

To access the Agenda and Backup Materials electronically, go to www.gjcity.org



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

WEDNESDAY, FEBRUARY 12, 2020 @ 5:30 PM

Call to Order/Announcements

Approval of Minutes

Approve Minutes of January 8, 2019 Meeting

Action Items

Consider and Adopt Strategic Plan Updates

Review I-70B Letter and Select Speaker to City Council

Identify 2020 CDBG Candidate Projects

Request to Represent UTC at Fruita Parks Master Plan Discussions

Discussion Items

Updates

Redlands 360 Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee
Minutes – January 8, 2020

Present: Orin Zyvan, David Lehmann, Shana Wade, Dr. Kristin Heumann, Andy Gingerich, Steve Meyer, Gary Stubler, Sarah Johnson, Devon Balet

Not Present:

Also Present: Lance Gloss, Associate Planner for the City of Grand Junction, Trent Prall, City of Grand Junction Engineer, Lloyd Chittenden, public and Michele Rohrbach, One Riverfront Staff

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

Announcements – Orin stated that CDOT received funding for the I-70 Business Loop/First and Rood to 15th. Trent said they are expecting funding to 2nd in 2020 and to 15th in 2021.

Further discussion with the City and CDOT regarding the bike/ped bridge. Orin said that there are several groups that would like to participate in the conversations to get everyone on the same page.

Trent said that UTC submitted a letter in March recommending the softer approach from the New Mobility West study rather than CDOT's plan of 2008.

Trent stated that would like to keep to five lanes with a light for crossing at 2nd. On February 19th will be a presentation to the City Council regarding the five lanes versus seven lanes.

Orin asked if there is an opportunity for a workshop before the February 19th meeting. Kristin suggested Orin or Gary attend the meeting to reiterate that they want to keep to four lanes rather than six and that really want a light a 2nd Street. Will further discuss at the February meeting.

Monument Road Trail Connection dedication has been moved to February 20th.

APPROVAL OF MINUTES – Consideration of December 11, 2019 minutes

Correction to December minutes:

Correction to November minutes "Page 3, Gary stated what was typed was incorrect – it was to say" but was left blank.

December minute correction - Page three didn't get Gary's revised comments in the final version of December minutes. Should have read as: Gary asked how the City and staff were defining connectivity? The UTC's proposed Wayfinding Policy has a

connectivity goal of trying to locate a safe, continuous, signed route within one mile of every GJ resident. By that definition, the Dos Rios area is already “connected” by the CRT, which runs right through it and the Purple Route which is less than one half mile away and which already has a ped/bike bridge over the train tracks.

David Thornton’s title is Principal Planner

Under Update – Andy abstained before the conversation.

Sarah stated under Announcements change was to were.

Page Two – second line change to discuss the value of maintaining permanent written record.

Orin would like to see – change to guidance for a bike/ped plan in the comp plan.

Gary was present at December meeting but not listed.

Action: Steve motioned to approve the minutes with corrections mentioned above. Gary seconded. Motion passed.

Action Items –

Jane Quimby approached Orin after her 360 Redland’s presentation to see if he’d like to be part of the advisory group. Group would be meeting once a month for the next six months. David moved that Orin be on the 360 advisory committee. Steve second. Motion passed.

Presentation to One Riverfront and DDA. Gary and Orin are doing a presentation to One Riverfront and to the DDA in February. Depending on monies needed, One Riverfront (the Colorado Riverfront Foundation, Inc.) may be able to help with funding. Kristin asked if the Way Finding has changed since last time presented to the group and Orin stated minor changes made. Have talked with Fruita regarding material costs of around \$4,000.

Discussed asking DDA for funding similar to One Riverfront for wayfinding signage to downtown. Trent also suggested talking with Vara of the Horizon Business District regarding their pledge to the “maroon trail” signage.

Orin suggested breaking into two parts. First part is to do a presentation of the wayfinding package to One Riverfront and DDA. Kristin proposed presenting the package with potential financial ask stating may come back for the ask later. Steve asked if CMU would be included too. Sarah second. Motion passed.

Steve asked about filling Paul Jagim's position. Trent said he has funds to fill three positions but currently defining the positions.

Andy stated that should think about who would manage any changes in the plan.

Discussion Items –

UTC Annual Roadmap Review – Lance showed a guiding document for the group to review and discussed Tiers and Priorities and what and how it's passed onto City Council. Sarah asked why things were listed in particular months and Lance stated that some of them fall in line of when City staff would be working on their plans. David asked for clarification on how items were listed. Group feels it will make give more structure to discussion and make meetings more productive, give continuity with each new co-chairs. Lance will make edits based on tonight's discussion and then get the revised document out to Tamara and Trent.

2019 Annual Report Review – Lance reminded the group that the 2018 report was never completed due to staffing issue. The report he presented was just for 2019. He clarified that City staff creates the report on what UTC has been doing over the past year and that develop report does not need to be approved by UTC. He did ask the group to review for any needed edits. Sarah suggested changing "unsuccessful" to recognizing currently at bronze level and with application was trying to move up a level. David talked about small projects. Suggestion made to post link on social media so public knows what UTC is doing and include UTC contact info for the public if they have a comments. Andy added it would be neat to include a list of UTC recommended completed list.

Shana said to add committee members served on Bike Month planning committee. Developed programs and activities.

Strategic Plan – Prepare for 2020 Update – Lance said there would be a UTC workshop on January 22nd at 5:30pm in UTC's usual meeting room. Gary said looking to clean it up and update and those that can make it to the workshop will get recommendations out to the members who couldn't before the February meeting.

Update

Compliance Resources for Colorado Open Meetings Act – ran out of time but Lance asked the members to read and will further discuss at next meeting.

Wayfinding Project – tabled until February meeting.

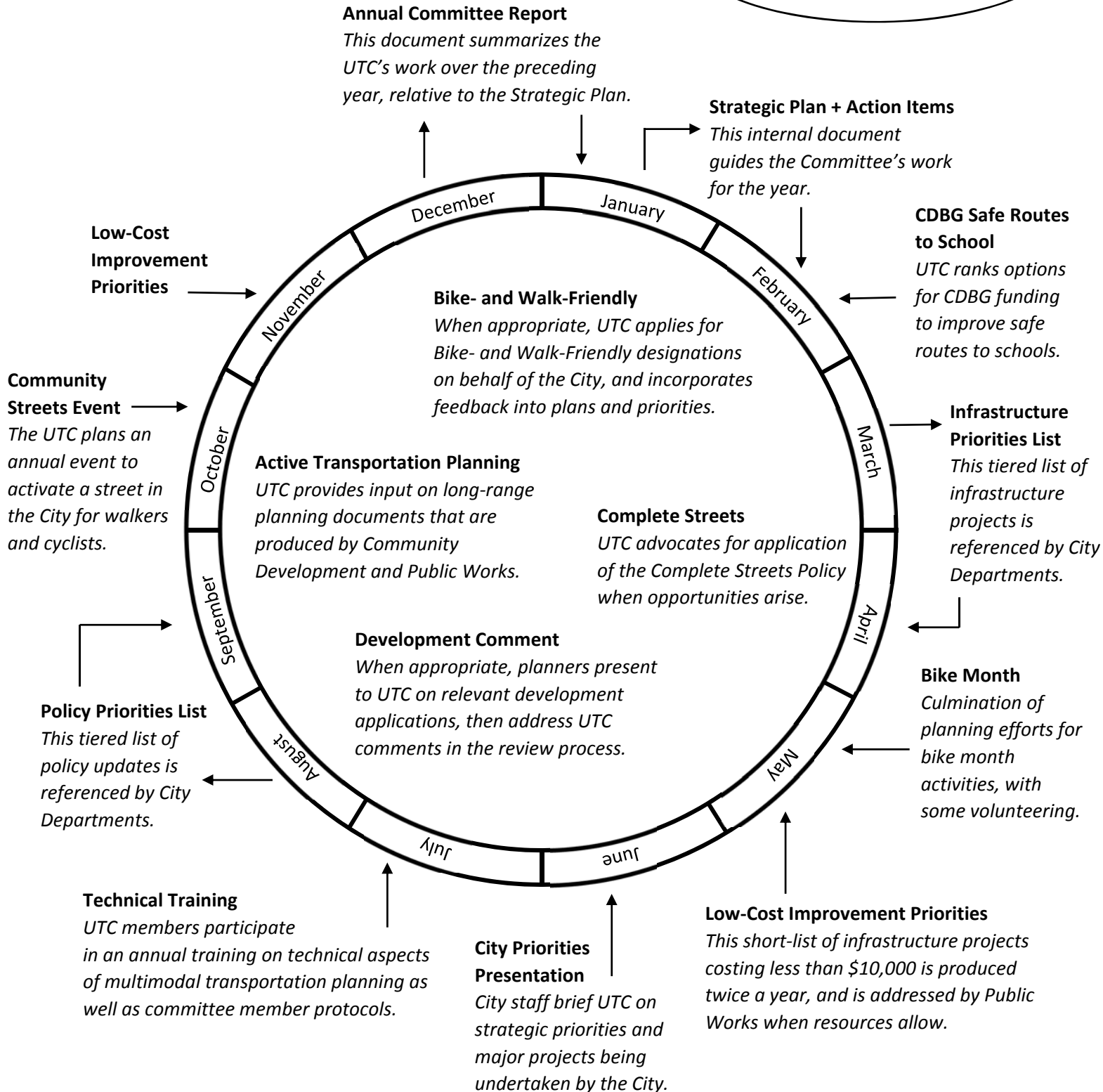
Other Business/Public Comment – There was no other business.

Public Comments - Lloyd said he is new and felt what he received tonight was helpful. He added that the meeting should be held in a larger room to accommodate the public.

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

Urban Trails Committee Annual Roadmap

Some UTC Projects are produced annually, while other responsibilities are handled on an as-needed basis.



Strategic Plan Draft – Workshop Jan. 22, 2020

Urban Trails Committee

Vision: The UTC envisions Grand Junction as a vibrant walkable and bikeable community for all ages and abilities. The convenience, efficiency, and safety of our active transportation network will be an attraction to everyone who lives here or comes to visit.

Mission: The mission of the UTC is to advise the Grand Junction City Council to help plan, prioritize, and promote the City's goal for developing an active transportation network throughout the urbanized area that emphasizes safety, connectivity, and efficiency for pedestrians, bicyclists, and other multimodal users of all ages and abilities.

Goal 1: Network – To review the City's active transportation network on an ongoing basis and recommend enhancements for the purpose of increasing extent and connectivity of sidewalks, bike lanes, and pathways within the urbanized area.

Goal 2: Policy – To research active transportation issues and make recommendations for possible actions and policies for the City of Grand Junction.

Goal 3: Usage – To increase the number of citizens using active modes of transportation and to promote the plans for and improvements to the active transportation network.

Goal 4: Partnerships – To develop and maintain relationships with local organizations and jurisdictions to further the advancement of active transportation.



MEMORANDUM

TO: City Council
FROM: Urban Trail Committee
DATE: August 11, 2015
RE: I-70B Corridor Design through Downtown

As part of our mission to act in an advisory capacity to the Grand Junction City Council on matters pertaining to the safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities through the community, the Urban Trails committee submits our support for the "New Vision for the I-70B Corridor through Downtown."

The revised concept, designed for the urban context of downtown, accommodates all transportation modes safely, resulting in a pedestrian-first environment. The reduced number of lanes and intersection design, as well as mid-block crossings, provide for safe pedestrian and bicycle crossings. Reduced lane widths and landscaping slow speeds to make it more inviting and comfortable for pedestrians and bicyclists.

The design not only accommodates those utilizing services and attractions in the downtown area, but also provides for safe passage of non-motorized commuters traveling through downtown to surrounding services and attractions, such as the Riverfront Trail and Tabaguache Trailhead.

We believe that the "New Vision for the I-70B Corridor through Downtown" is consistent with the mission set forth for the Urban Trails Committee and will further the City's goal to "Become the Most Livable Community West of the Rockies" and respectfully recommend the City Council embrace the concept and move forward with implementation as opportunities arise.

I-70B is the primary east-west arterial through the Grand Valley. A key portion of the corridor runs through the heart of downtown Grand Junction along 1st Street as well as Ute/Pitkin Avenues. The corridor accommodates fairly high traffic volumes generated by through-traffic and local traffic accessing commercial properties and adjacent neighborhoods. The corridor also connects to US Highway 50 at 5th Street. The intersections and pedestrian facilities along this corridor provide critical links between residential neighborhoods, commercial areas, and community resources.

In 2008, an Environmental Assessment forecasted that by 2030, this corridor would need to accommodate 30,000 vehicles per day. However, updated regional modeling that occurred between 2014 and 2015 indicated much lower traffic volumes. In response, the City and Downtown Development Authority (DDA) felt this new data warranted a reevaluation of the proposed design concept for this portion of the corridor. Additionally, per the goals set out in the Comprehensive Plan and Greater Downtown Plan, the City and DDA desire to enhance mobility along this portion of 1st Street as well as the Ute/Pitkin Corridor to increase walking and biking, encourage redevelopment, and enhance the quality of life for the wide variety of people who depend on this major corridor.

To launch this process, the City received technical assistance through New Mobility West (NMW), an initiative of the Sonoran Institute; that provides communities the tools and resources necessary to become stronger, more prosperous places through building smarter transportation systems. NMW worked with Charlier Associates, a transportation planning firm, to facilitate a site visit and develop the recommendations in this document. The purpose of this report is to lay out solutions for the downtown portion of I-70B that address all stakeholder goals. The recommended improvements included in this report aim to balance throughput traffic flow with local mobility, livability and Downtown connectivity.

An intensive stakeholder design charrette process, held from April 15 to 16, 2015, provided a vision for an improved corridor that fully integrates bicycle and pedestrian facilities. The process focused on identifying the best locations along this corridor for physical pedestrian and bicycle improvements and conceptual designs. A list of participants and meetings held during this time can be found as an addendum to the report.

The vision from the stakeholder design charrette and detailed recommendations to enhance mobility along I-70B through downtown are contained in this document. It includes community goals, conceptual designs, and next steps. Detailed recommendations are included for the Grand Avenue and 1st Street intersection, 1st Street and Main Street intersection, the Amtrak Station Area, the Ute/Pitkin One-Way Pair, and 4th and 5th Streets. Next steps to continue the process include:

- Continuing to evaluate improvements to maintain or improve traffic flow and safety,
- Completing further traffic and safety analysis of proposed mid-block crossings, 4th/5th one-way to two-way conversions, and parking along Ute/Pitkin after reducing from 3 lanes to 2 lanes,
- Reevaluating need for turning lanes at intersections based upon lower anticipated traffic volumes, and
- Revisiting the status of the 2008 Environmental Assessment.

To begin addressing the challenges along this corridor, City staff is coordinating with the Colorado Department of Transportation to fulfill these next steps. There was also conversation around conducting a detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes, however further analysis on this issue needs to be conducted independent of this project.

I-70B

A New Vision for Downtown Grand Junction

EA Statement of Purpose and Need

- 1) Improve traffic flow
- 2) Improve safety
- 3) Improve multimodal opportunities
- 4) Improve access management

Project History

2008: Environmental Assessment (EA) completed; forecasts over 30,000 vehicles per day by 2030

2008 – 2013: CDOT implements I-70B improvements from the west through Rimrock area

2013 – 2015: CDOT undertakes design of corridor through Grand intersection

2014 – 2015: updated regional modeling forecasts much lower future traffic

April 2015: CDOT/City/DDA workshop to reevaluate I-70B design concept south and east of Grand Avenue

Next Steps

- Continue to evaluate improvements to maintain or improve traffic flow and safety
- Complete further traffic and safety analysis of proposed mid-block crossings
- Reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
- Conduct detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes
- Revisit status of 2008 Environmental Assessment

1st & Grand

- Begin transition to urban design as context changes and capacity needs decrease
- Provide multi-use path connection between Broadway and Gunnison
- Remove right-turn slip lanes on south side of intersection to enhance pedestrian safety
- Implement 3/4 access at White Avenue to assist with 1st & Grand intersection capacity

Downtown Gateway

- Make this the gateway to Downtown from the North and West
- Narrow to existing two general purpose traffic lanes each direction south of Grand
- Slow traffic down to the 30mph posted speed
- Introduce "downtown" design finishes, including urban landscaping

1st & Main

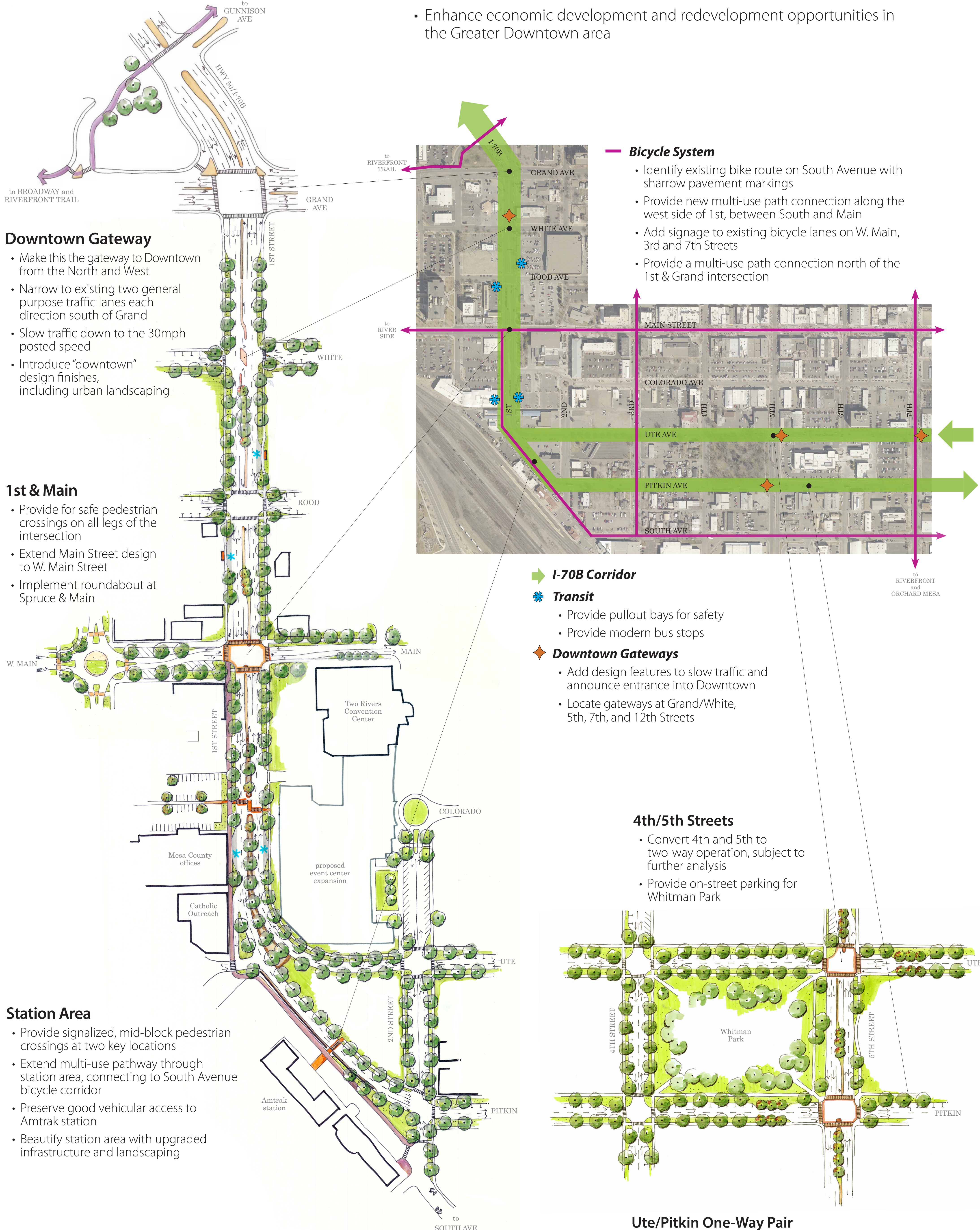
- Provide for safe pedestrian crossings on all legs of the intersection
- Extend Main Street design to W. Main Street
- Implement roundabout at Spruce & Main

Station Area

- Provide signalized, mid-block pedestrian crossings at two key locations
- Extend multi-use pathway through station area, connecting to South Avenue bicycle corridor
- Preserve good vehicular access to Amtrak station
- Beautify station area with upgraded infrastructure and landscaping

Community Goals

- Work with CDOT to update the vision and strategic plan for the I-70B corridor through Downtown Grand Junction
- Accommodate all modes safely by designing I-70B for the urban context of Downtown
- Balance throughput traffic flow with local access, livability and Downtown connectivity
- Support pedestrian-first environment in Downtown
- Enhance economic development and redevelopment opportunities in the Greater Downtown area



Bicycle System

- Identify existing bike route on South Avenue with sharrow pavement markings
- Provide new multi-use path connection along the west side of 1st, between South and Main
- Add signage to existing bicycle lanes on W. Main, 3rd and 7th Streets
- Provide a multi-use path connection north of the 1st & Grand intersection

I-70B Corridor

Transit

- Provide pullout bays for safety
- Provide modern bus stops

Downtown Gateways

- Add design features to slow traffic and announce entrance into Downtown
- Locate gateways at Grand/White, 5th, 7th, and 12th Streets

4th/5th Streets

- Convert 4th and 5th to two-way operation, subject to further analysis
- Provide on-street parking for Whitman Park

Ute/Pitkin One-Way Pair

- Narrow Ute and Pitkin to two general purpose traffic lanes
- Allow on-street parking and add curb extensions at intersections, subject to further analysis
- Provide safe crosswalks on all legs of intersections



Revised: May 15, 2015

I-70B

Downtown Grand Junction



outline

1. project origins
2. need for project
3. the city's vision

project origins



- technical assistance - Colorado, Wyoming, Montana, Idaho
- Grand Junction application - awarded in January, 2015
- review design concept: I-70B downtown

need for project



- 2008 environmental assessment
- forecasts from boom years
- per capita vehicular travel declining
- concern for future of downtown

project history

- 2008: environmental assessment (EA) completed; forecast 30,000 vehicles per day by 2030
- 2008 – 2013: CDOT implements I-70B improvements from west through Rimrock area
- 2013 – 2015: CDOT undertakes design of corridor through intersection with Grand
- 2014 – 2015: updated regional model forecasts much lower future traffic
- April 2015: CDOT/City/DDA workshop to reevaluate I-70B design concept

environmental assessment

statement of purpose and need (2008)

- improve traffic flow
- improve safety
- improve multimodal opportunities
- improve access management

poster plan

I-70B

A New Vision for Downtown Grand Junction

EA Statement of Purpose and Need

- 1) Improve traffic flow
- 2) Improve safety
- 3) Improve multimodal opportunities
- 4) Improve access management

Project History

2008: Environmental Assessment (EA) completed; forecasts over 30,000 vehicles per day by 2030

2008 – 2013: CDOT implements I-70B improvements from the west through Rimrock area

2013 – 2015: CDOT undertakes design of corridor through Grand Intersection

2014 – 2015: updated regional modeling forecasts much lower future traffic

April 2015: CDOT/City/DDA workshop to reevaluate I-70B design concept south and east of Grand Avenue

Next Steps

- Continue to evaluate improvements to maintain or improve traffic flow and safety
- Complete further traffic and safety analysis of proposed mid-block crossings
- Reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
- Conduct detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes
- Revisit status of 2008 Environmental Assessment



Community Goals

- Work with CDOT to update the vision and strategic plan for the I-70B corridor through Downtown Grand Junction
- Accommodate all modes safely by designing I-70B for the urban context of Downtown
- Balance throughput traffic flow with local access, livability and Downtown connectivity
- Support pedestrian-first environment in Downtown
- Enhance economic development and redevelopment opportunities in the Greater Downtown area

1st & Grand

- Begin transition to urban design as context changes and capacity needs decrease
- Provide multi-use path connection between Broadway and Gurnison
- Remove right-turn slip lanes on south side of intersection to enhance pedestrian safety
- Implement 3/4 access at White Avenue to assist with 1st & Grand intersection capacity

Downtown Gateway

- Make this the gateway to Downtown from the North and West
- Narrow to existing two general purpose traffic lanes each direction south of Grand
- Slow traffic down to the 30mph posted speed
- Introduce 'Downtown' design finishes, including urban landscaping

1st & Main

- Provide for safe pedestrian crossings on all legs of the intersection
- Extend Main Street design to W. Main Street
- Implement roundabout at Spruce & Main

Station Area

- Provide signalized, mid-block pedestrian crossings at two key locations
- Extend multi-use pathway through station area, connecting to South Avenue bicycle corridor
- Preserve good vehicular access to Amtrak station
- Beautify station area with upgraded infrastructure and landscaping

Bicycle System

- Identify existing bike route on South Avenue with narrow pavement markings
- Provide new multi-use path connection along the west side of 1st, between South and Main
- Add signage to existing bicycle lanes on W. Main, 3rd and 7th Streets
- Provide a multi-use path connection north of the 1st & Grand intersection

I-70B Corridor

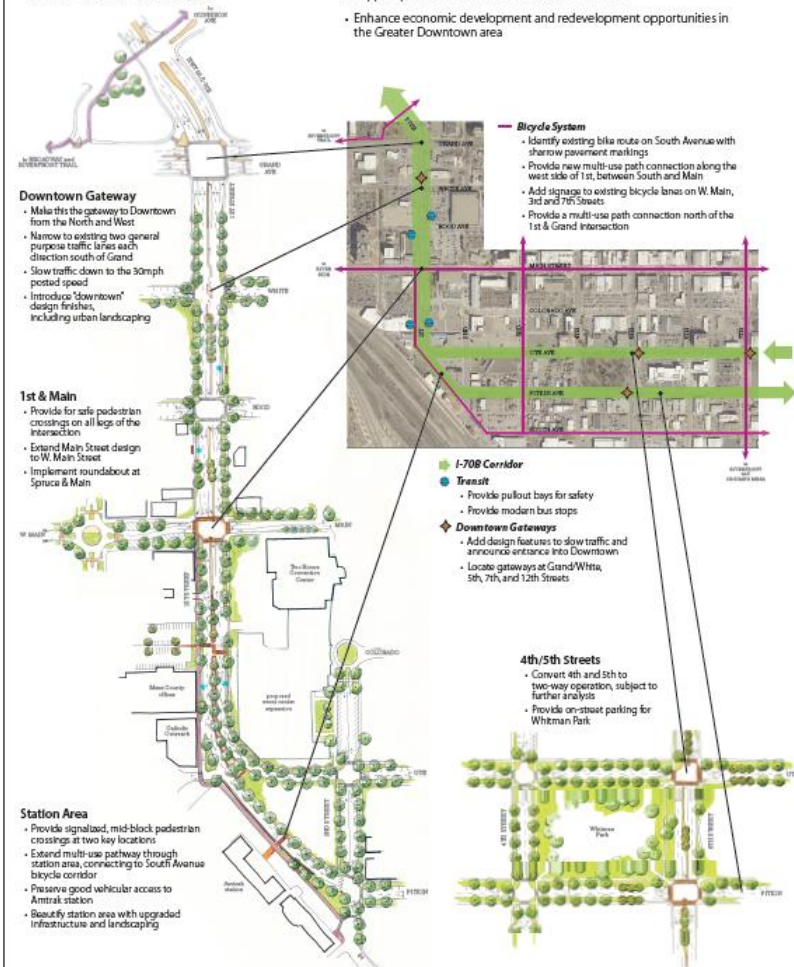
- Provide pullout bays for safety
- Provide modern bus stops
- **Downtown Gateways**
 - Add design features to slow traffic and announce entrance into Downtown
 - Locate gateways at Grand/White, 5th, 7th, and 12th Streets

4th/5th Streets

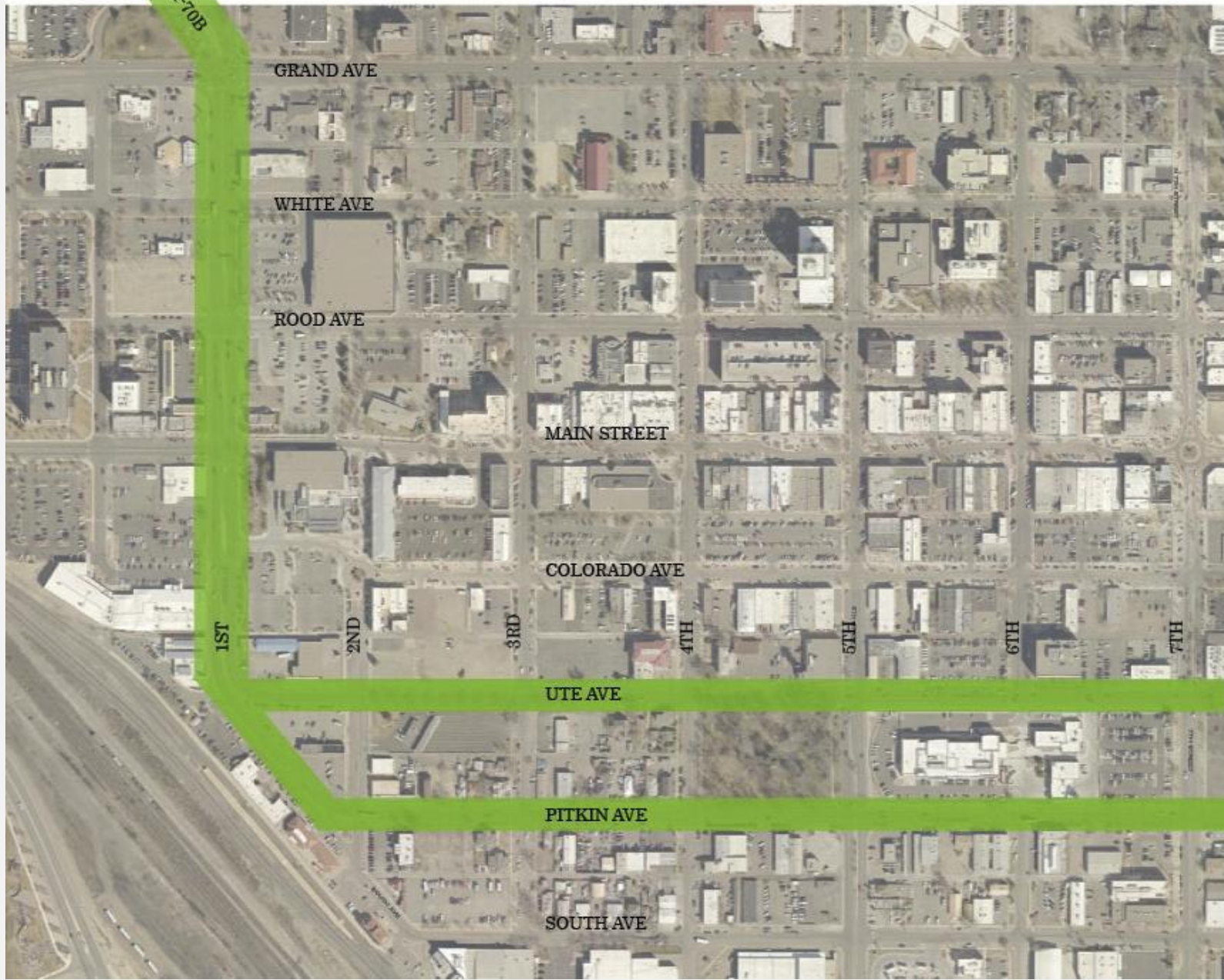
- Convert 4th and 5th to two-way operation, subject to further analysis
- Provide on-street parking for Whitman Park

Ute/Pitkin One-Way Pair

- Narrow Ute and Pitkin to two general purpose traffic lanes
- Allow on-street parking and add curb extensions at intersections, subject to further analysis
- Provide safe crosswalks on all legs of intersections



project limits



community objectives

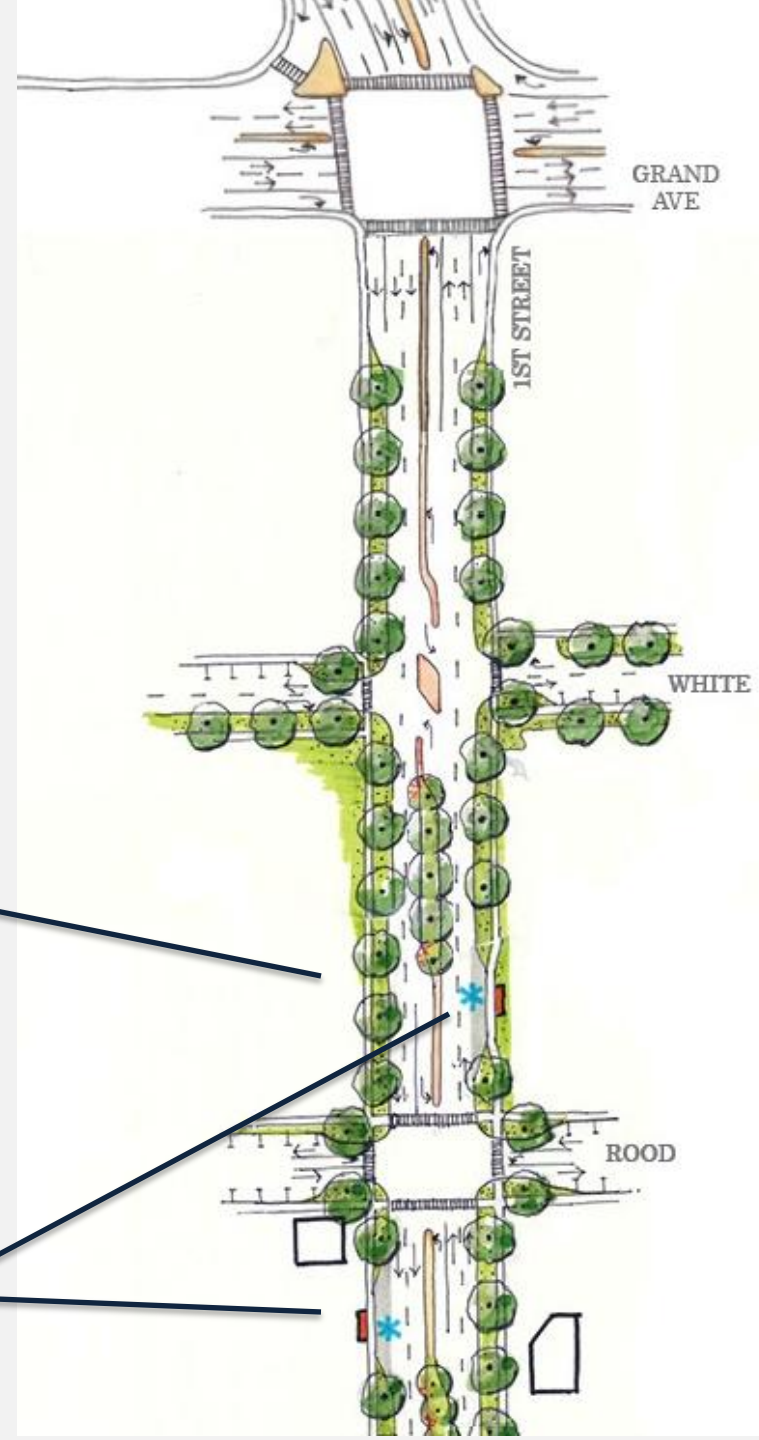
- work with CDOT to update the vision
- accommodate all modes safely
- design I-70B for urban context of Downtown
- balance throughput traffic flow with local access, livability and Downtown connectivity
- support pedestrian-first environment
- enhance economic development and redevelopment opportunities



gateway

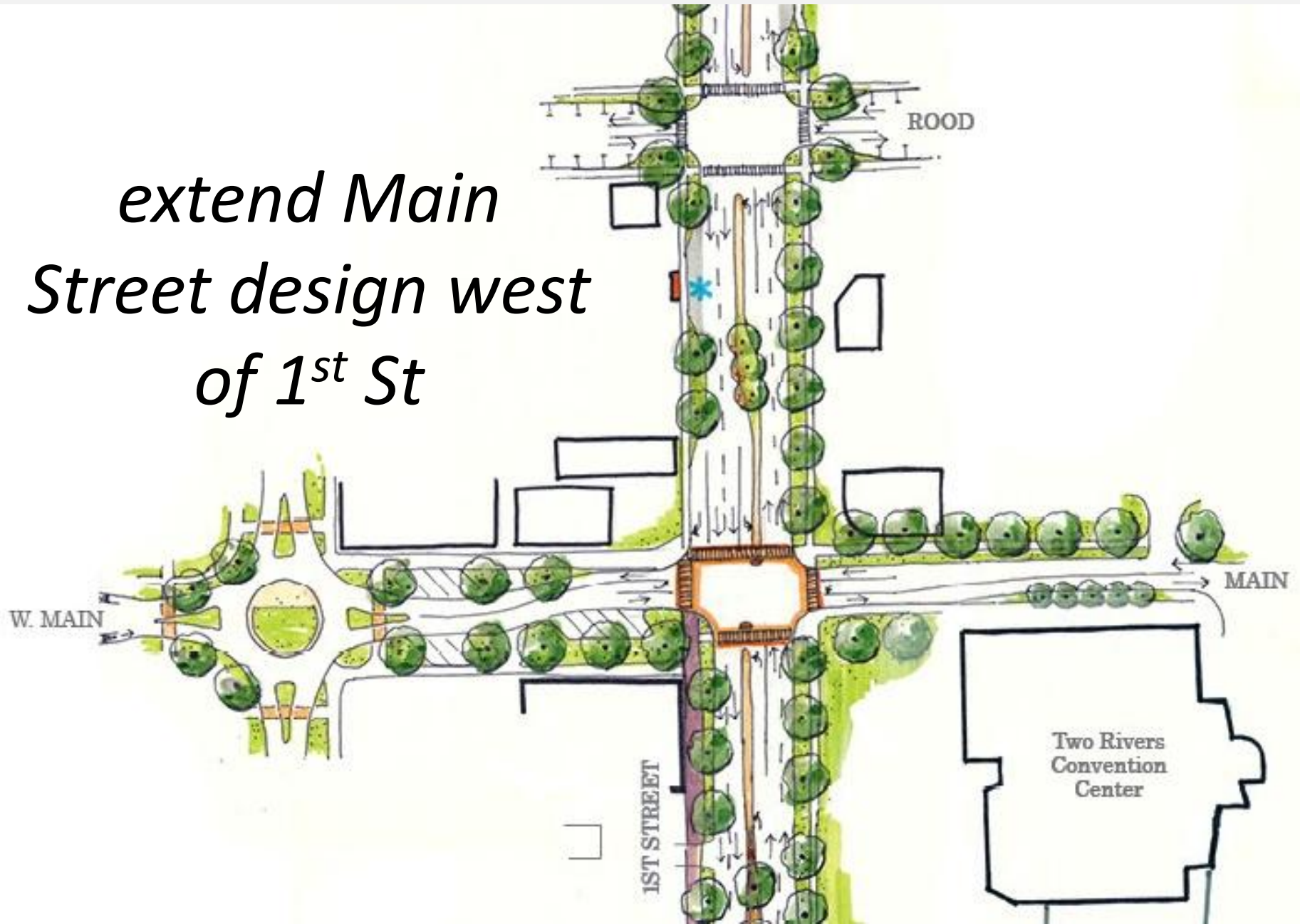
*upgrade
streetscapes*

*provide transit
access*



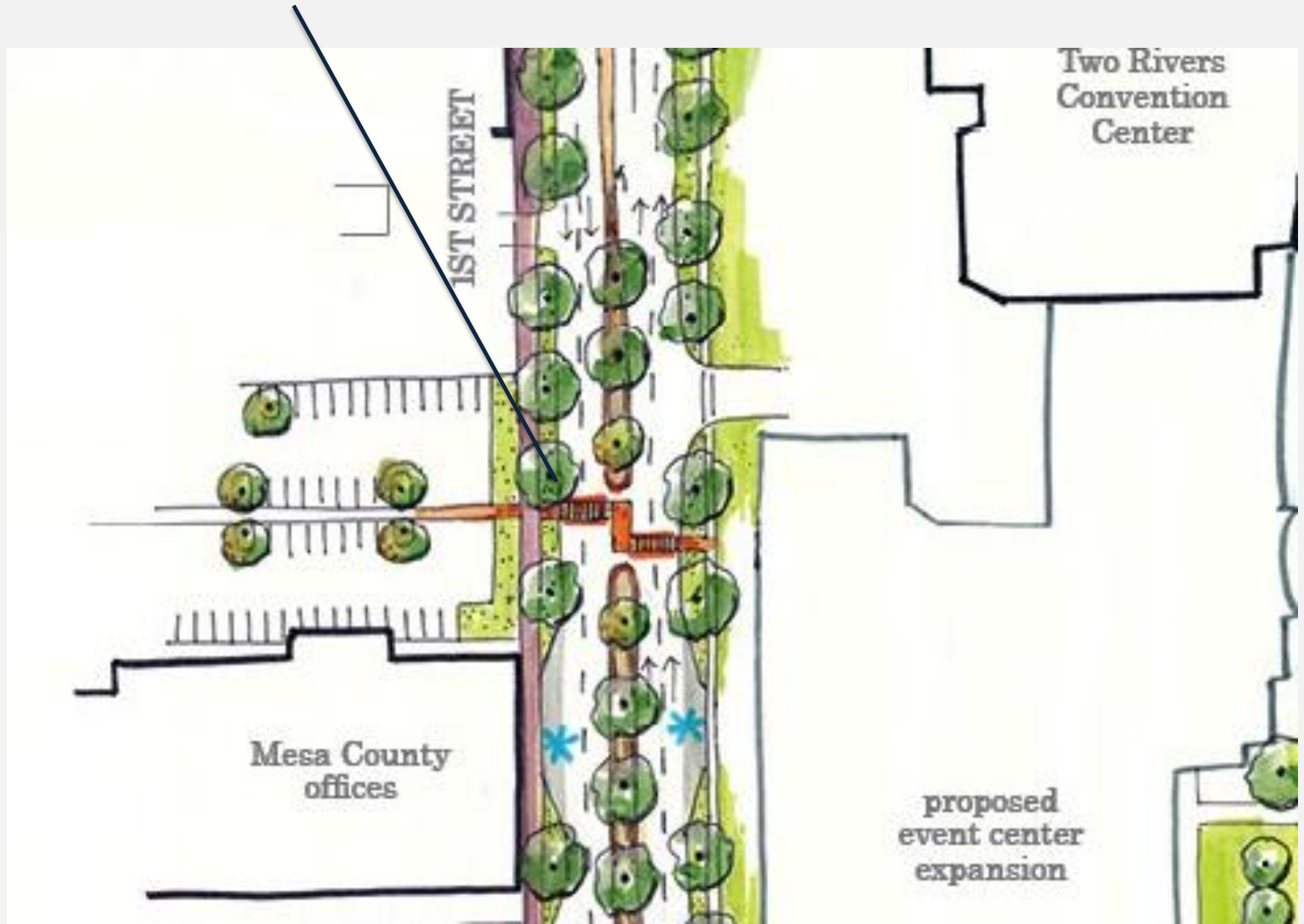


*extend Main
Street design west
of 1st St*





provide safe pedestrian crossing





HAYSTON

STOP

1
Amtrak
Station

FOR SALE
COMMERCIAL
HISTORIC TRAIN DEPOT
9,294 SQ. FT. ON 0.64 ACRES
GEORGE DUNHAM
REAL ESTATE
970-248-9812

*provide transit
access*

*improve access to
Amtrak station*



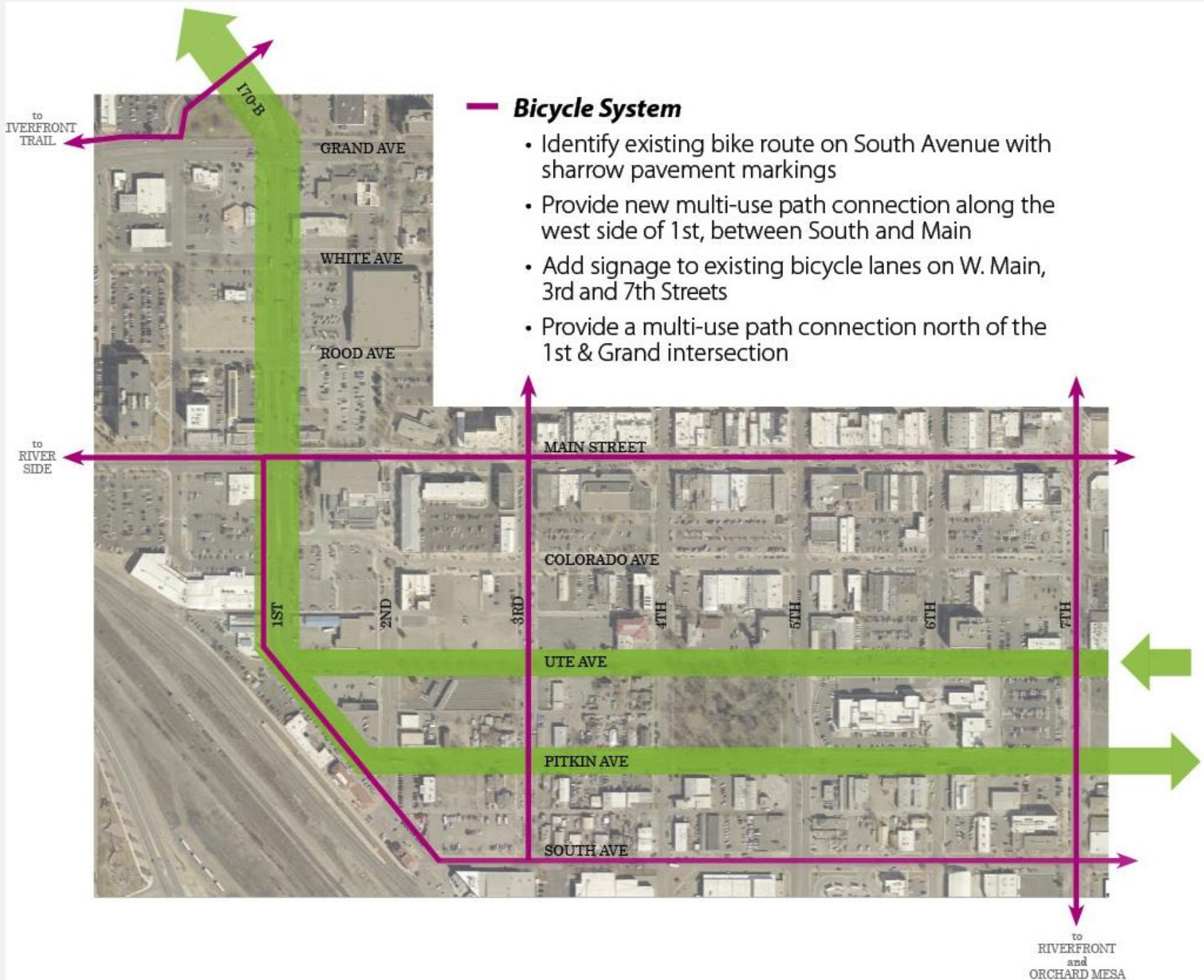


*convert 4th & 5th
back to 2-way circulation*



*improve access
to Whitman
Park*





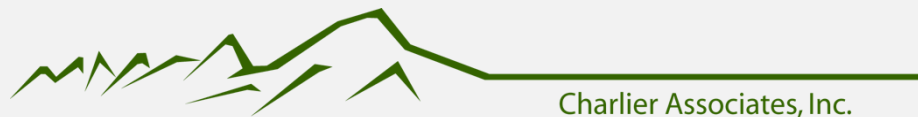
Bicycle System

- Identify existing bike route on South Avenue with sharrow pavement markings
- Provide new multi-use path connection along the west side of 1st, between South and Main
- Add signage to existing bicycle lanes on W. Main, 3rd and 7th Streets
- Provide a multi-use path connection north of the 1st & Grand intersection

next steps

- continue to evaluate improvements to maintain or improve traffic flow and safety
- complete further traffic and safety analysis of proposed mid-block crossings
- reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
- conduct detailed evaluation of proposed conversion of 4th & 5th Streets to two-way traffic, revisit status of 2008 Environmental Assessment

questions, discussion



Charlier Associates, Inc.



Grand Junction I-70 Business Corridor Alternatives Workshop – April 15, 2015

Name	Representing	Phone/e-mail
JASON SMITH	CDOT	970-683-6208
DEAN BRESSLER	GV MPO	dean.bressler@mesacounty.org
D. Paul Jagim	City of GJ	paul.j@gjcity.org 244-1542
Rob Beck	CDOT GJRE	970-683-6351
Zane Znamenzich	CDOT	970-683-6275
Jim Charlier	Sonoran Team (CAI)	
DAVID THORNTON	City of GJ	244-1450 / davidt@gjcity.org
ERIC HAHN	CITY OF GJ	244-1443 eriche@gjcity.org
HARRY WEISS	GJDDA	256-4134 harrywegjcity.org
Kathy Portner	City of GJ	244-1420 kathy@gjcity.org
Julian Sutherland	SI	928-3411 jsutherland@SawtoothInstitute.org
Todd Hollebeck	GUMPO	255-7168 Todd.Hollebeck@GUMPO.org
Mike Vanderhoof	CDOT	970-683-6231 michael.vanderhoof@mesacounty.org
Terri Meyer	Charlier	203-517-9794 Terri@charlies.org
JJ FOLSOM	P.U.M.A	3/628-5551 jj@pumawh.com
CLARK ANDERSON	SI	
Trent Prall	CITY OF GJ	970-256-4047 / trentpr@gjcity.org
Pete Baur	Mesa County	970 244-1689



Grand Junction I-70 Business Corridor Alternatives Neighborhood Meeting – April 15, 2015

Name	Representing	Phone/e-mail
BENNETT BOESCHENSTEIN	CITY OF G.J.	640-8153
Daniel John Cronch	Mesa Music	261-1841
BRIAN TAP	T2M LLC 449 Colorado Ave	270-6262
Diana Tap	T2M LLC 449 Colorado Ave	270-6263
Michael + Amber Martinez	GT Auto Sales	970-254-1411
SARAH SHRADER	BONSAI DESIGN	255-7393 ext 7
Rob von Gogh	The Shade Tree	Rob@theshadetreecommercial.com
DAVID WEAVER	CHARLIE DWELLINGTON	DAVIDW650@YAHOO.COM
David Van Dyke	Van Dyke Inv.	mrwasher2@aol.com
Monica Atkinson	The Front Porch	atkinsonsgj@gmail.com
Nathan Wallace	FOX Investments	nwallace@commwestcorp.com
CRISTO ROBERTS	CIYONNE ROBERTS	craig@ciyonne.com
Julie Sabin	UTC	j.sabin@bresnan.net
Dan + Kaye Carlson	Carlson Memorials, Inc	242-7264
Kaye Simonsen	MC Plans	kaye.simonsen@mesacent.com
Elizabeth Collins	MC RTPO/public	neighbor elizabeth.collins@mesacent.com
Stuart Tyler	City of GT	(901) 570-5575
TED CIYONNE	CIYONNE ROBERTS	ted@ciyonne.com
Ken Pedersen	Simmons Lock & Key	
Stephanie Marsikowfere	Public	970 208 2262



April 9, 2019

RE: Urban Trails Committee (UTC) support for the New Mobility West (NMW) concept plan for the I-70B corridor through downtown

Dear City Council:

The purpose of the Urban Trails Committee (UTC) is to plan and promote the City Council's goals for an interconnected network of sidewalks, paths and routes for active transportation and recreation throughout the Grand Junction urbanized area. The UTC acts in an advisory capacity to the Grand Junction City Council on matters pertaining to safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities through the community.

As plans for I-70B corridor through downtown have reemerged, UTC was recently presented with the New Mobility West (NMW) concept plan as well as the Colorado Department of Transportation's plan for the corridor. Of the two proposals, UTC supports the vision for the corridor established in the 2015 NMW concept plan. The NMW concept plan better aligns with the goals and objectives of the UTC Strategic Plan, as well as other plans adopted by the City of Grand Junction, such as the Comprehensive Plan, Greater Downtown Plan, the Circulation Plan, and the Complete Streets Policy, all of which envision a downtown environment that promotes active living by accommodating the needs of pedestrians, bicyclists, and transit riders, as well as motorists. More specifically, UTC supports the NMW plan for the following reasons:

- the CDOT plan for six-lanes is inappropriate for the urban context of downtown, especially considering that most of the Central Business District's streets are only two-lane sections;
- the NMW plan provides a better balance for traffic flow, local access, livability, and connectivity in the downtown area;
- the NMW plan improves connectivity through downtown to the residential areas, train depot, the Riverfront and the West Main bicycle/pedestrian bridge; and
- the NMW plan provides better access for all modes of transportation while being sensitive to the character of downtown.

UTC respects the need to accommodate current and anticipated automobile traffic volumes, however the needs of motorists must be balanced with the needs of other modes, especially in a downtown context. The NMW I-70B concept plan, which proposes a 4-lane roadway, strikes a balance between the needs of all modes by creating pedestrian and bike connections to downtown while still efficiently moving automobiles. These bicycle and pedestrian connections provide a critical link from downtown to the Riverfront Trail and beyond.

The UTC has reviewed the matter carefully and fully supports the vision for the I-70B corridor through downtown established by the 2015 New Mobility West concept plan.



Thank you for your consideration.

Sincerely,

Orin Zyvan
Chair, Urban Trails Committee

CDBG Eligible Areas – Grand Junction

