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**URBAN TRAILS COMMITTEE AGENDA
ADMINISTRATIVE CONFERENCE ROOM, SECOND FLOOR
CITY HALL, 250 NORTH 5TH STREET**

WEDNESDAY, JULY 8, 2020 @ 5:30 PM

Call to Order/Announcements

Approval of Minutes

Approve of Minutes of June 10, 2020 Meeting

Action Items

Introduce New and Existing UTC Members

Wayfinding - Revitalizing Main Streets Program

Discussion Items

Trail Construction in the City of Grand Junction

Community Streets Event 2020

Updates

CDBG Project Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee Minutes

June 10, 2020

Absent Committee Members:

Present: Orin Zyvan (Chair), Gary Stubler (Vice Chair), Andrew Gingerich, David Lehmann (virtual), Shana Wade, Kristin Heumann, Sarah Johnson, Trent Prall (Public Works Director), Steve Meyer (virtual), Rob Davis (City Forester)

CALL TO ORDER

Orin Zyvan called the meeting to order at 5:34 and thanked the Committee for meeting in person. He also noted that this would be the last meeting for many of the committee members. Lance explained that 5 seats are opening on the committee, and that interviews would be held by City Council members for new UTC members the week of June 21.

APPROVAL OF MINUTES

Sarah Johnson moved to adopt the draft minutes. Kristin Heumann seconded. A vote yielded unanimous approval.

ANNOUNCEMENTS

Gary announced that new trail section had been completed in Fruita, where the connector on Raptor Road has also been made more “user friendly.”

Lance informed the committee that progress continues on closing the C ½ Rd gap in the Colorado Riverfront Trail.

Lance informed the committee that Public Works and Community Development have some staff shortages that are not currently being filled due to COVID.

Andrew indicated that RTPO was looking to allocate further Multimodal Option Funds, and that these were likely to be disbursed for the trail connection at approximately 24 Rd and G Rd up to Canyon View Park. Lance gave some detail about this proposed trail connection.

Orin informed the committee that Ross Mittelman of Mesa County Public Health was working with County traffic engineers to develop a wayfinding grant application.

Andrew noted that the UTC Priorities List was used to aid in decision-making for MMOF grants.

Orin announced that Joe Brown has joined the Department of Parks and Recreation . Rob Davis provided further background on Mr. Brown.

Thank Departing Committee Members

Orin thanked departing committee members.

Kristen, Gary, and Sarah commented on their departures. The timing of Steve’s appointment cycle was clarified.

Elect Interim Vice Chair

Lance explained the need to have an interim Vice Chair and that the options for vice chair were essentially Andrew and Shana.

Andrew commented on the potential complications of his role at RTPO and UTC.

Gary Stubler nominated Shana Wade for interim Vice Chair. Sarah seconded. Shana was unanimously voted into the role of interim vice chair, to serve until October.

DISCUSSION ITEMS

Discuss Community Streets Event 2020

Orin provided background on the leadup to the 2019 Community Streets Event and the ongoing critique that the event may have strayed from a mission associated with multimodal transportation, and evolved into more of a street fair.

Orin shared pictures and some background on Tactical Urbanism and similar interventions to invigorate public space through physical and artistic interventions. Lance provided some further background on the nature and spread of tactical urbanism.

UTC discussed options for possible events or design interventions, downtown or elsewhere, that could be used to promote multi-modal transportation.

Discussed which departments and other entities could be supportive of a design intervention to promote multi-modal transportation, including DDA, and City of Grand Junction Public Works, Parks and Recreation, and Community Development Departments, and School District 51.

2nd Street, 7th Street, 4th/5th Streets, and 10th Street were identified as possible locations, potentially in combination.

Resource needs, such as paint, plant materials, parklet setups, and other materials were highlighted.

Discussed the impacts of COVID-19 on both the forthcoming Community Streets Event for 2021 and on transportation decisions in general. Sarah indicated a need to maximize flexibility for planning and materials given an anticipated surge in COVID-19 spread. Andrew highlighted the idea that COVID-19 may also create new and interesting opportunities for multi-modal.

Discussion of possible digital platforms and data gathering as means of replacing the gathering aspect of Community Streets Event. The need for a social media point-person (City and/or County) was identified.

Discussion of past Walking and Biking Summit, and the need to diversify that opportunity and potentially reinstate the Summit on a tri-annual basis.

Kristin shifted the discussion to narrow down the purpose of the event. Key themes from this portion of the discussion were that the purpose is to promote active transportation through an intervention; that the scope should be kept narrow; the budget low and/or flexible; several strong partners are needed; the essential mechanism would be to activate a street; that there should be a low-key launch event but it should be tied to a longer-term intervention; and that social media would be a key component.

Rob Davis discussed opportunities for nature play park street interventions, using plant material, but also highlighted potentially high costs and the need for maintenance/volunteers.

Kristen Heumann proposed that the purpose of the event be “to activate a multi-modal street use,” and motioned to formally do so. Shana seconded.

Impromptu Item – CDOT Landscaping impacts

Rob Davis requested a change to the schedule to allow for discussion of CDOT plans for new configuration at intersection of 1st and Grand. Specifically, he asked for UTC to support a change to the plan that would allow an existing Burr Oak and an existing _____. UTC membership generally voiced support and will review the situation in order to voice their position to CDOT.

Discuss Format of proposed Policy Priorities and Low-Cost Improvements List documents

Orin introduced the item.

Gary suggested that a future list be simply an ideas list, without criteria for what should or should not make it on the list. This was generally supported by members.

Kristin indicated that reviews and lists might best be accomplished on bi-annual or tri-annual basis.

Andrew suggested that a variety of distinct lists is useful because of the specificity and accessibility of such lists, relative to an unorganized compilation of ideas.

Kristin endorsed a more focused policy approach, with potential revisions to the existing Complete Streets Policy.

Kristin moved to create three documents: an *actionable items list* and a *policy review schedule* and a *multi-modal idea list*. Gary seconded the motion. A vote unanimously approved the motion.

UPDATES

None at this time.

PUBLIC COMMENT

No members of non-staff, non-committee public in attendance.

ADJOURNMENT

Orin adjourned the meeting at 7:04 pm.



June 18, 2020

Revitalizing Main Streets FY 2021 Projects

Eligibility Rules and Selection Process

Program Purpose

The Revitalizing Main Streets Program was developed by the Colorado Department of Transportation (CDOT) and other state agency partners to support infrastructure projects that provide open spaces for mobility, community activities and economic development in the wake of the COVID-19 emergency. These quick-win activities will improve safety and create new community spaces to encourage healthy activity and mobility in Colorado's towns and cities.

Program Goals

Coloradans must work together to protect health and improve the economy, air quality, equity, and quality of life as we come out of the Stay at Home and Safer at Home Orders and seek to prevent recurrences for the next year or more while vaccines or other solutions are being developed. This program builds on other state efforts to help communities provide safe spaces for all to walk, bike and dine.

- Protect public health by encouraging social distancing and active transportation.
- Support economic development by allowing private enterprise to operate safely until a vaccine is found.
- Imagine innovative uses of public spaces to accommodate our new reality.
- Support community access to the right of way that safely accommodates all modes of travel.
- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable users.

Applicant Eligibility Requirements

- Eligible applicants include local governments and other transit or governmental entities. Private, for-profit companies (e.g. contractors, suppliers, consultants, or other businesses), nonprofits and transportation management associations/organizations (TMA/Os) are not eligible applicants for projects but may partner or be a sub-recipient of a governmental agency.

Project Eligibility Requirements

Funding Background

These projects will be funded from the state portion of the S.B. 1 Multimodal Options Fund.





Eligible Project Locations

- All projects within the State of Colorado will be considered, with approval from local and State authorities.

Eligible Project Types

Applicants must consider the program goals in developing project concepts. This program is intentionally broad in scope to capture the innovative ideas to encourage healthy communities in the COVID-19 crisis. Funding can be used for capital, equipment and operating purposes. A non-exhaustive list of example project types is included below (see additional resources on page 4):

- Repurpose select streets or parts of streets for biking or walking
- Expand sidewalks to allow for activities such as dining or walking
- Converting streets to one-way to create space for community use
- Weekend-only use of streets for bike/ped only access
- Reduced speed limits to allow for safer walking and biking

Funding Requirements

Because of the urgent nature of the COVID response, applications will be accepted and reviewed on a rolling basis, and **all eligible and funded projects must be able to begin activities within 30 days of an executed contract.**

There is no minimum project amount, and individual applications shall not request more than \$50,000 from the initial round of the program, excluding match. There may be additional phases of the program in which an entity may request additional funding. Applicants should itemize budgets related to the amount that they are requesting, including identifying how they would utilize partial awards to execute some or all of the proposed project.

A minimum 10% match, cash or in-kind, will be required. Additional matched or leveraged commitments, whether cash or in-kind, are encouraged and given additional consideration within the scoring criteria.

Application Process

Applications should be submitted along with letters of support from impacted or participating entities. Projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must also apply for a Special Use Permit (more details on page 3), simultaneous with the application submittal. Projects requiring local agency concurrence (projects involving transit service, facilities, maintenance, within rights-of-way, or otherwise in need of involvement) must provide an official agency response with the application submittal.

Project Funding Evaluation and Selection Process

CDOT will review applications on a rolling basis in order to move quickly on contracting and implementation.





CDOT will establish an internal scoring and selection panel to assist with scoring and evaluating projects. Participants may include staff from various CDOT and state agency divisions:

- CDOT Division of Transportation Development
- CDOT Region representatives (Traffic and Engineering)
- CDPHE Representative
- CEO Representative
- DOLA Representative

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. Projects meeting the minimum criteria and scoring by all reviewers will be approved for funding.

Evaluation Criteria

Category	Weight (%)
Public health	30
Active transportation safety	30
Equity and access for low-income and disadvantaged users	10
Other considerations: Innovation, Speed, Scalability, Benefit-Cost, Regional Equity, etc.	5
Public Support/Local Match	5
Readiness	20

- All project scopes of work are subject to review and approval by CDOT. The submitted and approved project scope becomes the work that the applicant at a minimum must complete.
- Each applicant awarded funds will enter into an agreement with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these state funds. Among other requirements in the agreement, CDOT will specify requirements for status reporting and reimbursement requests.
- Among other requirements in the agreement, approved applicants will be required to report data on utilization, safety, delivery and traffic implications of the awarded project.
- Select applicants may be required to attend a post-project debrief with CDOT and other state agency staff.
- This is a reimbursement program. Projects must commence within 30 days of contract execution.
- If the applicant intends to use State Right-Of-Way as part of their Revitalizing Main Streets application, a special use permit will be required. This special use permit may require you to submit the following if applicable: concept plan, anticipated traffic impacts, planned detour routes, positive protection for pedestrian, freight and ADA accommodations. The special use permit will also provide duration of permit and information for extension if requested by the





applicant. The online permit can be found at the following link:

<https://www.codot.gov/business/permits/utilitiesspecialuse/online-permit-application>

Once the online permit is submitted please email your region contact below. Include the application reference number in the communication.

R1- Kirk Allen (303) 757-9531

R2- Valerie Sword (719) 546-5407

R3- Joseph Carter (970) 683-6209

R4- Tim Bilobran (970) 302-4022

R5- Randee Reider at (970) 385-3630

- Applicants will work with CDOT, CDPHE and FHWA/FTA (as appropriate) to ensure that the project is being implemented in accordance with state and federal requirements (including state and local public health orders).

Additional Suggested Resources:

CDOT Permitting: <https://www.codot.gov/business/permits/utilitiesspecialuse/online-permit-application>

Colorado Downtown Streets: <https://cdola.colorado.gov/colorado-downtown-streets>

National Association of City Transportation Officials (NACTO) Streets for Pandemic Response and Recovery: <https://nacto.org/streets-for-pandemic-response-recovery/>





APPLICATION OVERVIEW

The **Revitalizing Main Streets Program** opened on **June 18, 2020**. **Applications are being accepted on a rolling basis, until funds are exhausted or otherwise suspended by CDOT.** Please submit your application to dot_CanDoCdot@state.co.us at CDOT.

- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- If you are submitting more than one project for consideration, please submit a separate application for each.

APPLICATION OUTLINE

Part 1 | Project Information

Applicants will enter basic information for their *project/plan* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or local agency, if applicable. Part 1 will not be scored.

Part 2 | Financial Information, Evaluation Criteria, Questions and Scoring

This part includes sections for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. To learn more about how projects will be scored, please see above.





Part 1 Project Information

1. Project Title

2. Project Type

3. Project *Start/End* points or
Geographic Area
*Provide a map with submittal that
includes the project location.*

4. Project Applicant

5. Project Contact Person, Title,
Phone Number, and Email

6. Does this project touch CDOT Right-of-Way, involve a CDOT roadway,
access transit agency property or request transit agency involvement to
operate service?

☐ Yes ☐ No

*If yes, please ensure that you have
submitted a [Special Use Permit](#)*

7. **Project Overview** (concise abstract limited to 500 characters)

8. **Project Description.** Describe your project and what it is going to do. Do not include background information or
justification language. Please only include details specific to the work that will occur as part of this project.
(limited to 1,500 characters)

9. Define the **scope** and **specific elements** of the project. Each task should start with a title and follow with a
description.

Task 1:

Task 2:

Task 3:

Task 4:

Task 5:

10. Is the project scalable, and/or do project components have independent
utility? Accordingly, would a smaller amount than requested be
acceptable, while maintaining the original intent of the project?

☐ Yes ☐ No

If yes, define smaller meaningful limits, size, or scopes, along with the cost for each, if the project is scalable.





Part 2 Financial Information, Evaluation Criteria, and Scoring

Financial Information

1. Total Project Cost (If you plan to spend any additional funds outside the grant monies, please include them in this total.)	\$	
2. Total amount of funding request (maximum \$50,000 per request)	\$	Percent of total project cost
3. Description of local cash or in-kind match (minimum 10% total project cost)		
4. By checking this box , the applicant's President, Chief Executive Officer, Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for funding and will follow all CDOT policies and state and federal regulations when completing this project, if funded.		

Please provide a breakdown of how you plan to spend the grant funds based on the tasks you identified in Part One.	Cost
TOTAL:	





Evaluation Criteria, Questions, and Scoring

A. Public health, multimodal safety and access

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the significance of the proposed project.

1. How does this project help to promote public health in the wake of the COVID-19 emergency?
2. How specifically does the project improve mobility and safety?
3. Describe how this project would be implemented and what communities it would serve.
4. Does this project promote active transportation and/or economic development? Please describe.
5. How will the project support low-income and vulnerable communities impacted by COVID-19? Include details on enforcement plans and how they will take these communities into consideration.
6. Identify any aspects of the project that would involve new technologies or innovative methods.
7. Describe what infrastructure changes would be required, how quickly they could be implemented, and how this will be promoted.
8. Describe how the project will **expand access to economic opportunity** for residents of all ages, incomes and abilities.

B. Public support, readiness, and local match

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the level of support, readiness and matching funds for the project.

1. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how? Please indicate whether these municipalities approve of this project if it impacts their right-of-way.





2. Describe any environmental clearance work that will be required as part of this project. Those using state right-of way will be able to utilize the statewide environmental clearance already in place (Form 128), so no additional environmental clearance work will be necessary.
3. Who will lead construction and traffic operations for this project, if applicable?
4. Please identify how quickly this project could commence once the contract is executed.
5. Please describe how the community has been engaged to inform the location, design or intent of the project (i.e. surveys, past or current planning processes)?
6. Describe any proposed changes to maintenance or ownership of any assets or facilities after construction, if applicable.
7. How the project would be used to collect input on long term public health, transportation or economic development goals?



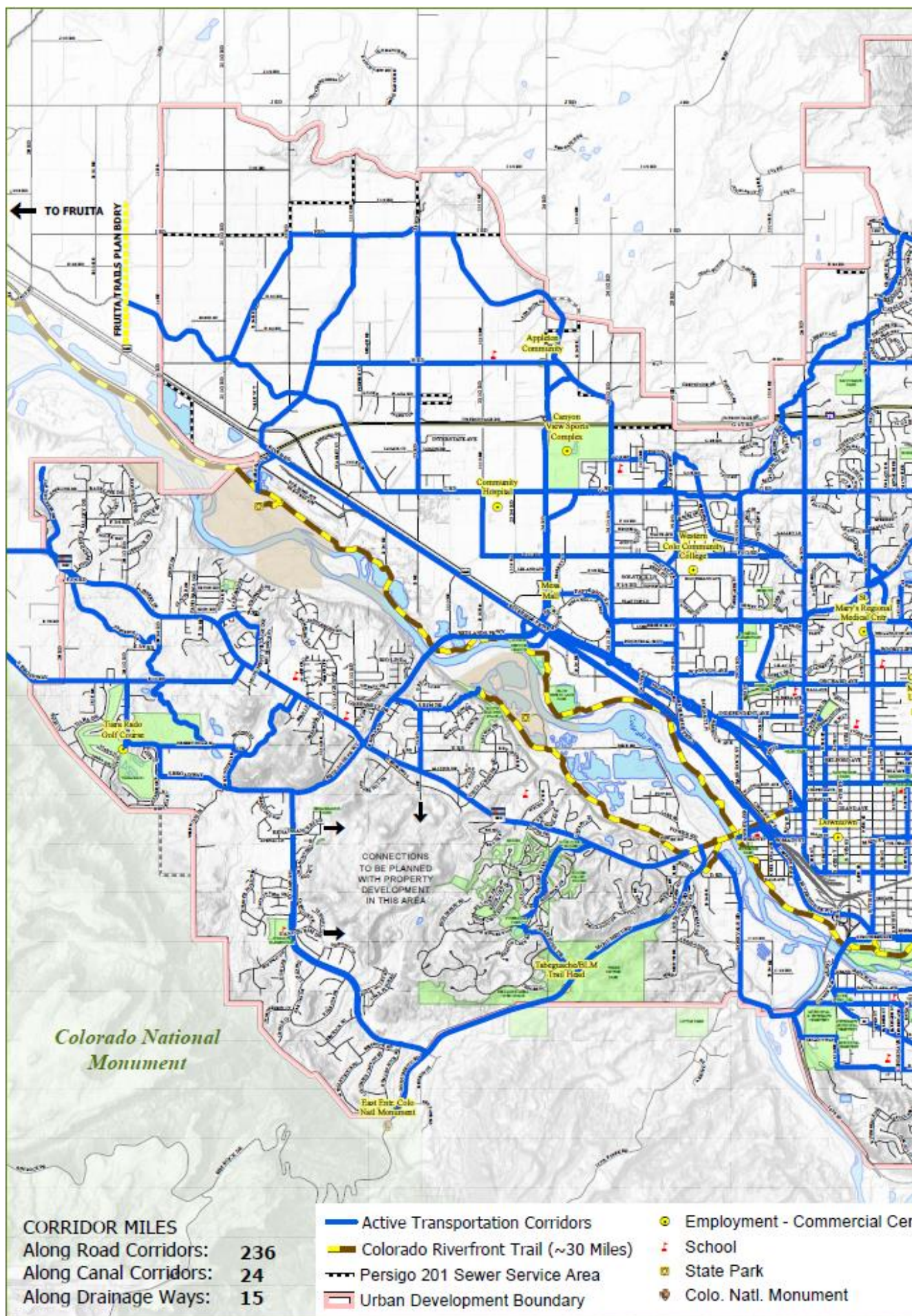
ACTIVE TRANSPORTATION CORRIDORS

The Grand Junction Circulation Plan establishes the Active Transportation Corridors Map, to create a network of critical, continuous, safe, and convenient connections for nonmotorized transportation (bicycles, pedestrians, motorized wheelchairs, e-bikes where permitted by law, etc.). Adoption of this plan in 2018 replaced the Urban Trails Master Plan (2001). While the corridors identified in this plan may be used for recreation or connect to the Colorado River and other trails, the active transportation corridors are intended to provide a complete alternative network of nonmotorized traffic routes. This includes using existing streets and future trails along waterways (canals, ditches and drainages) to connect neighborhoods, schools, parks and other open space areas, as well as commercial and business districts with each other.

Active transportation corridors will include some canal, ditch and drainageway alignments where they provide the safest and best connections between neighborhoods and area attractions. This focused approach limits the use of canals, ditches and drainageways to only those routes that are most viable and critical for the active transportation network. During the planning, design and construction of these corridors the best route can be established which may include a combination of canals, ditches, drainageways, roads or other properties to locate the actual active transportation nonmotorized corridor on. Final location of these routes may be located on, along, adjacent to or near the canals, ditches and drainageways, but will be constructed to respect canal and drainage companies' operations.

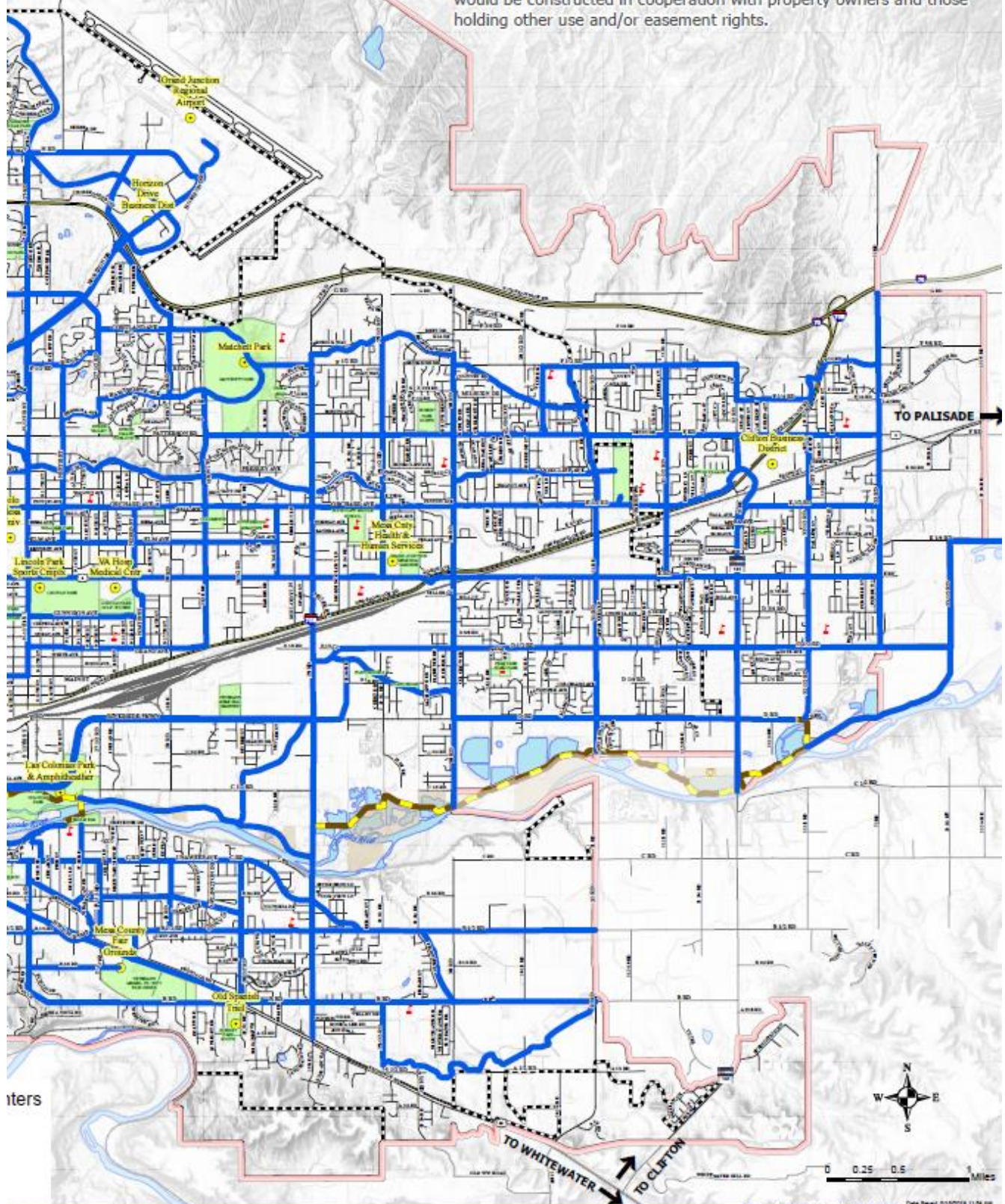
The Active Transportation Corridors Map is used to support more detailed planning and implementation, including capital construction of sidewalks, bike lanes and trail infrastructure. Active transportation corridors can be improved during new development projects or through capital improvement projects and through the development of drainageways as identified in the Grand Junction Comprehensive Plan.

The Active Transportation Corridors Map is implemented through a combination of City capital projects and required site improvements carried out in conjunction with private development. New development along identified multimodal routes must construct the correct facility to implement this plan. Off-street trails shown on the Active Transportation Corridors Map are constructed as 10-foot wide multimodal paths. Minimum standards for on-street trails shown on the Active Transportation Corridors Map shall consist of on-street bike lanes in accordance with standard street cross sections and a detached sidewalk. Other facilities may be necessary along canals or in other special circumstances.



Note:

- Active Transportation Corridors are depicted for planning purposes only, to guide development of future infrastructure/ROW/easement needs.
- Corridors depicted on the map do not mean they are currently open to public use. Facilities do not exist along all corridors shown.
- Final location of some routes might be located along, adjacent to or near canals, drainage corridors and ditches.
- Any future routes shown along canals, ditches and drainage corridors would be constructed in cooperation with property owners and those holding other use and/or easement rights.



CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 48-18

**A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR
THE CITY OF GRAND JUNCTION**

Recitals:

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. A Complete Streets approach integrates people and places in planning, design, construction, operation, and maintenance of transportation networks, helping to ensure streets are safe for people of all ages and abilities, while balancing the needs of different modes, thereby supporting local land use, economy, culture and the natural environment.

The Grand Junction Urban Trails Committee has developed a draft Complete Streets Policy for the City of Grand Junction. The overall vision of the Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City to equitably serve all users and all modes of transportation. The proposed Policy includes seven principles and context sensitive design standards to ensure that streets are designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and all transportation modes. The policy would be applicable to all development and redevelopment in the public realm and outlines an exception process to be used in cases where strict adherence to the Policy is impractical or unnecessary.

This Complete Streets Policy implements the Grand Junction Circulation Plan, an element of the Grand Junction Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE ATTACHED COMPLETE STREETS POLICY BE ADOPTED.

Approved this 18th day of July, 2018 and ordered published in pamphlet form.

ATTEST:


Mayor



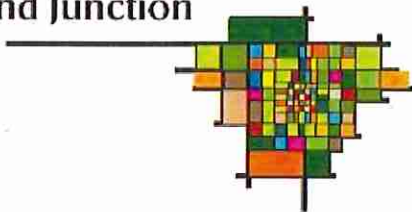
City Clerk



City of Grand Junction Complete Streets Policy



Comprehensive Plan
Grand Junction



City of Grand Junction Complete Streets Policy

Vision:

The Complete Streets Vision is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City of Grand Junction (City) to equitably serve ALL users and ALL modes of transportation. Complete Streets will provide residents improved access, safety, health and environment—helping Grand Junction to become the most livable community west of the Rockies.

The Comprehensive Plan established specific strategies to implement its vision, guiding principles, goals and policies. In Chapter 5, Balanced Transportation, there are strategies to provide alternatives to getting around the community, increasing connectivity between neighborhoods, schools, parks, shopping and employment areas. It is through the buildout of neighborhood and village centers, along with strategies identified in the Comprehensive Plan and this Circulation Plan that will help the community achieve its vision of becoming the most livable City west of the Rockies.

Grand Junction streets will be designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and transportation modes. Complete Streets will make the City of Grand Junction more walkable and bikeable, support transit, foster community engagement, and support the local economy and property values. Complete Streets will strengthen quality of life by improving public health and safety, advancing mobility, enhancing livability and long-term sustainability to achieve the vision “to become the most livable community west of the Rockies.”

Purpose:

The City of Grand Junction commits to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient and convenient mobility for all roadway users—pedestrians, bicyclists, people who use mobility devices, transit riders, freight traffic, emergency response vehicles, and motorists—regardless of age or ability. Complete streets are necessary to expand everyone’s mobility choices for safe and convenient travel by different modes between destinations throughout Grand Junction and are designed, appropriate to the context, to balance safety and convenience for everyone using the road.

Safety, including a reduction in hazards for pedestrians and bicyclists on Grand Junction roadways, is a fundamental consideration of this Complete Streets Policy. Complete Streets also encourage people to more easily make active transportation choices (walking and bicycling), which are associated with improved health outcomes at all stages of life and provide the added benefit of improved air quality.

The City of Grand Junction recognizes that the planning and design of streets and regional roadways should include the entire right-of-way and public realm. A Complete

Streets approach provides a unique opportunity to thoughtfully integrate and advance multiple objectives for the community, now and into the future, while delivering maximum benefits from both public and private investments. A Complete Street includes an array of integral facilities, including, but not limited to street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements, compliance with the Americans with Disabilities Act, public transit facilities and access there-to, landscaping, drainage, and street amenities such as street furniture and shade.

Complete Street Principles/Context Sensitive Design Standards

1. **Complete Streets serve all users and modes.** The City of Grand Junction shall design, operate and maintain the communities' streets and right-of-way to reasonably enable safe, comfortable and convenient access and travel for users of all ages, abilities and income levels. Complete Streets equitably considers the needs of motorists, pedestrians, people with disabilities, transit users, bicyclists, and commercial and emergency vehicles, consistent with this policy. The City will strive to prioritize complete street improvements that impact vulnerable and underserved areas and users.
2. **Complete Streets design criteria.** The City shall take an innovative approach to develop Complete Streets that meet or exceed national best-practice design guidelines by thoughtfully applying engineering, architectural, and urban design principles.
3. **Complete Streets require connected travel networks.** The City of Grand Junction shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and into the future. Streets shall be connected to create complete networks that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. The network shall include off-street hard-surface trails for biking and walking where necessary to improve safety and convenience. All roadways and routes need not be optimized for all modes; however, the network shall provide safe, efficient and convenient travel routes for each mode throughout the City, connecting services, schools, parks, civic uses, major centers of activity and attractions.
4. **Complete Streets are attractive, interesting and comfortable places for people.** Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.
5. **Complete Streets require context-sensitive approaches.** The City will align land use and transportation goals, policies and code provisions to create Complete Streets solutions that are flexible and appropriate to the unique circumstances of the surrounding neighborhood, land use patterns and street classification to maximize travel.
6. **Complete Streets include all roadways and all projects and phases.** The City shall apply this policy, to the greatest extent practicable given budget

constraints, to all street projects, including new construction, reconstruction, resurfacing, and maintenance. In addition, safe and efficient travel access for all modes of transportation shall be maintained during construction.

7. **Complete Streets Require Education, Outreach and Engagement.** The City will foster education and outreach on the Complete Streets policy to City Departments and other agencies and will encourage community engagement. Ongoing implementation and monitoring will be communicated to the community.

Exceptions

Any exception to this Policy, including for eligible private projects, must be reviewed and approved by the Transportation Engineering Design Standards (TEDS) Exception Committee, comprised of the Public Works Director, Transportation Engineer, Community Development Director, and the Fire Marshal.

The following will be considered by the Committee for exceptions to the Policy:

- a. An accommodation is not necessary on the corridors where specific user groups are prohibited;
- b. Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
- c. A clear, documented absence of current and future need exists;
- d. Transit accommodations that may be excluded where there is no existing or planned transit service;
- e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;
- f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; or
- g. The cost of providing accommodations is excessive compared to reasonable access to alternative facilities existing within one quarter mile of the surrounding network of complete streets to the site.

Applicability:

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all City Departments and other entities working within the public right-of-way. In addition, it is intended to guide all private development that affects streets, the transportation system, and the public realm.

Where new streets and subdivisions are subject to the City of Grand Junction Zoning and Development Code and/or Transportation Engineering Design Standards, the City shall fully and consistently refer to this policy for guidance.

In the existing developed areas of the City, roadway improvements that implement this policy shall be achieved as individual projects advance, as sites and corridors are developed and improved, and as needs and travel-mode balance evolve over time.

Performance Measures

Complete Streets require appropriate performance measures. The City will track and report performance measures for the transportation system that measure how well the City is conforming to this policy. Indicators shall reflect safe and efficient mobility for all users—pedestrians, bicyclists, transit riders, motorists and freight. The City shall measure the success of this policy using, but not being limited to, the following performance measures:

Performance Measure	Unit/Quantity	Goal
<u>Safety:</u>		
Crashes for all modes	Number	Decrease
Injuries and fatalities for all modes*	Number	Decrease towards zero
1. Number of Fatalities		
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)		
3. Number of Serious Injuries		
4. Rate of Serious Injuries per 100 million VMT		
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries.		
Countdown Signals	Number	Increase
Audible traffic signals	Number	Increase
Crosswalk and intersection improvements	Number	Increase
<u>Access:</u>		
ADA compliant curb ramps	Number	Increase
ADA compliant accessible routes	Miles	Increase
On-street bike lanes	Miles	Increase
Signal approaches with bike friendly detection	Number	Increase
On-time arrivals for GVT	%	Increase
Bus stops that provide weather protection	%	Increase
Sidewalks	Miles	Increase
Off-street hard-surface trails	Miles	Increase
<u>Health and Environment:</u>		
Students who walk or bike to school	%	Increase
Mode share: walk, bike and transit	%	Increase
Vehicle miles traveled (VMT) per capita	Number	Decrease

Notes:

(1) *The US Department of Transportation (USDOT) Safety Performance Management Final Rule establishes five performance measures as the five-year rolling averages. The GVCP goal or target for 1-5 above will be to Decrease towards zero.

(2) As the Safety Performance Rule and other transportation system performance management rules required by the USDOT are implemented, these Complete Streets Performance Measures will be updated as applicable.

Implementation Strategies:

Policy Integration:

The City shall make the Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

The City will review and revise, as needed, all plans, guidelines, regulations, procedures, and programs to integrate the Complete Streets principles in all street projects, as feasible.

Interagency Coordination:

Implementation of the Complete Streets Policy will be carried out cooperatively and consistently among all departments in the City of Grand Junction, outside agencies, and, to the greatest extent possible, private developers.

Training:

The City will train pertinent staff on the content of Complete Streets principles and best practices for implementing this policy.

Project Selection Criteria (3):

The City will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize improvement projects that eliminate gaps in the sidewalk and bikeway network and serves the needs of underserved and vulnerable communities..

The City will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way and will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

Oversight Responsibility:

The Department of Public Works and the Community Development Department will monitor and implement the Complete Streets Policy, with input and recommendation from the Urban Trails Committee.

Public Engagement Plan:

The City will produce an annual report detailing progress made on the performance measures and implementation of the Complete Streets Policy.