



City of Greeley Transportation Performance Measures

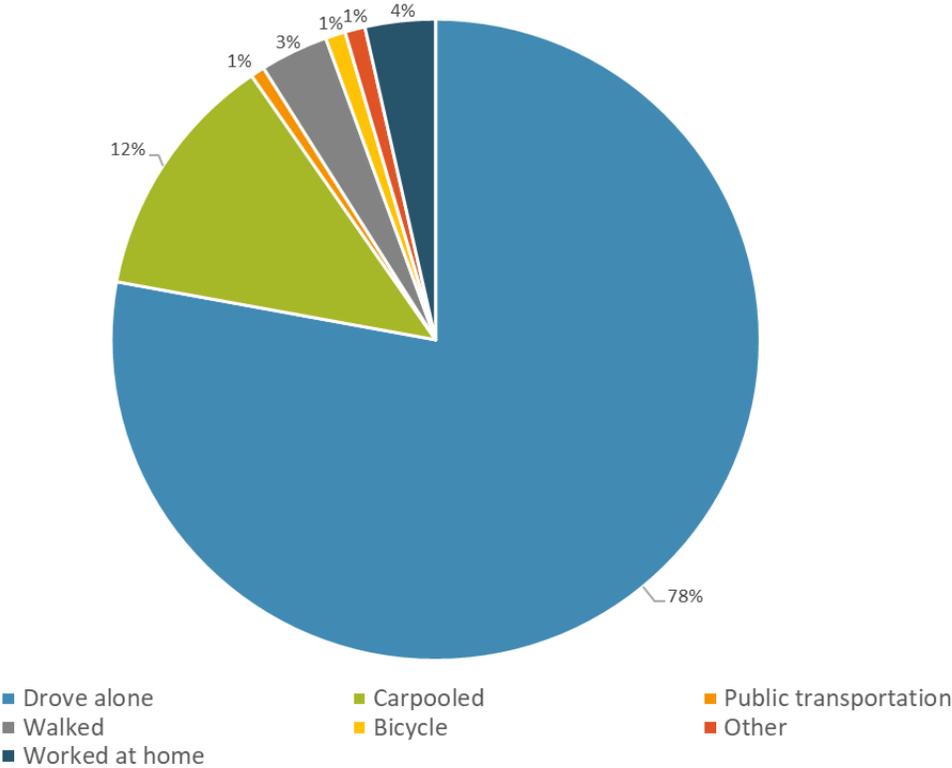


June 2018



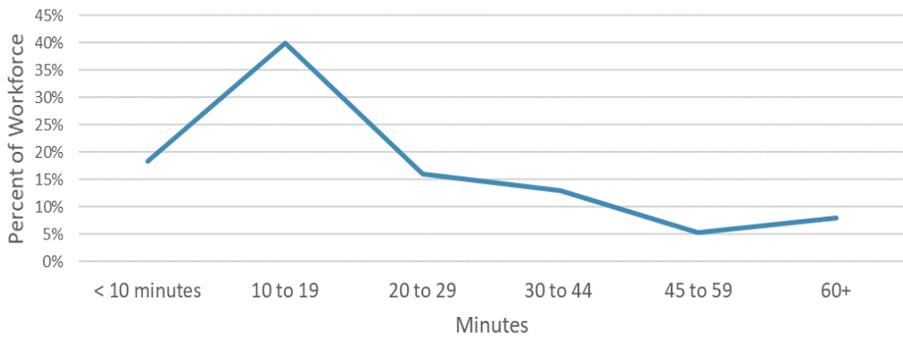
Community Characteristics

Mode of Transportation to Work for Greeley Residents

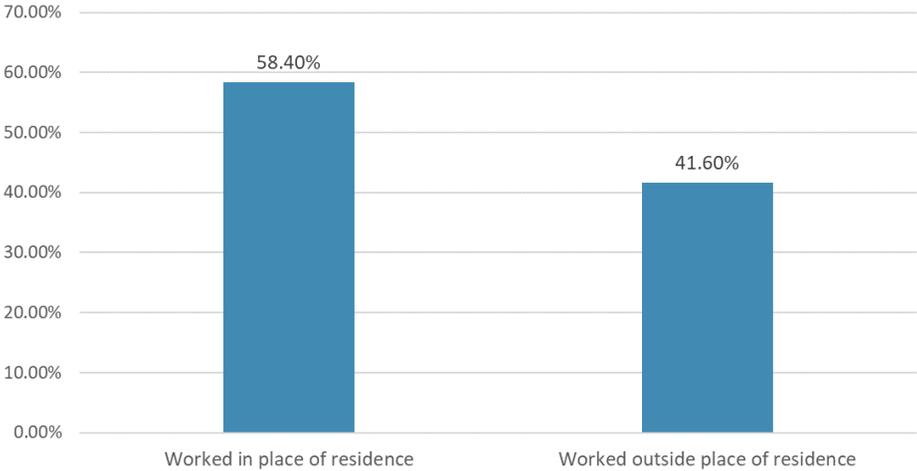


To understand the performance or the transportation system, it is important to understand basic demographics related to transportation within the City of Greeley. Approximately 60% of the workforce resides in Greeley and works in Greeley, however 40% reside in Greeley and work outside of the City. Therefore efficient travel in and out of the City as well as within city limits is important for people travelling to and from work. Commute times for most residents (40%) is between 10-20 minutes. The vast majority of people (78%) drive alone to get to work, which means with increased population growth, peak hour traffic volumes will continue to increase.

Travel Time to Work for Greeley Residents



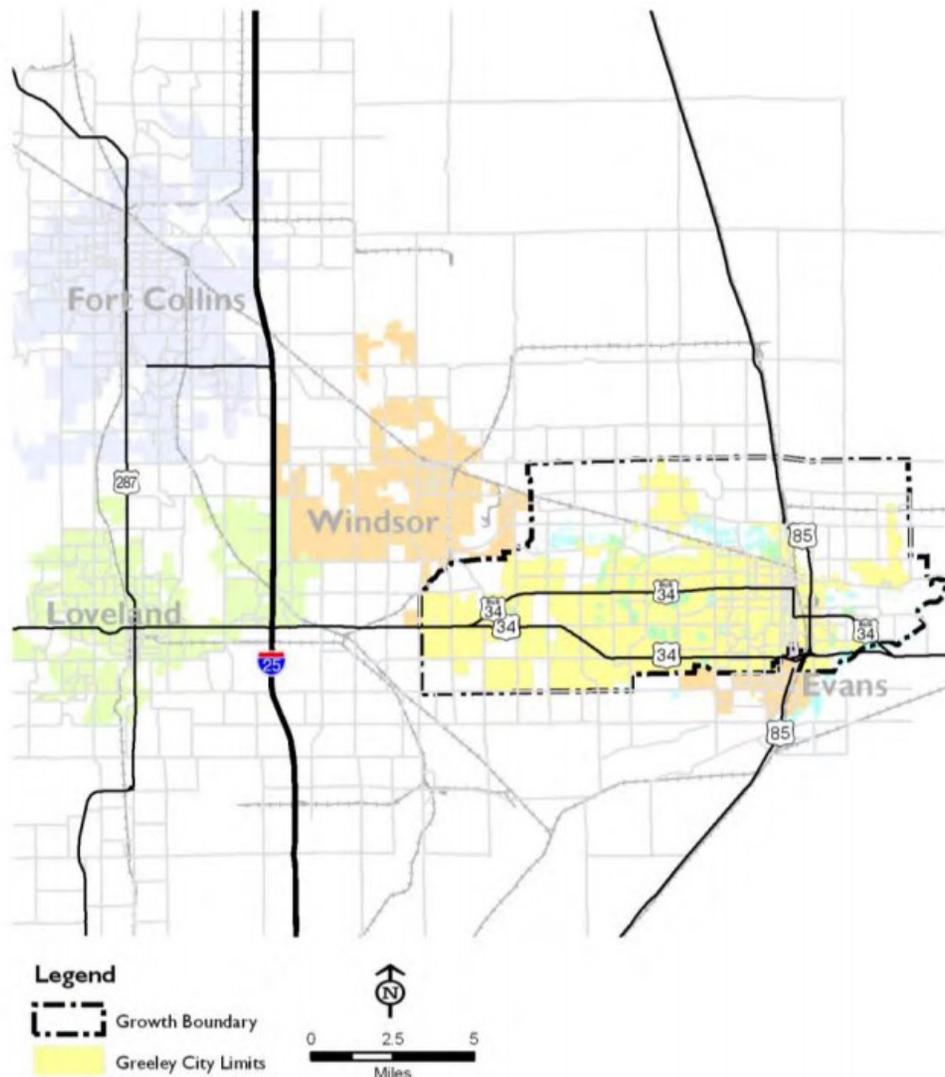
Work Location for Greeley Residents



Although other means of travel such as carpooling, working from home, and walking are increasing within the community, the transportation system must maintain efficiency in order to accommodate rising traffic volumes.

Comprehensive Master Transportation Plan 2035

Mission Statement: To plan and implement a safe, efficient, continuous, coordinated, and convenient multi-modal transportation system that serves the needs of the users in the community.



- **Roadway Policy Statement:** In order to enhance community appeal, provide pleasing, safe and efficient travel corridors, limit infrastructure cost, citizen education, and support environmental objectives, the City will design roads and other transportation facilities in such a way as to contribute to a positive and attractive visual image and community character.
- **Bicycle Policy Statement:** Encourage bicycle travel through the development of an effective bikeway system and by constructing on-street bike lanes, off-street bike trails, and shared-use paths, per the Transportation Plan.
- **Pedestrian Policy Statement:** Require all new development and public infrastructure improvements to include best practices pedestrian design standards and implementation.

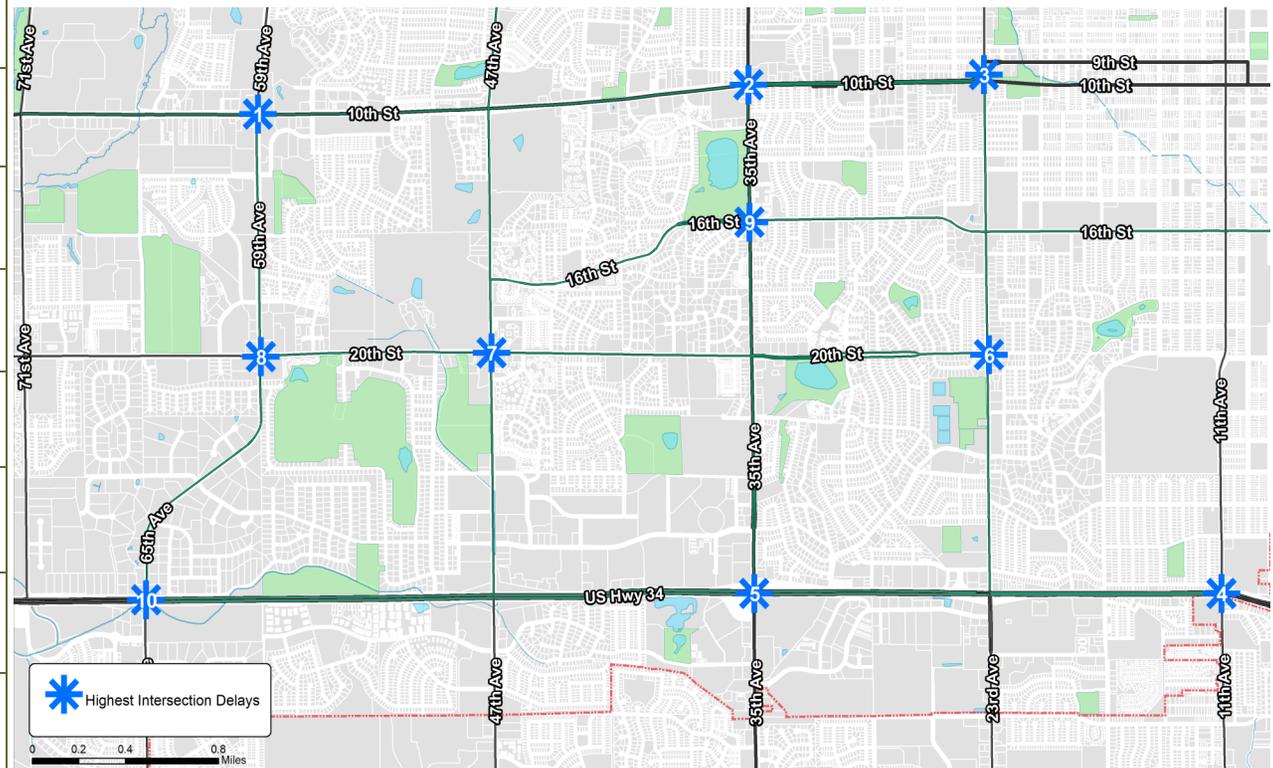
Intersections with the Highest Average Delay Times

2018 Top-Ten Intersection Delay Locations

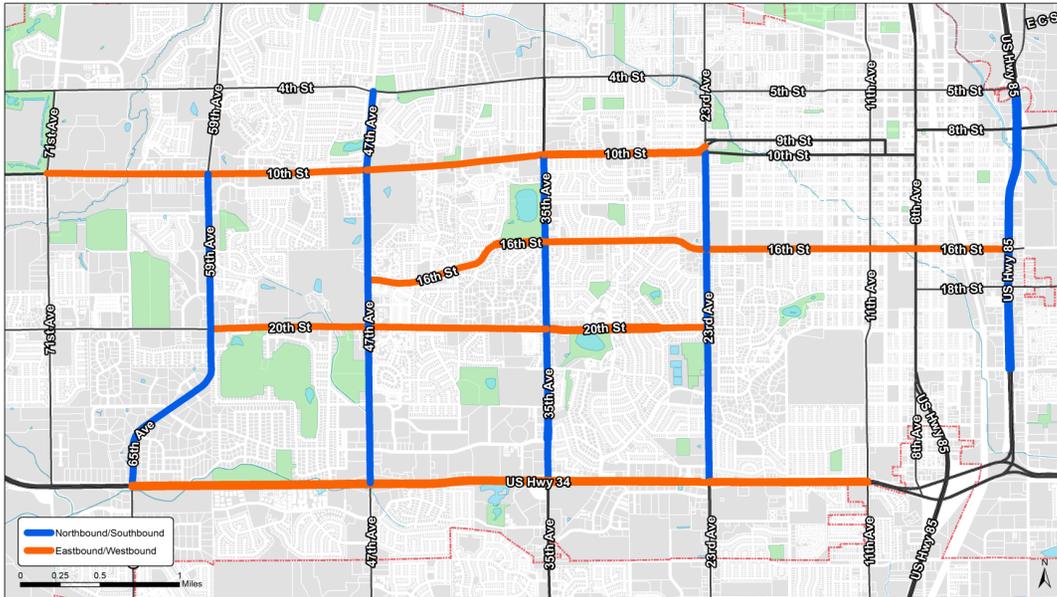
	Intersection Location	Average Delay in Seconds	Level of Service
1	10th St and 59th Ave	22	C
2	10th St and 35th Ave	19	B
3	10th St and 23rd Ave	18	B
4	US 34 and 11th Ave	18	B
5	US 34 and 35th Ave	17	B
6	20th St and 23rd Ave	16	B
7	20th St and 47th Ave	16	B
9	20th St and 59th Ave	16	B
8	16th St and 35th Ave	16	B
10	US 34 and 65th Ave	16	B

Intersection delays were examined to determine the average delay drivers experience at intersections throughout the City, measured in seconds for all directions of travel. Measurements were taken for a month period between 4:30-5:30 on a weekday. The included table lists the intersections with the highest delay times.

The majority of the top-ten intersection delay locations are those that experience the highest daily traffic volumes. However, 10th St and 59th Ave has a relatively low traffic volume comparatively, yet it is the intersection with the highest delay time during PM peak hour. These intersections still maintain a Level of Service B because travel delays are less than 20 seconds.



AM Peak Hours



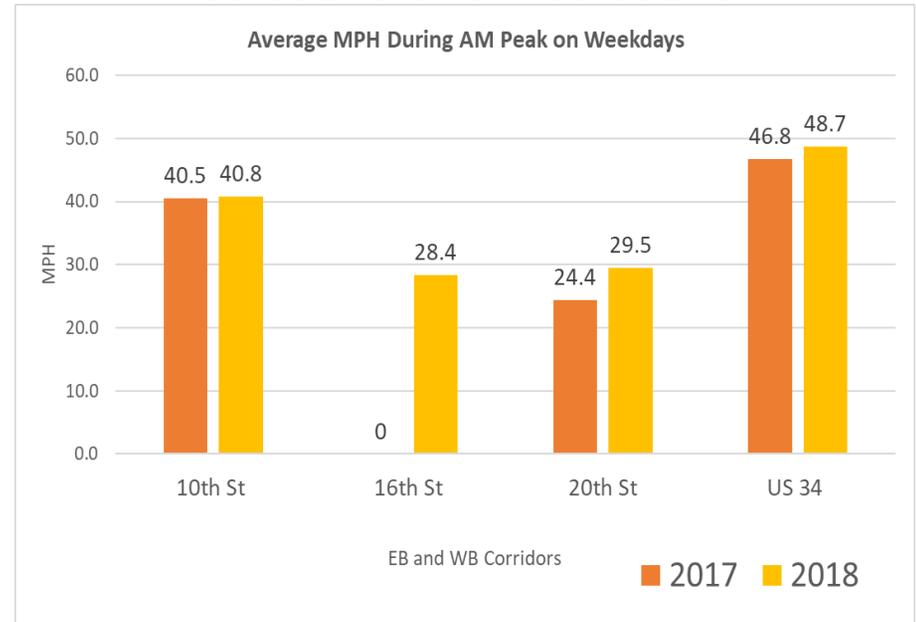
Efficient travel on the arterial street system in Greeley is important for the quality of life of residents, safety and the economic vitality of the City. An analysis of the North/South and East/West corridors was conducted to determine average travel time and speed on major streets. The performance of the City's transportation system was measured for weekdays in a month period (March) during PM-peak times (between 3:00pm and 6:00pm).

- ◆ Average speeds on northbound and southbound arterial roads has risen by 7% between 2017 and 2018. For example, the average mph hour of cars traveling on 35th Ave has increased from 24mph in 2017 to 26mph in 2018.

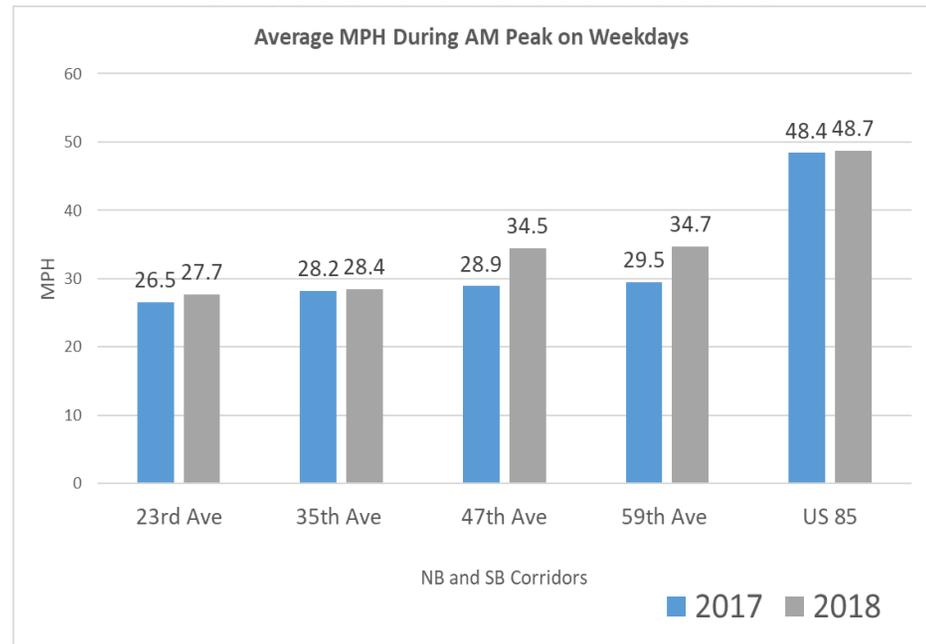


PM Peak travel times were compared between 2017 and 2018. Overall, travel time on major arterials has decreased by 8.5% between 2017 and 2018 during PM Peak hours.

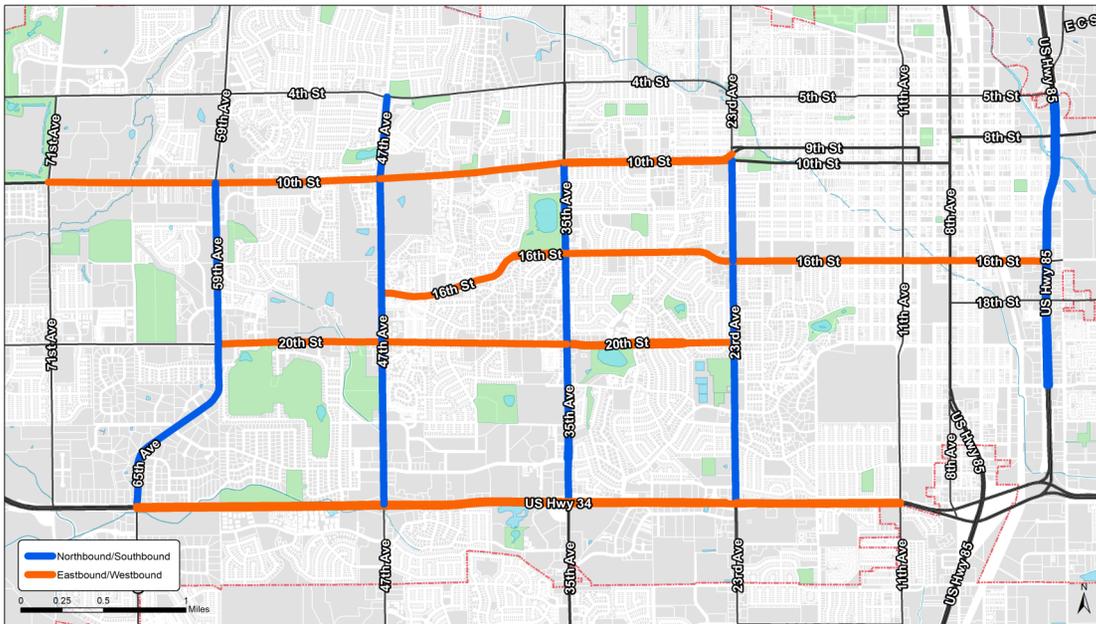
Eastbound and Westbound



Northbound and Southbound



PM Peak Hours



An analysis of the North/South and East/West corridors was conducted to determine average travel time and speed on major roads. Travel data was collected for AM peak times between 7:00am-9:00am on weekdays and averaged over a month period (March).

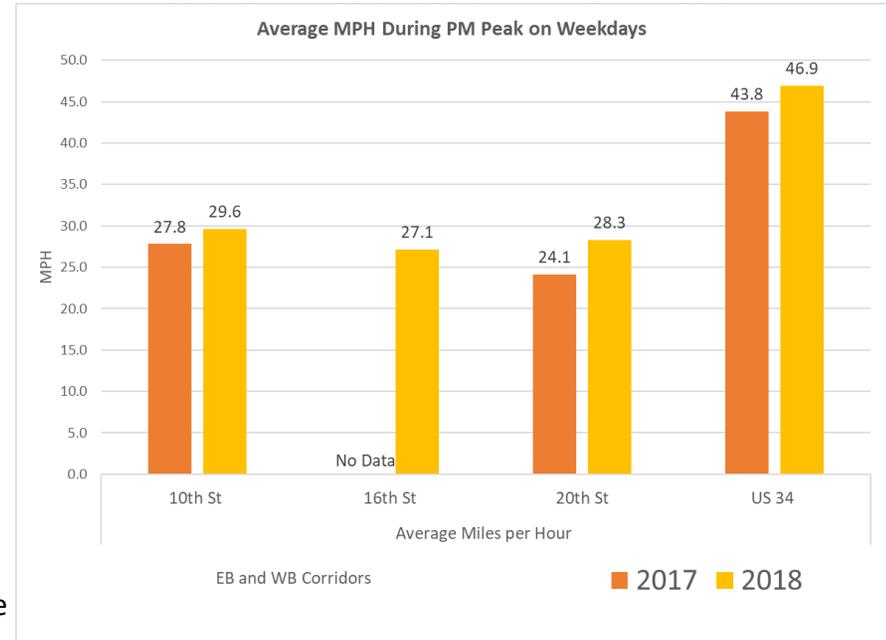
- ◆ For northbound and southbound routes, travel time during AM peak has decreased by 15% between 2017 and 2018.



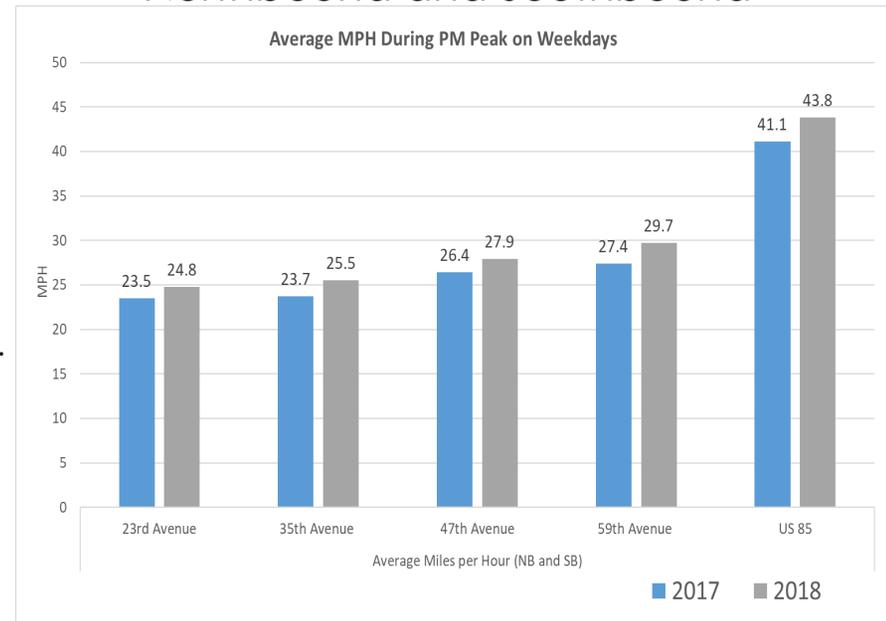
- ◆ Average speed on East/West routes has decreased by 1% while average speed on North/South routes has increased by 7.5% during AM peak times.

Travel time on eastbound and westbound routes during the AM peak hours has decreased by 5% between 2017 and 2018.

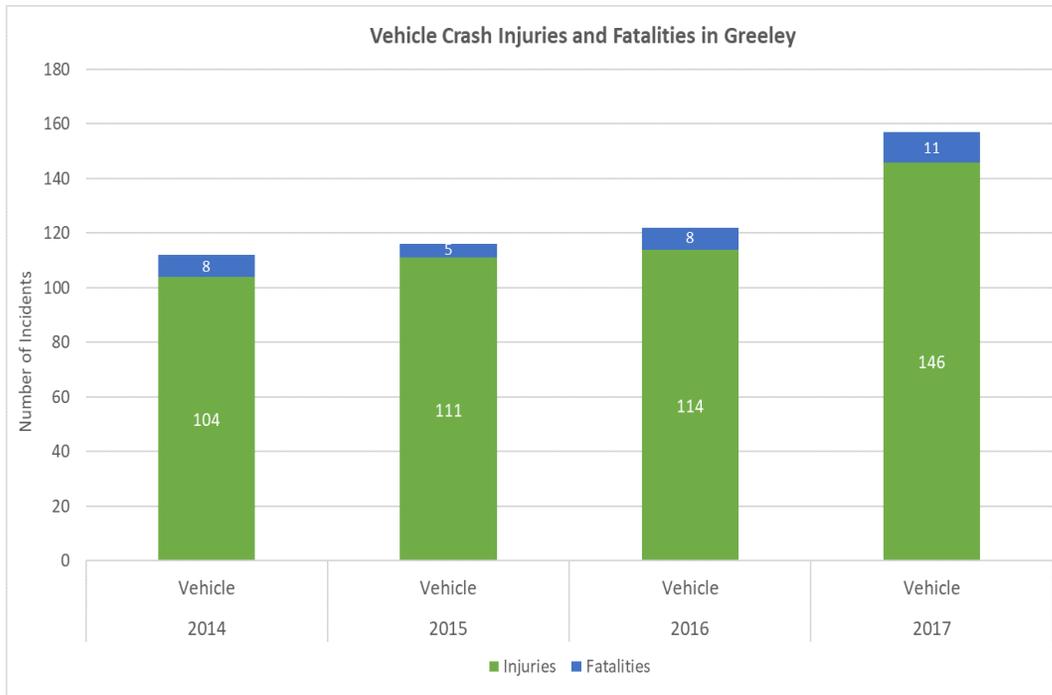
Eastbound and Westbound



Northbound and Southbound



Pedestrian, Bike and Vehicle Crashes



City	Population	Fatal Vehicle Crashes			Average	Average Fatal Crash Rate
		2015	2016	2017		
Boulder	108,090	1	7	0	2.7	2.5
Fort Collins	164,207	4	8	14	8.7	5.3
Longmont	92,858	5	2	10	5.7	6.1
Greeley	103,990	5	8	11	8	7.7
Lakewood	154,393	15	13	14	14	9.1

To address safety, crash counts were collected throughout the City and analyzed based on severity and crash type. Greeley’s fatal crash rate is currently 7.7. This calculation is based on the number of fatal crashes per 100,000 residents. Compared to other Colorado cities, Greeley’s rate is higher than average. Boulder maintains the lowest fatal crash rate which may be attributed to a number of factors including adopting a Vision Zero policy as well as safety education and infrastructure design.

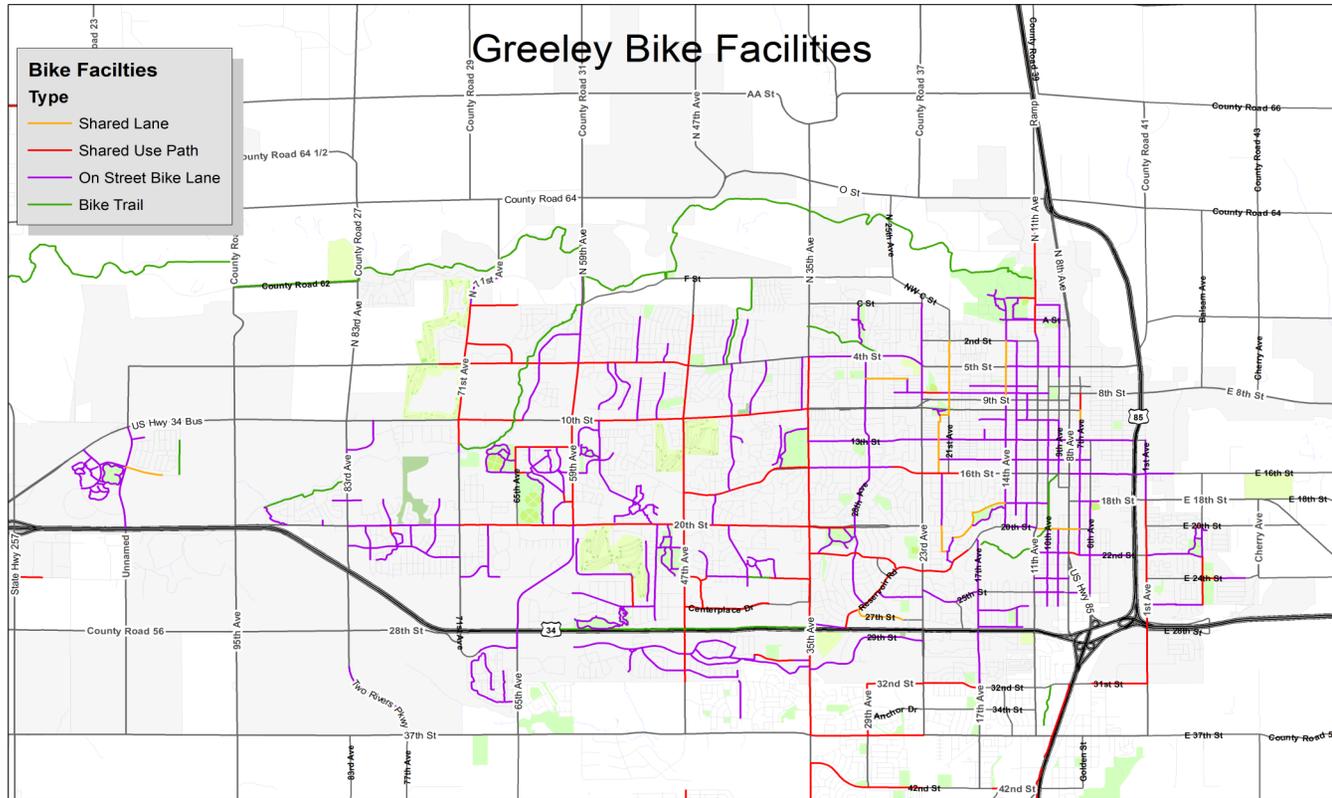
- ◆ The Transportation Services Division has identified intersections with the highest number of crashes and is making recommendations for the implementation of corrective safety measures.

According to City crash data there were no bicycle or pedestrian fatalities in the City of Greeley in 2015 and no bike fatalities in 2016. However, two pedestrian deaths occurred in 2016. Bike injuries decreased by 35% from 2015 to 2016, while pedestrian injuries rose by 15% from 2015 to 2016.

- ◆ Transportation services maintains approximately 600 crosswalk bars and is working to integrate more pedestrian and bike safety elements including flashing crosswalk beacons, sidewalk extensions, bike lanes and pavement markings.



Bicycle Facilities

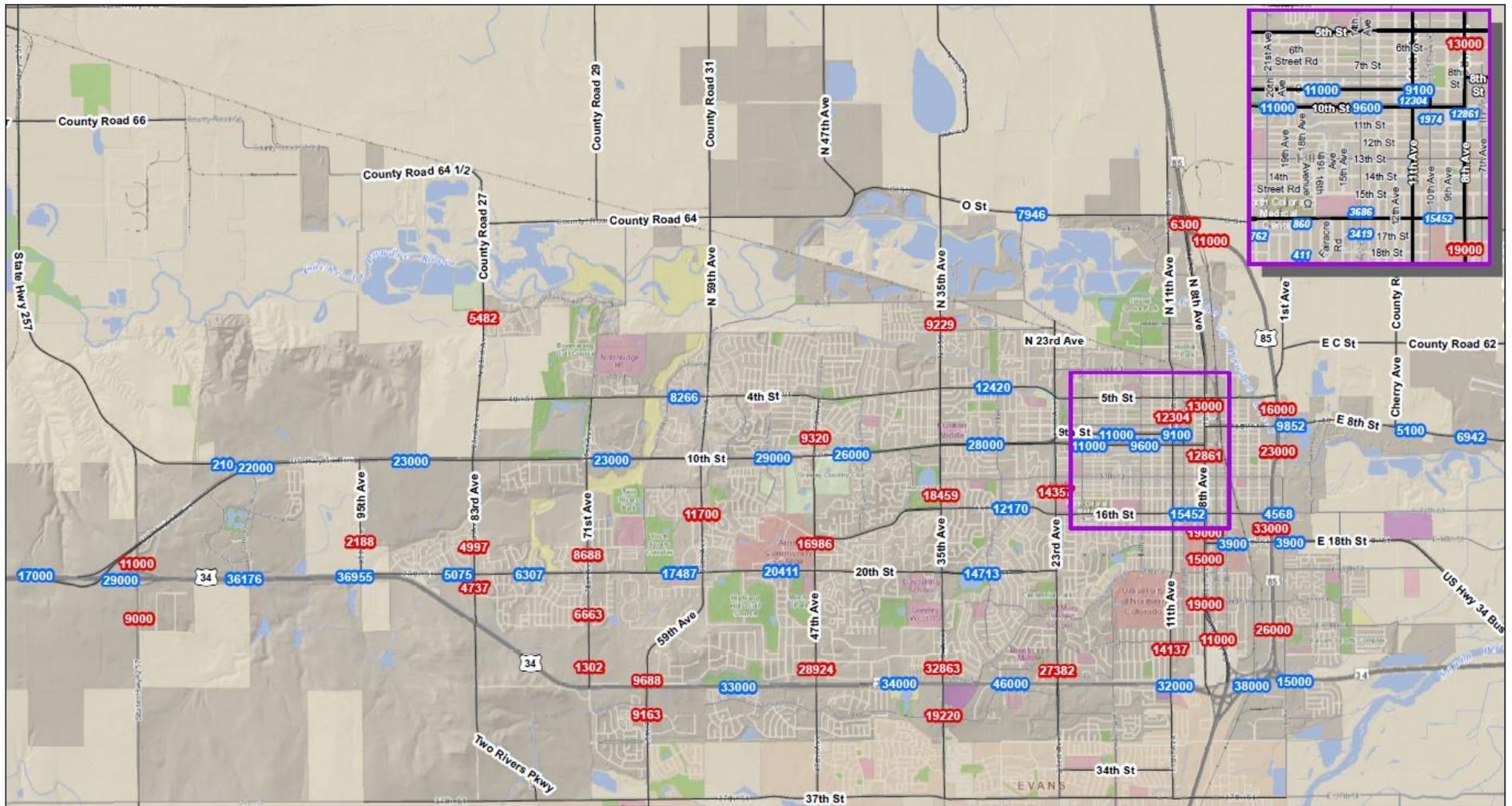


Type	Miles
Shared Lane	5
Shared Use Path	87
On-Street Bike Lane	89
Bike Trail	41
Total Miles	222

A large number of city streets have been fitted to accommodate bike lanes. Since 2009 approximately 33 miles of bike lane have been added to the City network. Transportation Services has installed 3 miles of bike lanes in 2018 alone. The map above shows the improved connectivity that exists within the City. Not only do bike lanes allow for another mode of travel, but they also help buffer parked cars and lower traffic speeds in residential areas.

Traffic Count Program

The City of Greeley's Traffic Count Program provides accurate and up-to-date ADT (average daily traffic) information for major streets, which is used to monitor traffic and recommend necessary improvements to roadways and intersections. This information is used by a wide variety of people and organizations including developers, planners, engineers, and the private sector.



Average Daily Traffic Counts
2018

Northbound/Southbound ADT

Eastbound/Westbound ADT

