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**URBAN TRAILS COMMITTEE AGENDA
COMMUNITY DEVELOPMENT CONFERENCE ROOM, 135
250 NORTH 5TH STREET**

TUESDAY, JULY 9, 2019 @ 5:30 PM

Call to Order/Announcements

Approval of Minutes

Approve Minutes of June 11, 2019 Meeting

Discussion Items

2045 Transportation Plan - Paul Jagim

Bike Friendly and Walk Friendly Action Items

Orchard Mesa Irrigation District Canal Trails

Updates

Made to Move Grant Application

Community Streets Event

Other Business/Public Comment

Adjournment

Urban Trails Committee

Minutes – June 11, 2019

Present: Orin Zyvan, Gary Stibler, Steve Meyer, Shana Wade, Devon Balet, David Lehmann, Sarah Johnson

Not Present: Dr. Kristin Heumann

Also Present: Kristen Ashbeck, Principal Planner, City Community Development, Paul Jagim, City of Grand Junction, Chris Dombkowski with City of Grand Junction GIS, Mat Lucero and John Hodge, Public.

The meeting was called to order by Orin Zyvan at 5:30 pm at City Hall.

Announcements – Devon stated he applied for the Trails Coordinator position and has an interview tomorrow.

MadetoMove application deadline has been extended by two weeks and now is required to be filed online. Have received 15 letters of support. Required to have a letter from an engineer and Paul Jagim said he'd get one to Orin.

Paul said paint is in for initial markings on the Bike Route Wayfinding project. Marking the Maroon Route along 7th and 10th Street corridors will be the first route to get markings. The other section he wants to get marked this Summer is the Riverfront Trail connection at Hwy 340 and continuing down W. Main Street to the pedestrian bridge over the railroad.

CMU's America Walks project – Ulyssis did a presentation last week about their project and their recommendations. Paul said they collected a great deal of data along 12th Street. One of their recommendations was implemented right away. The City has changed the beacon flashing lights to a much brighter light called a Rectangular Rapid Flashing Beacon (RRFB). City Traffic intends to install another recommendation this Summer; yield line markings, further back from crosswalks. Recommendations for future improvements included push buttons with an audible warning message and RRFB beacons in the medians.

1. Minutes of Previous Meetings

Action: Approve the minutes from the May 14, 2019

Community Streets Committee was missing Shana and should be called Promotion and Programming.

Shana motioned to approve the minutes. Steve second. Motion was passed.

2. Building Relationships – Identify Entities

Action: Put together a list of other groups/people/organizations to interface with.

Sarah suggested that the Mesa County Trail Coordinator position might have part of that as part their job description.

- Orin would like to see a closer advisory relationship with the City Council.
- David added that the relationships from the MadetoMove application is a good list which consist of the City of Grand Junction, Mesa County Health Department, City of Fruita, Town of Palisade, One Riverfront and the groups who provided letters of support such as Colorado West Land Trust, Community Hospital, St. Mary's, Mesa County Bicycle Alliance, etc.
- Grand Junction Police Department

Gary also suggested I-70B would be another one that relationship building would be a good idea. Need to explain why six lanes of high capacity traffic is not a good solution for Downtown. Perhaps take CDOT representatives and Council members to coffee.

Discussed how UTC actually can advise City Council. Orin thinks there is a channel missing because City staff can't really advocate on behalf of UTC.

David thinks would need to get other partners UTC is trying to build relationship with to also provide input along with UTC.

Sarah stated need clarification from City Council as to how the council would like UTC to advise them.

3. Safety Stop Legislation – GJ Police Department Enforcement

Action Item: UTC will be making formal advisory comments later this summer for the City Council.

In April City Council was sent a memo with information about the Idaho Stop legislation that passed in 2018. The memo to Council indicated that UTC would be examining the issue and discussing adoption of a local ordinance. Also, the City Attorney's office was asked to provide a legal opinion on whether a local ordinance must follow the State bill exactly, or could it be modified for local preference. City Attorney Shaver indicated a local ordinance must follow the framework of the State bill, but could vary from the State bill in regards to including both traffic signals and Stop signs, or just Stop signs. Recently Councilmember Taggart inquired about the status of UTC's examination of Idaho Stop. There will be a meeting with City staff including the City Manager, Police Chief, City Attorney, and Public Works Director to discuss the item. Paul will attend the

City staff meeting and report back to UTC on how it went. The UTC has a goal to formulate an advisory memo on this topic, to send to City Council, by late Summer 2019. John stated that Bicycle Colorado is working to get it passed across the State of Colorado.

Discussed how beneficial it would be to get it valley wide rather than one way in the City and different in the County.

4. Amendment to Bylaws Pertaining to Ex-Officio Members

Action: Group decided to keep Bylaws as currently written.

Orin explained how Mesa County Health and the Regional Transportation Planning office currently have to have potential members apply to be on UTC. Ex-officio would not need to apply but they would not be voting members.

5. Orchard Mesa Canal Trail – Tabled until July.

Gary passed out an exit interview he had with Max Schmidt for group to read before next meeting.

6. Community Streets Event – October 19th

Action: Group met June 4th and meet again on July 10th.

Michele stated she wasn't included but should be since she is the financial keeper for the event.

Updates

Memo to City Council re: Bike Friendly/Walk Friendly Report Cards

Kristen passed out Memorandum on the Bicycle/Walk Friendly Community Designations combined reports that were presented to the City Council members.

She said that other groups provide Annual Reports that go to the City Council member. UTC's 2018 wasn't completed before Kathy Portner retired. Kristen said will not provide one for 2018 but will work on one for 2019.

Reach out to local rec businesses and Bike to Month participating businesses to apply for Bike Friendly business status and see if UTC can assist them with their application.

Sarah will be attending the meeting for the AARP new age designation. She will bring the info back to the group.

Sarah asked if need to add to the UTC's Action Plan for the year. David said the subcommittee should take on the task and bring back to the committee.

Sarah expressed concern that the committee may not have the capacity to take on all that is required until Community Streets is over in November. Gary will put together a master list and will bring to the next meeting.

Other Business/Public Comment

John Hodges said he has been contacted by Bicycle Colorado to hold a League Cycling Seminar which certifies League Instructors.

Currently there are several people from Glenwood Springs interested but need eight people to register. Cost is \$350 and held on a Friday night and all day on Saturday. Probably held in Glenwood Springs.

He said there is a second opportunity coming up. He said Molly with Bicycle Colorado would be willing to come over here and give a Training the Trainer class sometime this summer or later this fall. The class would be free.

There were no further comments from the public.

Adjournment - The meeting was adjourned at 7:05 pm.



Community Report Card

Grand Junction

On behalf of our reviewers and program staff, we want to thank you for taking the time to prepare and submit your application to be considered for a Walk Friendly Communities designation. We know you invested a great deal of time in this application, and we appreciate your hard work.

Based on our review, we are unable to designate Grand Junction as a Walk Friendly Community at this time. Despite that fact, we did identify a few impressive programs and initiatives that you are working on, including:

- Your work with the Urban Trails Committee is a great example of collaboration between various stakeholders and departments.
- We're glad to see your ADA transition plan as a central document for ensuring that streets and intersections are accessible for all pedestrians in Grand Junction.
- Great job collecting counts of pedestrians and bicyclists at key locations around town.

This report card summarizes some of the comments and feedback from our reviewers within each section of your application. We would encourage you to contact us if you would like to talk more specifically about your initiatives, our findings, and what we see as opportunities to expand your programs.

This remainder of this report card will provide feedback and suggestions for each section in the community assessment tool. Each section received an overall rating as defined below. To read more about how we determine designation levels, visit our Frequently Asked Questions at <http://walkfriendly.org/apply/>.

Walk Friendly

The responses in this section indicate that your community is particularly strong in this area with great efforts being made towards improving walkability. Even so, there are always areas within this section where improvements and growth could be made.

On the Right Track

This score indicates that your community does not exhibit the characteristics to be truly walk friendly in this section, but that there are still good existing programs or new programs that could be expanded. Please review our suggestions on how you could improve the walkability in this area.

Needs Attention

This score indicates that your community does not yet demonstrate strong programs, policies, and results, characteristic of a Walk Friendly Community based on the responses in this section. Consider prioritizing these programs.

Status of Walking

Walk Friendly

It's good to see that pedestrian fatalities and injuries are not very high compared to other cities of your size. Based on your population, the rate of pedestrian injuries and fatalities is lower than what we might expect.

We recommend to devote more time formally to a coordinator position that focuses on pedestrian and bicycle issues. A community the size of Grand Junction would really benefit from having a person devoting at least half of their time to walkability and pedestrian safety in the community. Pedestrian coordinators keep programs on track and provide valuable energy behind walking-focused initiatives.

Planning

On the Right Track

One big recommendation we have is to tie your various planning documents together in a dedicated pedestrian safety action plan. That will allow you to identify some performance targets and metrics to guide your activities related to improving walkability and pedestrian safety. Such a plan would go beyond the circulation plan and other more general plans, and tie in behavioral programs, policy changes, and other initiatives to help support a walkable community. FHWA offers guidance [here](#).

We think it's important to set some specific targets for your safety goals and your mode share goals. By setting a target, you can have a clear goal to work toward. the FHWA [Guidebook for Developing Pedestrian and Bicycle Performance Measures](#) may provide some ideas for good measures to use.

We see an opportunity to move the needle on reducing vehicle trips by tightening up some of your parking policies to ensure that the city isn't promoting an oversupply of parking and that parking is designed in a way that enhances, not hinders, the pedestrian realm. Look to the Victoria Transport Policy Institute for inspiration and ideas for the sorts of parking standards (like parking maximums or absence of minimums) you can couple with [parking policies and strategies](#) to encourage more walking. For examples from Walk Friendly Communities, check out [Asheville, NC](#), and [Bend, OR](#). Creating a standalone parking plan, like this one from [Denver](#), is a great way to formalize all of this.

While it's good to see that you have a complete streets policy, it's not clear how it's being implemented. We found a 2018 draft policy online, so it's possible that you're in the process of updating this. Focusing on implementation is a critical step, so you may want to consider updating policy language if you aren't doing that already. Be sure to check out the [National Complete Streets Coalition](#) for useful guidelines and model policy language. You'll want to prioritize strong language to make it difficult for exceptions to be made.

Education/Encouragement

Needs Attention

It's great to see that you've got some participation in walk to school programs. You should consider expanding these activities beyond [International Walk to School Day](#). To take your SRTS program to the next level, here are some helpful examples (regardless of whether the city takes the lead, there is always a role to play):

Silver-level Austin's Public Works Department has a [Child Safety Program](#) that provides pedestrian safety education to children and adults. They also sponsor a Walk, Bike, & Roll program.

Fort Collins [produces an annual summary of SRTS activities](#) and has a goal to provide in-depth SRTS programming to every K-12 school once every three years.

Regular staff training may be another area of improvement for Grand Junction. Ongoing education for professional staff underscores the priority a community places upon the importance of walking, walkability, and pedestrian safety. You should take some extra steps to educate not only planning and engineering staff, but law enforcement, health professionals, and others with regard to pedestrian accommodation and safety. By educating public officials, communities can help ensure that ordinances and policies that support walking are actually implemented. The PBIC offers some [training courses](#) and free [webinars](#).

We're encouraged by the first open streets event held in 2018! These events focus community attention on the importance of active transportation and celebrate walking and biking, and having the City spearhead the effort sends a message about how these issues are being prioritized. Consider expanding the program in the future: There are many other Walk Friendly Communities that can provide inspiration, including [Charlottesville](#), [Seattle](#), [Charlotte](#), [Louisville](#), [Minneapolis](#), & [Evanston](#).

Though you're working on bicycle wayfinding, pedestrian scale wayfinding would enhance the pedestrian experience in Grand Junction. You could start small with temporary (and affordable) signs from [Walk \[Your City\]](#) and then look for local business partners to help expand the system with permanent signs. In Washington D.C., the Downtown BID led the effort of 30 stakeholder groups to develop a citywide system that is now slated to expand to neighborhoods beyond downtown.

Engineering

On the Right Track

Engineering

On the Right Track

Expanding your sidewalk network is one of our top recommendations. We realize funding is a major constraint, but sidewalks are the basis for any pedestrian network. To help fill in sidewalk gaps and prioritize repairs, we recommend this approach from Gold-level Corvallis, OR: each year, the [Sidewalk Safety Program](#) surveys one of 11 districts in the city. The repair criteria are specific, to ensure consistent application in every situation. Corvallis's Sidewalk Maintenance Fee provides an annual source of funding to do this work, and the city will repair defects each year up to the amount of funding available.

A big part of your complete streets program should be the development of implementation or design guidelines. If you can update and strengthen your policy around complete streets, you would then benefit from having a standard set of implementation guides that transportation planners and engineers can use to make decisions about incorporating these principles into roadway projects. Take a look at the [Design Guidelines from Portsmouth, NH](#), for inspiration.

Enforcement

Needs Attention

We recommend that you conduct targeted speed enforcement at locations with high pedestrian volumes or a history of safety problems, as people walking are some of the most vulnerable road users. Your application mentions that speed enforcement locations are based on complaints but using a more data-driven approach to target areas with highest risk might be a better strategy. We suggest that you explore opportunities to implement [automated enforcement](#), which has been proven to be extremely effective. Seattle [explored this type of program](#), found success, and ended up expanding it. Coupled with other forms of speed enforcement, this would be a great way to bring law enforcement into the mix on your safety programs.

It sounds like you have several officers certified as bike patrol. Consider working with your safety patrols to develop a program for providing regular foot and bike patrols in different parts of the City. We like the [Neighborhood Resource Officer](#) program in Santa Monica, which seeks to create opportunities for law enforcement officers and community members to interact more regularly. Shifting some patrols to foot or bike can make law enforcement officers more accessible as community resources.

Evaluation

Needs Attention

We recommend that you expand your [count program](#) by investing in a few more permanent count locations, setting up a few short-duration counters that can be moved around, and combining all of this with manual counts to make sure you're getting the full picture. A city of your size probably needs additional count locations beyond the sites that you mentioned in order to capture more widespread data. This will really help you understand where investments are needed.

- For more than five years, Gold-level Somerville, MA, has been using volunteers to collect bicycle and pedestrian counts at 36 different locations. Check out the [Guidebook on Pedestrian and Bicycle Volume Data Collection](#). In addition to explaining different counting methods, this guide shows how count data can be used for measuring facility usage, evaluating before-and-after volumes, monitoring travel patterns, safety analysis, and project prioritization.

We recommend focusing some attention on performing regular safety evaluation of your completed projects. These don't have to be full-blown research projects, but even a simple evaluation can give you some metrics to report and showcase success stories. We really like San Francisco's [Safe Streets Evaluation Handbook](#), if you're looking for some inspiration about how to build evaluation into each project.



GRAND JUNCTION, CO

TOTAL POPULATION
65,216

TOTAL AREA (sq. miles)
39.9

POPULATION DENSITY
1635

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Grand Junction
High Speed Roads with Bike Facilities	35%	56%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	45%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	23%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 87K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.1 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.0 /10
ENCOURAGEMENT <i>Maintaining bicycling culture</i>	4.4 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.5 /10

KEY OUTCOMES

	Average Silver	Grand Junction
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	2.35%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	333
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	3.17



KEY STEPS TO SILVER



» Grand Junction has made significant improvements and investments since your 2015 BFC application, such as adopting a Complete Streets policy and a comprehensive Circulation Plan. To ensure these investments materialize into increased ridership and improved bicycling culture in Grand Junction, the BFC review team would like to see a prioritization of planned projects as well as a reporting mechanism for the community to follow progress on infrastructure improvements.

- » Continue to increase the amount of high quality, APBP-compliant bicycle parking throughout the community.
- » Launch a community-wide public bike share system.
- » Expand the audience for educational programs to include high school students, college students, and new drivers.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community.

» Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Grand Junction.

- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that all law enforcement officers have basic training or experience with bicycling.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY



AND LEAGUE MEMBERS

2015 Bike Friendly Community 6 Recommendations to Achieve Silver Status	2018 Bike Friendly Community 10 Recommendations to Achieve Silver Status	2018 Walk Friendly Community 10 Recommendations to Achieve Recognition
Expand bike network facilities. DONE - 0% to 56%	FULL-TIME STAFF MEMBER Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.	Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.
Promote cycling throughout the year - family-oriented rides, festivals, parades, or shows. DONE - Community Streets	POLICY ADHERENCE Complete Streets policy in action - prioritization of projects and a reporting mechanism.	Complete Streets policy in action - prioritization of projects and a reporting mechanism.
LAW ENFORCEMENT Ask police officers to target both motorists and cyclists to ensure laws are being followed.	Develop a bike patrol unit to improve bicyclist/officer relations.	Conduct target speed enforcement at identified "problem" locations and develop regular foot and bike patrols around the City.
EDUCATION Offer regular bike skills training for adults.	Expand bike education programs to include high school students, college students, and new drivers.	Do an in-depth Safe Routes to School analysis yearly, expand Walk to School Day efforts, and develop a child safety program.
	Host a League Cycling instructor seminar to increase the number of LCIs in the community.	On-going pedestrian safety education for planning, engineering, law enforcement, and health professionals.
UNIVERSITY & BUSINESSES Encourage CMU to promote cycling to students and seek Bicycle Friendly recognition.	Encourage CMU and local businesses to promote cycling by through the Bicycle Friendly University/Business program.	Expand the multimodal count program to include more locations.
BIKE PARKING Bike parking inventory and add more parking.	Increase high quality APBP-compliant bike parking throughout the community.	Develop a pedestrian wayfinding policy and begin the implementation downtown.
	Develop a community trip reduction/incentive program or Guaranteed Ride Home program to help support commuters.	Continue to expand the sidewalk network to fill in gaps and prioritize repairs.
	Adopt a comprehensive road safety plan or a Vision Zero policy to reduce traffic crashes and deaths for all road users.	Tie various planning documents together in a dedicated pedestrian safety action plan with specific goals and targets.
	Launch a community-wide bike share program.	Reduce vehicle trips through parking policies to encourage more walking.