

IV. 2030 TRANSPORTATION PLAN

The 2030 Transportation Plan was developed from a number of elements including existing conditions, projected growth, public outreach and the overall goals listed in the introduction. This plan provides an outline of projects, timing and order of magnitude cost of recommended projects. Multi-modal plans for pedestrian, bicycle and transit are also included to provide a balanced plan that offers alternatives to the automobile. These transportation network plans are intended to be schematic representations of improvements and would be used in conjunction with the Adequate Public Facilities Plan and the Traffic Impact Fees.



A. Trails

The trails plan shown in Figure 18 includes trails from the Parks, Trails and Recreation Master Plan, as well as some additional recommended trail improvements. The additional recommendations are a result of new recommended street improvements that could also provide additional trail connectivity. The plan includes an emphasis on connections to regional trails such as the American Discovery Trail and the St. Vrain Valley regional trail. It is the intent that these trails would accommodate both pedestrian and bicycle traffic.



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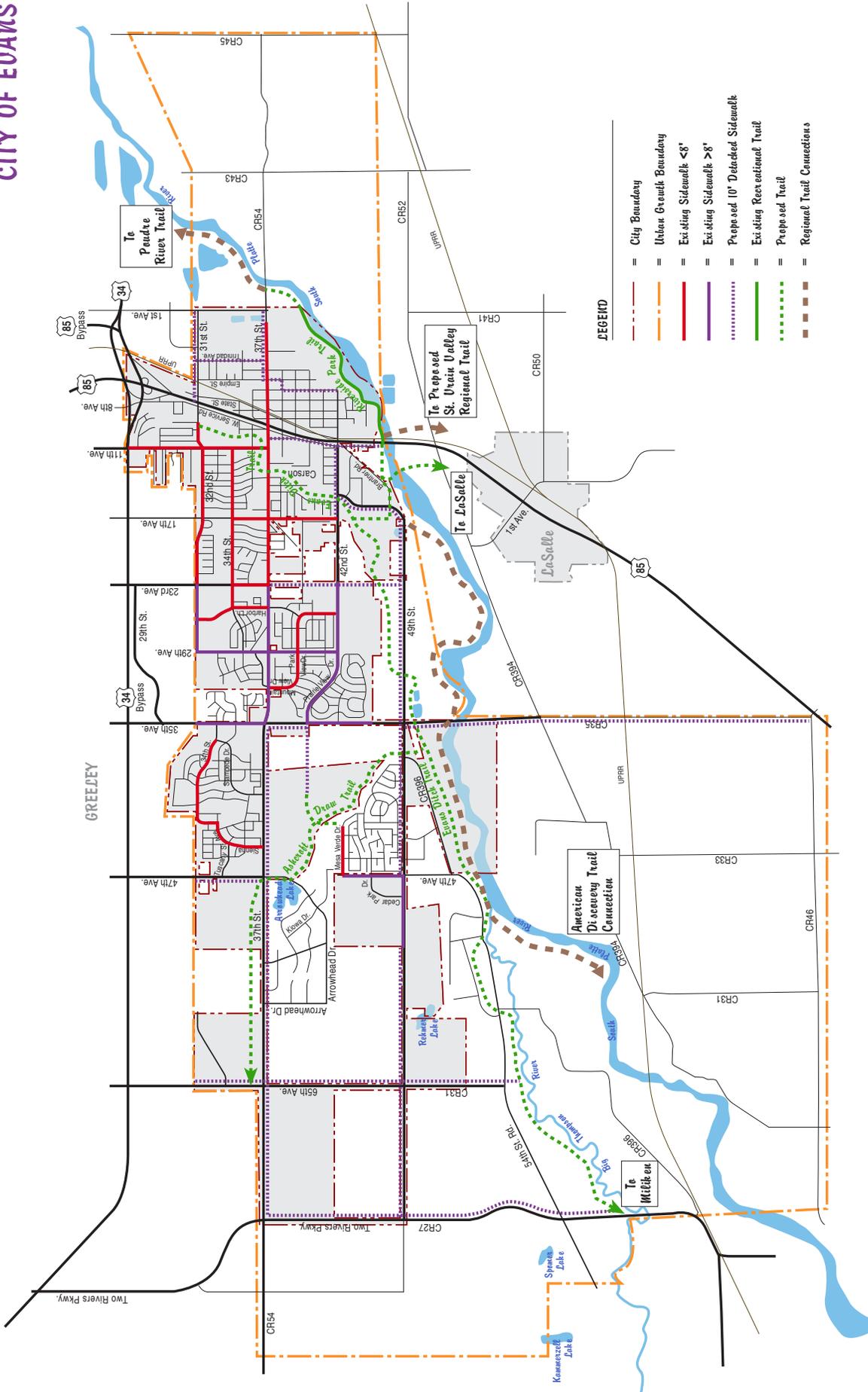


Figure 18
TRAILS and MULTI-USE PLAN

B. Transit

Since public transit services are provided by Greeley's The BUS, a dialogue with Greeley staff occurred about which areas could be expanded to provide more service to Evans. Figure 19 summarizes the short term service improvements that are being considered at this time. The plan focuses on extensions of service both south and west to growing neighborhoods. With new bus parking improvements at the Greeley Mall scheduled for completion within the next couple of years, the mall transfer station will continue to provide Evans with a transfer hub. In addition, at the time of this writing, the bus is planning to extend Route 2 to Center Place Avenue near 47th Avenue and US 34 Bypass.



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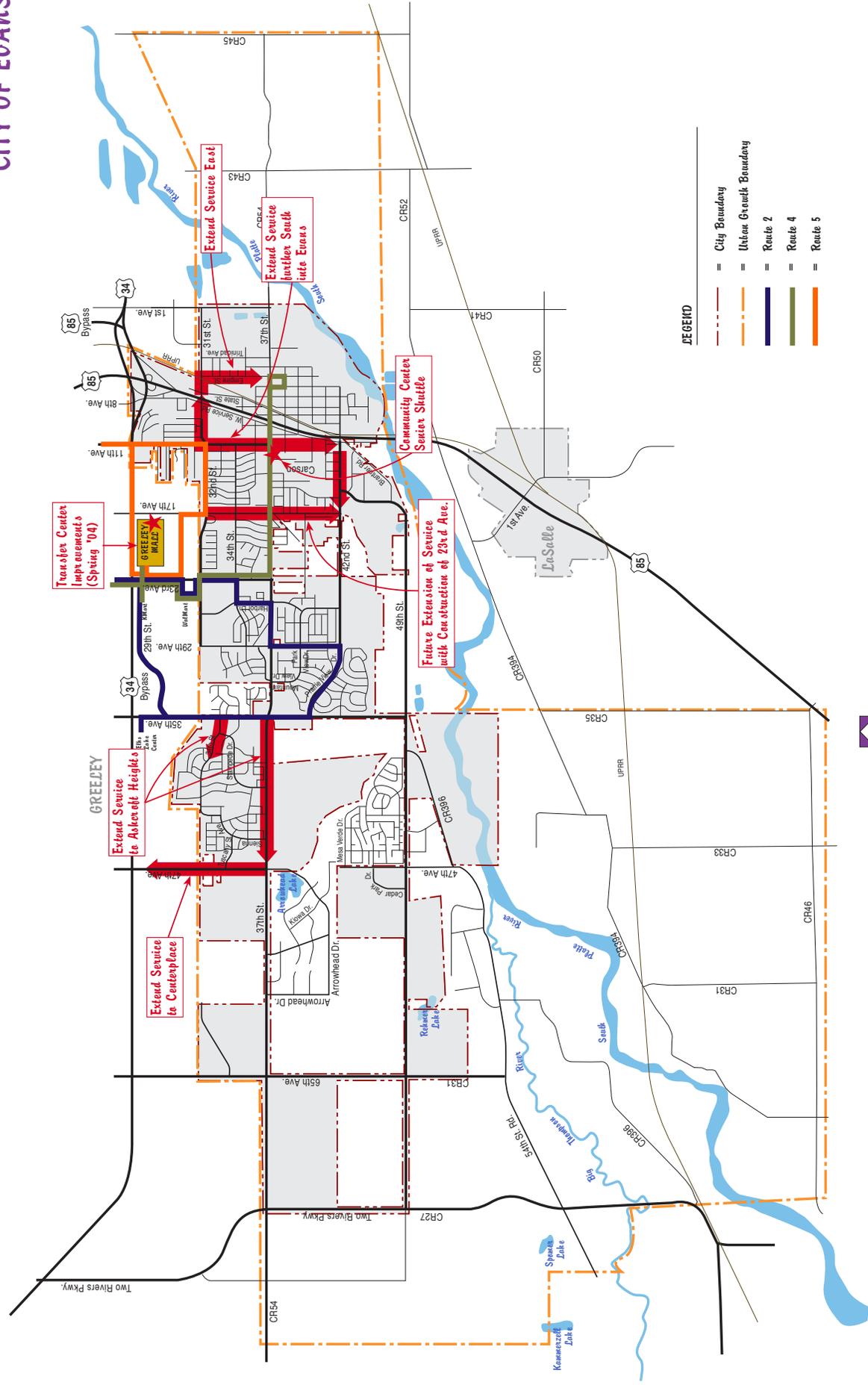


Figure 19
TRANSIT IMPROVEMENT PLAN

C. Master Streets Plan

Existing streets in Evans generally operate fairly well with spot areas of congestion during the peak hours. The Master Streets Plan focuses on providing a well planned system of streets for the future. The Master Streets Plan shown in Figure 20 was developed to accommodate 2030 traffic demand as well as to provide continuity and access to developing lands. The plan depicts existing streets, street widening, and new street connections. The arterial streets shown are typically located on one-mile separations with collector street spacing being on the half mile. Topographic constraints were also a consideration in the location of these facilities. Most of the collector streets are designated as two-lane facilities under the year 2030 traffic conditions. Right-of-way for a four-lane major collector should be preserved for future expansion.

Since the City of Evans extends farther east and west than north and south, providing good continuous routes east and west is crucial to this plan. Thirty Seventh Street (WCR 54) will continue to be a major east/west link for the Evans area. Widening to four lanes in this corridor is part of the plan both within the Urban Growth Boundary as well outside of it. Outside the Urban Growth Boundary, improvements could be implemented with a potential IGA between Evans, Weld County and Greeley. Locally, an improved 49th Street would provide relief to 37th Street by serving as an alternate east-west route.

Two Rivers Parkway would also continue to service both regional and local traffic. This plan reinforces the commitment to improving Two Rivers Parkway to four lanes and providing capacity for future employment centers and community commercial centers identified in the City's Comprehensive Plan.

The arterial streets shown in this plan are also streets that qualify for funding through impact fees. While the collector streets are shown on the Master Streets Plan, it is also likely that developments may fund or build some of these streets.

D. 2030 Traffic on the Master Streets Plan

Figure 21 depicts the projected 2030 traffic on the Master Streets Plan. The areas bound between Two Rivers Parkway, 35th Avenue, 37th Street, and 49th Street are projected to have the highest percentage of traffic growth projected. With the exception of segments of 37th Street from 29th Avenue to east of Two Rivers Parkway, all streets would operate under design capacity. Assuming a daily capacity of approximately 32,000 vehicles per day, 37th Street would operate at slightly above capacity for a four-lane arterial street.

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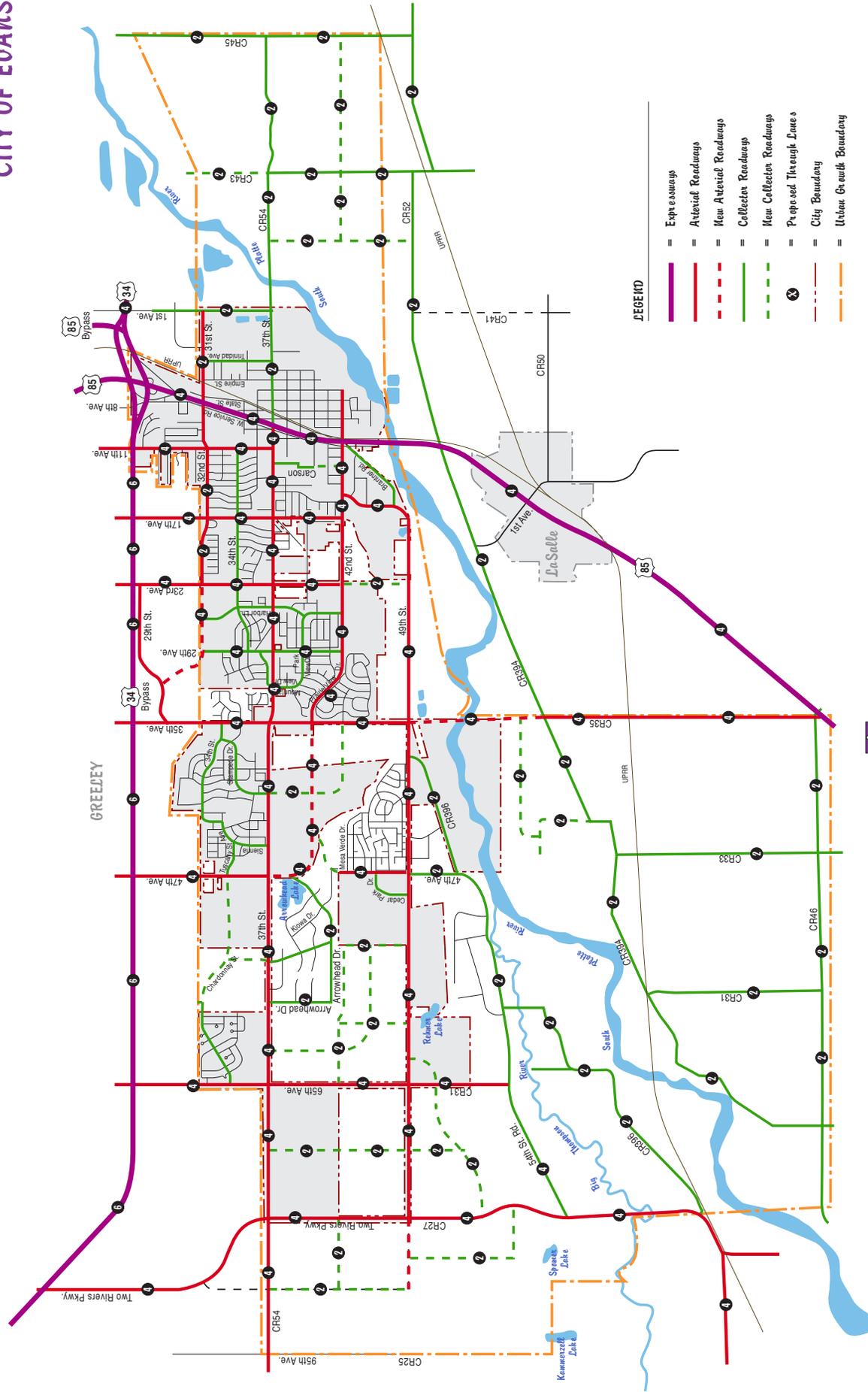
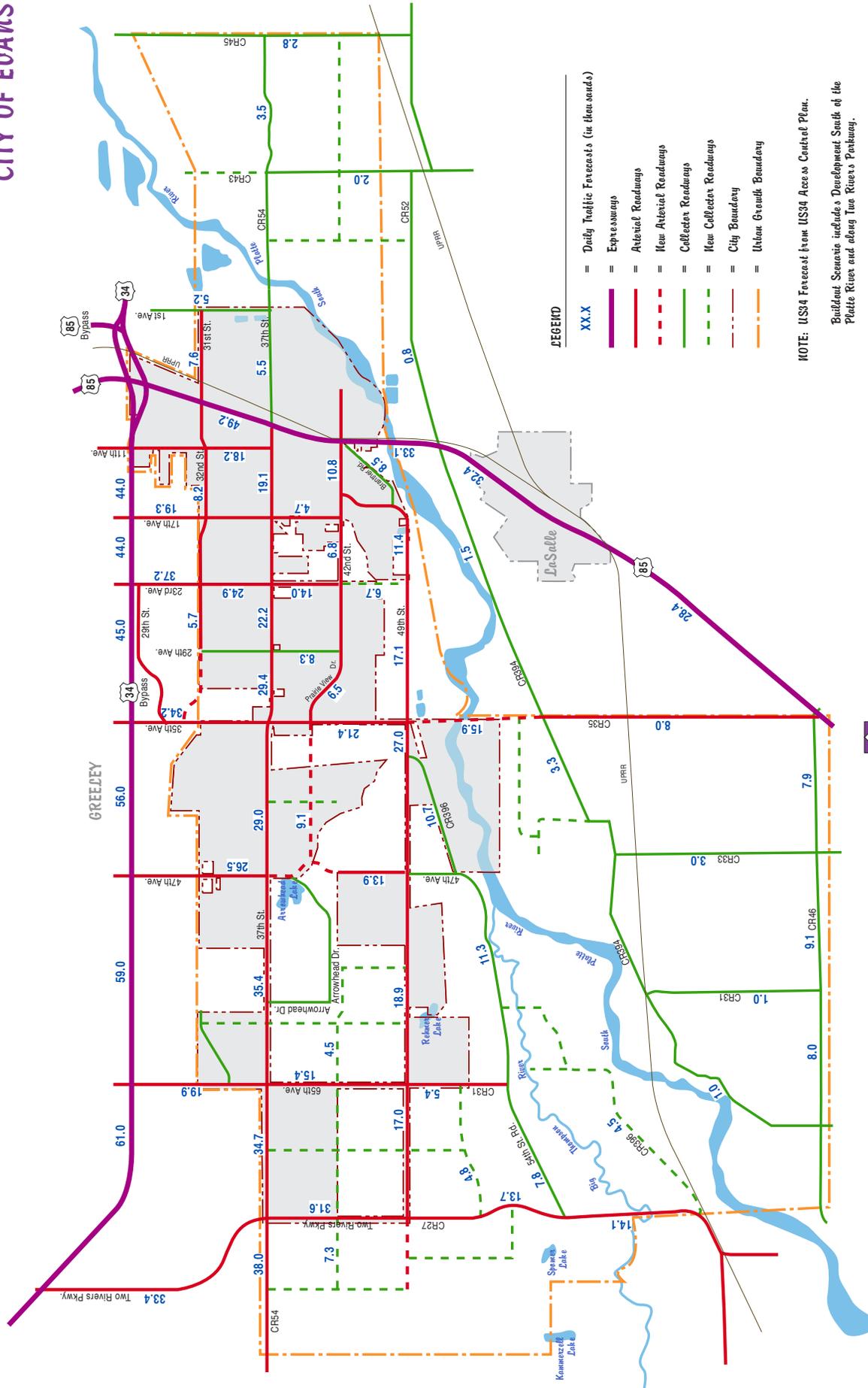


Figure 20
MASTER STREETS PLAN

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- LEGEND**
- XX.X = Daily Traffic Forecasts (in thousands)
 - = Expressways
 - = Arterial Roadways
 - - - = New Arterial Roadways
 - = Collector Roadways
 - - - = New Collector Roadways
 - · - · = City Boundary
 - · - · = Union Ground Boundary

NOTE: US84 Forecast from US84 Access Corridor Plan.

Buildout Scenario include a Development South of the Platte River and along Two Rivers Parkway.



Figure 21
**MASTER STREETS PLAN
WITH 2030 TRAFFIC**

