP emphasizes the intrinsic connection between economic development, land use, and transportation, highlighting how mobility must evolve alongside the growth of the community.

After three rounds of public engagement over the past year, the Mobility Development Plan is ready for review by Planning Commission and then City Council. The Citizen's Transportation Advisory Board (CTAB) has recommended the plan for approval.

## Recommended Action:

Recommendation for adoption of the Mobility Development Plan.

## Attachments:

Mobility Development Plan – Document for Adoption





MOBILITY DEVELOPMENT PLAN

# Greeley Mobility Development Plan

Draft | February 2025





# Acknowledgments

Greeley Mobility

## Development Plan Steering Committee

|                  |                                                                                     |
|------------------|-------------------------------------------------------------------------------------|
| Sylvia M. Berry  | Top Tier Consulting and Training, LLC                                               |
| Robin Blakely    | 60+ Rides of Weld County                                                            |
| Deb Callies      | City of Greeley                                                                     |
| Wade Corrilis    | School District 6                                                                   |
| Jediah Cummins   | University of Northern Colorado/GURA                                                |
| Jay Dinges       | University of Northern Colorado                                                     |
| Bianca Fisher    | Downtown Development Authority                                                      |
| John Hall        | City of Greeley                                                                     |
| Aaron Hull       | North Front Range Metropolitan Planning Organization                                |
| Mike Millsapps   | Aims Community College                                                              |
| Garrett Mumma    | Colorado Department of Labor and Employment - Division of Vocational Rehabilitation |
| Mark Oberschmidt | City of Evans                                                                       |
| Meg Oren         | City of Greeley                                                                     |
| Evan Pinkham     | Weld County                                                                         |
| Sueann Swetzig   | UC Health                                                                           |
| Wendi Young      | Citizens Transportation Advisory Board                                              |
| Steven Younkin   | City of Greeley                                                                     |

## Greeley-Evans Transit Project Team

|                    |                                   |
|--------------------|-----------------------------------|
| Michelle Johnson   | City of Greeley (Project Manager) |
| Hanna Feldmann     | City of Greeley                   |
| Becca Vaclavik     | City of Greeley                   |
| Paul Trombino      | City of Greeley                   |
| Will Jones         | City of Greeley                   |
| Bhooshan Karnik    | City of Greeley                   |
| Victoria Leonhardt | City of Greeley                   |

## Consultant Team

|                      |                                           |
|----------------------|-------------------------------------------|
| Cady Dawson          | Felsburg Holt & Ullevig (Project Manager) |
| Sebastian Montenegro | Felsburg Holt & Ullevig                   |
| Rocio Ramirez        | Felsburg Holt & Ullevig                   |
| Amanda Denning       | Felsburg Holt & Ullevig                   |
| Jason Miller         | Fehr & Peers                              |
| Maggie Ostwald       | Fehr & Peers                              |
| Andy Meger           | Fehr & Peers                              |



### The Greeley Mobility Development Plan

The Greeley Mobility Development Plan (MDP) is a forward-looking roadmap designed to guide the city in enhancing mobility options, and connecting local and regional communities. Building on the foundation of the city’s Transportation Master Plan, Greeley on the Go, the MDP takes a deeper dive into transit and addresses specific local and regional mobility challenges and opportunities. As Greeley continues to grow, mobility services must be thoughtfully aligned to meet both current and future needs.

The MDP emphasizes the intrinsic connection among economic development, land use, and transportation, highlighting how mobility must evolve alongside these factors. The City of Greeley’s investment in mobility reflects its commitment to continuously adapt its transportation system to serve the city’s diverse communities. The MDP outlines the current state of the system, sets forth a mobility vision and strategic goals, analyzes employment and population trends, and evaluates potential scenarios. It also advances a recommended scenario with actionable steps to create an improved transit and mobility system for the next 10 years.

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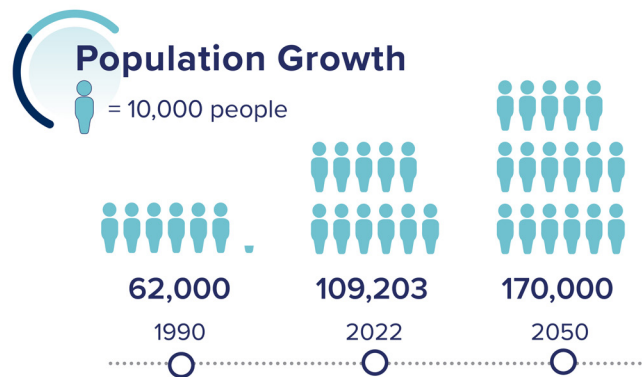


# 01

## State of the System

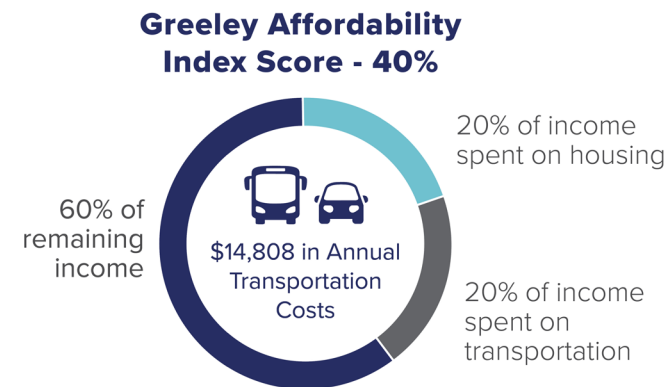
Understanding the City of Greeley’s existing conditions is important to identify the critical elements that should guide both public outreach and the development of mobility scenarios. Important factors to highlight include the city’s anticipated population growth, its relative affordability, and the high number of short trips made within the city. These elements, along with other factors outlined in this section, provide a comprehensive picture of a growing community with evolving mobility needs. The City of Greeley requires transportation solutions that not only address local travel demands but also integrate seamlessly with regional transportation patterns to support future growth, provide connectivity, and expand accessibility.

### Key Takeaways



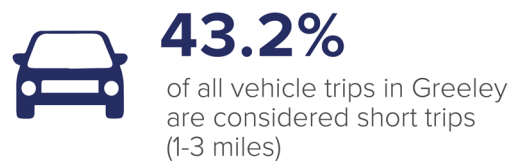
Source: U.S. Census Bureau American Community Survey (2018–2022)

### Housing and Transportation Affordability Index



Source: Center for Neighborhood Technology

### Short Trips and Key Destinations



### Community Profile

Situated within the Front Range urban corridor and surrounded by expansive agricultural land, the City of Greeley has become one of the fastest growing areas in the region and in the State of Colorado. The city is also characterized by its young demographic makeup as it is home to the University of Northern Colorado (UNC) and Aims Community College. The estimated population in Greeley and the Greeley metro area stands at 109,203 and 350,176, respectively. Since 1990, the city has nearly doubled its population, and it now boasts a relatively young median age of 31.5 years old (compared to 34.4 for Weld County and 36.7 statewide). The city is made up of a broad range of communities with nearly half of the population (47 percent) identifying as a Person of Color. Based on data from the North Front Range Metropolitan Planning Organization (NFRMPO), the city’s population is expected to grow to almost 170,000 people by 2050.

Greeley’s public transportation services connect to nearby cities and towns, fostering connectivity through local and regional services. Notable among these are Evans, with a population of 22,000 and Garden City, home to approximately 250 people. Greeley’s regional transportation services also extend to nearby cities such as Windsor, Loveland, and Fort Collins, all sizable population centers with 34,000, 76,500, and 169,000 residents, respectively.

### Household and Employment Trends



Greeley’s diverse economy is anchored in education, health care, and manufacturing.



The city is adding multifamily housing at a faster rate than single-family development.

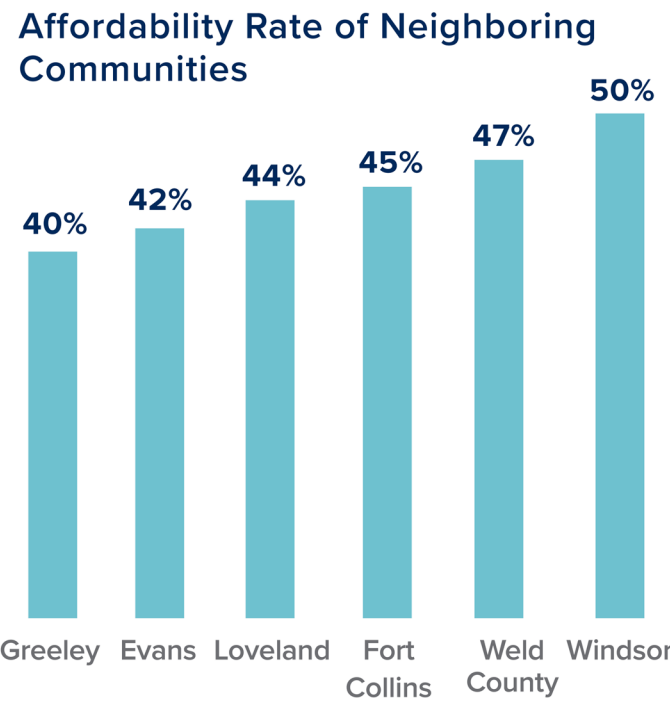


Major transportation routes and supporting mobility services are critical to Greeley’s economic growth, as access to these routes influences development and job opportunities in key employment areas.

### Housing and Transportation

Based on the most recently available U.S. Census Bureau data (2022), the median household income in the City of Greeley is \$69,338, compared to \$91,565 in Weld County and \$89,302 in the State of Colorado. The Housing and Transportation (H+T) Affordability Index is a valuable measure used to understand how transportation and housing costs impact communities and how communities can plan for more equitable and affordable options.

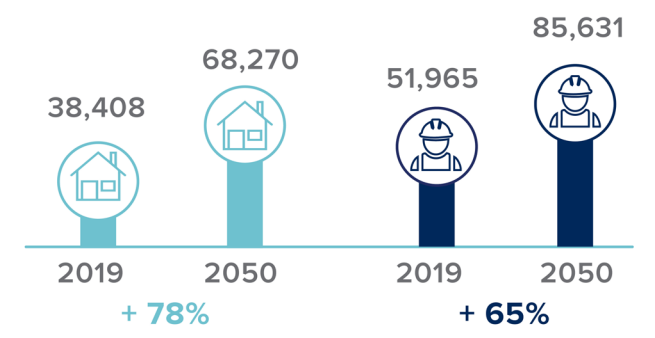
The share of income a household allocates to both housing and transportation expenses serves as a valuable indicator for gauging a community’s affordability. Communities where this combined expense exceeds 45 percent of income are considered financially overburdened. Transportation, including the costs of travel and the costs of vehicle ownership, is typically the second largest expenditure for households. In Greeley, transportation costs account for 20 percent of residents’ spending, while housing expenses also make up an average of 20 percent of an individual’s income. This combined affordability rate of 40 percent is favorable when compared to neighboring areas like Evans, Loveland, Fort Collins, Weld County, and Windsor, where the respective expenditure ratios for housing and transportation are 42, 44, 45, 47, and 50 percent, respectively.



### Socioeconomic Trends

In alignment with Imagine Greeley’s Land Use Guidance Map, most new households are forecasted on the west and southwest side of the city, while employment is forecasted to be split between downtown and along the US 85 and US 34 corridors.

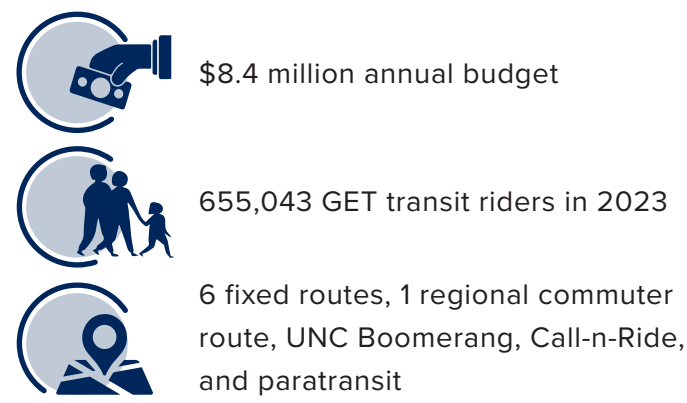
### Household and Employment Growth



## Greeley-Evans Transit Overview

Greeley-Evans Transit (GET) is a public transportation provider that operates fixed-route bus service within Greeley, Garden City, and Evans, including UNC (UNC Boomerang). GET also operates the Poudre Express, a regional commuter bus service connecting Greeley to Windsor and Fort Collins. Paratransit service associated with fixed route service, as well as a Call-n-Ride service is also provided by GET.

### GET Snapshot



## US 34 Transit

The NFRMPO is currently working on a US 34 Transit Plan that will identify scenarios, capital investments, and phasing options for premium transit along US 34 between Loveland and UNC. The study also aims to evaluate the potential for bus lanes, queue jumps, transit signal priority, and/or other transit investments to complement the new service. Future service and infrastructure improvements will be vital investments for this southern corridor to better connect Greeley communities.

## Community Connectivity

Assessing how effectively transit serves a community involves evaluating how well it covers and connects key activity centers. In Greeley, 10 locations have been identified as key activity centers to understand origin and destination patterns of travelers. Evaluating

the extent to which the key activity centers are accessible by transit and how efficiently they are linked to one another provided insights into transit performance and opportunities for improvement for the GET system.

## Travel Connectivity Comparison

Available traffic data was used to develop a travel connectivity matrix to understand travel times by car between the 10 activity centers in Greeley. The comparison showed that most car trips within Greeley take 15 minutes or less. To evaluate transit travel times, the project team used Google Maps’ transit trip planner to determine the fastest weekday transit routes during peak hours. Transit travel times were compared to car travel times as ratios (e.g., 2.0 = twice as long, 3.0 = three times as long, 4.0 = four times as long).

Findings reveal significant disparities, with transit trips generally taking much longer in Greeley. The best-case transit scenario is 1.6 times longer than by car (five minutes by car vs. eight minutes by bus), while the worst case is 13.5 times longer (two minutes by car vs. 27 minutes by bus). These results highlight the challenges of transit connectivity within Greeley and emphasize the need for improvements to make public transportation a more viable and competitive alternative to car travel.



GET Opportunities



Evaluate opportunities to implement Mobility Oriented Development (MOD) to integrate land use and mobility solutions



Rebuild post-pandemic ridership



Provide more direct routes between key points



Pursue pilot programs for new mobility service types



Develop regional transit connections



Explore transitioning to alternative fuels and technologies

Mobility Hubs

The I-25 North Express Lanes project is implementing mobility hubs along the I-25 corridor to enhance multimodal access and promote regional transit connectivity in northern Colorado. The Centerra Loveland Mobility Hub is located along a new section of Kendall Parkway, north of US 34, within a transit-oriented development in Loveland. The Loveland Mobility Hub features center loading for more efficient travel, multimodal access, parking, and stops for local transit

services. The introduction of mobility hubs and their supporting infrastructure is crucial for connecting transit services and communities along the Front Range. The Mobility Enhancements for Regional Growth and Equity (MERGE) project is also currently underway. This project will establish a regional mobility hub between two grade-separated interchanges at 35th Avenue and 47th Avenue, enabling safe and convenient pedestrian and micromobility connections between the north and south sides of Greeley. These elements together will shape both near- and long-term transportation scenarios, driving the recommendations for improved mobility, accessibility, and connectivity in the region.

The city plans to leverage mobility hubs so that they play a larger role in the development of future service to act as both anchor points for routes and catalysts for multimodal travel throughout the city (e.g., 131st Ave. and US 34 Mobility Hub).

Emerging Technology

The City of Greeley is introducing several emerging technology projects to enhance its transportation services. All of which will play a significant role in shaping mobility improvements over the next 10 years.

A key initiative is the upcoming 12-month micromobility pilot, introducing bikeshare and scooter-share options to key areas such as UNC and downtown. Additionally, Greeley has launched a Mobility on Demand (MoD) pilot program aimed at exploring microtransit solutions. This pilot will address operational challenges while expanding transit access to communities east of US 85 near 1st Avenue. Further enhancing mobility options, the city plans to launch a MaaS app that will integrate all mobility modes, to ensure a seamless interaction with other transportation choices.





# 02

## Community and Stakeholder Engagement

Collaborating with community members and stakeholders is essential in shaping the foundation and direction of any planning project. MDP engagement with the Greeley community included online and in-person formats, and used tools like comment maps, surveys, and open discussions. Insights from the three engagement phases allowed the development of context-sensitive recommendations, and resulted in a plan that outlines mobility improvements for the next decade. This roadmap, developed and informed by community members and stakeholders, will guide Greeley in expanding mobility services, enhancing local and regional transit, and improving connectivity across the city.

### Key Takeaways

#### Phase 1 Engagement Themes



- Improve multimodal connections
- Enhance local and regional connectivity
- Offer additional accessible mobility options
- Improve service frequency

#### Phase 2 Engagement Themes



- Improve service frequency
- Expand evening and weekend service
- Increase availability of mobility options (e.g., e-bikes/e-scooters) to connect to nearby destinations
- Provide regional connectivity to destinations outside Greeley, including other parts of the Front Range

## Engagement Overview and Objectives

The outreach approach for the Greeley MDP consisted of three phases aimed at identifying transportation barriers and opportunities for mobility improvements in Greeley and surrounding areas. The strategy also sought to raise awareness of the city's commitment to enhancing connectivity to support a better quality of life. To ensure broad community participation, outreach efforts included the use of various accessible tools, such as a project-specific webpage, social media, online comment maps, in-person events, surveys, and interactive activities, that offered multiple avenues for feedback and engagement.

### Phase 1

The first phase of engagement, spanning from April to June 2024, built on the dialogue established during Greeley on the Go, laying the groundwork for a broader conversation on how mobility will evolve alongside the growing community. This phase focused on creating a strong digital presence by using online platforms, interactive virtual comment maps, press releases, video content, and social media. In-person strategies included advertising on GET buses and attendance at local events such as Bike to Work Day. A key component of the first phase was the formation of a Steering Committee, made up of representatives from various organizations, agencies, and institutions, to provide local insights and guide engagement and project efforts. The Steering Committee's

first meeting, held on April 16, 2024, helped develop an overall vision and identify metrics for plan development. Additionally, the Greeley MDP was introduced to the Greeley Citizens Transportation Advisory Board in late June 2024, with a brief presentation on project progress and a summary of initial feedback received during the first phase of engagement.

The City of Greeley's Facebook posts during the first phase of engagement garnered 8,367 impressions, with community comments highlighting the need for bike lanes, improved sidewalk connectivity, better roadway and pothole maintenance, enhanced traffic safety at intersections, speed limit changes, and a proposed shuttle program along busy corridors. Nearly 370 people visited the Speak-Up Greeley site, which featured an interactive commenting map for users to drop pins indicating transportation challenges and opportunities. The map, organized into five commenting categories, including transit, biking, walking, micromobility, and mobility devices, received 87 total contributions (35 for walking, 33 for transit, 12 for biking, 4 for mobility devices, and 3 for micromobility.)

Key themes to emerge from the interactive commenting map during Phase 1 engagement include a desire for improved regional and local connectivity, with calls for expanded connections to Loveland and Denver International Airport, and better links to medical facilities, major corridors, and the City of Evans.

Other themes include a clear demand for increased transit service frequency, coverage, and weekend service. Accessibility and safety were major concerns, with feedback highlighting the need for more accessible transit options, strategically located mobility hubs and bus stops, and better pedestrian infrastructure for people with disabilities, including enhanced lighting, crossings, and regular maintenance. Respondents also expressed the need for improved pedestrian and bike crossings, and safer routes across major roads and around key areas such as hospitals and schools.

Phase 1: By the Numbers

- 8,367 Social media post impressions
- 368 Speak-Up Greeley site visits
- 87 Commenting map contributions
- 70 Newsletter distributions

Commenting Map Results by Mode



Phase 2

The second phase of engagement, spanning September and October 2024, focused more heavily on in-person engagement, featuring five in-person pop-up events, flyering, a second Steering Committee meeting, a presentation with the Weld County Mobility Committee, and

plan update to City Council. These activities were in addition to the continued use of the project-specific webpage, social media, surveys, and interactive activities.

The second phase of engagement asked community members to review near- (0-2 years) and long-term (3-10 years) mobility scenarios featuring phased service improvements. The project team developed the scenarios in collaboration with GET and Greeley staff, using the Mobility Umbrella developed as a part of the Greeley on the Go transportation plan, community feedback, and analysis of the current GET system. The near-term scenario (0-2 years) showed a modified network focused on bus routing improvements, enhanced service frequency, and additional microtransit options. The long-term scenario presented a completely updated network focused on enhanced transit service corridors, improved micromobility options, and microtransit zones across the city. Phase 2 engagement focused on obtaining feedback through an in-person and digital survey, inviting community members to prioritize tradeoffs and provide more detailed input on direct routing changes for the GET system.

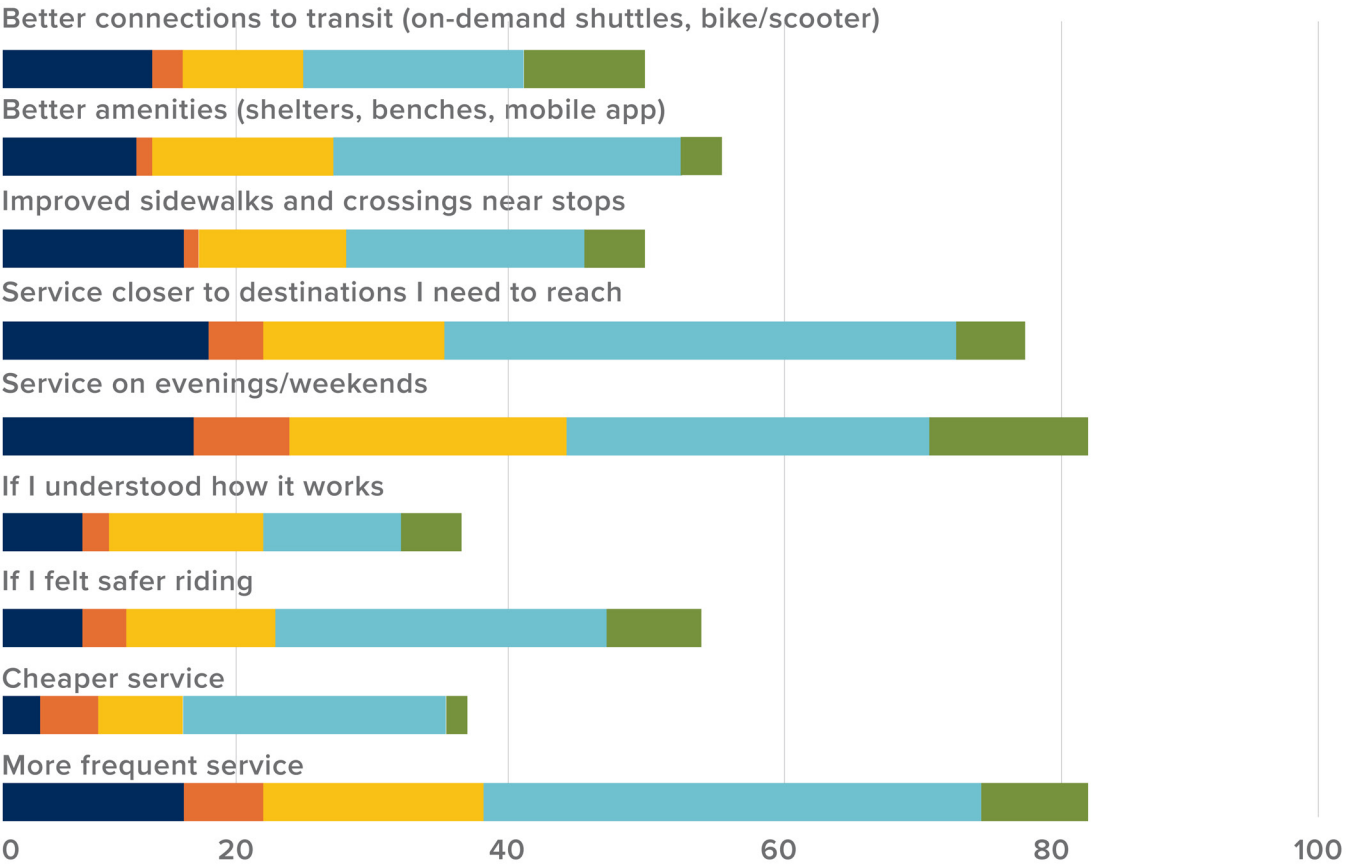
Phase 2 In-Person Results

In-person feedback centered on two key questions related to the near- and long-term scenarios:

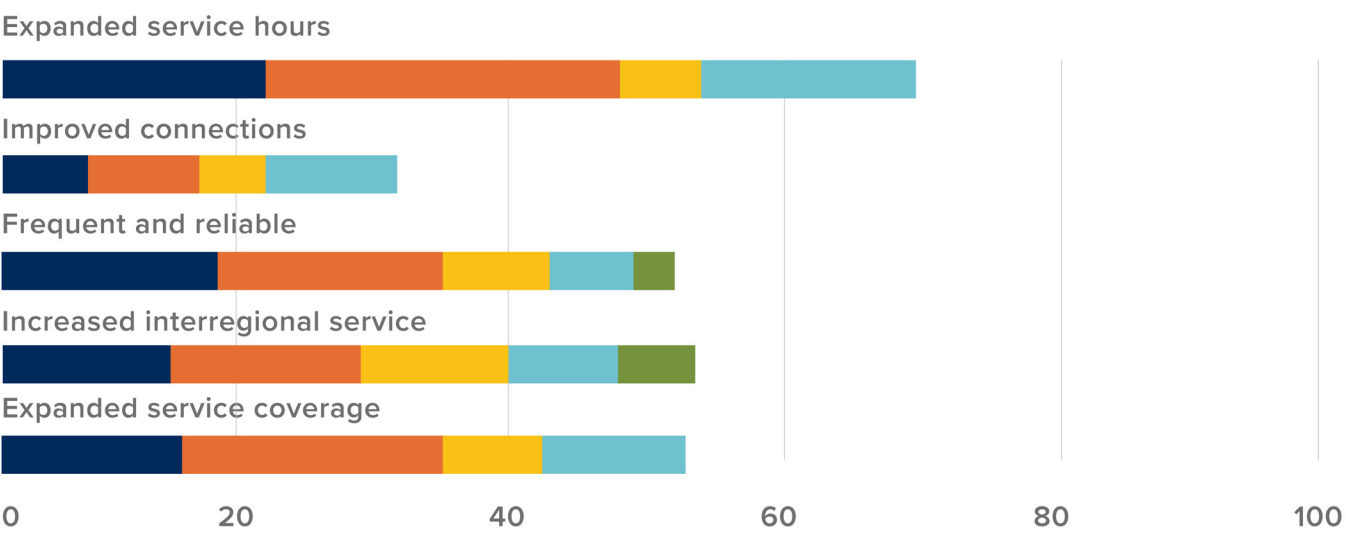
- How services can be adjusted to better address community needs
- Whether potential changes could encourage more people to use GET services and other mobility options

The results from the five pop-up events are shown on the right.

Would any of the options below encourage you to use transit more often?



Which types of improvements are most important to you?





Pop-ups held in September and October 2024 included events at Friday Fest, the Greeley Evans Regional Transit Center, Greeley Recreation Center, Greeley Family FunPlex, and Farmers Market. In total 240 people were reached at in-person events. When community members were asked what would encourage them to use transit service, many noted that more frequent service, service on evenings and weekends, and service closer to specific destinations would be helpful. Community members also noted that the most helpful improvement for current service would be to expand service hours. Other key takeaways from Phase 2 engagement are highlighted below.

In-Person Engagement Takeaways

-  Expand service hours to later in the evening to accommodate late work schedules
-  Enhance service efficiency and more frequency
-  Improve and expand connectivity to local and regional destinations
-  Expand service on weekends
-  Provide additional mobility options (e.g., e-bikes/e-scooters) to complete shorter trips

Phase 2 Online Engagement Online

Online engagement focused on a prioritization survey mirroring the in-person activity, with added educational components. Using this approach enabled participants to respond to more detailed questions about potential service changes, new mobility services, and the development of mobility hubs.

Phase 2: By the Numbers

- 420 Social media post impressions
- 463 Speak-Up Greeley site visits
- 87 Survey contributions

Survey Results

-  Frequent and reliable service was selected as the most important transit improvement
-  Expanding fixed-route service coverage was prioritized over adding microtransit service to connect to fixed-route service
-  Bicycle and pedestrian access to mobility hubs, bus shelters/benches, and real-time information were ranked as the top three components needed at mobility hubs
-  More frequent service, evening service, service to desired destinations were ranked as top improvements that would encourage more transit use

UNDER DEVELOPMENT: Phase 3

This section will be updated after the public review period of the Mobility Development Plan is complete in early 2025. This section will summarize what was heard from the public and key stakeholders.





# 03

## Vision and Goals

The Greeley on the Go transportation planning effort developed a cohesive transportation vision and framework, the Mobility Umbrella, through a collaborative process with city staff, stakeholders, and community members. This vision and framework was advanced and used for the Greeley MDP to ensure alignment with previous transportation initiatives. Additionally, the mobility goals from Greeley on the Go were adapted to support this effort, enabling the development of consistent objectives. By maintaining a unified vision and clear goals, recommendations for enhanced mobility will be strategically aligned to meet community needs across various planning efforts.

### Greeley on the Go Vision

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

#### Multimodal System & Community Access



1.

A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.

2.

A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

#### Environment & Technology



1.

An innovative, flexible, and adaptive mobility network that embraces change and integrates new and emerging technologies.

2.

Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

#### Funding & Strategic Investments



1.

An economically vibrant and resilient mobility network built on strategic investments while fostering community trust through transparent and inclusive decision-making.

2.

A strategically planned and funded mobility network operating in a state of good repair that leverages existing and advances new mobility infrastructure investments.

#### Information & Education



1.

A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.



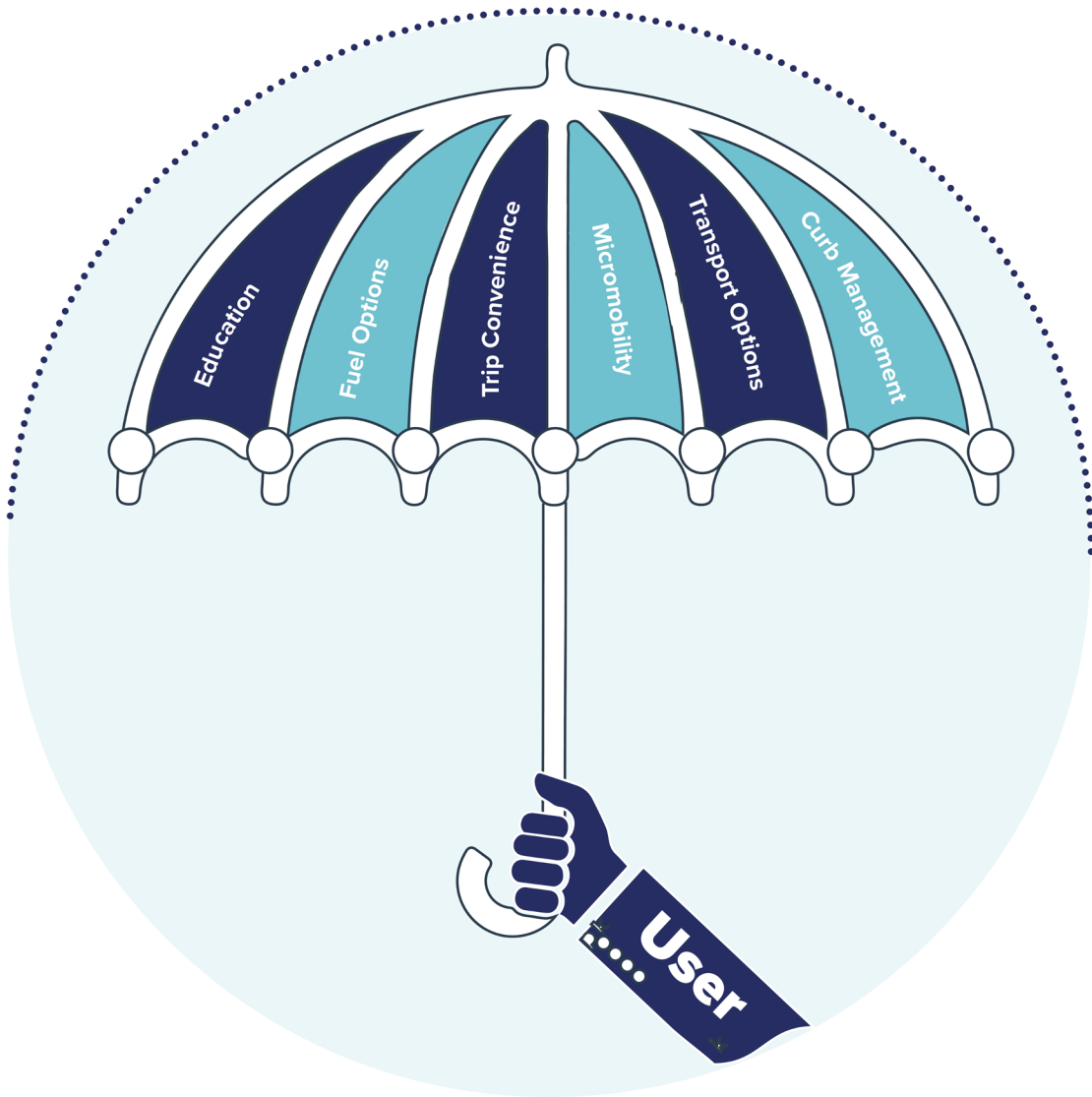
The Mobility Umbrella framework serves as a comprehensive approach for organizing transit services and mobility programs under a unified initiative. Its purpose is to expand the definition of transit, incorporating a variety of mobility options offered by GET. The Mobility Umbrella incorporates transit, on-demand services, shared mobility, e-mobility, curb management, and micromobility (e.g., bikes and scooters) to create a comprehensive, user-centered transportation network.

The Greeley on the Go plan identified several reasons for adopting this framework, including evolving community needs, the growing diversity of mobility options, and the necessity to approach transit in a more comprehensive way to improve access, equity, and service efficiency.

The MDP leverages the Mobility Umbrella framework as a foundational approach to identify solutions for Greeley's mobility services. Together with the MDP Vision and goals, this framework fosters the development of integrated mobility focused on the user. It emphasizes access to a variety of connected mobility options, enabling various trip types. Education, Fuel Options, Trip Convenience, Micromobility, Transport Options, and Curb Management make up the key elements of the Mobility Umbrella, shown on the right.



Greeley on the Go - Mobility Umbrella



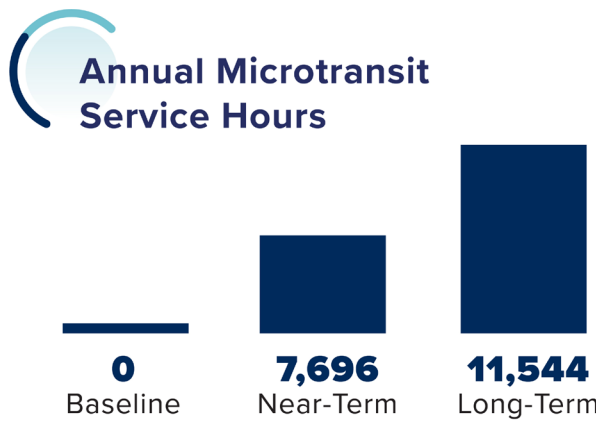
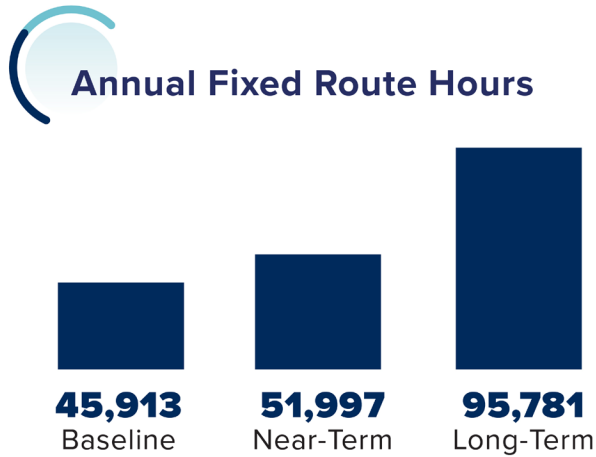


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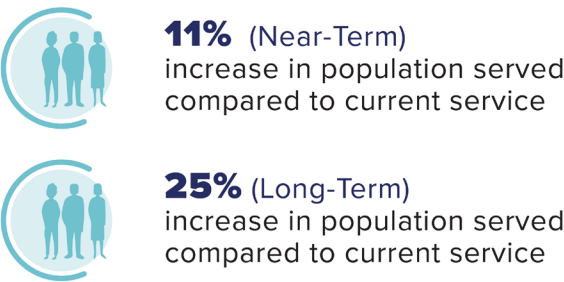
Mobility  
Analysis and  
Recommendations

GET initially explored three route types—Core (high-frequency in high-demand areas), Community (local coverage-focused), and Connect (interregional and first-mile/last-mile connections). The project team developed three scenarios based on these route types for potential 10-year implementation: a modified network with minimal changes, a reimagined core-focused network, and a reimagined network emphasizing growth and redevelopment. As the scenarios were refined, they were restructured to fit within a framework of near- (0-2 years) and long-term (3-10 years) plans, while still advancing the original route principles for guidance.

Key Takeaways



Population Served by Near- and Long-Term Recommendations



Mobility Scenario Objectives

The near- and long-term scenarios provide a roadmap for immediate improvements to the GET network, with a gradual transition over 10 years as needs grow and resources become available. The near-term scenario focuses on operational improvements, connections to Centerplace, and a microtransit pilot within a 2-year timeline. Building on this foundation, the long-term scenario spans between 3 and 10 years and emphasizes network expansion, increased service hours and frequency, and targeted microtransit zones to support Greeley’s rapidly developing areas.

Mobility Scenario Considerations

- Use consistent frequency intervals, such as 15, 20, 30, or 60 minutes, to provide a dependable transit schedule
- Ensure every route has a layover opportunity to provide driver relief time
- Simplify the directionality of routes to improve route planning
- Relocate Transfer Center from the Greeley Mall to Centerplace

Near-Term Scenario Considerations and Recommendations

The near-term scenario was developed through collaboration with Greeley and GET staff, stakeholders, and community members. This iterative process refined a fixed-route network

designed to deliver reliable, frequent transit tailored to community needs. Community input highlighted necessary route modifications, extended service hours, and increased frequency. Equity improvements for East Greeley, school-age mobility needs, and shifting the transit anchor to the Centerplace area were addressed through further refinement of the near-term recommendation. These insights, combined with feedback on current mobility pilots, shaped the final near-term recommendation.

Long-Term Scenario Considerations and Recommendations

The long-term scenario, like the near-term, was developed through a collaborative and iterative process. Community and stakeholder input continued to emphasize the importance of expanded service hours, as well as increased frequency, and noted that stronger regional transit connections may be needed over the next 10 years. Long-term recommendations include converting Routes 1 and 5 to bus rapid transit (BRT) service with extended evening hours and improved frequency. Additional improvements focus on expanding coverage into West Greeley to accommodate future development and introducing a West Greeley microtransit service to support the growing population in this area. These modifications aim to provide greater connectivity throughout the City of Greeley, continue to build the mobility hub network, and help foster greater transit use for local and regional travel needs.



# Near-Term Recommendations

Mobility Hubs

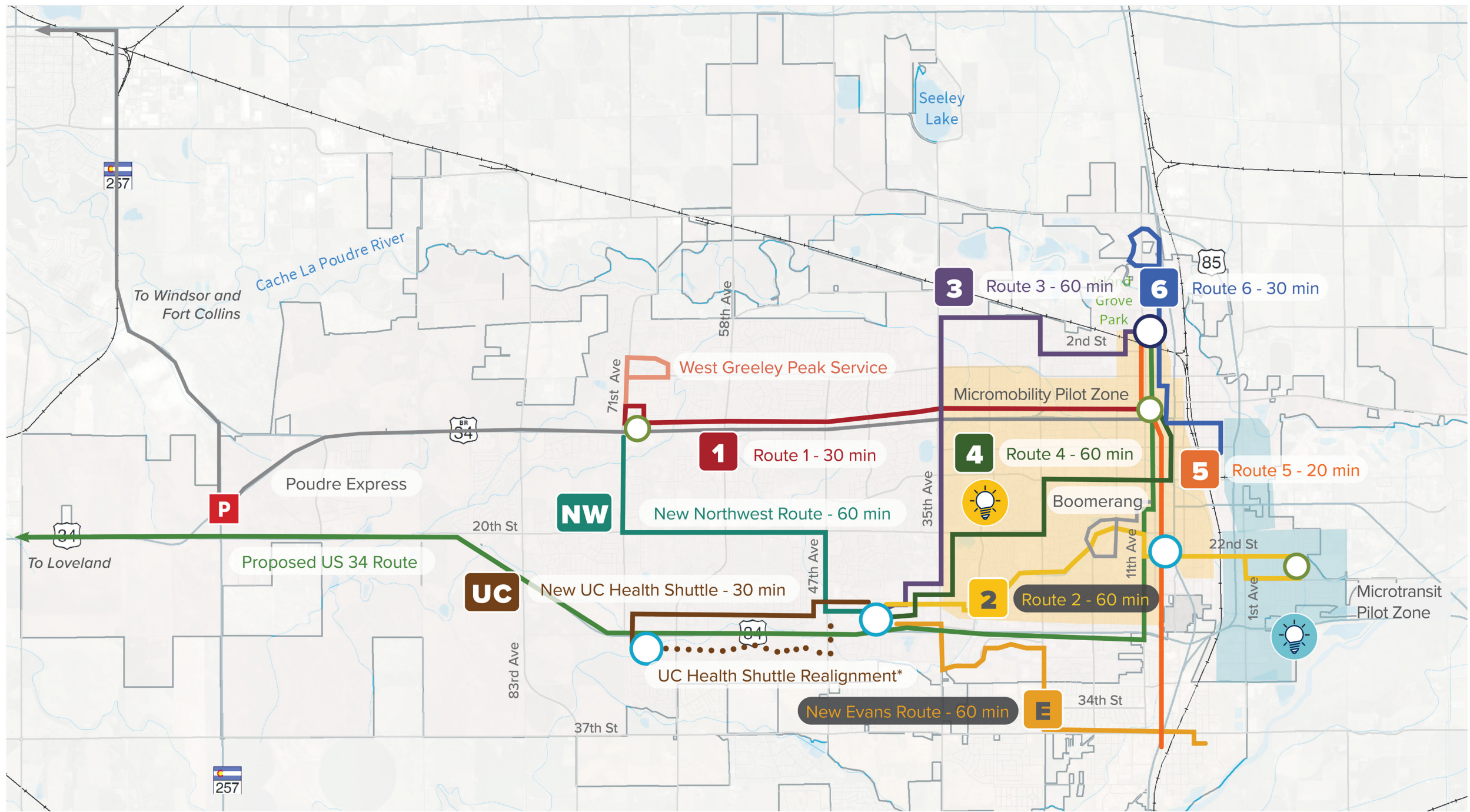
- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub

New Service

Covering central Greeley, this area currently serves as the "Micromobility Pilot Zone". Here, electric scooters, bicycles, and other devices are available for short-term use within a defined geographic boundary. Riders can rent shared e-bikes and e-scooters through a smartphone app, supporting convenient and sustainable transportation options. The zone will be evaluated when the pilot program concludes to determine expansion opportunities.

New Service

Microtransit is an on-demand service using small shuttles within designated areas with trips typically requested through a smartphone app. Microtransit service can connect neighborhoods to fixed-route transit and address mobility needs in areas like East Greeley, where fixed routes are currently unavailable. It offers a flexible, near-term solution that can evolve into fixed-route service as demand increases and infrastructure expands.



\* Roadway improvements are anticipated in the near term, and the route will be realigned when construction is complete.



# Long-Term Recommendations

## Mobility Hubs

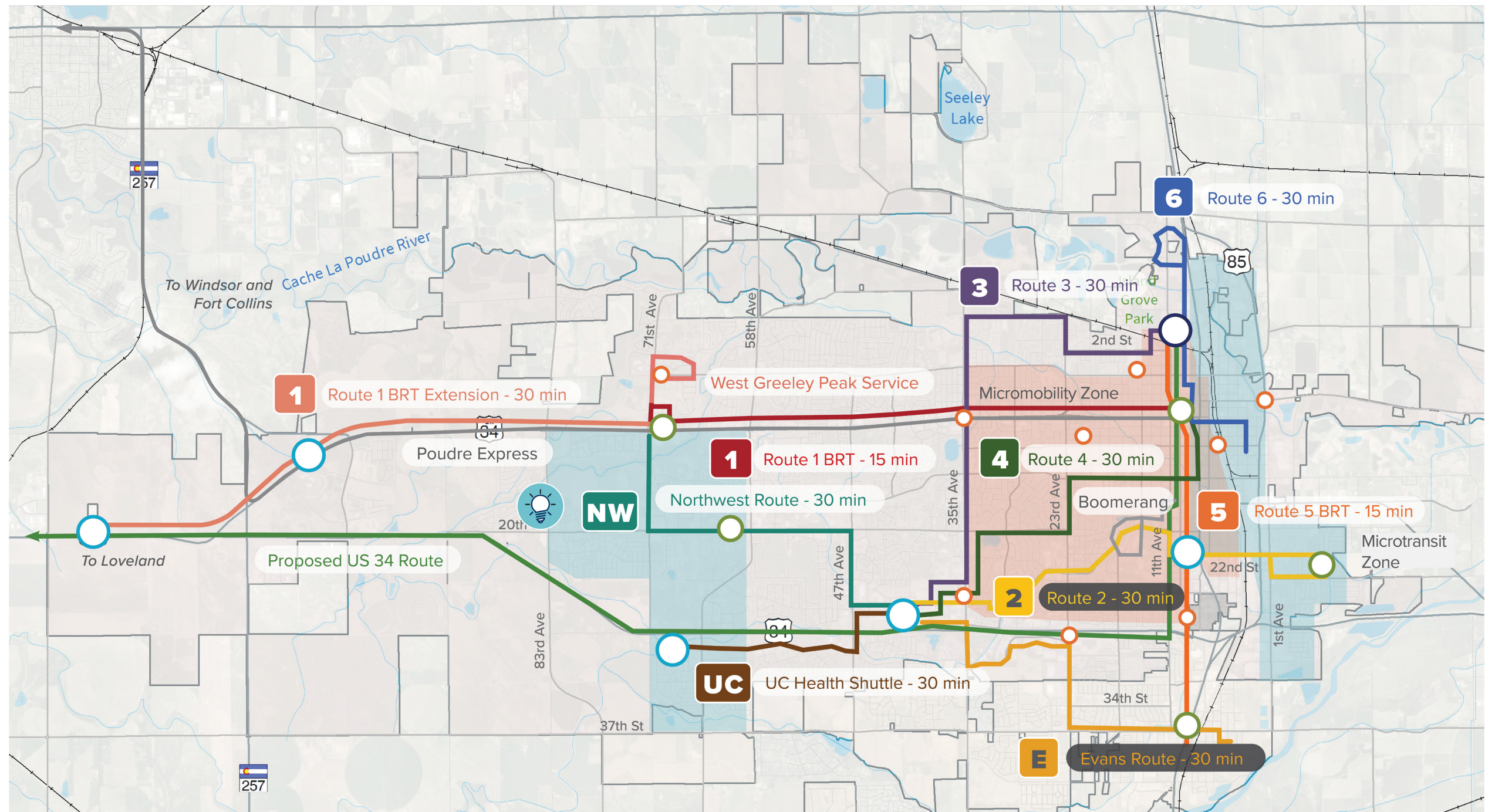
- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

## New Service

Another microtransit zone will be established in West Greeley to provide mobility options for new and growing areas of the city. Exact extents for the zone have not been determined and will depend on future development and community needs in this area.

## Neighborhood Hubs

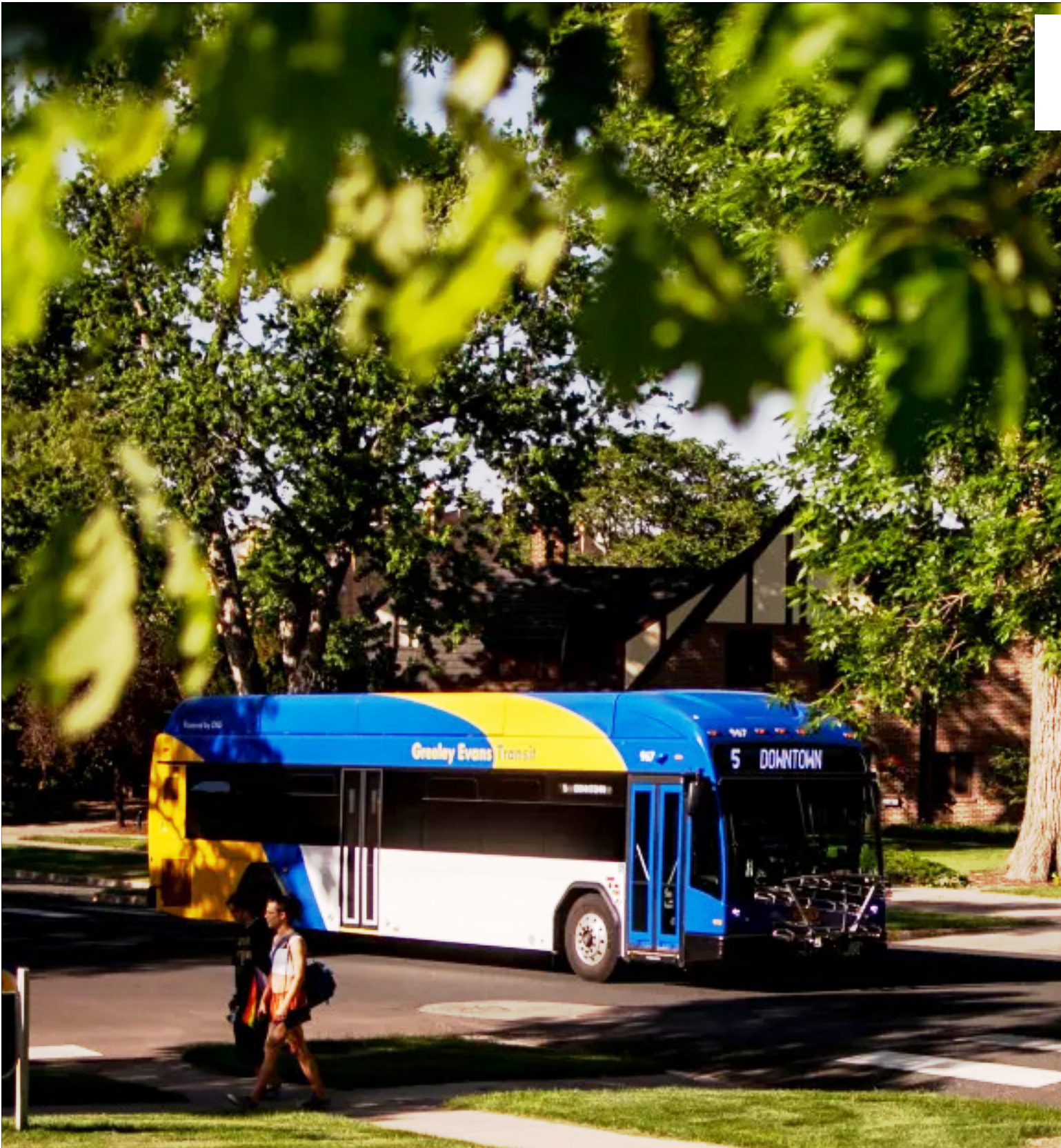
Neighborhood hubs are not spatially located in the near- and long-term maps. However, the proposed locations for the three tiers of mobility hubs, Regional, Community, and Neighborhood, are provided on pages 34 and 35. These locations were identified with consideration for neighborhood contexts and potential future development.





Recommended Service Improvement Concepts

| Route                            | Near (0-2 Years)       | Mid (2-6 Years)                                      | Long (6-10 Years)                                        |
|----------------------------------|------------------------|------------------------------------------------------|----------------------------------------------------------|
| <b>1</b>                         | Split into two routes  | Increase frequency, and extend weekday service hours | Extend route alignment, and extend weekend service hours |
| <b>2</b>                         | New route alignment    | Increase frequency                                   | Extend weekday service hours                             |
| <b>3</b>                         | Change endpoint        | Increase frequency                                   | Extend weekday service hours                             |
| <b>4</b>                         | New route alignment    | N/A                                                  | Increase frequency                                       |
| <b>5</b>                         | Change endpoint        | Extend weekday service hours                         | Increase frequency                                       |
| <b>6</b>                         | Extend route alignment | N/A                                                  | N/A                                                      |
| <b>UC</b><br>New UC Health Route | New route              | N/A                                                  | N/A                                                      |
| <b>NW</b><br>New Northwest Route | Split from Route 1     | N/A                                                  | N/A                                                      |
| <b>E</b><br>New Evans Route      | New route              | N/A                                                  | N/A                                                      |
| Boomerang                        | N/A                    | N/A                                                  | N/A                                                      |
| Poudre Express                   | N/A                    | N/A                                                  | N/A                                                      |
| East Greeley Microtransit        | New service zone       | N/A                                                  | N/A                                                      |
| West Greeley Microtransit        | N/A                    | N/A                                                  | New service zone                                         |





# Mobility Framework

The new strategic direction for Greeley aims to extend beyond traditional transit by offering an integrated mobility system, referred to as the Mobility Umbrella, first introduced in the Greeley on the Go Plan. This framework focuses on providing users with seamless access to various interconnected mobility options.

To better understand the potential locations for these services, the project team developed a methodology to identify areas where mobility solutions are most likely to succeed, as well as how and where they can provide opportunities for connectivity across different modes. This methodology outlines various mobility services, along with an analysis of potential demand, that consider residential and commercial development, historically underserved populations, areas with a high number of short trips, and existing infrastructure.

## Mobility Hubs

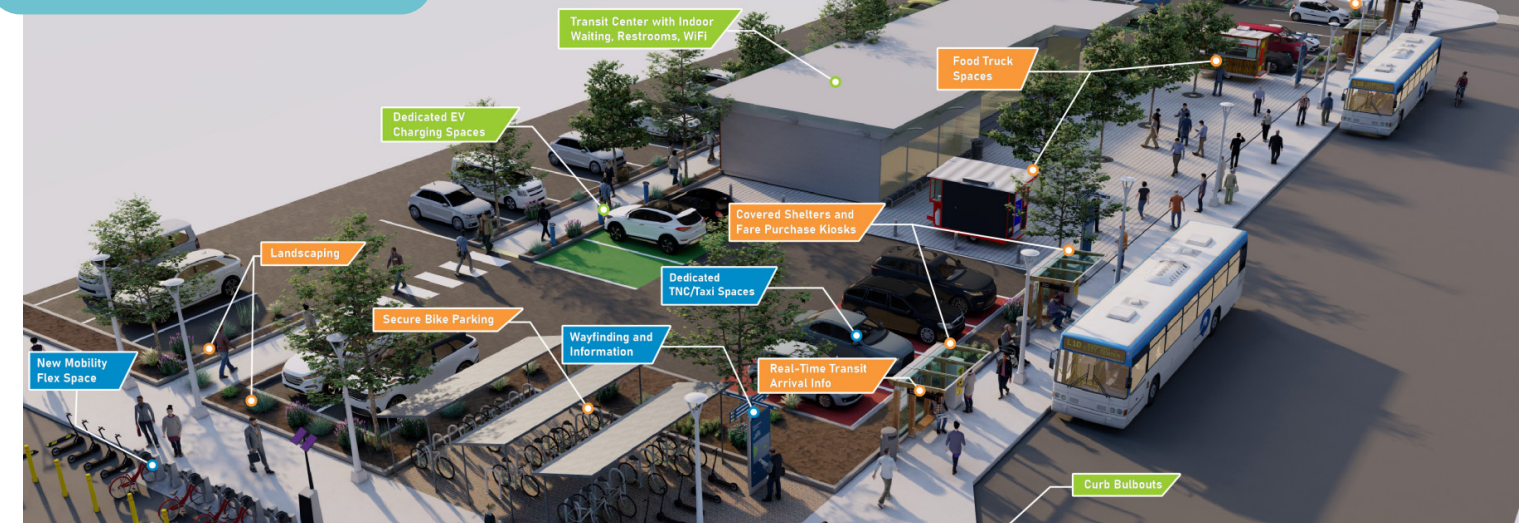
Greeley aims to use mobility hubs as key elements in future transportation services, functioning as anchor points for transit routes and providing an opportunity to expand mobility access and local and regional connectivity. Mobility hubs will integrate GET with various shared mobility options (e.g., micromobility, carshare, ridehailing) and improved infrastructure (e.g., sidewalks, bicycle facilities) to

create vibrant community centers and neighborhood spaces. Mobility hubs will simplify transfers between different modes of transport, fostering a more efficient and accessible transportation network. This project developed tiers of mobility hubs that align with mobility scenarios, route changes, and potential future growth, as highlighted below.

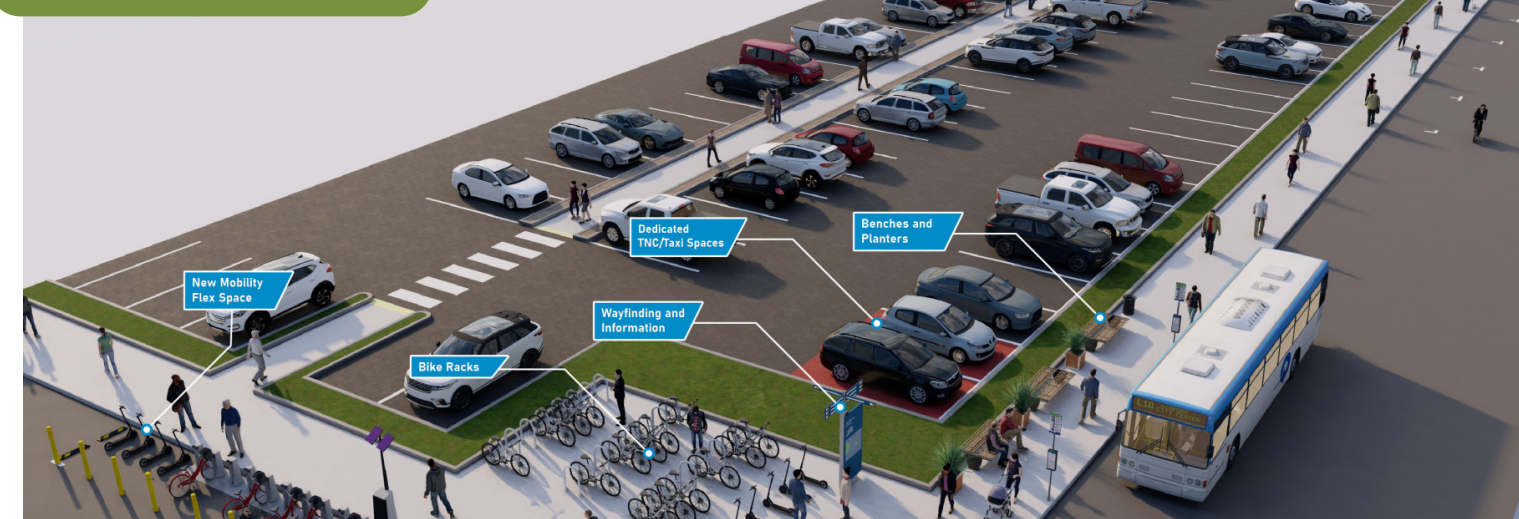
## Mobility Hub Typologies

- Regional Hub:** Provides connections to local, regional, and interregional transit systems, regional trails, mobility options and first/last mile service. Regional hubs focus on a broader scale, integrating services such as Bustang, Bustang Outrider, GET regional routes, NFRMPO Vanpool/Carpool, Park-n-Ride, and/or Denver Airport shuttle services.
- Community Hub:** Connects the local transit system with first/last-mile services and provides community-focused mobility options. The aim is to serve the larger community by connecting major transit routes with appropriate amenities and services.
- Neighborhood Hub:** Primarily focuses on providing first/last-mile connectivity to local or regional transit systems, with context-appropriate mobility services. These hubs operate at a smaller, neighborhood-scale and offer links to other services like micromobility or microtransit.

### Regional Hub



### Community Hub



### Neighborhood Hub





Mobility hubs can vary in size, programming, and design to respond to the context and function of each location. Factors that influence the investment level in a mobility hub include existing transit service, land use characteristics, and population and employment densities. Regional, Community, and Neighborhood hubs in Greeley will not only be tailored to their locations and the communities they serve, but guided by a general framework to identify needed amenities. Potential mobility hub components are categorized under mobility options, information, infrastructure, and amenities and programs. The type of mobility hub helps determine which amenities are appropriate for its classification. While it is important to follow the guidance on amenities for mobility hubs, each mobility hub will also be adapted to address the specific needs of its surrounding area and anticipated growth, ensuring each hub is well-equipped to support current and future mobility demands.

In tailoring each mobility hub, the project team developed a methodology based on demographic and mobility data collected at the initiation of the project. Methodologies included factors such as population and employment density, activity centers, short trips, transit connections, microtransit/ridehailing services, micromobility, carshare options, and park-and-ride locations. The project team then used the data points to determine the most suitable locations for future Regional, Community, or Neighborhood mobility hubs. Greeley staff will assess the identified factors during development and redevelopment to ensure appropriate mobility services are integrated. When a site meets the criteria, a mobility hub with the proper classification will be implemented to meet community needs effectively.

Mobility Hub Typologies

|                  | Mobility Options         |              |                    |                       |          | Information                   |                    |                                | Infrastructure    |                                |                                              | Amenities and Programs |         |                                   |                         |             |          |                           |                 |                         |                   |                            |                       |
|------------------|--------------------------|--------------|--------------------|-----------------------|----------|-------------------------------|--------------------|--------------------------------|-------------------|--------------------------------|----------------------------------------------|------------------------|---------|-----------------------------------|-------------------------|-------------|----------|---------------------------|-----------------|-------------------------|-------------------|----------------------------|-----------------------|
|                  | V - Vital                |              |                    |                       |          |                               |                    |                                |                   |                                | P - Preferred                                |                        |         | O - Optional                      |                         |             |          |                           |                 |                         |                   |                            |                       |
|                  | Transit (Local/Regional) | Microtransit | Bike Share/Parking | Scooter Share/Parking | Carshare | Taxi/Ridehailing (Uber, Lyft) | Wayfinding Signage | Wi-Fi /Smartphone Connectivity | Information Kiosk | Real Time Mobility Information | Bicycle & Pedestrian Access and Connectivity | Passenger Loading Zone | Parking | Dedicated Carpool/Vanpool Parking | Placemaking/Landscaping | EV Charging | Shelters | Benches/Trash Receptacles | Retail/Delivery | Restrooms/Driver Relief | Safety & Security | Development/ Equitable TOD | Greenway Connectivity |
| Regional Hub     | V                        | V            | V                  | V                     | V        | V                             | V                  | V                              | V                 | V                              | V                                            | V                      | P       | P                                 | V                       | V           | V        | V                         | P               | P                       | V                 | V                          | O                     |
| Community Hub    | V                        | P            | P                  | P                     | P        | P                             | V                  | P                              | P                 | V                              | P                                            | V                      | O       | P                                 | P                       | P           | P        | V                         | O               | P                       | V                 | P                          | O                     |
| Neighborhood Hub | V                        | O            | O                  | O                     | O        | O                             | P                  | P                              | O                 | P                              | P                                            | O                      | O       | O                                 | O                       | O           | O        | P                         | O               | O                       | V                 | O                          | O                     |





Proposed Mobility Hub Typologies and Locations

| Type                                                 | #  | Mobility Hub                         | Population Density     | Employment Density | Activity Center (retail, recreation, etc.) | Short Trips            | Transit Connections | Microtransit/ Ridehailing | Micromobility | Carshare | Park-n-Ride |
|------------------------------------------------------|----|--------------------------------------|------------------------|--------------------|--------------------------------------------|------------------------|---------------------|---------------------------|---------------|----------|-------------|
| Mobility Hub Type - R: Regional Propensity - H: High |    |                                      | C: Community M: Medium |                    |                                            | N: Neighborhood L: Low |                     |                           |               |          |             |
| R                                                    | 1  | Greeley Transfer Center              | L                      | M                  | H                                          | L                      | H                   | H                         | L             | L        | M           |
| R                                                    | 2  | Centerplace                          | H                      | H                  | H                                          | H                      | H                   | L                         | M             | M        | H           |
| R                                                    | 3  | University of Northern Colorado      | M                      | H                  | H                                          | H                      | H                   | L                         | H             | H        | L           |
| R                                                    | 4  | UC Health                            | L                      | H                  | H                                          | L                      | M                   | H                         | L             | L        | L           |
| R                                                    | 5  | Promontory                           | M                      | H                  | M                                          | L                      | L                   | M                         | L             | L        | L           |
| R                                                    | 6  | Cascadia (West of SH 257)            | H                      | M                  | M                                          | L                      | L                   | M                         | L             | M        | H           |
| C                                                    | 7  | Greeley City Hall                    | L                      | M                  | H                                          | H                      | H                   | L                         | H             | H        | M           |
| C                                                    | 8  | East Greeley                         | M                      | L                  | L                                          | H                      | L                   | H                         | L             | M        | L           |
| C                                                    | 9  | Twin Rivers (W 10th St and 71st Ave) | M                      | M                  | M                                          | L                      | M                   | H                         | L             | M        | M           |
| C                                                    | 10 | Evans City Hall*                     | L                      | M                  | M                                          | L                      | L                   | M                         | H             | L        | L           |
| C                                                    | 11 | Aims Community College               | M                      | M                  | M                                          | L                      | L                   | H                         | L             | L        | L           |
| N                                                    | 12 | Greeley Mall                         | M                      | M                  | M                                          | H                      | M                   | M                         | H             | M        | L           |
| N                                                    | 13 | Banner Medical Center                | L                      | H                  | M                                          | M                      | M                   | L                         | M             | H        | L           |
| N                                                    | 14 | Garden City* (11th Ave and 27th St)  | M                      | M                  | L                                          | H                      | L                   | L                         | M             | L        | L           |

\*Identified as a potential mobility hub need. Financial planning and oversight will fall under the responsibilities of the City of Evans and Garden City. GET will collaborate closely with both cities to ensure effective coordination for future planning and implementation needs.

| Type | #  | Mobility Hub                             | Population Density | Employment Density | Activity Center (retail, recreations, etc.) | Short Trips | Transit Connections | Microtransit/ Ridehailing | Micromobility | Carshare | Park-n-Ride |
|------|----|------------------------------------------|--------------------|--------------------|---------------------------------------------|-------------|---------------------|---------------------------|---------------|----------|-------------|
| N    | 15 | Downtown (16th St and 8th St)            | M                  | M                  | L                                           | H           | H                   | M                         | H             | H        | L           |
| N    | 16 | Bittersweet Plaza (10th St and 35th Ave) | M                  | M                  | L                                           | H           | M                   | H                         | M             | L        | M           |
| N    | 17 | Sunrise Park (12th St and 4th Ave)       | M                  | L                  | L                                           | M           | L                   | L                         | M             | L        | L           |
| N    | 18 | Jefferson High School                    | M                  | L                  | L                                           | M           | L                   | L                         | M             | M        | L           |
| N    | 19 | Northridge High School                   | M                  | L                  | L                                           | M           | L                   | M                         | L             | L        | L           |
| N    | 20 | West High School                         | M                  | M                  | L                                           | H           | L                   | L                         | M             | L        | L           |



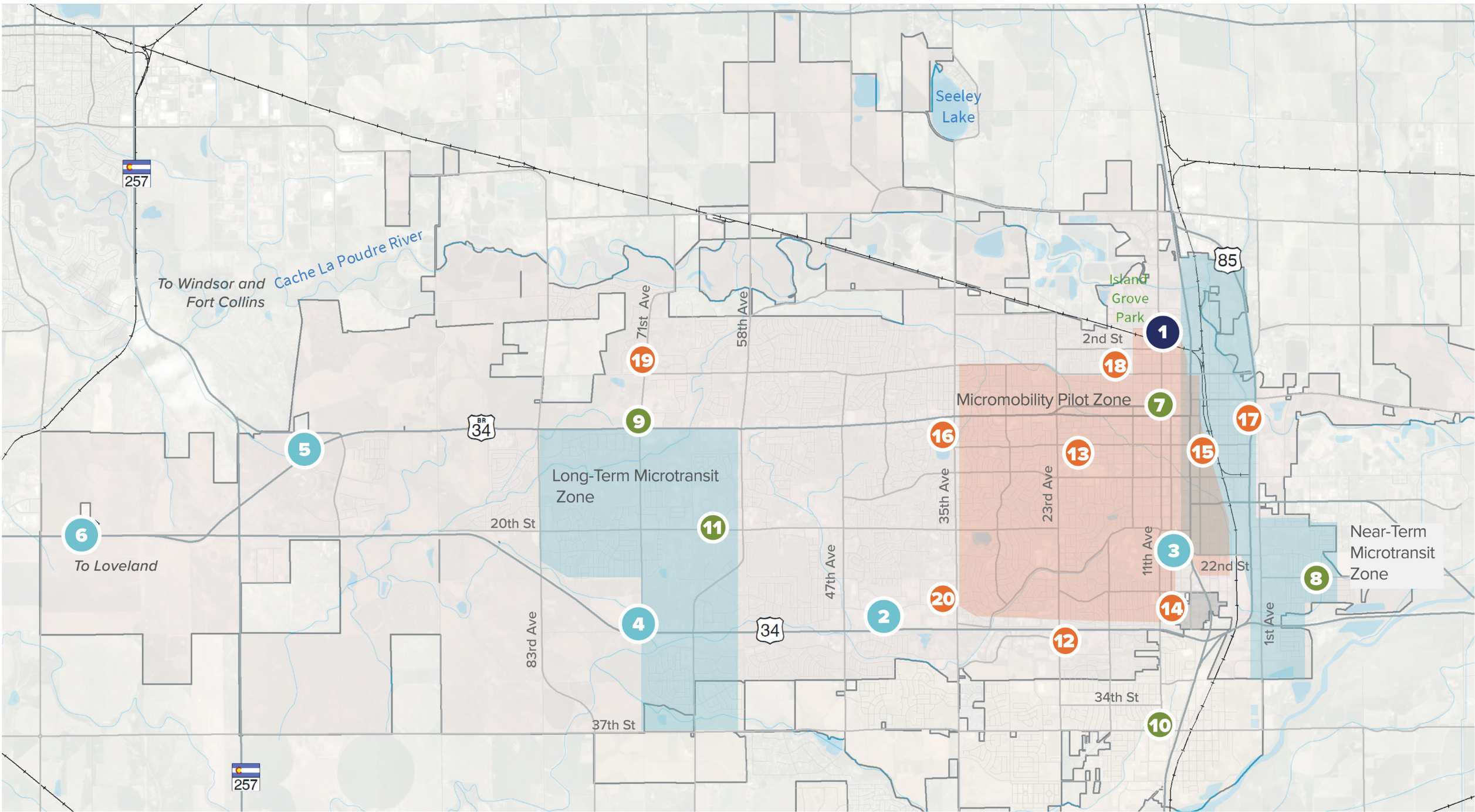
# Mobility Hub Location Recommendations

Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

Bus Stop Guidelines and Systemwide Modifications

Over the past few years, GET staff have been working to create Bus Stop Design Standards and Guidelines. This resource will guide staff, developers, local partners, and private property owners in the placement and design of bus stops and associated amenities within the GET service area. In collaboration with a Technical Advisory Committee and the Transit Management Team, GET has established key principles through an analysis of safety, traffic patterns, intersection geometry, passenger needs, pedestrian accessibility, route design, and available space to inform stop modifications and upgrades. As routes are modified in the near and long term, further refinement will be needed to guide systemwide stop modifications to meet community needs.





# 05

## Implementation Plan



### Multimodal System & Community Access



### Funding & Strategic Investments



### Environment & Technology



### Information & Education



## Implementation Plan Development

Developing a comprehensive set of recommendations for future route adjustments, transit infrastructure upgrades, and other mobility changes in Greeley requires a detailed implementation plan. Prioritizing which improvements to undertake first and estimating the overall costs of future projects are critical steps. This approach ensures that resources are allocated efficiently and improvements are planned in a phased manner. The Implementation Plan will help coordinate efforts, align with the city’s broader goals, and provide a structured framework to advance Greeley’s transit and mobility vision effectively.

### Early Actions

Several targeted improvements can be achieved within the current GET budget to enhance service reliability and efficiency before implementing the full near-term scenario. Improvements such as field verification and updates to existing fixed-route timetables will provide schedules that better reflect traffic conditions, preserve operator breaks, and ensure predictability for users, even if scheduled frequency is temporarily reduced.

Efficiency can also be improved by relocating or removing bus stops with low ridership or those causing traffic delays. Stops serving fewer than 20 boardings and alightings per week, or those located inconveniently could be

considered for adjustments or removal. Near-term route adjustments requiring minimal resources, such as optimizing existing routes without adding new stops, can be implemented to deliver immediate benefits.

### Near-Term and Long-Term Recommendations

Near- and long-term recommendations are organized under the four goals established at the onset of the MDP: Multimodal System and Community Access, Funding and Strategic Investment, Environment and Technology, and Information and Education. Subgoals provide additional context for each main goal, helping to organize objectives and clarify how each recommendation aligns with the Greeley on the Go vision. Information related to strategies, performance measures, timeframes, and cost are detailed in the following tables.





Goal Area #1:  
Multimodal System & Community Access

- 1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
- 2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001   |                                                                                                                        |                      |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------|-------------|
| Performance Measure                                                                                                                                                     | Objective 1.1<br>Maintain and expand mobility services to accommodate growth and development and increase user choice. | Timeframe            | Cost        |
| 1.1.1 Implement new routes/services as viable and in alignment with service standards                                                                                   |                                                                                                                        |                      |             |
| <b>Service hours per capita</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 0.41</li><li>• <b>Target:</b> 1.0</li><li>• <b>Desired Trend:</b> Up</li></ul> | Route 1                                                                                                                | Near-Term, Long-Term | Medium High |
|                                                                                                                                                                         | Route 2                                                                                                                | Near-Term, Long-Term | Medium High |
|                                                                                                                                                                         | Route 3                                                                                                                | Near-Term, Long-Term | Medium      |
|                                                                                                                                                                         | Route 4                                                                                                                | Near-Term, Long-Term | High        |
|                                                                                                                                                                         | Route 5                                                                                                                | Near-Term, Long-Term | Low         |
|                                                                                                                                                                         | Route 6                                                                                                                | Near-Term, Long-Term | Medium      |
|                                                                                                                                                                         | New UC Health Shuttle (Route 7)                                                                                        | Near-Term, Long-Term | Medium High |
|                                                                                                                                                                         | New Northwest Route (Route 8)                                                                                          | Near-Term, Long-Term | Medium High |
|                                                                                                                                                                         | New Evans Route (Route 9)                                                                                              | Near-Term, Long-Term | High        |
|                                                                                                                                                                         | East Greeley Microtransit                                                                                              | Near-Term, Long-Term | Medium      |
|                                                                                                                                                                         | West Greeley Microtransit                                                                                              | Near-Term, Long-Term | Low         |
|                                                                                                                                                                         | Boomerang                                                                                                              | Near-Term, Long-Term | Low         |
|                                                                                                                                                                         | Poudre Express                                                                                                         | Near-Term, Long-Term | High        |

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001                         |                                                                                                                                                                                                                                                                     |                      |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|------|
| Performance Measure                                                                                                                                                                           | Objective 1.1<br>Maintain and expand mobility services to accommodate growth and development and increase user choice.                                                                                                                                              | Timeframe            | Cost |
| <b>Service hours per capita</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 0.41</li><li>• <b>Target:</b> 1.0</li><li>• <b>Desired Trend:</b> Up</li></ul>                       | 1.1.2 Monitor and procure new vehicles to support service expansion                                                                                                                                                                                                 | Near-Term, Long-Term | High |
|                                                                                                                                                                                               | 1.1.3 Complete study to determine facility expansion opportunities, costs, and potential timelines at the A Street maintenance and administration building (existing Greeley Evans Regional Transit Center) to support service growth and expansion                 | Near-Term, Long-Term | Low  |
|                                                                                                                                                                                               | 1.1.4 Monitor the new Micromobility Pilot Program (launched in late 2024) to evaluate usage, community perception, and costs; assess the potential for expanding the service throughout Greeley or in specific locations that align with the mobility hub framework | Near-Term, Long-Term | Low  |
|                                                                                                                                                                                               | 1.1.5 Expand micromobility service areas based on pilot assessment (assumes one expansion area) and determine viability for subsidizing service for targeted populations                                                                                            | Near-Term, Long-Term | Low  |
|                                                                                                                                                                                               | 1.1.6 Coordinate with Public Works to prioritize active transportation improvements in the CIP within 1/2 mile of all identified mobility hubs ((e.g., sidewalks, bicycle facilities, ADA improvements)                                                             | Ongoing              | Low  |
|                                                                                                                                                                                               |                                                                                                                                                                                                                                                                     |                      |      |
| Performance Measure                                                                                                                                                                           | Objective 1.2<br>Improve connectivity and transportation network integration to provide seamless access to mobility options.                                                                                                                                        | Timeframe            | Cost |
| 1.2.1 Plan for and construct mobility hub framework to provide regional, community, and neighborhood connections                                                                              |                                                                                                                                                                                                                                                                     |                      |      |
| <b>Percent of population within ½ mile of transit</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 92%</li><li>• <b>Target:</b> 100%</li><li>• <b>Desired Trend:</b> Up</li></ul> | Regional - Greeley Evans Regional Transit Center (improvements at existing facility)                                                                                                                                                                                | Near-Term            | Low  |
|                                                                                                                                                                                               | Regional - Centerplace                                                                                                                                                                                                                                              | Near-Term            | High |
|                                                                                                                                                                                               | Regional - University of Northern Colorado                                                                                                                                                                                                                          | Near-Term            | Low  |
|                                                                                                                                                                                               | Regional - UC Health                                                                                                                                                                                                                                                | Near-Term            | Low  |
|                                                                                                                                                                                               | Regional - Promontory                                                                                                                                                                                                                                               | Long-Term            | Low  |



## Goal Area #1: Multimodal System & Community Access

1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001                         |                                                                                                                              |           |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------|------|
| Performance Measure                                                                                                                                                                           | Objective 1.2<br>Improve connectivity and transportation network integration to provide seamless access to mobility options. | Timeframe | Cost |
| 1.2.1 Plan for and advance mobility hubs to provide regional, community, and neighborhood connections                                                                                         |                                                                                                                              |           |      |
| <b>Percent of population within ½ mile of transit</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 92%</li><li>• <b>Target:</b> 100%</li><li>• <b>Desired Trend:</b> Up</li></ul> | Regional - Cascadia (West of SH 257)                                                                                         | Long-Term | Low  |
|                                                                                                                                                                                               | Community - Greeley City Hall                                                                                                | Long-Term | Low  |
|                                                                                                                                                                                               | Community - East Greeley (24th St. & 1st Ave.)                                                                               | Long-Term | Low  |
|                                                                                                                                                                                               | Community - Twin Rivers (10th St. & 71st Ave.)                                                                               | Long-Term | Low  |
|                                                                                                                                                                                               | Community - Evans City Hall (Partner funding required for implementation)                                                    | Near-Term | Low  |
|                                                                                                                                                                                               | Community - Aims Community College                                                                                           | Near-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - Bittersweet Plaza (10th St. & 35th Ave)                                                                       | Near-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - Greeley Mall                                                                                                  | Near-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - Downtown Greeley (16th St. & 8th Ave.)                                                                        | Long-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - West Greeley (US 34 and County Road 17)                                                                       | Long-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - Banner Medical Center                                                                                         | Long-Term | Low  |
|                                                                                                                                                                                               | Neighborhood - Garden City (11th Ave. & 27th St — partner funding required for implementation)                               | Long-Term | Low  |

Key:

Near-Term: 0-2 Years, Long-Term: 3-10+ Years

Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001

| Performance Measure                                                                                                                                                                           | Objective 1.2<br>Improve connectivity and transportation network integration to provide seamless access to mobility options.                                                                                                                                                                    | Timeframe          | Cost   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------|
| 1.2.1 Plan for and advance mobility hubs to provide regional, community, and neighborhood connections                                                                                         |                                                                                                                                                                                                                                                                                                 |                    |        |
| <b>Percent of population within ½ mile of transit</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 92%</li><li>• <b>Target:</b> 100%</li><li>• <b>Desired Trend:</b> Up</li></ul> | Neighborhood - Sunrise Park (12th St. & 4th Ave.)                                                                                                                                                                                                                                               | Long-Term          | Low    |
|                                                                                                                                                                                               | Neighborhood - Jefferson High School                                                                                                                                                                                                                                                            | Long-Term          | Low    |
|                                                                                                                                                                                               | Neighborhood - Northridge High School                                                                                                                                                                                                                                                           | Long-Term          | Low    |
|                                                                                                                                                                                               | Neighborhood - West High school                                                                                                                                                                                                                                                                 | Long-Term          | Low    |
|                                                                                                                                                                                               | 1.2.2 Coordinate with regional partners to improve regional connectivity and mobility integration (e.g., US 34 Regional Service, Bustang)                                                                                                                                                       | Near-Term; Ongoing | Low    |
|                                                                                                                                                                                               | 1.2.3 Explore the development of a Regional Transportation Authority/ District with regional partners to determine feasibility of transitioning to a regional system, understand funding opportunities, consider rebranding, service modifications, etc.                                        | Near-Term          | Low    |
|                                                                                                                                                                                               | 1.2.4 Work with Community Development to transition from Traffic Impact Studies for new development to a more comprehensive approach such as a Mobility Impact Studies                                                                                                                          | Near-Term          | Low    |
|                                                                                                                                                                                               | 1.2.5 Refine bus stop design standards to ensure consistency across stops and stations to address complete streets, improve mobility integration, and align with routes/service needs                                                                                                           | Near-Term          | Low    |
|                                                                                                                                                                                               | 1.2.6 Complete an Active Transportation Study for the City of Greeley                                                                                                                                                                                                                           | Near-Term          | Low    |
|                                                                                                                                                                                               | 1.2.7 Conduct feasibility study and complete conceptual design for BRT on 10th St.; evaluation to include route alignment, station locations, dedicated lane configurations, operational and capital costs, ridership projections, and environmental and community impacts (Route 1)            | Long-Term          | Medium |
|                                                                                                                                                                                               | 1.2.8 Advance funding, design, and construction of Bus Rapid Transit on 10th Street from Downtown to the Loveland Mobility Hub (Route 1)                                                                                                                                                        | Long-Term          | High   |
|                                                                                                                                                                                               | 1.2.9 Advance feasibility study and complete conceptual design for BRT on 10th & 11th Avenues; evaluation to include route alignment, station locations, dedicated lane configurations, operational and capital costs, ridership projections, and environmental and community impacts (Route 5) | Long-Term          | Medium |





Goal Area #1:  
Multimodal System & Community Access

- 1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
- 2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001                         |                                                                                                                                                                                                                       |           |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------|
| Performance Measure                                                                                                                                                                           | Objective 1.2<br>Improve connectivity and transportation network integration to provide seamless access to mobility options.                                                                                          | Timeframe | Cost |
| <b>Percent of population within ½ mile of transit</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 92%</li><li>• <b>Target:</b> 100%</li><li>• <b>Desired Trend:</b> Up</li></ul> | <b>1.2.10</b> Advance funding, design, and construction of Bus Rapid Transit on 10th Avenue from Downtown to Evans (Route 5)                                                                                          | Long-Term | High |
|                                                                                                                                                                                               | <b>1.2.11</b> Partner with the new US 34 Transportation Management Organization (TMO) to advance US 34 Express Transit Service, identify stops/stations, transportation demand management strategies for the corridor | Ongoing   | Low  |
|                                                                                                                                                                                               | <b>1.2.12</b> Coordinate with human services transportation providers and identify opportunities for increased efficiency (e.g., cost sharing, vehicle sharing, shared maintenance facilities)                        | Ongoing   |      |
|                                                                                                                                                                                               | <b>1.2.13</b> Partner with private airport shuttle providers serving DEN, to maximize integration of service providers at mobility hubs                                                                               | Ongoing   | Low  |
|                                                                                                                                                                                               | <b>1.2.14</b> Coordinate with other city departments to identify locations for right-of-way preservation for future mobility improvements in the development process                                                  | Ongoing   | Low  |
|                                                                                                                                                                                               | <b>1.2.15</b> Advance bus stop consolidation program and stop improvements to support near-term and long-term service changes                                                                                         | Ongoing   | Low  |

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001                                      |                                                                                                                                                                                                                     |           |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| Performance Measure                                                                                                                                                                                        | Objective 1.3<br>Provide safe and secure mobility options                                                                                                                                                           | Timeframe | Cost   |
| <b>Number of miles driven between preventable accidents</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> 110,000</li><li>• <b>Target:</b> 120,000</li><li>• <b>Desired Trend:</b> Up</li></ul> | <b>1.3.1</b> Continue safety and security training and drug and alcohol screening to meet or exceed FTA standards                                                                                                   | Ongoing   | Low    |
|                                                                                                                                                                                                            | <b>1.3.2</b> Continue to track incidents and miles between preventable accidents and take corrective action as needed                                                                                               | Ongoing   | Low    |
|                                                                                                                                                                                                            | <b>1.3.3</b> Implement Transit Asset Management, SMS, and Capital Improvement programs/projects                                                                                                                     | Ongoing   | Low    |
|                                                                                                                                                                                                            | <b>1.3.4</b> Continue to advance the safety and security program across the system on vehicles, at stops, at transfer centers, and future mobility hubs (e.g., security cameras, lighting, public space activation) | Ongoing   | Medium |



## Goal Area #2: Funding & Strategic Investments

1. An economically vibrant and resilient mobility network built on strategic investments while fostering community trust through transparent and inclusive decision-making.
2. A strategically planned and funded mobility network operating in a state of good repair that leverages existing and advances new mobility infrastructure investments.

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001 |                                                                                                                                                                                                                                                                                 |           |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| Performance Measure                                                                                                                                                    | Objective 2.1<br>Increase access to transit                                                                                                                                                                                                                                     | Timeframe | Cost   |
| <b>Percent of jobs within 1/2 mile of transit</b><br><br>• <b>Baseline:</b> XX<br>• <b>Target:</b> XX<br>• <b>Desired Trend:</b> Up                                    | <b>2.1.1</b> Conduct a pilot study to assess the viability of transitioning to a fare free transit system; document and report findings to understand costs and potential implications and potential next steps                                                                 | Near-Term | Medium |
|                                                                                                                                                                        | <b>2.2.2</b> Work with other city departments (e.g. Public Works, Community Development) to develop guidance for mobility oriented development and identify incentives to encourage this type of development                                                                    | Ongoing   | Low    |
|                                                                                                                                                                        | <b>2.2.3</b> Coordinate with rideshare providers (e.g., Lyft, Uber) to maximize availability of service and ensure adequate curb space at mobility hubs and other activity centers for pick up and drop off and integrate with Greeley's integrated app (Mobility as a Service) | Ongoing   | Low    |
| Performance Measure                                                                                                                                                    | Objective 2.2<br>Leverage strategic partnerships to efficiently deliver mobility solutions                                                                                                                                                                                      | Timeframe | Cost   |
| <b>Number of new partnerships to expand mobility options</b><br><br><b>Baseline:</b> 13<br><b>Target:</b> 1 new partnership/year<br><b>Desired Trend:</b> Up           | <b>2.2.1</b> Continue to monitor and track operational performance to report to elected officials, stakeholders, the community, and to support funding applications                                                                                                             | Ongoing   | Low    |
|                                                                                                                                                                        | <b>2.2.2</b> Identify and evaluate potential funding options including public, private, contract, and other revenue sources to support mobility growth and expansion over the planning horizon                                                                                  | Ongoing   | Low    |
|                                                                                                                                                                        | <b>2.2.3</b> Continue partnerships for shared cost service provision with educational institutions (e.g., UNC, AIMS, public schools)                                                                                                                                            | Ongoing   | Low    |



## Goal Area #3: Environment & Technology

1. An innovative, flexible, and adaptive mobility network that embraces change and integrates new and emerging technologies.
2. Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

| Key:<br>Near-Term: 0-2 Years, Long-Term: 3-10+ Years<br>Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001       |                                                                                                                                                                                                                             |           |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| Performance Measure                                                                                                                                                          | Objective 3.1<br>Increase testing and implementation of new and emerging technologies                                                                                                                                       | Timeframe | Cost   |
| <b>Number of mobility solutions tested and implemented</b><br><br>• <b>Baseline:</b> 0<br>• <b>Target:</b> 3 over the 10-year planning horizon<br>• <b>Desired Trend:</b> Up | <b>3.1.1</b> Develop an FTA/CDOT compliant low- or no-emissions fleet transition plan an alignment with other City alternative fuel efforts to position Greeley for funding and to support the State's ZEV transition goals | Near-Term | Low    |
|                                                                                                                                                                              | <b>3.1.2</b> Develop strategic partnerships to pilot autonomous vehicles as technologies advance and policies allow; identify funding opportunities to support implementation                                               | Ongoing   | Medium |
|                                                                                                                                                                              | <b>3.1.3</b> Assess the need for updated rules and regulatory considerations for new and emerging mobility solutions (e.g., micromobility, autonomous vehicles)                                                             | Ongoing   | Low    |
|                                                                                                                                                                              | <b>3.1.4</b> Position the city to promote itself nationally by implementing cutting edge, innovative mobility solutions in alignment with TSMO Innovation & Testing and Integration Systems                                 | Ongoing   | Low    |





Goal Area #4:  
Information & Education

1. A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.

Key:  
Near-Term: 0-2 Years, Long-Term: 3-10+ Years; Low: \$0-\$500,00, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: > 8,000,001

| Performance Measure                                                                                                                                                                                                                                                                                     | Objective 4.1<br>Increase ridership across mobility services                                                                                                                                                             | Timeframe | Cost   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| <b>Ridership increase by mode year-over year</b> <ul style="list-style-type: none"><li>• <b>Baseline:</b> Fixed-route ridership growth - 23% (2022-2023)<br/>Microtransit - TBD<br/>Micromobility - TBD</li><li>• <b>Target:</b> 10% year-over year growth</li><li>• <b>Desired Trend:</b> Up</li></ul> | <b>4.1.1</b> Purchase and launch a Mobility as a Service (Maas) model to provide integrated trip planning and fare payment enabled by smart technology                                                                   | Near-Term | Medium |
|                                                                                                                                                                                                                                                                                                         | <b>4.1.2</b> Invest in employee training to ensure correct and consistent service with a positive attitude (problem solving, public relations, complaint response)                                                       | Ongoing   | Low    |
|                                                                                                                                                                                                                                                                                                         | <b>4.1.3</b> Hire and train the right people and retain them through competitive wages, quality health benefits, and a positive work environment                                                                         | Ongoing   | Low    |
|                                                                                                                                                                                                                                                                                                         | <b>4.1.4</b> Continue to provide travel training                                                                                                                                                                         | Ongoing   | Low    |
|                                                                                                                                                                                                                                                                                                         | <b>4.1.5</b> Develop regular marketing campaigns to educate the community about various aspects of transit, including things such as rider comfort and safety (see something, say something), benefits of public transit | Ongoing   | Low    |





# 06

## Implementation Considerations

### Introduction

This final chapter focuses on key implementation considerations necessary to bring the plan’s vision to life. As Greeley continues to grow and evolve, it is important to have a roadmap for advancing mobility initiatives that address the city’s specific challenges and opportunities. This chapter delves into critical areas such as growth and development planning, policy updates, and investment in essential infrastructure and technologies, ensuring the plan remains adaptable to future demands and needs.

This chapter outlines strategies for enhancing Greeley’s transit and transportation network, including planning for fleet and facility expansions, introducing BRT service, and prioritizing active transportation projects. It also provides a review of innovative approaches like transitioning to zero emission vehicles (ZEVs), mobility on demand, and integrating intelligent transportation systems (ITS) with fiber infrastructure. This chapter also provides guidance on securing funding and leveraging emerging technologies to create a sustainable and connected mobility system. Together, these elements form a strategic blueprint for Greeley’s future mobility network.

### Growth & Development

Greeley, Colorado, is experiencing significant growth and development as one of the fastest growing cities in the state. Driven by an expanding population and a robust local economy, the city has seen substantial investments in housing, infrastructure, and commercial projects. Key areas of growth include downtown Greeley, where revitalization efforts are creating a vibrant urban core, and the Centerplace neighborhood, which is evolving into a major hub for shopping, dining, and residential living. Multifamily housing developments, particularly along 10th Street and 11th Avenue, are helping to address the demand for urban living options, while new developments west of 83rd Avenue and future projects west of State Highway 257 highlight the importance of planning for efficient transportation networks to connect these dense housing clusters with key destinations and services.

Future growth is expected to bring challenges and opportunities, particularly in balancing development with sustainability and community needs. The city is investing in thoughtful urban planning and focusing on MOD policies to create cohesive neighborhoods, support economic development, and ensure accessibility for residents across all income levels.

### Policy Updates Mobility Development Impact Fee

Impact fees and/or overlay districts for mobility hubs or transit funding can be effective ways for cities like Greeley to support transportation infrastructure development and ensure that new growth contributes to the costs of providing transportation services. These fees are typically charged to developers during the permitting process and can be used to fund projects such as mobility hubs, transit stations, bike-sharing and scooter-sharing systems, and active mobility (bike and pedestrian) improvements.

Given Greeley’s growth trajectory, impact fees could be targeted to areas experiencing high-density development, such as downtown, Centerplace, and the neighborhoods west of 83rd Avenue. These fees might fund mobility hubs strategically located near multifamily housing developments or major employment centers.



## Mobility Development Impact Fee (continued)

Transit-specific impact fees could also help Greeley enhance its bus network and explore partnerships with other regional transit providers like Transfort, COLT, and Bustang. Funds could be allocated to expanding service coverage, increasing frequency, or introducing new routes that connect residential areas to key destinations. Such fees could also support infrastructure investments like bus shelters, mobility-oriented development, and enhanced pedestrian access to transit stations.

### Challenges and Considerations

While impact fees are a valuable tool, they must be carefully balanced to avoid discouraging development. Greeley would need to conduct a thorough impact fee study to determine equitable rates based on the projected costs of transportation improvements. Additionally, stakeholder engagement, particularly with developers and community stakeholders, would be essential to ensure buy-in and alignment with broader city goals.

## Asset Management Fleet and Facilities

The Federal Transit Administration (FTA) requires agencies receiving federal funds to develop a Transit Asset Management (TAM) plan every four years, inventorying assets, assessing conditions, and prioritizing projects. GET should continue updating its fleet replacement plan and plan for facility improvements or expansion to

support service growth identified in the MDP. This includes a Facility Needs Assessment that evaluates current and emerging fuel technologies, like battery electric and hydrogen, ensuring readiness for future advancements and maintaining compliance with FTA requirements.

## Bus Rapid Transit

The City of Greeley’s Greeley on the Go vision for **an ample, easy, and connected transportation system providing seamless mobility to enrich the lives and promote economic vitality** recommends premium transit corridors where BRT can be developed. GET and key partners, including the NFRMPO and the Colorado Department of Transportation (CDOT), have established common goals on improving the efficiency of travel in the region. The development of US 34 premium transit service between Loveland and Greeley is an example of a plan coming to fruition to provide fast, reliable, and efficient transit in the region. 10th Street and 10th/11th Avenue in Greeley and Evans provide opportunities to explore BRT systems given current ridership, transit demand, and existing and future development.

BRT projects can look different depending on the specific needs and constraints of each corridor. Specific decisions about the the feasibility, design, and operation of BRT on 10th Street and 10th/11th Avenue will require subsequent BRT-specific planning efforts for each corridor.

## Corridor Snapshots

The project team closely examined key corridors in Greeley to assess how transit connections, future mobility hubs, upgraded bus stops, and projects from Greeley on the Go could integrate in the future. The following pages focus on 10th Street and 10th/11th Avenue, illustrating how transit, active transportation, and community needs will merge to create a seamless, connected mobility system. The route analysis includes details such as service span, frequency, route length, and annual service hours, comparing the near-term recommendation for the next 2 years and the long-term recommendation over 3 to 10+ years. A more detailed study is recommended to determine where and how the travel lane can be improved for a proper BRT system along the corridors.

### 10th Street Corridor

The 10th Street Corridor Fact Sheet (pages 52-53) shows the near- and long-term route recommendations, with several proposed regional, community, and neighborhood hubs to be implemented in the next 10+ years. Also, shown on the fact sheet map are the 10-year multimodal, bike, and trail projects (identified in Greeley on the Go) along intersecting corridors and 10th Street itself. Community feedback along this corridor consistently noted the need for more efficient transit travel time along the corridor, with specific interest in BRT service. Many respondents also noted a need for improved and additional protected bicycle and pedestrian facilities, both along the corridor and into the corridor. A review of existing transit infrastructure and amenities

along 10th Street shows that about half of all existing stops have shelters, benches, signage, schedules, trash bins, lighting, a concrete pad, and bike racks. The route analysis between the near- and long-term will have the same service span; however, service frequency will be improved from 30 minutes to 15 minutes. The route length will more than double, while annual route hours will increase to three times their current coverage, significantly enhancing service availability and connectivity.

### 10th/11th Avenue Corridor

The 10th/11th Avenue Corridor Fact Sheet (pages 54-55) follows the same general outline, with information detailing the near- and long-term recommendations, proposed mobility hubs, and 10-year multimodal, bike, and trail projects. Input provided for this corridor focused on the expanded service hours and increased frequency. Further analysis of the transit infrastructure along 10th Street and 11th Avenue shows that all bus stops are in good condition, with all stops having shelters, benches, signage, schedules, trash bins, lighting, a concrete landing pad, and bike racks. While service span remains the same, frequency will be improved from 20 minutes to 15 minutes. The route length will not be changed. Annual service hours will increase by 68 percent compared to current service.

While this initial scan of the corridors is insightful, as noted previously, additional in-depth analysis and planning are needed to further define BRT for each corridor, identify infrastructure improvements, develop detailed cost estimates, and position the corridors for funding.



# Route 1 - 10th Street Corridor Fact Sheet

## Community Feedback

Community members noted a need for:

- More efficient transit travel time along the corridor; interest in Express or BRT service
- Improved and additional bicycle and pedestrian facilities along and connecting to the corridor

## Bus Stop Analysis

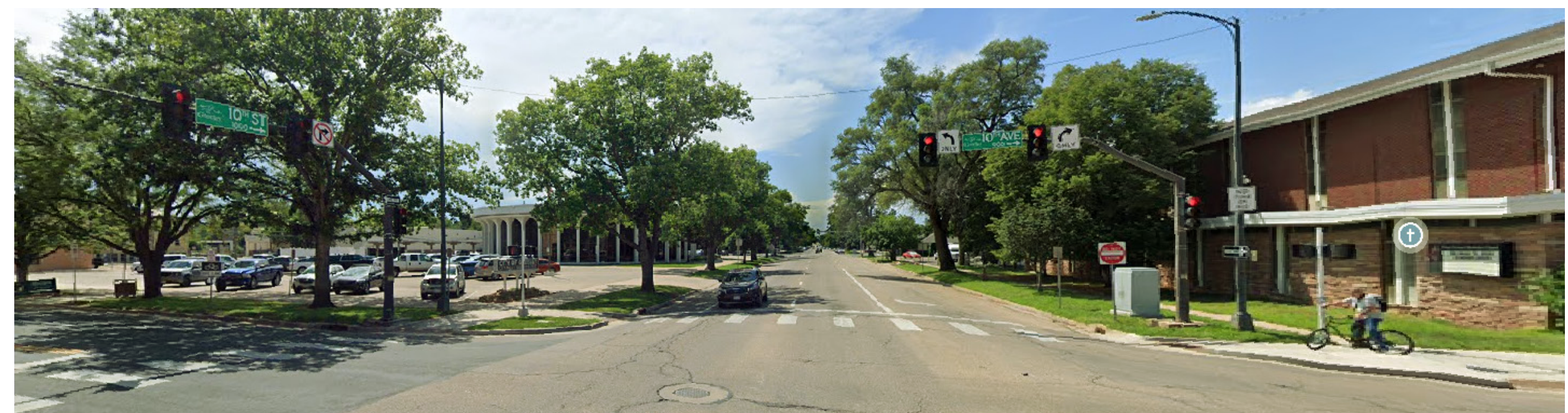
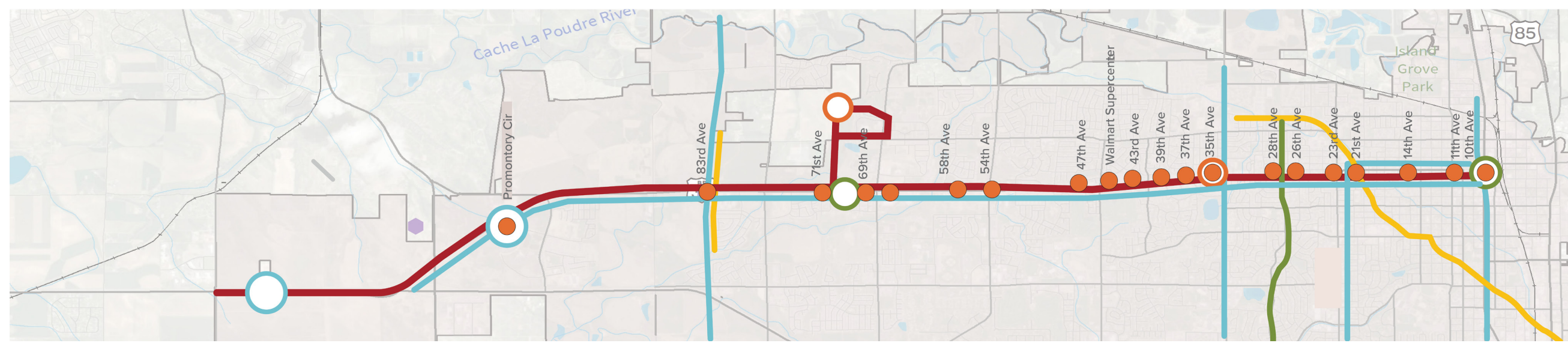
About half of all stops along Route 1 have shelters, benches, signs, schedules, trash bins, lighting, a concrete pad, and bike racks.

## Legend

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub
- Traffic Light/Ped Crossing
- 10-Year Multimodal Project\*
- 10-Year Bike Project\*
- 10-Year Trail Project\*

\*Identified in Greeley on the Go

| Route                   | Service Span    | Frequency     | Route Length | Annual Service Hours |
|-------------------------|-----------------|---------------|--------------|----------------------|
| Route 1 (Near-Term)     | 6:00am - 7:00pm | 30 minutes    | 5.7 miles    | 7,696                |
| Route 1 BRT (Long-Term) | 6:00am - 7:00pm | 15-30 minutes | 12.3 miles   | 29,016               |





# Route 5 - 10th/11th Avenue Corridor Fact Sheet

## Community Feedback

Community members noted a need for:

- Expanded service hours and increased frequency

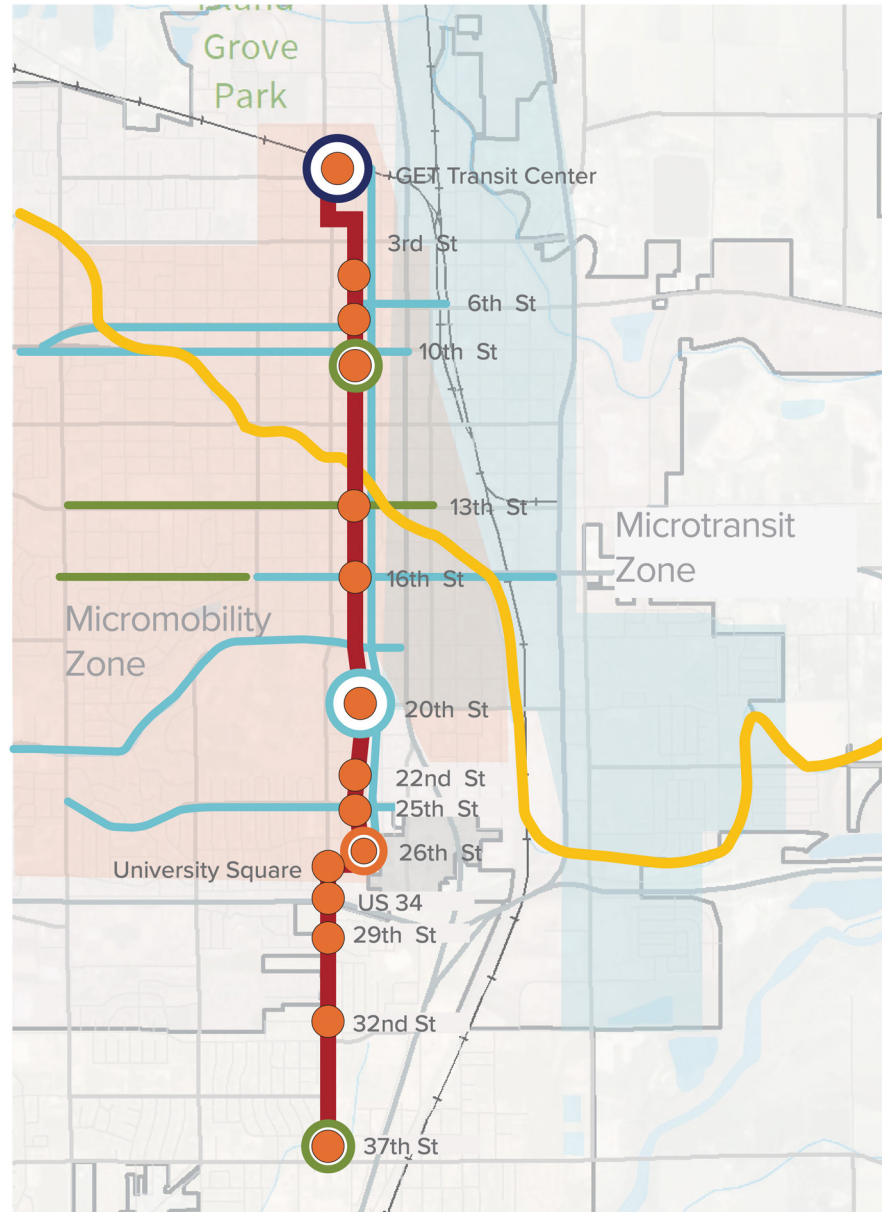
## Bus Stop Analysis

All stops along Route 5 have shelters, benches, signs, schedules, trash bins, lighting, a concrete pad, and bike racks.

## Legend

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub
- Traffic Light/Ped Crossing
- 10-Year Multimodal Project\*
- 10-Year Bike Project\*
- 10-Year Trail Project\*

\*Identified in Greeley on the Go



| Route                   | Service Span    | Frequency  | Route Length | Annual Service Hours |
|-------------------------|-----------------|------------|--------------|----------------------|
| Route 5 (Near-Term)     | 6:00am - 7:00pm | 20 minutes | 4.3 miles    | 11,544               |
| Route 5 BRT (Long-Term) | 6:00am - 7:00pm | 15 minutes | 4.3 miles    | 19,344               |





# Active Transportation

Critical to expanding transit and mobility services and developing a mobility hub network are planning for and integrating active transportation options throughout the city to ensure a connected transportation system. Greeley on the Go identified multimodal, trail, bicycle, and other infrastructure projects that would help to improve, enhance, and expand the active transportation network in Greeley over the next 10+ years. Using a half-mile buffer around the location of each proposed mobility hub, the project team inventoried Greeley on the Go projects to ensure alignment with the larger transportation plan. The half-mile analysis also developed additional projects that should be considered. The additional projects focused on a wide range of needs, including connectivity to existing facilities, wayfinding, bicycle and pedestrian focused requirements for future developers, and Americans with Disabilities Act focused improvements to the sidewalk network. Ensuring connectivity across all modes is a critical step in ensuring everyone has the options they want to get to the places they need. Completing improvements around the proposed mobility hubs will require city staff to coordinate with public works and community development to ensure improvements are prioritized.

# Zero Emission Vehicle Transition Planning

Colorado’s recently updated 2023 EV Plan identifies several specific programs, strategies, and targets for achieving transit-related emissions goals in tandem with the broader electrification goals for Colorado’s transportation system as a whole. As part of a high-level target of complete electrification for the state’s medium- and heavy-duty vehicle sectors, the 2023 EV Plan establishes a goal of transitioning 100 percent of transit vehicles to ZEVs by no later than 2050 and sets an interim target of at least 1,000 transit ZEVs by 2030. In 2021, DOT developed a Transit Zero Emission Roadmap. The Roadmap outlines a transit electrification strategy that works to stage, support, and incentivize transit agencies to transition toward approaches that produce the greatest fuel economy, minimize greenhouse gas emissions and local air pollutants, and set the stage for a zero emission future.

While GET’s fleet currently includes compressed natural gas vehicles and has more on order, a next step for the city would be to develop a Zero Emission Vehicle Transition Plan that complies with state and federal requirements. Doing so will allow the city to apply for low- or no-emission funding for its fleet and facilities. The development of this plan will position the city for the future and align with state goals for a zero emission future.

# New & Emerging Technologies Connected and Autonomous Vehicles

With the advancement of connected and autonomous vehicles, the city has an opportunity to serve as an innovator as it develops an integrated mobility network. The city should support the installation of connected vehicle technologies along the public street system. These technologies will likely be installed by private manufacturers and vendors along roadsides and in traffic signal infrastructure for demonstration purposes. Installation of these technologies will likely expand as more motor vehicles include connected technologies and as state or federal funding provides the means for system expansion.

The following are ways that local governments can address automation and support mobility goals:

- Facilitate safe testing and operation of automated vehicles on local streets.
- Consider how land use and curb space could be impacted and/or dictate where automation occurs first.
- Explore automation as a solution to existing mobility challenges, with an emphasis on shared automation to enhance and integrate with the city’s current mobility services.
- Engage community members to understand concerns and confirm that automation efforts support local needs.
- Assess automation’s potential to offer a low-cost alternative to single-occupant vehicle trips while mitigating risks of increased congestion through targeted policy measures.

# ITS Applications and Fiber Infrastructure

ITS uses various technologies to improve transportation operations and functions. The concept of ITS has been around for more than 40 years and was included in visions of the future before that time, even if not then identified by the ITS name.

Today, the United States Department of Transportation (USDOT) National ITS Architecture program defines a product-agnostic framework to provide consistent support for the planning and deployment of various types of ITS devices by jurisdictions and others to the ultimate benefit of the public. The common basis of terminology, service packages, and structure supports a wide variety of community users, including transportation practitioners (planners and engineers), system developers, and technology specialists.

The City of Greeley should consider ITS as it advances its mobility system to maximize system speed and reliability and to fully integrate modal options. ITS solutions can support the implementation of BRT, integrate active modes, and improve safety. Testing and integration of all modes provides an opportunity to advance key concepts identified in the city’s 2024 Transportation Systems Management & Operations Plan.



# Mobility on Demand

Mobility on Demand, as defined by USDOT, is a relatively new concept based on the principle that transportation is a commodity where modes have economic values distinguishable in terms of cost, travel time, wait time, number of connections, convenience, and attributes. In simple terms, Mobility on Demand refers to a network of safe, affordable, and reliable transportation options. Mobility on Demand enables users to access mobility, goods, and services on demand by using shared mobility, delivery services, and public transportation options. The Mobility on Demand ecosystem of service providers includes:

- Public transportation
- Microtransit (shuttles, vans)
- Transportation network companies (ridehailing)
- Ridesharing (carpool, vanpool)
- Carsharing / Car rental
- Shared micromobility (bikeshare, scooter share)
- Courier network services (food delivery)
- Robotic delivery
- Aerial delivery (drone)

The city should continue to support the interconnectivity, affordability, safety, and reliability of a network that supports Mobility on Demand.

# Funding

The City of Greeley has been very successful in securing competitive grants to support the advancement of its mobility system. This includes USDOT RAISE funding for the Centerplace mobility hub, Federal Transit Administration (FTA) Buses and Bus Facilities funding to support service expansion, and Communities Sparking Investment in Transformative Energy to implement its new microtransit pilot service. Additionally, the city receives formula funds from FTA annually, which supports ongoing transit service operations. In addition to funding the city has already received to advance its mobility priorities, other funding sources are available through CDOT’s Division of Transportation Development (DTD), Office of Innovative Mobility (OIM), and Colorado Energy Office (CEO). Federal funding is also available through several divisions of the USDOT, including the Federal Highway Administration (FHWA) and FTA. The U.S. Department of Energy (USDOE) also offers several funding opportunities that can support advancements in ZEV initiatives in the city. A table of potential funding opportunities relevant to Greeley’s initiatives is provided on the right.

By leveraging these opportunities, maintaining and developing partnerships, and exploring innovative funding strategies, Greeley can implement projects and programs outlined in this MDP to advance mobility and transportation improvements throughout the city.

# Competitive Grant Opportunities and Funding Agency

| Funding Agency         | Competitive Grant Opportunities                                          |
|------------------------|--------------------------------------------------------------------------|
| CDOT DTD               | Multimodal Transportation and Mitigation Options Fund (MMOF)             |
| CDOT DTD               | Revitalizing Main Streets                                                |
| CDOT DTD               | Transportation Alternatives Program (TAP)                                |
| CDOT OIM               | ZEV Planning Grants                                                      |
| CDOT OIM               | CDOT Office of Innovative Mobility                                       |
| CDOT OIM               | E-Mobility Education and Awareness Grant                                 |
| CDOT OIM               | TDM Innovation Grant                                                     |
| CDOT OIM               | Volkswagen Settlement Trust - Transit Bus Replacement                    |
| CDOT OIM               | ZEV Workforce Development Grant                                          |
| Colorado Energy Office | Charge Ahead Colorado                                                    |
| Colorado Energy Office | Community Accelerated Mobility Project (CAMP)                            |
| Colorado Energy Office | Direct Current Fast-Charging Plazas Grant                                |
| Colorado Energy Office | E-Cargo Bike Grant                                                       |
| Colorado Energy Office | Fleet-Zero EV Charging Grant                                             |
| FHWA                   | Advanced Transportation Technologies and Innovative Mobility Development |
| FHWA                   | Carbon Reduction Program                                                 |
| FHWA                   | Safe Routes to Schools                                                   |
| FTA                    | Accelerating Innovative Mobility                                         |
| FTA                    | Better Utilizing Investments to Leverage Development                     |
| FTA                    | Enhancing Mobility Integration                                           |
| FTA                    | Grants for Buses & Bus Facilities Program                                |
| FTA                    | Low- or No-Emission Grant Program                                        |
| FTA                    | Mobility on-Demand Sandbox Demonstration Program                         |
| FTA                    | Pilot Program for Transit-Oriented Development                           |
| FTA                    | Public Transportation Innovation                                         |
| FTA                    | Integrated Mobility Innovation                                           |
| NFRMPO                 | Congestion Mitigation and Air Quality Improvement Program                |
| USDOT                  | Consolidated Rail Infrastructure and Safety Improvements                 |
| USDOT                  | Infrastructure for Rebuilding America                                    |
| USDOE                  | Vehicle Technologies Office Grants                                       |
| USDOT                  | Charging and Fueling Infrastructure Grant Program                        |
| USDOT                  | Rebuilding American Infrastructure with Sustainability and Equity        |
| USDOT                  | Reconnecting Communities Pilot (RCP) Program                             |
| USDOT                  | Strengthening Mobility and Revolutionizing Transportation                |
| USDOT                  | Congressionally Designated Spending                                      |





Please find the draft plan attached. The following changes will be made by Monday:

1. Page 2 will include a citation for the “Housing and Transportation Affordability Index” graphic: <https://htaindex.cnt.org/>
2. Page 12 will be updated to include a summary of the phase 3 public engagement;
3. The tables on pages 36-44 will show “Low: \$0-\$500,000,” in the tables instead of “Low: \$0-\$500,00,”



# Mobility Development Plan

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**Will Jones, Deputy Public Works Director**  
**Hanna Feldmann, Transportation Planner**  
**Planning Commission – February 25, 2025**



# Agenda



- Greeley on the Go Vision & Background
- Share information about community and stakeholder engagement
- Outline recommendations from Mobility Development Plan
- **Purpose: solicit a recommendation for adoption from Planning Commission for Mobility Development Plan.**

# Mobility Development Plan (MDP) Vision & Goals



## Vision

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

## MDP Goal Areas

**Mobility System & Community Access**

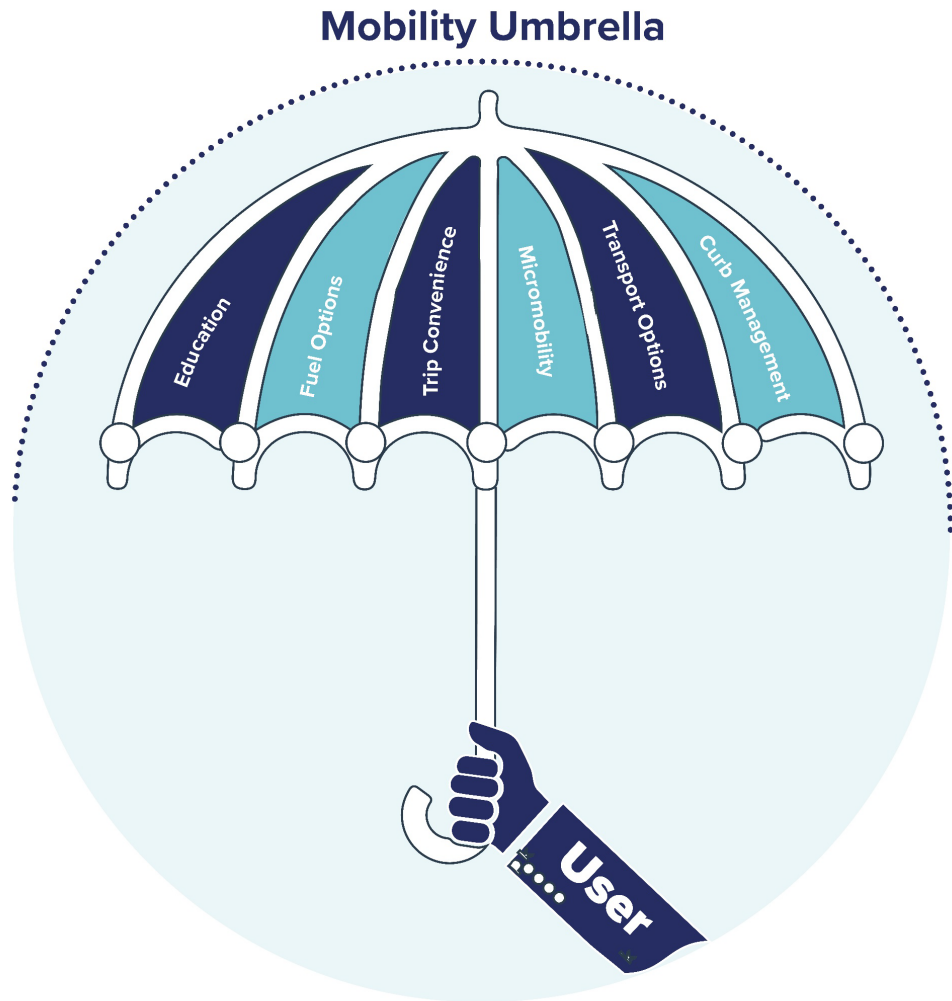
**Funding & Strategic Investment**

**Environment & Technology**

**Information & Education**



# Mobility Development Plan Objectives



- **Advance the Mobility Umbrella** concept created as a part of Greeley on the Go
- Provide a 10-Year **implementation-focused** Mobility Development Plan
- Position city staff and stakeholders with a roadmap to **continue developing an integrated mobility network**

# Community & Stakeholder Engagement

**Phase 1:  
Listen**  
(Apr-June)



**Phase 2:  
Feedback**  
(Sept-Oct)



**Phase 3:  
Validate**  
(Feb-Mar)



## Phase 1 Engagement Themes



- Improve multimodal connections
- Enhance local and regional connectivity
- Offer additional accessible mobility options
- Improve service frequency

## Phase 2 Engagement Themes



- Improve service frequency
- Expand evening and weekend service
- Increase availability of mobility options (e.g., e-bikes/e-scooters) to connect to nearby destinations
- Provide regional connectivity to destinations outside Greeley, including other parts of the Front Range



CTAB 2/24



Planning Commission 3/11



City Council Presentation –  
3/18



City Council Adoption April



# Short-Term (0-2 years) Mobility Updates



Shared Micromobility Pilot Study



Fixed Route Adjustments



Mobility App + CAD Software Update



Microtransit Pilot



US-34 Transit to Loveland



MERGE Mobility Hub



Explore Mobility-Oriented Development

# Short-Term Scenario (0-2 Years)

## Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub



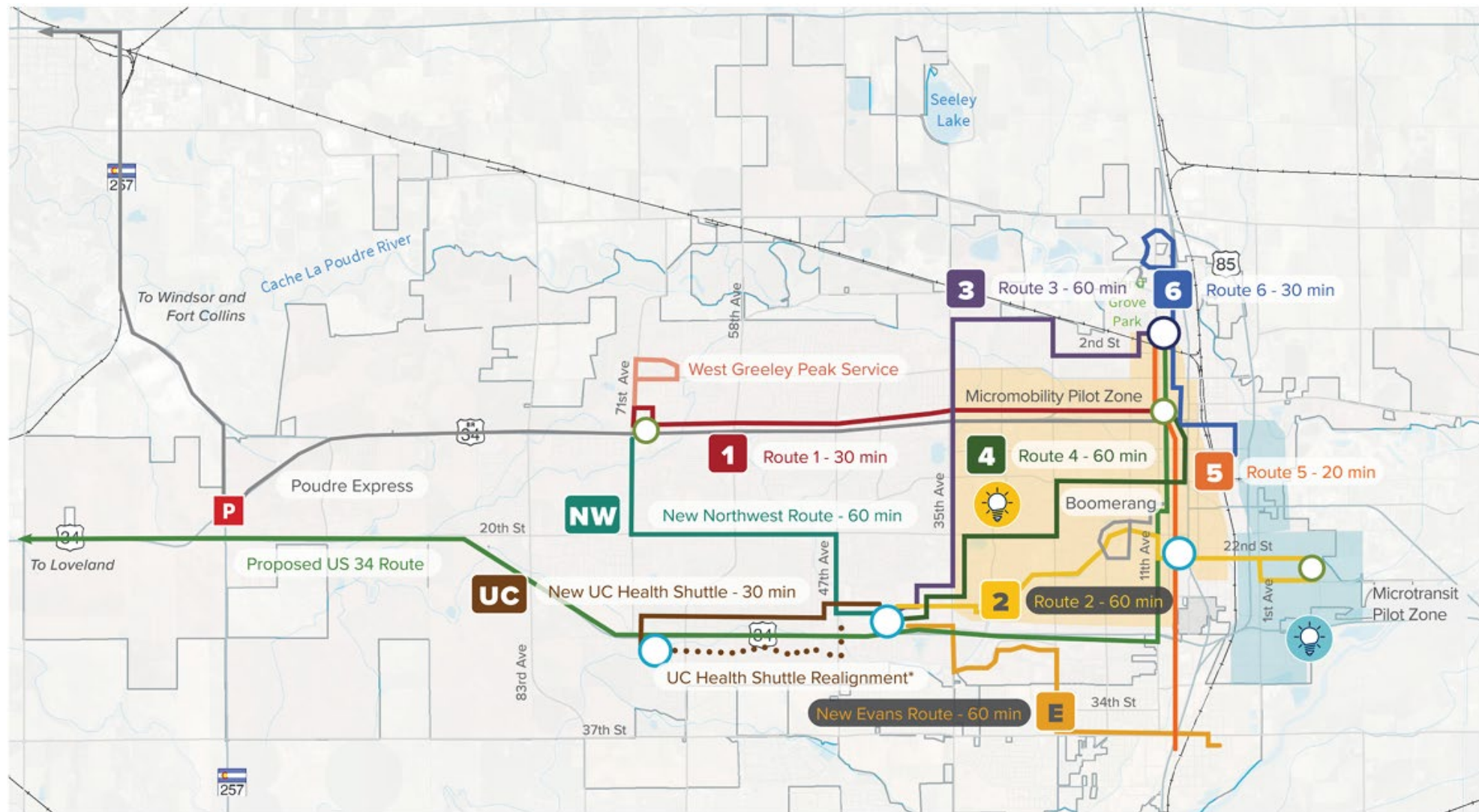
## New Service

Covering central Greeley, this area currently serves as the "Micromobility Pilot Zone". Here, electric scooters, bicycles, and other devices are available for short-term use within a defined geographic boundary. Riders can rent shared e-bikes and e-scooters through a smartphone app, supporting convenient and sustainable transportation options. The zone will be evaluated when the pilot program concludes to determine expansion opportunities.



## New Service

Microtransit is an on-demand service using small shuttles within designated areas with trips typically requested through a smartphone app. Microtransit service can connect neighborhoods to fixed-route transit and address mobility needs in areas like East Greeley, where fixed routes are currently unavailable. It offers a flexible, near-term solution that can evolve into fixed-route service as demand increases and infrastructure expands.



\* Roadway improvements are anticipated in the near term, and the route will be realigned when construction is complete.



# Long-Term Mobility Updates (2+ years)



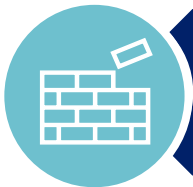
Increase Service Frequency



Implement Premium Transit Corridors on 10th Street



Expand new mobility options



Build Additional Mobility Hubs



Pilot Mobility-Oriented Development Policy

# Long-Term Scenario (3-10 Years)

## Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

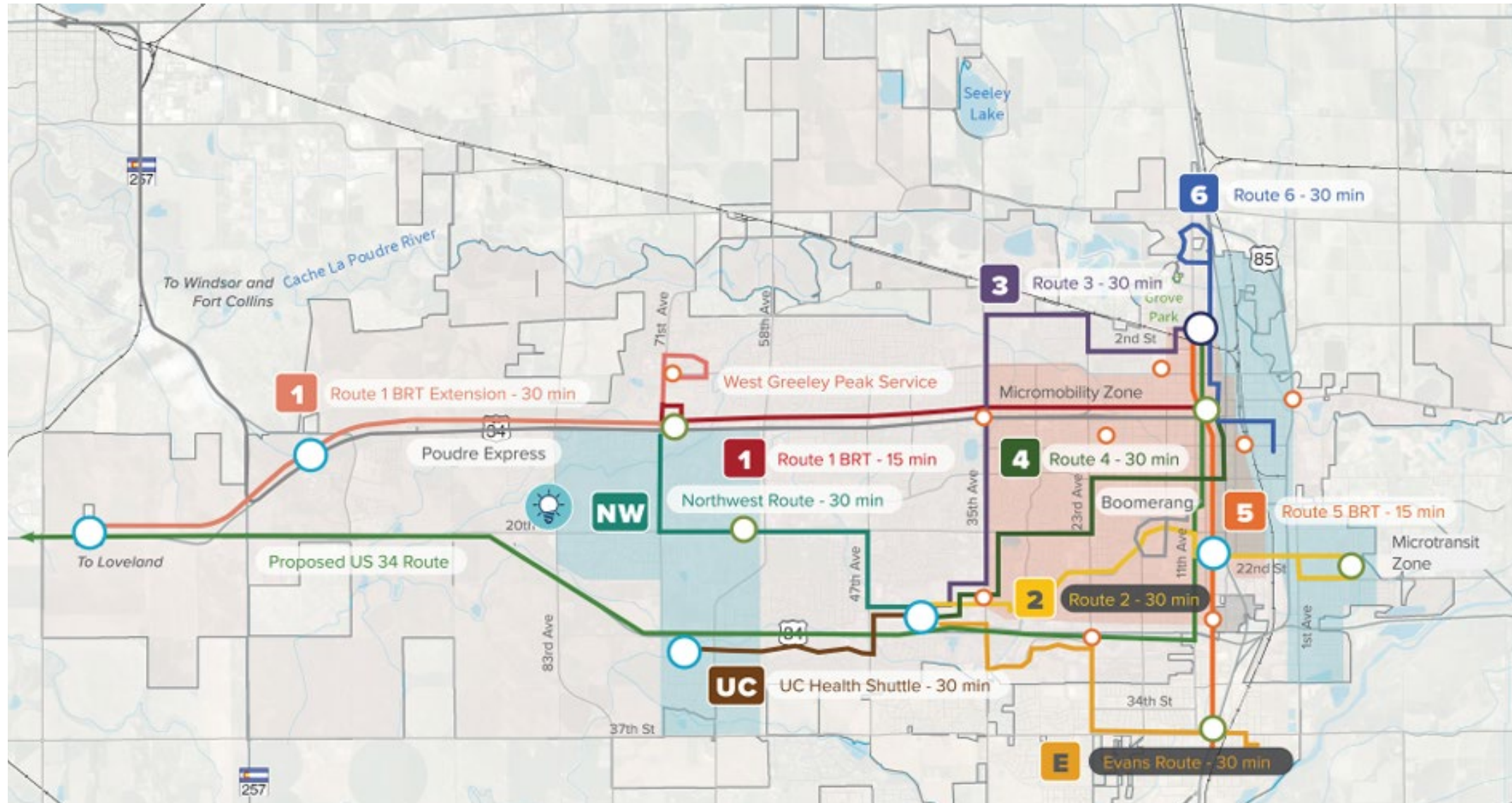


## New Service

Another microtransit zone will be established in West Greeley to provide mobility options for new and growing areas of the city. Exact extents for the zone have not been determined and will depend on future development and community needs in this area.

## Neighborhood Hubs

Neighborhood hubs are not spatially located in the near- and long-term maps. However, the proposed locations for the three tiers of mobility hubs, Regional, Community, and Neighborhood, are provided on pages 34 and 35. These locations were identified with consideration for neighborhood contexts and potential future development.





# Next Steps



Complete Phase 3 Public Engagement



Finalize Mobility Development Plan and present to City Council for adoption



Begin Implementation of Short-Term Roadmap



10th Street Transit Vision Planning Process



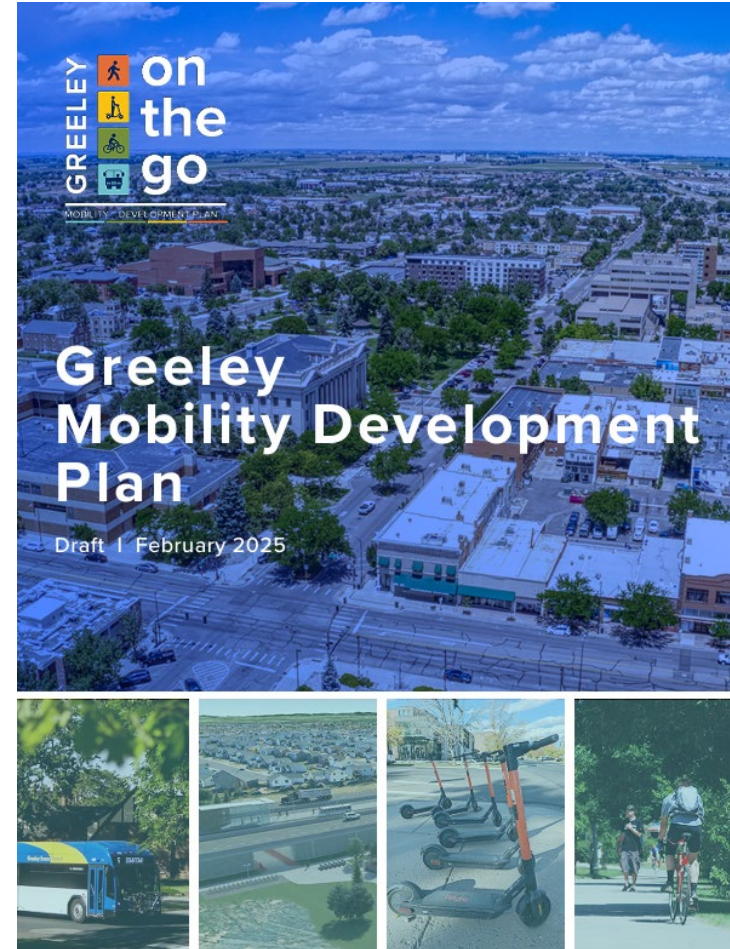
Explore Mobility Oriented Development

# Greeley Mobility Development Plan

The City of Greeley is experiencing population growth and continued commercial and residential development



In response, a Mobility Development Plan links transit, micromobility, first and final mile access, technology, and user education/information into one integrated mobility strategy to provide an ample, easy and connected transportation system.



**Purpose: solicit a recommendation for adoption from Planning Commission for Mobility Development Plan.**



# Thank you

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# APPENDIX

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# State of the System

## Greeley on the Go Mobility Development Plan

### On the Go Today

#### Mobility Landscape

Previous studies, grants, projects, policies, design standards and planning efforts serve as a foundation for the Mobility Development Plan. Findings and key takeaways will inform this current planning effort and help the project team to better understand the City's mobility needs.

- 23** Statewide, regional, and local plans reviewed
- 5** Local policy and design standard documents reviewed
- 5** Local projects reviewed
- 4** Federal grants reviewed

#### Key Takeaways

-  Expand transit for local trips and regional connectivity.
-  Enhance efficiency and accessibility through pilot programs that emphasize emerging technologies.
-  Align future growth, economic development, and multimodal transportation for short- and long-term needs.
-  Provide a balanced approach to connectivity, modal options, accessibility, and reliability.

#### State of the System

Understanding the current state of public transportation and all other mobility options within the City of Greeley lays a foundation for informed decision-making and strategic planning.

#### Population Growth



#### Housing & Transportation Affordability Index\*



#### Household Proximity to Key Destinations



#### Origin and Destination for Commuter Trips



### On the Go Tomorrow



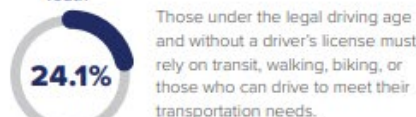
#### Mobility Solutions for Everyone

Transportation access refers to the availability and ease of reaching transportation options. It encompasses transportation infrastructure, but also the availability, affordability, and physical accessibility of all transportation, including public transportation services. Provided below is a summary of various communities in the City of Greeley, with a particular focus on those likely to depend on public transit as their primary means of transportation.

#### Communities of Color



#### Youth



#### Low-Income Populations



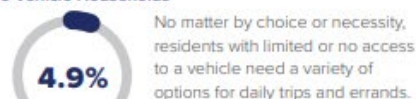
#### Older Adults



#### People with Disabilities



#### Zero-Vehicle Households



Source: U.S. Census Bureau American Community (2018–2022)

# State of the System: Greeley-Evans Transit

## Greeley-Evans Transit by the Numbers



Operating Budget (2024)  
\$8.4 million



Annual Ridership (2023)  
655,043

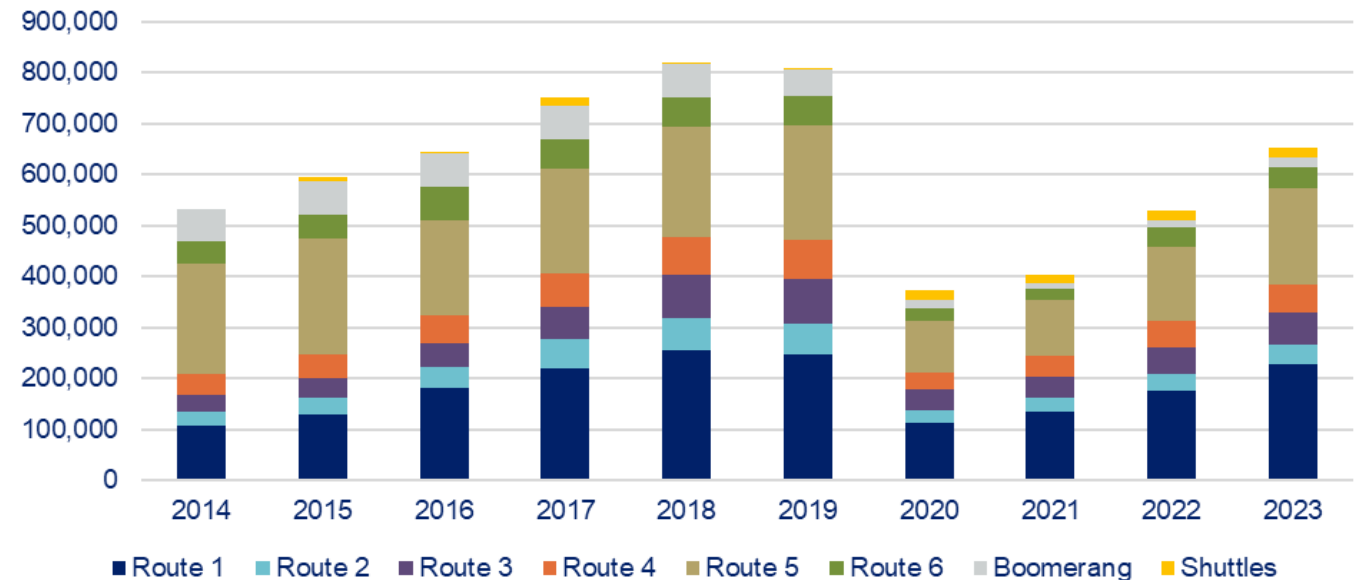


Operated as a division of the City of Greeley,  
providing service to Evans, Garden City, and others



6 city fixed routes, 1 regional commuter route, plus  
UNC Boomerang, Call-n-Ride, and paratransit

Annual GET Ridership



### Why Does This Matter?

GET is a firmly established system with regional reach and varied funding sources. There is both room for growth and desire for improvements.

### Why Does This Matter?

Transit use in Greeley was impacted by the pandemic in 2020, but ridership is gradually climbing back to pre-pandemic levels.



# Mobility Development Plan Goals

## Mobility System & Community Access

A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to more and varied opportunities.

A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

## Funding & Strategic Investment

An economically vibrant and resilient mobility network built on strategic investments that fosters community trust through transparent and inclusive decision-making.

A well-maintained mobility network operating in a state of good repair that is strategically planned and funded while bolstering infrastructure resilience.

## Environment & Technology

An innovative, flexible, resilient, and adaptive mobility network that embraces change and integrates new and emerging technologies.

Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

## Information & Education

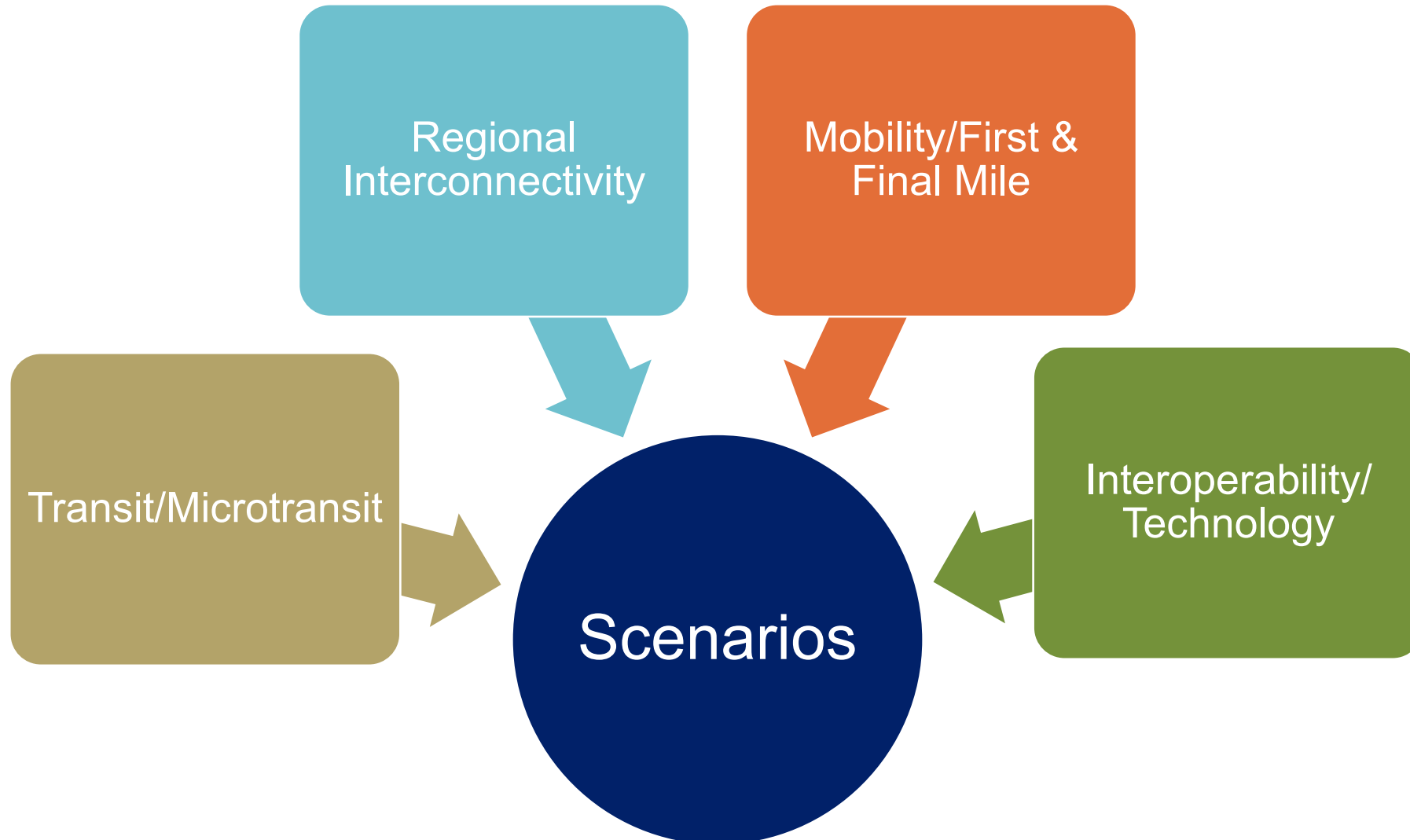
A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.

# Scenario Development Process





# Scenario Development Inputs



# Mobility Hub Typologies

## Greeley Mobility Development Plan - Mobility Hub Typologies

 Vital
  Preferred
  Optional

|                     | Mobility Options         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Information                                                                          |                                                                                       |                                                                                       | Infrastructure                                                                        |                                                                                       |                                                                                       |                                                                                       | Amenities and Programs                                                                |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |
|---------------------|--------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Alternative Options | Transit (Local/Regional) | Microtransit                                                                        | Bike Share/Parking                                                                  | Scooter Share/Parking                                                               | Carshare                                                                            | Taxi/Ridehailing (Uber, Lyft)                                                       | Wayfinding Signage                                                                   | Wi-Fi /Smartphone Connectivity                                                        | Information Kiosk                                                                     | Real Time Mobility Information                                                        | Bicycle and Pedestrian Access and Connectivity                                        | Passenger Loading Zone                                                                | Parking                                                                               | Dedicated Carpool/Vanpool Parking                                                     | Placemaking/Landscaping                                                               | EV Charging                                                                           | Shelters                                                                              | Benches/Trash Receptacles                                                             | Retail/Delivery                                                                       | Restrooms/Driver Relief                                                               | Safety & Security                                                                     | Development/ Equitable TOD                                                            | Greenway Connectivity                                                                 |
|                     | Tier 1<br>(Regional)     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                     | Tier 2<br>(Community)    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                     | Tier 3<br>(Neighborhood) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



# Integrated Mobility Vision Elements

## Neighborhood

## Community

## Regional

Each Mobility Hub Typology provides guidance on connections, the types and number of amenities, and resources at each hub. Transit acts as the spine of the system.

### Mobility Options

Bike Share/Parking



Scooter Share/Parking



Carshare



Taxi/Ridehailing



### Amenities & Programs

Placemaking/  
Landscaping



EV Charging



Shelters/Benches/  
Trash Receptacles



Retail/Delivery



### Information

Wayfinding



Information Kiosk



### Infrastructure

Bicycle & Pedestrian  
Access & Connectivity



Passenger  
Loading Zone



Safety/Security



Development/Equitable TOD



Greenway  
Connectivity





# Neighborhood - Mobility Hub Examples



Focused on connecting to the local/regional transit system via first/final mile services and context appropriate mobility options including micromobility and micro transit



# Community - Mobility Hub Examples



Connects with the local transit system and provides first/final mile connections and context appropriate mobility options to important community resources



# Regional - Mobility Hub Examples



Provides connections to local, regional, and interregional transit systems, first/final mile connections and other appropriate mobility options