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**URBAN TRAILS COMMITTEE WORKSHOP
CITY HALL AUDITORIUM
250 NORTH 5TH STREET**

WEDNESDAY, AUGUST 12, 2020 @ 5:30 PM

Virtual meeting option:

<https://global.gotomeeting.com/join/845059101>

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United States: +1 (312) 757-3121

Access Code: 845-059-101

Call to Order/Announcements

Approval of Minutes

Approve Minutes of July 8, 2020 Meeting

Action Items

Discussion Items

Actionable Items List

Community Streets Event

Review Bike-friendly and Walk-friendly Scorecards

Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee Minutes

July 8, 2020

Absent Committee Members:

Present: Orin Zyvan (Chair), Shana Wade (Vice Chair; virtual), Andrew Gingerich (late arrival), David Lehmann (virtual), Alisha Wegner, Bob Doyle, Ross Mittelman, Trent Prall (Public Works Director), Steve Meyer (virtual), Diana Rooney

CALL TO ORDER

Orin Zyvan called the meeting to order at 5:35 and thanked the Committee for meeting in person. Given the addition of three new members, all in attendance briefly introduced themselves with emphasis on their relationship to active transportation and their primary roles in the community.

APPROVAL OF MINUTES

Orin noted that Trent should not have been marked as in attendance, to general agreement. Shana Wade moved to adopt the draft minutes. David Lehmann seconded. A vote yielded unanimous approval.

ANNOUNCEMENTS

David Lehmann commended Trent and Public Works for striping of portions of 1st Street with buffered Bike Lanes.

DISCUSSION ITEMS

Wayfinding

Lance, Trent, and Orin described the origins of the Wayfinding project in UTC's efforts over three years. The aim of this program is to improve the ability of people to identify and take the lowest-stress routes when traveling as a cyclist or pedestrian. Orin described the previous grant opportunity, and the long-term desire to bring together all jurisdictions in the Valley.

Lance and Trent explained that a new grant opportunity has arisen, to be pursued jointly with Mesa County, City of Fruita, and the Town of Palisade. This grant is the Colorado Department of Transportation's "Revitalizing Main Streets" program. Orin gave further details on the proposed sign designs. Trent asked for input on prioritizing routes for signage and identifying key destinations to be noted on signs.

Members discussed signage types and best practices at length. Steve questioned the relative need for wayfinding compared to potentially more urgent Covid-19-related concerns that could be addressed by the grant.

Horizon Drive, Monument Connector, Orchard Mesa, and Riverfront Trail routes were identified as the priorities for this grant.

Implementation

Lance gave an overview key elements of the development review process and the relationship between private development and multimodal infrastructure. Topics included the Zoning and Development Code and the Active Transportation Corridors map.

Trent gave an overview of capital projects related to multimodal infrastructure. Topics included street maintenance and Complete Streets Policy implementation; current and recent projects; and major capital projects funded through ballot initiatives, taxes, fees, grants, and other sources.

Staff also gave an overview of the Complete Streets Policy specifically and members discussed this policy.

Future Workshops

Members indicated that the prospect of holding several workshops over the coming months was desirable. Three were proposed for July, August, and September.

Community Streets Event

Orin gave background on the event, which has taken place for three years and has taken shape as a street fair emphasizing active transportation and health. He summarized the previous meetings discussion and the desire to do a smaller scale, more focused project. Shana and Diana endorsed a smaller design intervention project.

Orin indicated that the DDA had expressed an interest in that type of project and emphasized the likely need to partner with the DDA on such a project. Lance noted that South 7th Street, 2nd Street, 10th Streets, and 4th and 5th Streets near downtown were identified in the previous meeting. David endorsed the 10th Street option strongly, noting past success. Andrew suggested that 10th Street be wrapped into the Revitalizing Main Street grant. Orin noted that it may be difficult to get a project off the ground this year, and that any project would likely benefit from a social media dimension. Trent indicated that the scope of this would need to be well-executed and not too DIY. Trent suggested that it may be viable to do a temporary bulbout or similar, and that this would be in a better scope.

UPDATES

Trent updated the committee on a range of projects being funded and at various stages of implementation using CDBG funds.

PUBLIC COMMENT

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

ADJOURNMENT

Orin adjourned the meeting at 7:06 pm.

Memorandum

TO: Mayor and Members of Council
FROM: Greg Caton, City Manager
Tamra Allen, Community Development Director
DATE: May 28, 2019
SUBJECT: Bicycle and Walk Friendly Community Designations

As identified in the City's Strategic Plan Directive, *Planning & Infrastructure*, two goals of the City were to increase the City's designation as a Bronze Bicycle Friendly Community and to apply for designation as a Walk Friendly Community. These are nationally recognized designations through The League of American Bicyclists and Walk Friendly Communities that use a set of metrics to measure the "friendliness" of the City's programs, infrastructure and other items and to evaluate and rank the City.

The City received its first designation as a bronze level Bicycle Friendly Community in 2015. The City, through the work of the Urban Trails Committee and a team of staff, reapplied in Summer of 2018 with the intent of the City receiving a higher ranking, *Silver*. However, the City received the same bronze level designation as it had in 2015. The Urban Trails Committee was disappointed that the City did not receive a higher designation given all the accomplishments since the 2015 designation but are proud of the significant accomplishments the City has made since 2015. The City was provided a report card that highlighted accomplishments as well as areas where improvements were needed in order to be designated at the next level of Bicycle Friendly Community.

The City also applied for the Walk Friendly Community designation for the first time in Fall of 2018 but was informed recently that the designation was not awarded. The City was also provided a report card that highlights the areas where the City should focus attention should it be interested in seeking this designation in the future.

Summaries of each report card are included below. The full report cards for each designation are included as attachments.

Bicycle Friendly Community Recommendations – The Report Card provided the ratings the City received compared to *Silver* communities, as well as recommendations to reach the next level. Key steps to *Silver*, identified in the report are as follows:

- Prioritize projects based on the adopted Circulation Plan and Complete Street Policy and develop a reporting mechanism so the community can follow progress on infrastructure improvements.
- Appoint a staff member Bicycle and Pedestrian Coordinator or create a new position.
- Develop a bike patrol unit to improve bicyclist/officer relations and ensure that all law enforcement officers have basic training or experience with bicycling.



- 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.
- Adopt a comprehensive road safety plan or a Vision Zero policy with engineering, education and enforcement strategies to reduce traffic crashes for all users.
- Continue to increase the amount of high-quality 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 seminar to increase the number of instructors in the community.
- Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters.

Walk Friendly Community Recommendations – The Report Card for the Walk Friendly Community recognized a number of programs and initiatives the City already does very well and provided recommendations about areas where more work is needed in order to achieve a designation. The recommendations also provided good examples of programs in other communities as inspiration and ideas.



Strengths – The following areas were highlighted as current strengths:

- The Urban Trails Committee is a great example of collaboration between various stakeholders and departments
- The ADA transition plan is a central document for ensuring that streets and intersections are accessible for all pedestrians in Grand Junction
- The City did a great job of collecting counts of pedestrians and bicyclists at key locations around town.
- Given the size of the community, there is a relatively low occurrence of pedestrian injuries and fatalities.

Areas to Improve – The following areas were identified as areas for improvement:

- Devote more time formally to a coordinator position that focuses on pedestrian and bicycle issues.
- Tie various planning documents together in a dedicated pedestrian safety action plan that identifies specific targets for safety goals and mode share goals.
- Continue to expand the sidewalk network to fill in gaps and prioritize repairs.
- Reduce vehicle trips through parking policies to ensure that the City isn't promoting an oversupply of parking but instead encourages more walking.
- Focus on implementation of the existing complete streets policy.
- Expand activities beyond Walk to School Day that may include a child safety program or a regular, in-depth Safe Routes to School program in every school.
- On-going education for planning and engineering, law enforcement, health professionals and others with regard to pedestrian accommodation and safety.
- Expand ideas/programs such as the Open Streets Event held in 2017 and 2018
- Enhance the pedestrian experience with pedestrian-scale wayfinding which could start small with just temporary signs in one area (e.g. downtown) and expand to other areas and neighborhoods with more permanent signage.

- Conduct targeted speed enforcement at locations with high pedestrian volumes or a history of safety problems.
- Consider working with existing bicycle safety patrols to develop a program for providing regular foot and bike patrols in different parts of the City.
- Expand the count program to invest in a few more permanent count locations to capture more widespread data.
- Focus some attention on performing regular safety evaluation of completed projects.

Attachments

Bike-Friendly Report Card
Walk-Friendly Report Card



GRAND JUNCTION, CO

TOTAL POPULATION

65,216

POPULATION DENSITY

1635

TOTAL AREA (sq. miles)

39.9

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>Mainstreaming 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.



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.