APPENDIX D: IMPLEMENTATION

Introduction

During the recommendations and implementation development process, the project team followed each potential project from planning-level feasibility analysis through prioritization, and finally planning-level costing of priority projects. Portions of this process are discussed in detail in the Bicycle Master Plan document; information and tables (including those that are shown in the master plan document) developed throughout the process are shown in this appendix.

Feasibility

As potential projects were identified using the needs and analysis tools and conclusions described in the master plan document, each project was examined for overall feasibility to determine if a project would be implementable with minimal enhancements (restriping or minor roadway widening for on-street projects; no significant grading, no bridges or underpasses for off-street trail projects) or if the project would require significant reconstruction (major curb changes, an additional facility, or reconstruction for on-street projects; significant grading, retaining walls, bridges or overpasses for off-street trail projects).

Where potential striping modification (lane removal, parking removal, or lane narrowing) meant that a project could potentially be implemented with minimal effort, the project team reviewed existing traffic volumes to determine if the roadway was a candidate for "right-sizing." The team used a baseline existing volume of 15,000 average daily traffic (ADT) based on roadway counts provided by the city as the maximum volume that could handle a four- (or five-) to-three lane conversion, per discussions with city staff.

Consideration of whether the roadway was programmed for maintenance (according to information provided by the city) and existing right of way width were also considered as part of the base feasibility analysis.

Finally, potential issues and assumptions were determined, and general cost levels (table 1) were evaluated to allow for project scoring in the prioritization process.

This feasibility analysis (table 2) was completed at a corridor planning level without detailed right-of-way or roadway survey or plans. As such, a detailed engineering feasibility analysis should be completed during the concept design stage of each project as it moves into implementation.

Table 1: Project Cost Range Assumptions

Facility Type	Cost Range	Cost Assumptions (Cost categories are relative to all facility types)
Sharrow	Low	Low = Addition of shared lane markings at intersections and at regular intervals; and/or increased maintenance/ sweeping
Bike Boulevard	Low to High	Low = At two-way stop-controlled intersections, prioritize bicycle through traffic. Addition of pavement marking and signage Medium = Addition of median refuges; and/or minor intersection improvements High = Traffic calming interventions include bumpouts, installation of roundabouts, or other traffic diverters.
Bike Lane	Low to High	Low = Configure within existing roadway footprint (road diet and restriping; and/or increased maintenance/ sweeping Medium = Removal of parking; moderate access management (removal of curb cuts, access reconfiguration); and/ or widening within ROW High = Purchase of ROW and widening
Buffered Bike Lane	Low to High	Low = Striping buffer within existing roadway footprint Medium = Removal of Parking; Striping buffer; moderate access management (removal of curb cuts, access reconfiguration); and/or widening within ROW High = Crossing of highway or more than 5 arterials; purchase of ROW for roadway widening; and/or curb and gutter construction
Protected Bike Lane/ Cycletrack	Medium to High	Medium = Removal of Parking; Striping and addition of flexible posts; intersection improvements at 1-3 arterials; and/or installation of sidepath to accommodate pedestrians where existing sidepath has been repurposed as grade-separated cycletrack High = Installation of grade separation for protected bike lane buffer or lane itself; installation of median, curb, and drainage improvements; crossing of highway or more than 3 arterials; and/or purchase of ROW for widening
Sidepath	Low and High	Low = minor expansion of sidepath in sections, wayfinding Medium = Construction of new sidepath within ROW High = Purchase of ROW to accommodate sidepath; and/or drainage and landscaping considerations
Off-Street Trail	Medium to High	Medium = Trail construction; minimal water body crossings (depending on site specifics, this could be high); wayfinding; and improve lighting at some urban waypoints; 2 or fewer roadway crossings High = Purchase of ROW to accommodate trail; or multiple water body/grade separated crossings needed

Table 2: On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible (w/ mod. to min. enhance.)	Programmed for Maintenance	Potential Issues and Assumptions	Cost
O St	83rd Ave to US 85	Bike Lane	33,000	2-lane major arterial	26′	*No data*	Yes		Widening is necessary. Assuming improvements are within ROW.	Medium
F St	59th to 23rd	Bike Lane	11,600	2-lane collector	26′	*No data*	Yes		Lack of shoulder. Diagonal rail crossing will require special consideration. Assuming improvements are within ROW.	Medium
C St	35th Ave to 23rd Ave	Bike Lane	5,300	2-lane collector	26′	*No data*	Yes		Lack of shoulder. Assuming improvements are within ROW.	Medium
2nd St	23rd Ave to 11th Ave	Bike Boulevard	5,500	2-lane collector with parking	40′	*No data*	Yes	14th Ave to 23rd Ave overlay in 2014	Where possible, switch two-way stops to prioritize bike through-travel.	Low
4th St	83rd Ave to Dundee Ave (74th)	Protected Bike Lane	4,000	2-lane minor arterial	26′	3,500	Yes		Moderate enhancements needed including widening and possible ROW acquisition.	Medium
	Dundee Ave (74th) to 59th Ave	Protected Bike Lane	6,700	4-lane minor arterial	56′	3,500	Yes		With road diet	High
	59th Ave to 35th Ave	Protected Bike Lane	21,600	4-lane minor arterial with alternating center left turn	56′	13,500	Yes - with road diet	East side of patch to west side of 59th 2014 chip seal	4-8′ sidepath exists on either side of roadway. Overhead utility south of roadway on would make moving curb infeasible at some locations.	High
	35th Ave to 23rd Ave	Protected Bike Lane	5,500	4-lane minor arterial 35th to 30th Ave; 2-lane minor arterial 30th to 23rd Ave	60′ (40′ 30th Ave to 23rd)	11,000	Yes		Bike lanes exist between 35th Ave and 30th Ave.	High

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
5th St	23rd Ave to 14th Ave	Sharrow	4,000	2-lane minor arterial with parking	18'	No data	Yes		Special consideration at 14th and 23rd intersections.	Low
8th St	8th Ave to US 85	Bike Lane	3,300	4-lane minor arterial with parking	25'	3,500	Yes with road diet		Special consideration needed a US 85 intersection	Low
10th St	10th to 7th	Protected Bike Lane	1,500	4-lane major arterial with on-street (some diag) and some bumpouts with center turn lane	71'	9,000	Yes - with road diet or parking removal		Likely 2-way facility. Recommended to switch front-in diagonal parking to back-in for safety.	Medium
	23rd Ave to 10th Ave	Protected Bike Lane	6,500	3-lane one-way major arterial	53'curb to curb	9,500	Yes		Likely 2-way facility. Areas with on-street parking	Medium
	35th Ave to 23rd Ave	Sidepath	5,400	4-lane major arterial with alternating left	58'	26,000	Yes		Potential acquisition of ROW needed	High
	63rd Ave to 59th	Sidepath	2,300	4-lane major arterial	70'	21,000	Yes			Medium
	Promontory Cir to 71st Ave	Sidepath	10,500	4-lane major arterial	66'	17,500	Yes		Wide shoulder. Heavy truck traffic Assumes sidepath is separated (2 sidepaths)	High

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
16th St	21st Ave to 14th Ave	Sidepath	3,000	4-lane minor arterial	42′	19,000	Yes	Programmed for 2014 chip and seal	No room for additional lane within existing road footprint. Major enhancements include widening and purchasing ROW. Potential conflicts with existing structures.	High
	14th Ave to 6th	Protected Bike Lane	4,000	4-lane minor arterial on-street (some diag) and some bumpouts with center turn lane	Varies from 50′ - 70′	13,250	Yes - with road diet or parking removal	Programmed for 2014 chip and seal	Tight with existing parking configuration.	Medium
	6th Ave to 1st Ave	Protected Bike Lane	2,500	2-lane minor arterial	52′	7,700	Yes		Bike lane exists from 6th to US 85. Special consideration at US 85 crossing required. Heavy truck traffic.	Medium
16th St	Promontory Pkwy to 103rd Ave	Bike Lane	1,700	4-lane minor arterial	61′	No data	Yes		Road diet	Low
18th St	Railroad tracks to 1st Ave	Bike Lane	1,800	2-lane collector	24′	2,000	Yes - with some lane reconfiguration		Potential widening within ROW	Low-Medium

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
20th St	95th Ave to 79th Ave	Cycletrack	7,300	2-lane minor arterial	24'	7,500	Yes		Lack of shoulder. Moderate enhancement needed to construct shoulder or separated cycletrack. Assume single path.	Medium
	79th Ave to 71st Ave	Cycletrack	3,000	2-lane minor arterial	24'	7,500	Yes		Gravel path exists north of roadway. Land ownership issues. Assume single path.	Low
	71st Ave to 28th Ave	Cycletrack	18,660	4-lane minor arterial	80'	16,500	Yes		10' paved path exists north of roadway. Recommended to widen sidepath to accommodate grade-separated cycletrack with consistent 8-10' width. Crosses to South near 42nd Ave. Path narrows to 6' near 35th and varies between 8' and 6 ' to 28th Ave.	High
	28th Ave to 23rd Ave	Protected Bike Lane	3,100	4-lane parkway arterial (Divided)	Eastbound: 32'	15,500 (East and West Bound)	Yes with additional standard		Special treatment needed at 23rd Ave intersection	Medium
	23rd Ave to 21st Ave	Buffered Bike Lane	875	2-lane minor arterial	36'	6,500	Yes with parking removal		Special consideration travel movement to 21st Ave.	Low
	11th Ave to 7th Ave	Sharrow	1,500	2-lane collector with 2-way left turn and parking	54'	No data	No		Shared roadway facility exists 11th Ave to 8th Ave. Parking in the bike lane 8th to 7th. May remove parking or recommend shared roadway facility.	Low
Reservoir Road	11th St to 21st St Rd	Sidepath	3,600	4-lane collector with 2-way left turn	60'	No data	No determination with existing traffic data		Depending on traffic count. Sidepath could be effective - similar to facility between 10th and 11th Ave on 20th St. Potential partnership with University? Assume widening and reconstruction of existing sidepath.	High
22nd St	7th Ave to 1st Ave	Bike Lane	3,900	4-lane collector	27'	4,700	Yes with road diet		Special consideration at US 85 intersection	Low

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
23rd St	44th Ave Ct to 42nd Ave	Sharrow	1,500	2-lane local	40'	No data	Yes		Add wayfinding to promote connectivity	Low
24th St	Westridge Ave (59th/65th Ave)	Sharrow	1,700	2-lane collector	22'	No data	Yes		Widening within ROW	Medium
25th St	17th Ave to 11th Ave	Bike Lane	2,600	4-lane collector	56'	6,500	Yes - with road diet		Within existing roadway footprint	Low
W 25th St	36th Ave to 35th Ave	Sidepath	800	4-lane parkway arterial	67'	No data	Yes		Raised median, Consider adding refuges to existing median to ease crossing of Centerplace. Could be part of development negotiations.	Medium
	35th-Mnt. Ln (cont. on Mnt. Ln to Reservoir Rd)	Sharrow	2,100	2-lane local	36'	No data	Yes			Low
28th St	71st Ave to 83rd Ave	Bike Lane	3,800	2-lane local	27'	No data	Yes			Low
29th St	65th Ave to 58th Ave	Bike Lane	2,700	N/A	N/A	N/A	Yes, with const. of road			Low (also new const)
30th St	41st Ave to 39th Ave	Sharrow	1,200	2-lane local with parking	38'	No data	Yes			Low
37th, 23rd to 17th St	65th Ave to 35th Ave	Sidepath	13,900	2-lane minor arterial	24'	No data	Yes		Lack of shoulder. Will need to be separated.	High

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
1st Ave	16th St to 18th St	Sidepath	1,300	4-lane minor arterial	56′	No data	Yes		Heavy truck traffic - many access points to gravel lots. Most likely to require curb and gutter reconstruction	High
4th Ave	5th St to 13th	Bike Boulevard	3,700	2-lane local with parking	24′	No Data	Yes		Special considerations at 13th St and school crossing	Low
11th Ave	2nd to 20th	Protected Bike Lane	9,300	4-lane minor arterial with on-street parking	54′	15,500	Yes - with road diet	6th St to 20th St programmed for overlay in 2014	Too narrow to maintain existing curb location and/or on-street parking configuration. Potential road diet or removal of parking	High
	20th to 27th	Sidepath	5,000	4-lane minor arterial	56′	22,000	Yes		Cycletrack exists adjacent to campus	Medium
13th Ave	Cranford Pl to 20th St	Bike Lane	1,200	2-lane local with parking	54′	No data	Yes			Low
14th Ave	2nd to 16th St	Buffered Bike Lane	6,700	4-lane minor arterial with on-street parking	54′	5,500	Yes - with road diet		No constraints. Potential to move parking to outside of bike lane	Low
17th Ave	US 34 to 32nd	Bike Lane	2,800	4-lane minor arterial	50′	2,000	Yes - with road diet		Provide wayfinding to tunnel to the east of 17th	Low
21st Ave	16th St to 20th St	Buffered Bike Lane	2,600	2-lane local with parking	41′	No data	Yes		May require parking removal	Medium

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
28th Ave	4th St to 16th St	Buffered Bike Lane	5,600	2-lane collector with center left and parking	56'	5,500	Yes		Bike lane exists. Parking removal necessary	Low-Medium
	16th St. to Reservoir Rd. continuing south to US 34 on Reservoir Rd.	Buffered Bike Lane	9,000	2-lane collector with parking	45'	4,000	Yes		Bike lane exists. Special consideration at US 34 - grade separated crossing strongly recommended. Improvements to US 34 crossing will change medium cost to high.	Medium
35th Ave	O St to 4th	Bike Lane	8,900	2-lane minor arterial	24'	11,000	Yes		Needs shoulder; lack of shoulder	Medium
N 25th Ave	F St to O St	Bike Lane	4,100	2-lane	24'	No data	Yes		Needs shoulder; lack of shoulder. Constraint at bridge.	Medium
38th Ave	23rd St to Centerplace	Bike Lane	1,200	2-lane	26'	No data	Yes		Assuming widening during redevelopment.	Low
42nd Ave	23rd St to Centerplace	Bike Lane	1,000	N/A	N/A	N/A	Yes		Should be integrated with site plan. Improvements may be included in development fees.	Medium
47th Ave	31st to 37th St	Sidepath	2,600	4-lane with center left to 31st then 2-lane to 37th	56' then 26'	13,000	Yes		Major enhancements include ROW acquisition.	High
50th Ave	10th St to Aims	Sharrow	3,200	2-lane local	38'	No data	Yes		Bikeway on 50th. Wayfinding required to navigate to private path through to Aims.	Low
Westridge Ave (59th/ 65th Ave), Milliken Rd	20th St to 37th	Bike Lane	11,800	2-lane major arterial	24' (41' south of US 34 to 32nd St)	11,500	Yes	Preliminary design widening	Lack of shoulder. Potential for sidepath. Improvements considered post widening.	Low

Table 2 (cont'd): On-Street Project Feasibility

Roadway	Section	Proposed Facility Type	Length (Feet)	Existing Roadway Facility	Existing Width (Feet)	ADT (max. for segment)	Feasible with minimal to moderate enhancements	Programmed for Maintenance	Potential Issues and Assumptions	Cost
65th Ave	13th St to 20th	Sidepath	3,900	4-lane collector with 2-way left turn	52'	No data	Yes		Depending on widening existing sidepath on west side or adding new path on east side.	High
71st Ave	O St to F St	Bike Lane	4,000	2-lane collector	28' - 34'	4,500	Yes		Lack of shoulder in locations. Serves as alternate route during Poudre River Trail flood events. Assume improvements are within ROW.	Medium
71st Ave	16th St to W 29th St	Bike Lane	8,800	2-lane minor arterial	24'	4,500	Yes		Lack of shoulder. Potential for separated path. Assume improvements are within ROW.	Medium
83rd Ave	17th St to 30th St	Bike Lane	8,000	2-lane	24' - 32'	3,000	Yes		Lack of shoulder and rumble strips. Assume improvements are within ROW.	Medium

Table 3: Off-Street Trail Project Feasibility

Project Location	Section	Proposed Facility Type	Length (Feet)	Length (Miles)	Major Crossings Required	Feasible (with min. to mod. enh.)	Potential issues/opportunities
35th Ave connection	29th St at 35th Ave northeast to US 34	Off-Street Trail	5,700	1.1	US 34	Yes	Gravel road exists.
Aims C.C. connection from 16th St Ln		Off-Street Trail	1,100	0.2		Yes	
Sheep Draw Trail	83rd Ave to 71st Ave	Off-Street Trail	5,700	1.1		Yes	
Greeley CTP Map 7	Sheep Draw to 20th St at 74th Ave and south through Mountain Vista and Triple Creek	Off-Street Trail	6,000	1.1	20th St.	Yes	
Greeley Number 3 Ditch	4th St and 23rd Ave to 22nd St and 2nd Ave	Off-Street Trail	14,700	2.8	Multiple	No	Major enhancements needed. Could be difficult to obtain ROW for trail.
Greeley Number 3 Ditch	Larson Trail to 35th Ave (trail connection)	Off-Street Trail	3,000	0.6		Yes	Gravel road exists. Requires at grade crossing of 35th Ave and use of bridge across ditch.
Greeley Number 3 Ditch	F St to Larson Trail	Off-Street Trail	4,600	0.9		Yes	Gravel road exists. Will need easement for ROW.
25.3rd Ave connection	C St to 4th St	Off-Street Trail	3,600	0.7	Railroad	No	Major enhancement needed - will require crossing of railroad.
50th Ave	Connection to F St	Off-Street Trail	800	0.2		Yes	Gravel road exists. Will need easement for ROW.
Canal Road - Waggin' Tail Connection (CTP Map 22?)	29th St at 11th Ave to Waggin' Tail Dog Park	Off-Street Trail	7,800	1.5	US 85	No	Major improvements needed for crossing near to US 34 / US 85 interchange
Poudre Trail East Extension	11th Ave to Ash Ave	Off-Street Trail	13,000	2.5	Several	Yes	

Project Prioritization

Introduction

This document summarizes the applied methodology for prioritizing recommended improvements for Greeley Master Plan recommended projects. Prioritizing these projects will allow Greeley to identify high priority projects and low-hanging fruit, as well as provide a foundation for implementation phasing. The prioritization framework relies upon criteria developed with the Internal Review Team and confirmed by the public. Criteria are described in the following section.

Scoring Criteria

Bicycling Stress Reduction

Because one of the main goals of the plan is to encourage the "60%" (interested but concerned) population to ride more, reduction of bicycling stress is a critical component of the bike network. High-scoring projects significantly decrease the level of bicycling stress. This criteria was not used in off-street trail ranking.

Connectivity to Existing Facilities

Bicycling is typically higher along designated facilities. Creating connectivity to existing bike facilities enables more trips to be made by bike, and provides bicyclists of varying capabilities multiple routes for reaching their destination. Facilities that connect to an existing bikeway or bikeways will receive this scoring criterion.

Connectivity to Proposed Facilities

In addition to the existing bikeway network, this plan proposes the addition of many projects throughout Greeley. While not as immediately effective for bikeway continuity, facilities that connect to proposed facilities will help create a robust and cohesive network. Proposed facilities that intersect with other proposed facilities will be awarded this criterion.

Connectivity to Schools

The project team heard from community members, city staff, and city commissions that increasing the number of students who are comfortable bicycling to school is a high priority in Greeley. One of the primary ways to accomplish this is to provide adequate bicycling facilities near schools. To encourage more students to walk and bicycle to school, proposed facilities that directly connect to or travel within ¼ mile of any school (public or private) would qualify for this prioritization criteria.

Connectivity to Underserved Areas

There are a number of areas in Greeley that are currently underserved, meaning they are not in close proximity to an existing bicycle facility. Many of these underserved areas are also areas where a higher percentage of the population uses bicycle, walking, or transit travel as their only transportation option. To encourage connectivity to these areas of the city, projects that are proposed in areas further than ½ mile from an existing bicycle facility qualify for this criteria.

Connectivity to Recreation

One of the community's primary immediate concerns is improving access to the parks and trail network. Increasing ease of use and access for recreational riders, children, and anyone wishing to take advantage of Greeley's recreation opportunities was therefore a significant consideration in plan development. Therefore, projects with direct access to a public park, open space, or trail destination qualify for this criteria.

Connections to Jobs, Activity Centers, and Transit

Activity centers and jobs are the major trip-driving destinations within Greeley (e.g. commercial districts, employment centers, Downtown, etc.). By increasing accessibility to major activity centers and to transit stops that will ultimately take people to the activity centers, the recommendations in this plan can help reduce vehicle miles travelled and support residents and visitors who choose to bicycle or walk. Projects that connect to these centers qualify for this prioritization criterion.

Connectivity to Residential

Just as connecting to "end of trip" destinations such as jobs and activity centers is critical to encouraging residents

to bicycle for more trips, so is connecting to the trip origin, most often a house or residence. This criteria rewards projects that pass through residential "hot spots" according to the BSI analysis, where, in general, a higher density of housing is present in the surrounding areas.

Network Gap Closure

Gaps in the bicycling network discourages use of this mode because they limit route continuity, sense of belonging and security, or require users to choose less direct paths to access their destinations. Some feel "stranded" when a facility abruptly ends or does not easily connect to their destination, forcing users to ride on a street that does not accommodate their proficiency level or increases the length of their trip. Facilities that fill identified gaps in the existing bicycling and walking network will qualify for this criterion.

Safety

Increasing bicyclist and all users' safety is paramount in any infrastructure project. Because a majority of the bicycle-vehicle crashes occur at locations without a bicycle facility, and because by nature of providing an improved facility, safety is likely to increase, projects that include locations with reported bicycle crashes qualify for this criteria.

Ease of Implementation

Although not a primary consideration in the development of a bicycle network, ease of implementation is a critical piece of whether a network will be successfully and quickly implemented. The project list includes some projects that are "low hanging fruit" ready to be implemented within the next year, but it also includes projects such as the Number Three Ditch Trail, which will require significant right-of-way coordination, time-consuming planning and engineering, and is on a longer time frame than many of the other projects. To recognize projects that are "shovel ready" (already have the required planning and engineering in place or require little planning or engineering prior to implementation), require little to no physical roadway modification, or have an existing funding source in place, projects that will be easier to implement are awarded this criteria.

Scoring Measures

The criteria are then applied to each facility. The facility is first assigned a numeric value (score) to the degree it meets the criteria requirements. Each project's score in each category is then multiplied by the category's weight which was established by the review team with public input. Then the project's weighted scores for each criteria are added up to give a total score. These total scores are compared, and the projects ranked according to total score.

This tool can be used and modified as necessary by the City as additional projects are desired or as criteria emphasis preferences change. It should be noted that this process is a tool to be considered when determining next project priorities, but is not the determining factor in which projects will be constructed in what order.

Although a number of "low-hanging fruit" projects (those with high ease of implementation scores) are included in the priority projects described later in this appendix, not all "low-hanging fruit" projects are considered priority projects, because of their lower overall relative score. A column showing ease of implementation score (possible range of zero through two, two being the highest, or easiest to implement) is included in tables 5 and 6 for reference.

Table 4: Project Prioritization Criteria and Weights

Criteria	Description	Range	Weight
Bicycling Stress Reduction	The project decreases the level of travel stress between intersections or increases clarity or protection at an intersection. (not used in trail ranking)	Cycletrack and off-street facilities (especially on roads >35mph) are the most comfortable to most people.	3
		Signed bicycle routes are the least comfortable for most people.	
Connectivity - Existing	The project connects to an existing bicycle facility.	Direct access to an existing bicycle or trail facility. (highest score to 2 connections in trail ranking)	2
		Does not directly or indirectly access an existing bicycle facility.	
Connectivity - Proposed	The project connects to a proposed bicycle facility.	Direct access to a proposed bicycle or trail facility (highest score to 2 connections in trail ranking)	1
		Does not directly or indirectly access a proposed bicycle or trail facility.	
Connectivity - School	The project provides a new or improves upon an existing access to a school.	Direct access to any school.	3
		Does not directly or indirectly access a school.	
Connectivity - Underserved Areas	The project provides a new or improves upon an existing access to an area currently underserved by bicycle infrastructure.	Direct access to a destination or area that is currently further than 1/2 mile from a bicycle facility (underserved area).	2
		Does not directly or indirectly access an underserved area.	
Connectivity - Recreation	The project provides a new or improves upon an existing access to a public park, open space, trail, or other recreation destination.	Direct access to a public park, open space, or trail (PTOL) destination. (Highest points to connection for the Poudre River Trail or Sheep Draw Trail)	3
		Does not directly or indirectly access a PTOL.	
Connectivity - Jobs and Activity Centers	The project provides new or improves upon existing access to a major job center, activity center, or transit stop.	Directly connects to a major trip-driving destination or transit center/stop.	3
		Does not directly or indirectly connect to a major trip-driving destination or transit center/stop.	
Connectivity - Residential	The project provides a new or improves upon an existing access to existing or proposed residential uses.	Direct access to a high number of residential units.	2
		No direct access to residential units.	
Network Gap Closure	The project closes a gap in the existing bicycling network.	Fills a network gap between two existing facilities.	3
		Does not directly fill a gap between two existing or an existing and proposed facility.	
Safety	The project potentially improves bicyclist safety in a location with reported bicycle crashes. (not used in trail ranking)	Includes locations with five or more reported bicycle crashes, as reported in the "Crash Analysis" section of this report.	3
		Includes no locations with reported bicycle crashes, as reported in the "Crash Analysis" section of this report.	
Ease of Implementation	The project is "shovel ready," requires little road reconfiguration, or has an existing funding source/ project that it can be implemented under.	Can be constructed/installed with the least difficulty.	2
		Will require major effort (time, money, right-of-way, preparation) to implement.	

Table 5: On-Street Project Ranking								
Ranking	Project Name	Length (mi)	Limit 1	Limit 2	Classification	City/County	Ease of Implementation Criteria Score	Score Total
1	23rd Ave	3.13	5th St	37th St	Sidepath	Greeley/Weld	0	47
2	20th St	3.53	71st Ave	28th Ave	Protected Bike Lane	Greeley	0	43
3	14th Ave	1.27	2nd St	16th St	Buffered Bike Lane	Greeley	2	42
4	17th Ave	0.53	US 34	32nd St	Bike Lane	Greeley	2	42
5	4th St	2.06	59th Ave	23rd Ave	Protected Bike Lane	Greeley	0	40
6	16th St	0.76	14th Ave	1st Ave	Protected Bike Lane	Greeley	1	37
7	20th St	0.59	28th Ave	23rd Ave	Protected Bike Lane	Greeley	1	37
8	Reservoir Road	0.45	14th Ave	21st Ave	Bike Lane	Greeley	0	36
9	13th Ave	0.23	Cranford Pl	20th St	Bike Lane	Greeley	2	35
10	16th St	0.57	21st Ave	14th Ave	Sidepath	Greeley	0	35
11	20th St	0.28	11th Ave	7th Ave	Bike Lane/Sharrow	Greeley	2	35
12	28th Ave	1.70	16th St	US 34 (on Reservoir)	Buffered Bike Lane	Greeley	1	35
13	11th Ave	1.76	5th St	20th St	Protected Bike Lane	Greeley	0	34
14	28th Ave	1.06	4th St	16th St	Buffered Bike Lane	Greeley	2	34
15	4th Ave	0.70	5th St	13th St	Bike Boulevard	Greeley	2	34
16	50th Ave	0.61	10th St	Aims CC	Sharrow	Greeley	2	34
17	59th/Westridge/65th Ave	2.23	20th St	37th St	Bike Lane	Greeley/Weld	2	34
18	10th St	2.97	Promontory Pkwy	71st Ave	Sidepath	Greeley	0	33
19	11th Ave	0.95	20th St	27th St	Sidepath	Greeley	1	33
20	22nd St	0.74	7th Ave	1st Ave	Bike Lane	Greeley	2	33
21	35th Ave	1.69	0 St	4th St	Bike Lane	Greeley	1	32
22	65th Ave	0.74	13th St	20th St	Sidepath	Greeley	0	32
23	10th St	1.02	35th Ave	23rd Ave	Sidepath	Greeley	0	31
24	US 34	1.69	35th Ave	11th Ave	Sidepath	Greeley	1	31
25	20th St	0.57	79th Ave	71st Ave	Protected Bike Lane	Greeley	2	30
34	20th St	0.17	23rd Ave	21st Ave	Buffered Bike Lane	Greeley	2	30
35	4th St	0.76	83rd Ave	Dundee Ave (74th Ave)	Protected Bike Lane	Greeley/Weld	1	30
36	10th St	0.44	63rd Ave	59th Ave	Sidepath	Greeley	1	29
37	2nd St	1.04	23rd Ave	11th Ave	Bike Boulevard	Greeley	2	29
38	38th Ave	0.23	23rd St	Centerplace	Bike Lane	Greeley	2	29
39	5th St	0.76	23rd Ave	14th Ave	Sharrow	Greeley	2	29
40	10th St	1.23	23rd Ave	7th Ave	Protected Bike Lane	Greeley	1	28
41	8th St	0.55	7th Ave	US 85	Bike Lane	Greeley	2	28
42	W. 25th St	0.38	38th Ave	35th Ave	Sidepath	Greeley	1	28

Table 5 (cont'd): On-Street Project Ranking								
Ranking	Project Name	Length (mi)	Limit 1	Limit 2	Classification	City/County	Ease of Implementation Criteria Score	Score Total
43	42nd Ave	0.23	23rd St	Centerplace	Bike Lane	Greeley	1	27
44	4th St	1.27	Dundee Ave (74th Ave)	59th Ave	Protected Bike Lane	Greeley	0	27
45	25th St	0.49	17th Ave	11th Ave	Bike Lane	Greeley	2	26
46	71st Ave	1.67	16th St	29th St	Bike Lane	Greeley	1	26
47	C St	1.00	35th Ave	23rd Ave	Bike Lane	Greeley	1	26
48	F St	2.20	59th Ave	23rd Ave	Bike Lane	Greeley	1	26
49	1st Ave	0.25	16th St	18th St	Sidepath	Greeley	0	25
50	21st Ave	0.49	16th St	20th St	Buffered Bike Lane	Greeley	1	25
51	N 25th Ave	0.78	F St	O St	Bike Lane	Greeley	0	25
52	US 34	2.84	95th Ave	65th Ave	Sidepath	Greeley	1	25
53	O St	6.25	83rd Ave	US 85	Bike Lane	Greeley/Weld	1	24
54	"16th St"	0.32	Promontory Pkwy	103rd Ave	Bike Lane	Greeley	2	23
55	47th Ave	0.98	US 34	37th St	Bike Lane	Greeley/Weld	0	23
56	18th St	0.34	Railroad tracks	1st Ave	Bike Lane	Greeley	2	22
57	71st Ave	0.75	O St	F St	Bike Lane	Greeley	1	22
58	20th St	1.38	95th Ave	79th Ave	Protected Bike Lane	Greeley	1	21
59	29th St	0.50	65th Ave	58th Ave	Bike Lane	Greeley	0	21
60	37th St	2.63	65th Ave	35th Ave	Sidepath	Greeley/Weld	0	21
61	30th St	0.23	41st Ave	39th Ave	Sharrow	Greeley	2	20
62	83rd Ave	1.52	17th St	30th St	Bike Lane	Greeley	1	20
63	W. 25th St	0.40	35th Ave	Mountain Lane	Sharrow	Greeley	2	20
64	23rd St	0.28	44th Ave Ct	42nd Ave	Sharrow	Greeley	2	18
65	24th St	0.32	Westridge Ave	59th Ave	Bike Lane	Greeley	1	15

Table 6: Off-Street Trail Project Ranking								
Ranking	Project Name	Length (mi)	Limit 1	Limit 2	Type	City/ County	Ease of Implementation Criteria Score	Score Total
1	Greeley Number 3 Ditch	3.25	4th St and 23rd Ave	27th St and 2nd Ave	Off-Street Trail	Greeley	0	32
2	Aims C.C. connection from 16th St Ln	0.21	16th St Ln	Aims C.C.	Off-Street Trail	Greeley	2	28
3	Poudre Trail East Extension	2.46	11th Ave	Ash Ave	Off-Street Trail	Greeley	1	25
4	Greeley Number 3 Ditch	0.57	Larson Trail	35th Ave	Off-Street Trail	Greeley	0	24
5	Sheep Draw Trail	1.08	83rd Ave	71st Ave	Off-Street Trail	Greeley	1	24
6	50th Ave	0.15	F St	Coyote Run	Off-Street Trail	Greeley	1	23
7	Canal Road - Waggin' Tail Connection	1.48	29th St at 11th Ave	Waggin' Tail Dog Park	Off-Street Trail	Greeley	0	21
8	47th Ave Connection to Number 3 Ditch	0.15	47th Ave	Number 3 Ditch	Off-Street Trail	Greeley	2	20
9	Greeley Number 3 Ditch	0.87	F St	Larson Trail	Off-Street Trail	Greeley	0	19
10	Greeley CTP Map 7	1.14	Sheep Draw	20th St at 74th Ave, s. through Mntn Vista and Triple Creek	Off-Street Trail	Greeley	1	19
11	35th Ave connection	1.08	29th St at 35th Ave	US 34 (assumes grade separated crossing completion)	Off-Street Trail	Greeley	2	16
12	24.5 Ave connection	0.68	C St	4th St	Off-Street Trail	Greeley	2	10

Priority Projects

Project #1: 23rd Avenue Sidepaths (4th Street to 37th Street)

Description

23rd Avenue is one of the main north-south routes through Greeley, providing direct access to several schools and parks, Centennial Park Library, and the Greeley Mall. On average, the roadway carries nearly 30,000 vehicles per day near US 34, decreasing to fewer than 10,000 vehicles per day north of 4th Street. This project would include a sidepath along the western side of 23rd Avenue from 5th Street to 37th Street. Several challenges exist with implementing this 10-foot side path including overhead utility poles located directly adjacent to the existing sidewalk as well as right-of-way constraints between 11th Street and 16th Street. In order to avoid impacting the overhead utility line, the sidewalk in this area could be widened into the street to accommodate a larger sidepath while maintaining four lanes of travel, which would require the removal of the two-way left-turn lane. This project will include replacement of existing sidewalk, curb and gutter replacement, as well as additional signing and marking.

Benefits

This project would not only provide added connectivity to homes, schools, jobs, shopping and recreation amenities, it would also connect to the transit transfer center at the Greeley Mall and provide safety enhancements at the US 34 interchange.

Costs

The estimated cost of this project (not including right-of-way or major utility relocations) is $2,500,000.

Project Length	3.1 miles
Removals and Earthwork	$255,000
Sidewalk, curb, and gutter	$1,100,000
Signing and Striping	$20,000
Lump sum items	$725,000
Contingencies	$400,000
Total Estimate:	**$2,500,000**

Project #2: 20th Street Protected Bikeway

Description

20th Street is a primary east-west route through Greeley, extending over six miles through the center of town and providing access to Aims Community College and other schools, businesses, and recreational amenities. On average 20th Street has from 6,500-17,000 vehicles per day, with its busiest sections near Aims Community College. In the long term, as bicycle volumes and demand for space increases, a fully-separated protected bikeway is recommended. However, due to space constraints, cost, and existing demand, an interim condition with portions of dedicated bicycle space and portions of sidepath is recommended. This project would use the existing 10-foot sidewalk to create a sidepath between 71st Avenue and 28th Avenue. The sidepath is to the north of 20th Street at 71st Avenue, crosses 20th to the south side at an existing crossing at 40th Avenue, and continues east until 23rd Avenue. Where the sidewalk is less than ten feet, sidewalk replacement would be required. The project also includes signing and marking improvements. As space permits for sections longer than one-half mile, on street protected bike lanes should be considered. The extent of these potential separated on-street facilities should be determined during the preliminary design stage of this project.

Benefits

This project would provide a direct route through town for a broad range of bicycling abilities and comfort levels. It would allow residents, commuters, and students to travel safely and efficiently to downtown Greeley, and fill a need for a direct east-west route through Greeley.

Costs

The estimated cost of this project (not including right-of-way or major utility relocations) is $300,000.

Project Length	3.5 miles
Removals	$10,000
Sidewalk	$100,000
Signing and Striping	$60,000
Lump sum items	$80,000
Contingencies	$50,000
Total Estimate:	**$300,000**

Project #3: 14th Avenue Buffered Bike Lane

Description

14th Avenue provides north-south connectivity with access to Island Grove Park and the proposed relocated transit center on the northern end and UNC of Northern Colorado to the south and connections to the downtown area. This project would include a buffered bike lane between 2nd Street and 16th Street. The addition of the buffered bike lane would provide an extension from the existing bike lane that terminates north of 16th Street, resulting in a new bike lane facility between UNC and Island Grove Park. In order to accommodate a buffered bike lane, a road diet is necessary north of 16th Street. The number of through lanes would be reduced to one lane in each direction, which is adequate to accommodate the traffic volumes – less than 7,500 vehicles per day on average. This would allow for a two-foot buffer, five-foot bike lane, and eight feet of parking on either side of the road. The project will also include the removal and replacement of striping and signing.

Benefits

This project would create a consistent bike facility north of UNC to the northern edge of the city. Adding a buffered lane would increase comfort for those less experienced bicyclists and greatly add travel efficiency for those making north-south connections. This would create a direct connection from UNC to the Poudre River Trailhead at Island Grove Park.

Costs

The estimated cost of this project is $100,000.

Project Length	1.3 miles
Removals	$10,000
Signing and Striping	$46,000
Lump sum items	$22,000
Contingencies	$22,000
Total Estimate:	**$100,000**

Project #4: 17th Avenue Bike Lane

Description

This project would add a bike lane to 17th Avenue from US 34 south to 32nd Street, with potential for extending south to 37th Street in Evans. 17th Avenue currently has two lanes in each direction with on-street parking. Because 17th Avenue carries approximately 2,000 vehicles per day a road diet is appropriate in order to include space for a striped bike lane. In addition, 17th Avenue only has one lane in each direction south of 32nd which will create a consistent cross-section. The road diet would provide one lane in each direction, striped bike lanes, and allows for existing on-street parking to remain in its current location.

Benefits

This project would add new designated facilities for bicyclists traveling north-south increasing safety and connectivity for bicyclists traveling to the Greeley Mall to UNC or downtown from south of US 34. This facility would increase the utility of the existing US 34 bicycle and pedestrian underpass at 15th Avenue Court and the US 34 signalized crossing at 17th Avenue, thereby enhancing safe options for crossing the highway.

Costs

Work elements would include removal and replacement of striping as well as signing improvements. The estimated cost of this project is $50,000.

Project Length	0.5 miles
Removals	$10,000
Striping	$13,000
Signing	$5,000
Lump sum items	$12,000
Contingencies	$10,000
Total Estimate:	**$50,000**

Project #5: 4th Street Protected Bike Lane

Description

4th Street is a four-lane east-west route on the north end of Greeley that, on average, carries 7,500-13,500 vehicles per day between 59th Avenue and 35th Avenue. The existing roadway has two lanes in each direction and a two-way center-left-turn lane for much of the distance. Between 35th Avenue and 23rd Avenue, the width is reduced to one lane in the eastbound direction with a striped bike lane. This project would include a road diet with one lane in each direction, a two-way left-turn lane and a protected bike lane from 59th Avenue to 30th Avenue. Between 30th Avenue and 23rd Avenue, there will be one lane in each direction and a protected bike lane and will include the addition of curb, gutter, and sidewalk along the north side of 4th Street in areas where it does not currently exist between 30th Avenue and 23rd Avenue. Existing parking is not anticipated to be impacted by these modifications, but should be verified.

Benefits

This project would create a through-route on the northern side of the city, increasing connections to downtown for many of the neighborhoods on the north and east side of town. Because this project adds a buffer to existing bike facilities and a new buffered facility where it does not exist for a large portion of the project, this project greatly increases the comfort level for a wide range of bicycling ability and experience.

Costs

Work elements for this project include installation of curb, gutter, sidewalk, removal and replacement of striping, signing improvements, and the installation of delineator posts. The estimated project cost (not including right-of-way or utility relocates) is $1,250,000.

Project Length	3.1 miles
Removals	$50,000
Sidewalk, curb, gutter, barrier	$425,000
Signing and Striping	$175,000
Lump sum items	$300,000
Contingencies	$300,000
Total Estimate:	**$1,250,000**

Project #6: 16th Street Protected Bike Lane

Description

This portion of 16th Street (14th Avenue to 1st Avenue) provides east-west connectivity and connections to Central High School, UNC, and areas east of US 85. Traffic volumes are slightly less than 14,000 vehicles per day at 14th Avenue and reduce to less than 7,000 vehicles per day on the eastern extents. A road diet would be necessary between 14th Avenue and 6th Avenue to accommodate the protected bike lane. East of 6th Avenue would include removal and replacement of striping as well as installing curb and gutter for the portion of 16th Street where it does not currently exist.

Benefits

The benefits of this project include completing the connection across downtown and bridging a gap that exists between currently underserved neighborhoods east of US 85 and the rest of the city. These connections are particularly important for bicyclists making the through connection to the North Colorado Medical Center or to other routes in the network.

Costs

The estimated cost of this project is $700,000.

Project Length	1.2 miles
Removals	$20,000
Sidewalk, curb, gutter, barrier	$280,000
Signing and Striping	$80,000
Lump sum items	$200,000
Contingencies	$120,000
Total Estimate:	**$700,000**

Project #7: 20th Street Protected Bike Lane

Description

This project would add a protected bike lane between 28th Avenue and 23rd Avenue and is directly linked to priority project #2. Between 28th Avenue and 26th Avenue, 20th Street is a one-way couplet with two lanes in each direction and a large landscaped median. East of 26th Avenue, 20th Street has two-lanes in each direction until 23rd Avenue. A road diet or potentially lane narrowing is necessary in this section to accommodate a protected bike lane with a two-foot buffer and delineator posts. Traffic volumes are slightly less than 12,000 vehicles per day on average west of 28th Avenue and drop to less than 7,000 vehicles per day at 23rd Avenue.

Benefits

This project would continue the enhanced bicycle facilities from another proposed project west of 28th Avenue (priority project #2) and would extend this connection to the east. This project closes a large gap in the network and connects to several proposed north-south routes including 28th Avenue and 23rd Avenue.

Costs

Work elements would include removal and replacement of striping, signing, and installation of delineators. The estimated cost of this project is $150,000.

Project Length	0.6 miles
Removals	$5,000
Barrier	$50,000
Signing and Striping	$35,000
Lump sum items	$30,000
Contingencies	$30,000
Total Estimate:	**$150,000**

Project #8: Reservoir Road Bike Lane

Description

Reservoir Road currently has a striped bike lane for its entire length with the exception of the portion between 21st Street and 14th Avenue. This project would include a road diet to convert this portion of Reservoir Road to one lane in each direction, a two-way left-turn lane, and a bike lane in both directions. The road diet will sufficiently handle the traffic volumes which are less than 10,000 vehicles per day on this portion of Reservoir Road. The result would extend the bike lane from its current terminus at 21st Street to 14th Avenue and provide a connection to UNC. Work will include the removal and replacement of striping as well as signing improvements.

Benefits

This project completes the final segment of Reservoir Road nearest to UNC allowing for more consistent network through the area, especially for bicyclists making other northern and eastern connections to downtown or connecting to neighborhoods southeast of the UNC campus.

Costs

Work will include the removal and replacement of striping as well as signing improvements. The estimated cost of this project is $50,000.

Project Length	0.4 miles
Removals	$7,000
Signing and Striping	$18,000
Lump sum items	$15,000
Contingencies	$10,000
Total Estimate:	**$50,000**

Project #9: 13th Avenue Bike Lane

Description

Most of 13th Avenue currently includes a striped bike lane (2nd Street to Cranford Place). This project would extend the bike lane to 20th Street. This portion of 13th Avenue is not striped and would require the addition of striping and signing. The existing cross-section is wide enough to accommodate the bike lane, one vehicle travel-lane in each direction, and eight-foot parking on both sides.

Benefits

This would close the existing gap between Cranford Place and 20th Street. Closing this gap would benefit bicyclists commuting downtown and to the North Colorado Medical Center. This facility also crosses two Greeley Evans Transit routes at 16th Street, creating important multimodal system connections.

Costs

The estimated cost of this project is $25,000.

Project Length	0.2 miles
Signing and Striping	$10,000
Lump sum items	$10,000
Contingencies	$5,000
Total Estimate:	**$25,000**

Project #10: 16th Street Sidepath

Description

This project would include improving the existing sidewalk to create a sidepath along the north side of 16th Street between 21st Avenue and 14th Avenue. Much of the sidewalk is currently ten-feet wide, but there are portions with widths of five and eight feet. To provide better access for bicyclists and reduce pedestrian-cyclist conflicts, the sidewalk with a width of less than ten feet will be removed and replaced with ten-foot wide sidepath. Considerations for driveway management as well as a sidepath on the south side of the roadway should also be explored during concept design.

Benefits

This would improve the facility that provides access to the North Colorado Medical Center and Central High School as well as close the gap between 21st Avenue and proposed facilities to the east.

Costs

Work elements include removal and replacement of sidewalk and signing improvements. The estimated cost of this project (not including right-of-way or utility relocations) is $200,000.

Project Length	0.6 miles
Removals	$5,000
Sidewalk, curb, and gutter	$100,000
Signing	$5,000
Lump sum items	$50,000
Contingencies	$40,000
Total Estimate:	**$200,000**

Project #11: 20th Street Bike Lane

Description

This portion of 20th Street (11th Avenue to 7th Avenue) is located on the northern edge of the UNC campus and is the extension of Reservoir Road. The existing cross sections consists of on-street parking, one vehicle travel-lane in each direction, and a two-way center turn lane with sharrows in the uphill (westbound) direction. The project would add a bike lane in the westbound (uphill) direction and a sharrow in the eastbound (downhill) direction. In order to accommodate a bike lane in this section, lane narrowing or parking removal on one side of the street would be required.

Benefits

This project would upgrade an existing sharrow bike facility to a dedicated bike lane with a sharrow in the opposite direction, increasing access for a broader range of bicyclists. This project also makes connections between several existing north-south routes on 7th, 9th, and 10th Avenues benefiting both students of UNC and bicyclists making connections to the eastern parts of the city.

Costs

The project would include striping replacement and signing. The estimated cost of this project is $75,000.

Project Length	0.4 miles
Removals	$10,000
Signing and Striping	$40,000
Lump sum items	$10,000
Contingencies	$15,000
Total Estimate:	**$75,000**

Project #12: 28th Avenue Buffered Bike Lane

Description

28th Avenue currently has a striped bike lane from 4th Street to the intersection with Reservoir Road. Reservoir road from 28th Avenue to US 34 also has a striped bike lane. The existing cross-section has one lane in each direction, a bike lane, and parking on both sides. The cross-section will remain the same with the addition of a two-foot striped buffer; however, there may be some areas that may need parking removed on one side to accommodate the wider bike facility (specifically 16th Street to 22nd Street).

Benefits

This project will extend access to a broader range of cycling abilities by converting the existing bike lane to a buffered lane between 16th and US 34. This route connects many residences to Sanborn Park and Meeker Elementary School and makes connections to most east-west routes including existing and proposed facilities.

Costs

Work elements include removal and replacement of striping as well as signing improvements. The estimated cost of this project is $150,000.

Project Length	2.0 miles
Removals	$30,000
Signing and Striping	$60,000
Lump sum items	$25,000
Contingencies	$35,000
Total Estimate:	**$150,000**

Project #1 Off-Street Trail: Aims Community College Connection

Description

This off-street trail is currently an unpaved connection to the Aims Community College campus from the neighborhood to the northwest. This project will convert the existing unpaved trail between Winograd Lane on Aims Community College Campus and 16th Street Lane, providing bicycle access for all bicycle types and pedestrians to Aims Community College from the northwest. The existing path width appears to be adequate to accommodate a paved trail.

Benefits

There are currently no shared use path connections to Aims Community College except one connection from the north, and very few bicycle access points to the campus in general. This project would connect with an existing shared use path, ultimately connecting out to 59th Avenue and the broader bicycle network via bike lanes on 59th Avenue and 16th Street.

Costs

Work elements include minor grading and off-street trail paving. The estimated construction cost of this project is $100,000 (exclusive of right-of-way costs).

Project Length	0.2 miles
Removals and Clearing	$10,000
Minor Grading	$10,000
Paving and Base Material	$50,000
Miscellaneous Items	$10,000
Contingencies	$20,000
Total Estimate:	**$100,000**

Project #2 Off-Street Trail: Poudre River Trail East

This project is included in priority lists, but is not detailed here because it is already being moved toward design.

Project #3 Off-Street Trail: Number 3 Ditch Trail Segment 1

Description

This project will install a hard surface off-street trail between 35th Avenue and the Larson Trail. The trail would likely follow an existing unpaved access road along the north side of the ditch, connecting to Larson Trail near 42nd Ave.

Benefits

The Poudre River Trail is Greeley's largest draw of recreational bicyclists. As the only existing direct bicycle facility connections to the Poudre River Trail are on 11th Avenue, 59th Avenue, and 71st Avenue, it is not surprising that the public has requested addition trail connections throughout town. One portion of off-street trail along Greeley's Number 3 Ditch has already been constructed between 26th Avenue and 35th Avenue. This project would extend from the west end of the existing section and connect it to the existing Larson Trail, which runs north-south from F Street to 4th Street. This project, combined with Off-Street Project #5, would provide a continuous off-street trail connection from 4th Street at 26th Avenue to F Street near the Poudre River Trail connection. This combined portion of the Number 3 Ditch Trail would, in the long term, connect the downtown and eastern portions of Greeley to the Poudre River Trail via a continuous off-street trail connection.

Costs

Work elements include minor grading and off-street trail paving. The estimated construction cost of this project is $325,000 (exclusive of right-of-way costs).

Project Length	0.6 miles
Removals and Clearing	$25,000
Minor Grading	$35,000
Paving and Base Material	$150,000
Lump sum items	$50,000
Contingencies	$65,000
Total Estimate:	**$325,000**

Project #4 Off-Street Trail: Sheep Draw Trail Connection

Description

This project will install hard surface off-street trail completing the existing gap in Sheep Draw Trail. The trail would run along the Sheep Draw (possibly on the north side) between 83rd Avenue and 71st Avenue with future potential connection to 77th Avenue. Portions of the possible alignment follow existing unpaved access roads. One bridge was assumed would be necessary.

Benefits

The Sheep Draw off-street trail runs from just north of 20th Street northeast to the Poudre River Trail, connecting western neighborhoods, recreational areas near the Greeley Family FunPlex, and businesses to the Poudre River Trail. The northern most segment of the trail was recently completed, leaving this project portion of the trail as the only gap north of its current southern terminus. Connecting this portion of the trail would close that gap and provide a continuous off-street trail along the west side of Greeley. An optional connection (not included in this cost estimate) from the existing trail between 71st Avenue and 10th Street and the King Soopers would provide off-street access to a major shopping destination for a large number of western neighborhoods.

Costs

Work elements include clearing, minor grading and paving, as well as one potential bridge. The estimated construction cost of this project (exclusive of right-of-way cost) is $750,000.

Project Length	1.3 miles
Removals and Clearing	$70,000
Minor Grading	$80,000
Bridge	$100,000
Paving and Base Material	$250,000
Miscellaneous Items	$100,000
Contingencies	$150,000
Total Estimate:	**$750,000**

Project #5 Off-Street Trail: 50th Avenue Extension

Description

This project will install hard surface off-street trail extending north from the end of 50th Avenue, 50th Avenue Court, or most likely 50th Avenue Place, and connect to F Street or to the Number 3 Ditch Trail Segment 2. The trail will be installed on the south side of the Number 3 ditch, so no bridges will be necessary. There are existing unpaved access roads along a number of alignments the trail could follow.

Benefits

Being a major draw of recreational bicyclists and other trail users, providing connections to the Poudre River Trail from areas throughout Greeley is critical to serving all types of bicyclists, a point that was confirmed by public input. The only existing direct bicycle facility connections to the Poudre River Trail are on 11th Avenue, 59th Avenue, and 71st Avenue. This project would connect the Poudre River Trail (via a jog on F Street) with neighborhoods, a park, and a school, and with additional wayfinding, all the way to Aims Community College. Depending on ultimate alignment of the Number 3 Ditch Trail Segment 2, this project could also provide an off-street connection to portions of Greeley to the east as well.

Costs

Work elements include clearing, minor grading, and off-street trail paving. The estimated construction cost of this project (exclusive of right-of-way cost) is $100,000.

Project Length	0.2 miles
Removals and Clearing	$10,000
Minor Grading	$10,000
Paving and Base Material	$50,000
Miscellaneous Items	$10,000
Contingencies	$20,000
Total Estimate:	**$100,000**

Project #6 Off-Street Trail: Number 3 Ditch Trail Segment 2

Description

This project will install hard surface off-street trail between the Larson Trail and F Street, providing a connection (via a potential jog on F Street) to the Poudre River Trail. The trail would likely follow an existing dirt access road along the north side of the ditch. One ditch crossing was assumed, potentially to connect with the 50th Avenue Extension project.

Benefits

As noted in the Number 3 Ditch Trail Segment 1 benefits, the Poudre River Trail is Greeley's largest draw of recreational bicyclists. As the only existing direct bicycle facility connections to the Poudre River Trail are on 11th Avenue, 59th Avenue, and 71st Avenue, it is not surprising that the public has requested addition trail connections throughout town. One portion of off-street trail along Greeley's Number 3 Ditch has already been constructed between 26th Avenue and 35th Avenue. This project would connect the existing Larson Trail, which runs north-south from F Street to 4th Street, and the future Segment 1 project to F Street and the Poudre River Trail. This project, combined with the Segment 1 project, would provide a continuous off-street trail connection from 4th Street at 26th Avenue to F Street near the Poudre River Trail connection. This combined portion of the Number 3 Ditch Trail would, in the long term, connect the downtown and eastern portions of Greeley to the Poudre River Trail via a continuous off-street trail connection.

Costs

Work elements include clearing, minor grading, and off-street trail paving, as well as a bridge over the Number 3 Ditch. The estimated cost of this project (excluding right-of-way costs) is $600,000.

Project Length	0.9 miles
Removals and Clearing	$50,000
Minor Grading	$70,000
Bridge	$100,000
Paving and Base Material	$200,000
Miscellaneous Items	$60,000
Contingencies	$120,000
Total Estimate:	**$600,000**

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