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

WEDNESDAY, OCTOBER 14, 2020 @ 5:30 PM

Join the virtual meeting [here](#).

Call to Order/Announcements

Approval of Minutes

Approve of Minutes of September 9, 2020 Meeting

Action Items

Elections - Chair and Vice Chair

Workshop Dates for October 2020 - January 2021

Discussion Items

Presentation - Cycling and Social Equity

Project and Policy Priorities

Survey Results

Updates

Wayfinding

Bike/Ped Counts

Other Business/Public Comment

Adjournment

Urban Trails Committee Minutes

September 9, 2020

Absent Committee Members:

Present: Orin Zyvan (Chair), Shana Wade (Vice Chair; virtual), Andrew Gingerich (late arrival, virtual), David Lehmann (virtual), Alisha Wegner, Bob Doyle, Ross Mittelman, Trent Prall (Public Works Director, virtual), Diana Rooney, Lance Gloss (Senior Planner), Rob Davis (City Forester, virtual)

CALL TO ORDER

Orin called the meeting to order at 5:32 pm.

ANNOUNCEMENTS

Lance explained that Bike Month activities for September were underway, and pointed the committee toward their agenda packet for details on digital participation.

APPROVAL OF MINUTES

Alisha registered the need to identify her as absent in the previous minutes. Diana moved to adopt the minutes as amended. Ross seconded. The motion passed 7-0 to approve the minutes as amended.

DISCUSSION ITEMS

Community Streets Survey

Shana introduced the survey draft, and emphasized the need to have both a succinct survey and to cover all three of the identified improvements. She asked the committee for input on what demographic questions to include and how these would be used.

Committee members discussed a variety of approaches to the questions, including questions about commuter status, location of residence, gender, car ownership, preference for street trees and shade, transit use, comfort level with active transportation, reliance on non-motorized modes, routes that need upgrades, and more.

Committee members also discussed ways of disseminating the survey, including signs and digital means. Andy and Lance planned to cooperate on signage design.

The committee delegated finalization of the survey to Shana and Lance, and voted to move forward with disseminating the survey, 8-0, after a motion by Alisha and a second by Ross.

Rob asked whether a question could be included about soft-surface trails along the Riverfront. Orin remarked that he would like to hear more about what the City wants to know, in order to provide direction to the UTC.

Members discussed the importance of the survey as a way to establish connections between UTC and the community.

Refine List of UTC Action Items and Policy Recommendations

Committee members discussed the draft list, the goals for the list, and the difference between the two lists (UTC action items and policy/program recommendations).

Members sought to systematically categorize the suggested items and considered ranking the items.

The item was planned to continue into a late September workshop. The need for an opening statement or introduction was also highlighted.

Discuss Bike/Ped county Strategy for 2020

David led a discussion of the past and future of bicycle and pedestrian counts in the city.

Shana and David committed to meeting with Trent and Lance on this topic in September, to plan for a small count this for 2020 and to consider new long-term strategies and technologies.

UPDATES

Trent and Lance provided an update on the Wayfinding grant from CDOT.

Trent gave an update on the Safe Routes to School upgrades, including on B Road, Lorey Drive, bulbouts on Grand, and ADA improvements on Pinyon and elsewhere.

Trent noted that the Dos Rios bike park had reopened.

Members were reminded of the upcoming chair and vice-chair elections in October.

PUBLIC COMMENT

No public comment received.

ADJOURNMENT

Bob moved to adjourn. Andy seconded the motion. Orin adjourned the meeting at 7:02 pm.

CYCLING AND SOCIAL EQUITY

LANCE GLOSS

SENIOR PLANNER, CITY OF GRAND JUNCTION

1



2

BIKE/PED SOLUTIONS FOR GRAND VALLEY

- SAFETY THROUGH EDUCATION AND FACILITIES
- LAUNCH A BIKE SHARE SYSTEM
- IMPROVE BIKE PARKING
- BICYCLE FRIENDLY BUSINESS PROGRAM
- SIDEWALK AND TRAIL GAPS
- DEDICATED STAFF MEMBER FOR BIKE/PED
- AVOID AUTO PARKING OVERSUPPLY
- MORE EVENTS AND PROGRAMMING



3

A TALE OF TWO CYCLISTS



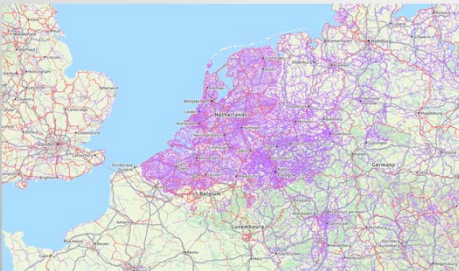
- WANNA
 - BEST GEAR
 - ETHOS/CHIC
 - RECREATION
 - ACTIVIST
- GOTTA
 - UTILITARIAN
 - PRIMARY MODE
 - BUSY
 - NOT OPTIONAL



4

WHY I CARE

- EXPERIENCED HUGE BENEFITS
- NEEDED AND HAD WELCOMING FACILITIES
- KNOW THAT IT'S NOT ALWAYS A CHOICE



5

OVERGENERALIZATIONS

- CYCLISTS ARE PEOPLE WHO PREFER TO BIKE
- FACILITY QUALITY DETERMINES CHOICE TO BIKE
- TRAILS AND SIDEWALKS MAKE CITIES BIKE / PED FRIENDLY

Four Types of Transportation Cyclists in Portland By Proportion of Population



6

INCOME

- TOTAL COST OF AUTOMOBILE OWNERSHIP = ~\$8,500/YR
 - MEDIAN US HOUSEHOLD INCOME = ~\$62,000/YR
 - CARS PER US HOUSEHOLD = ~1.9 CARS
 - 8% AMERICANS HAVE NO CAR ACCESS
- BIKE TO WORK
 - 0.6% OF AMERICANS BIKE TO WORK (ACS 2013-17)
 - 49% OF BIKE COMMUTERS IN SUN BELT STATES EARN LESS THAN \$25,000/YR
 - HOUSEHOLDS UNDER \$50,000/YR:
 - 28% ON HOUSING
 - 30% ON COMMUTING



7

RACE

- NATIVES AND LATINOS COMMUTE BY BIKE MORE OFTEN WHITES
- POC MORE LIKELY TO HAVE A POSITIVE VIEW OF BICYCLISTS THAN WHITES
- BLACK CYCLISTS DOUBLED FROM 2001 TO 2009
- BIKE LEAGUE EQUITY REPORT = GREAT SOURCE
- FATALITY RATE FOR CYCLISTS:
 - 23% HIGHER FOR LATINO THAN WHITE
 - 30% HIGHER FOR BLACK THAN WHITE
- ROBIN MAZUMDER = RESEARCHER TO FOLLOW



8

HOMELESSNESS

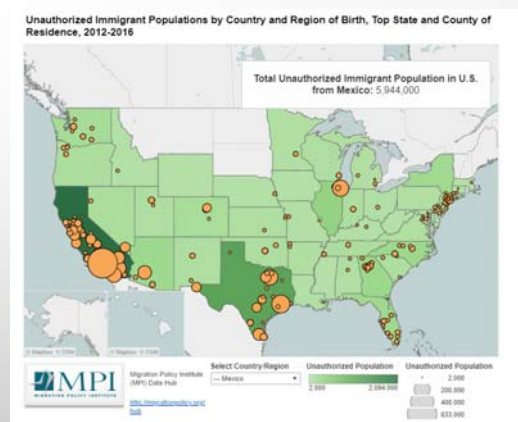
- STIGMATIZATION AND ASSUMPTION OF CRIMINALITY
- “RIDING WHILE HOMELESS”
- “HOMELESSNESS AND THE ISSUE OF FREEDOM”
- LARGE PROPORTION OF CYCLISTS IN ~UNBIKEABLE COMMUNITIES~



9

DOCUMENTATION STATUS

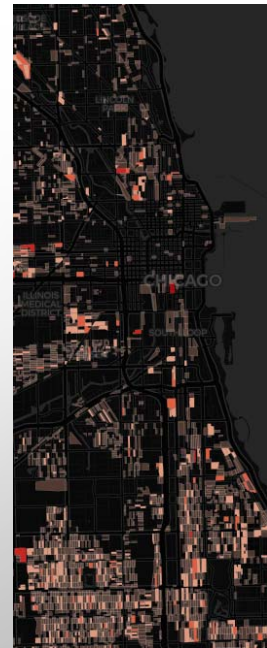
- DRIVERS LICENSES – AVAILABLE TO UNDOCUMENTED IN 16 STATES + DC, PR
- HOURLY WAGES OF UNDOCUMENTED WORKERS = 42% LOWER THAN CITIZENS
- IMMIGRANTS (ALL) MORE LIKELY TO:
 - BUS
 - CARPOOL
 - BIKE
 - WALK



10

CARCERAL STATUS

- ONE MILLION DUI / YR IN US
- YEAR AFTER INCARCERATION MEDIAN EARNINGS = \$10,000
- INCARCERATION IS HIGHLY SPATIALIZED
- REHABILITATION THROUGH BICYCLES



11

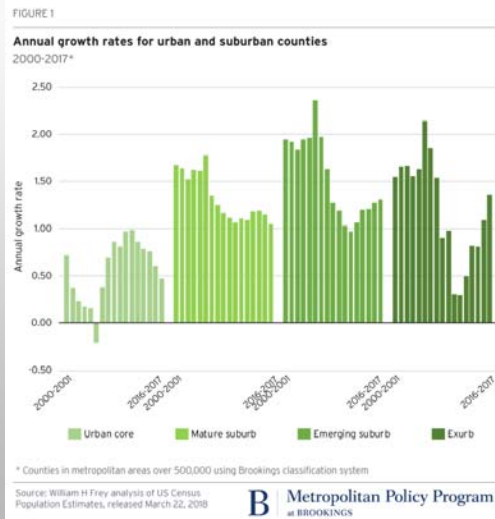
ELDERLY AND YOUTH

- YOUTH
 - SOCIAL AND ECONOMIC EMPOWERMENT
 - KIDS AT HIGH RISK FOR BEING KILLED BY CARS
- ELDERLY
 - AUTONOMY
 - WELL-BEING
 - IMMUNE SYSTEM
 - MENTAL HEALTH – DEPRESSION; ALZHEIMERS
 - BALANCE AND BONE DENSITY



12

SUBURBANIZATION



- OVERALL IN THE US
- SUBURBANIZATION OF POVERTY
 - SUBURBAN POVERTY GROWING 5X FASTER
- HORIZONTALITY = INNATELY UNFRIENDLY
- RELIANCE ON HIGH-SPEED FACILITIES

13

INTERSECTIONALITY



14

INTERSECTIONALITY

“THE INTERCONNECTED NATURE OF SOCIAL CATEGORIZATIONS SUCH AS RACE, CLASS, AND GENDER, REGARDED AS CREATING OVERLAPPING AND INTERDEPENDENT SYSTEMS OF DISCRIMINATION OR DISADVANTAGE; A THEORETICAL APPROACH BASED ON SUCH A PREMISE.”

- OED

“A LENS THROUGH WHICH YOU CAN SEE WHERE POWER COMES AND COLLIDES, WHERE IT INTERLOCKS AND INTERSECTS”

- KIMBERLÉ CRENSHAW

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PEDALING FORWARD

16

Date:

To:

UTC Open Letter to City Council
Multimodal "Policy & Program" Recommendations for something going forward

To Whom it May Concern:

[insert suggestion in line with the UTC adoption mandate]

We have been asked to provide input to the City, from our perspective as UTC Members, to help the City grow in (a / the right / ?) direction.

We seek your help and leadership in finding ways to enable our community to be as livable and accessible as possible. We want to encourage active and healthy lifestyles, enable safe alternative transportation modes, and community connectivity.

To assist in accomplishing these goals, the Urban Trails Committee has created a list of ideas and suggestions which identify needs or goals we feel would improve the community of Grand Junction.

Our ideas include a number of categories including:

- Code Suggestions
- Funding Sources
- Policy Recommendations
- Community Projects and Outreach
- Multimodal Social Equity and Access
- City Dept./Planning Projects/Needs (?)

We hope that some of these ideas can be championed within the City and can encourage some of these ideas to be implemented.

We need the city's resources and dialogue to drive any of these ideas to fruition.

"We need money to do some of these things"

"We are committed to these ideas and would like support and feedback to make sure the councils opinions are"

We are partners with you and value your feedback and want to work with you, we are open to dialogue with the Council as we continue to help advise the City.

The UTC continues to work on these but we need the city's resources and dialogue to drive any of these ideas to fruition.

these are policies which could be impactful and addressed by staff, but would require the direction of Council, funding, and resources to be focused on them

Policy Recommendations

Categories:

- Code Suggestions
- Funding Sources
- Policy Recommendations
- Community Projects and Outreach
- Multimodal Social Equity and Access
- City Dept./Planning Projects/Needs (?)
- Cross-sector/jurisdiction collaborations (suggested new category?)
- Events & Engagement

Code Suggestions

Off-site Improvements - Increase requirements for roadway improvements to serve multi-modal users on rural road sections when new development occurs.

Connectivity of Improvements Associated with Development – Develop and implement policies that reduce fragmentation of trails and other multi-modal improvements associated with new development

Wayfinding with New Development – Incorporate wayfinding signage into the set of improvements required in conjunction with new development

Funding Sources

Impact Fees—Dedicate a portion of impact fees associated with new development to multi-modal/active transportation improvements

Dedicated Capital Funding—Designate a fixed percentage of the Capital Improvements budget to multi-modal capacity improvements on an annual basis

Encourage portions of funding sources, including Impact Fees and Capital Funds,ing be dedicated toward multimodal / active transportation projects

Grant Funding – Set targets for, and seek, additional grant funding for multi-modal improvements and programs.

Non-Profit Partners – Improve and formalize relationships with non-profit organizations that advocate for multi-modal improvements and serve low-income communities. .

GJPD Collaboration - Work with GJPD to implement such programs as police bike units, police pedestrian units, relevant trainings for officers, and relationship building as recommended in the Bike- and Walk-friendly Report cards.

Outreach to Support Low-Income Multi-Modal – Conduct specific outreach to agencies in the Valley that serve low-income users and provide safe bike/walk route info for those who rely on multi-modal transportation for daily use.

Dedicated Staff Position – Hire an active transportation coordinator or similar.

Bicycle Maintenance Programming – Support and/or organize a program for teaching skills on bike maintenance and bike building, potentially aimed at specific demographics such as low-income residents and university students, and possibly in collaboration with local experts and bike shops.

Multi-Modal Awareness Education – Collaborate with Parks and Recreation Department, School District 51, Colorado Mesa University, and GJPD to promote bike/pedestrian safety and education. Conduct broad education and outreach on this topic.

Fix-It Services – Provide a free bike fix-it program and/or workshops to low-income residents.

Area-Specific Connectivity Planning – Develop detailed area-specific plans for multi-modal connections in areas such as Colorado Mesa University and its environs, I-70B, North Avenue, 24 Road at F ½ Road, Main Street and its environs (including sharrows), and rural roads serving greenfield development such as Northwest Grand Junction.

Formal Social Equity Policy for Multi-modal – Develop a policy highlighting the importance of cycling infrastructure for low-income residents and identifying action items. Potentially identify multi-modal routes that are specifically known to serve a high proportion of low-income residents and focus improvements on these routes.

Orchard Mesa Canal Trails** – Capitalize on the interest of current Orchard Mesa Irrigation District leadership by establishing a multi-modal trail on at least one buried pipeline route to bike and pedestrian use.

Juniper Ridge Trail** – Focus staff and budget on developing a multi-use path on Juniper Ridge School property between 26 Road and 26 ½ Road along Ranchman’s Ditch.

Expand Trail Network - Continue to work with stakeholders to further promote development of irrigation right of ways for multimodal transportation.

TEDS Review - Review the City's TEDS to see if there are ways to improve the bike/ped environment through better development standards (street connectivity, sidewalks, transit stops, etc).

Wayfinding – Establish a formal and ongoing wayfinding policy including signage, pavement markings, and online and paper maps. Seek alternative funding for this program such as through a “Sponsor a Sign” program or corporate sponsorships.

Fee-Free Trails – Ensure Valley-wide cooperation regarding the State Park fees (or current non-fees) for Riverfront and Connected Lakes Trails.

Neighborhood Services and Multi-Modal Needs – Develop a formal policy position relating the provision of accessibly neighborhood services, such as grocery stores, to the viability of multi-modal transportation.

Food Rescue – Support the Community Food Bank grocery rescue programs with an emphasis on bike-powered volunteer rescue routes from downtown restaurants and similar.

Fixit Requests – Develop a FixIt mobile app, text-based system, and/or an improved website page, allowing photo uploads and geolocation of issues on an accessible map.

Cycling Etiquette Education - Develop and implement an education program for cyclists with an emphasis on etiquette for shared-use paths.

What other roadways/trails that you use regularly would you like to see improved and why?

- 12th street past CMU towards patterson
- Rosevale Rd needs widened. Build a bridge from Orchard Mesa to Redlands. Connect the riverfront trail from las colonias to 29 Rd.
- Broadway. The shoulder is too narrow for safe cycling
- All existing asphalt paved trails need to be removed and replaced with concrete paths. The Riverfront trail west of 24 road is very bumpy with wide cracks in the asphalt. I would also like to see the walkway along Highway 340 across both the railroad and the Colorado River widened so two bikes can pass safely.
- 26.5 Rd and 7th St, 27 Rd, G Rd or alternate EW route.
- Regular bike paths that connect to each other
- A shoulder large enough to bicycle on both sides of the road on all roads.
- South Broadway- it is near my home, it is on a well traveled bike path, and there are several sections with neither a shoulder nor a bike lane, and this makes me feel very unsafe as a pedestrian, a cyclist, and a driver.
- F 1/2 Road between 26 road and 26 1/2 road is used heavily by walkers and bikers, but does not have any type of bike lane. It needs one badly,
- 7th Street from downtown to Las Colonias & 27 Rd from B Road to Hwy 50
- Broadway/340
- All of South Camp & portions of South Broadway
- Complete the bike lanes on 25 south of G. Complete the bike lanes on GHorizon to 6&50.
- Complete the bike lanes on 25 south of G. Complete the bike lanes on GHorizon to 6&50.
- Asphalt section of riverfront trail west of Broadway
- Some intersections have blind spots or are hard to see around and have frequent accidents or near accidents, improvements in visibly would be great. This includes some of the one way intersections downtown.
- There needs to be a separate bike lane across the entirety of South Camp Rd. Extend existing bike lane from intersection with Monument Rd. To where it currently ends at the city/county boundary. Faster moving cyclists should not be on the same path that is heavily used by pedestrians, dog-walkers, little kids, families, etc. Especially since you are directing road bike riders to the "Tour of the Moon" loop. Also need a designated bike lane on S. Broadway west of S. Camp Rd. Intersection. Current situation with blind curves and no shoulder is very hazardous for cyclists and motorists. And it's part of the Tour of the Moon that the community is essentially advertising for cyclist use.
- Intersection of 340 and 1st. It would of been nice if the new design had bike lanes! 2. It would be nice to have existing bike lanes actually continue thru intersections instead of disappearing such as the one on 5th traveling north to North ave
- Buffered Bike Lanes on Broadway and Tour of the Moon route.
 - The river trail is in need of repairs. 2) Do a much better job of sweeping the shoulders of the streets and roads. 32 Road is not your jurisdiction, but is in dire need of periodic sweeping nevertheless. Do a better job of coordinating with the County and State to accomplish this.
- MUP along Broadway, Fruita to GJ

- Anywhere up north, I live in North GJ and it is extremely dangerous for riding bikes. My daughter lives 1.5 miles from her school and she has no SAFE way to get there.
- South Broadway
- 340 to Fruita
- Ridges paths are falling apart, need repaired.
- 24 and 24 1/2 road from I70 B north all the way to Canyon View Park. A bike trail following the Grand Valley Canal would be amazing too!
- 6th street, high school to downtown would be a good bike corridor. 3rd street is a good bike corridor , but bike lanes are too small. Would rather see it with sparrows and traffic calming. 15th and North should be improved for cyclists, and a trail connecting down to Gunnison would be fantastic, creating a really good north/south connection across a large area.
- Between Palisade and downtown.
- More dedicated multi use paths! Connecting more parts of GJ. Need a better connection from Broadway bridge to Downtown. Pretty clunky currently
- Bicycle route along Broadway traveling south from town into Redlands. Bicycle route from town over tracks and river.
- Patterson, 7th Ave, 29 Rd, Grand, North, Orchard
- The older sections of riverfront trail have seen lots of use and weather thus are buckling. The pedestrian portion of Broadway bridge is scary and should be widened or a pedestrian bridge should be added.
- I would like to see better and safer connections into Downtown GJ from the north side. There are a number of challenging connections on a number of my bike routes which I would like to see made more safe and easier to use!
- not enough room here to list all of the things that i would like to see done....a priority on cycling and pedestrian needs in funding needs to happen. so many unsafe places to ride, bike paths that don't go anywhere and serve a recreational point of view only, not commuting point of view. roads thru out the valley that should be widened greatly, intersections that are inherently unsafe, traffic habits that are out of control, driver education about cycling is needed. I could go on and on....
- Better bike lanes and designated areas especially on places like S Broadway. There are tight narrow roads and corners
- 29 Rd., C 1/2 Rd., Riverside Pkwy
- Connectors from Riverfront Trail to the north and east. Palisade extension.
- Actual protected bike lanes and more painted green bike lanes
- Irrigation ditch roads for walking/ bicycling
- That portion of South Broadway west of South Camp all the way to Broadway. It is narrow and very dangerous for both pedestrians and cyclists.
- Broadway in the Redlands
- The RFT between the water park and Blue Heron...the old asphalt with lots of root lift, gaps and bckles
- Overpass between 24 Rd and Redlands Parkway. Need better access between town and RFT.
- The bike lanes along Gunnison should be moved to be buffered by the street parking. Instead of riding between stationary cars and moving cars, you are riding between the stationary cars and

the sidewalk. You also have statistically much less of a chance of getting doored, since cars always have a driver but not always a passenger. I would like to see the bike lane and street parking switched around on ALL the streets which include both, like 10th st, Main St, Gunnison, Etc.

- South Broadway needs bike lanes/shoulders immediately—our best road cycling and bike tourism route. South Camp road needs to complete on road bike lanes.
- Broadway and the main entrance to the ridges.
- Redlands Parkway at the Hwy 6&50 overpass. Poor design makes this overpass very dangerous for cyclists. Connectivity to the CRFT in northwestern Grand Junction is very poor. If this were improved, I would use this much more often. Creating safe on-street connections is more important to me than creating more multi-use paths.
- Horizon Drive - between 12th and 27th - buffered bike lane
- 9th street between downtown and Las Colonias
- 7th Street, it is very dangerous for bikes and no good alternative exists.
- Intersection of 6&50 with 1st street is rough on a bike. Some green painted bike lanes to stand out would be a dramatic improvement.
- I think we need more single track mountain bike and hiking trails
- G road
- Colorado Riverfront Trail
- G Road! I won't ride my bike or walk as there is no safety zones for press or cyclists.
- Orchard Ave from 29 1/2 to 30 road, needs bike lanes on both sides of the street. Lots of bikes and peds going to schools.
- Broadway and Grand Avenue. Lots of traffic, very narrow bike lanes or no bike lanes at all.
- Ped/bike trails that work from 1st & North Ave to Rimrock Shopping Center.
- North Avenue is very dangerous. There is no speed control in GJ and cars speed by at 50 mph and there is no buffer between them and pedestrians- just a regular sidewalk. This is near CMU and I can't believe it hasn't been fixed. Something radical needs to happen with North, I'm not sure what but hopefully you're working on it. I can't believe that a pedestrian hasn't yet been killed.
- I70 Business loop east of 29 road could use some multi-use paths. It's challenging crossing the tracks, highway, canals, etc. in that area and staying off the major roads.
- Bike lane down 9th street (between Main and Las Colonias); Intersection at Rood Ave and 6th Street (wide and very unsafe for crossing); Buffer on bike lane down 12th Street; Multi-use trail (with buffer!) on North Avenue; Install a traffic light that senses bicycles at 1st and Main intersection; MAJOR safety improvements to Broadway Bridge (wider, buffered multi-use trail)
- Continuation of the connector trail to south camp and East monument entrance
- I would like to somehow to create a safe route along business 70 50/6 so cycling was possible.
- The canal roads should be legal for biking and walking as they are in many cities.
- Broadway across railroad/river. They are currently too narrow to support two way traffic.
- Downtown area, Patterson
- Bike lane buffer on 5th street, Bike lane on 4th street, bike and pedestrian only commuter trails throughout downtown. Physical buffering of bike lanes such as concrete barriers, larger bike lane across Broadway bridge, street sweepers cleaning bike lanes in addition to streets

- Broadway
- S Camp Rd needs bike lane extended for entire length of street. Redlands Parkway bear Tiara Rado GC is dangerous with many cyclists and no bike lane through multiple S turns.
- Continuation of the connector trail to south camp and East monument entrance
- 7th and 9th between downtown and Las Colonias
- Get the bums out for my safety
- Patterson Rd could really use a buffer zone for the bike lane. I would love to be able to commute via Pattern on bicycle, but still don't feel safe even with the bike lane.
- I would like to see the canal banks opened up to recreation.
- North Ave , E Road
- The canal roads should be legal for biking and walking as they are in many cities.
- North Avenue is very dangerous. There is no speed control in GJ and cars speed by at 50 mph and there is no buffer between them and pedestrians- just a regular sidewalk. This is near CMU and I can't believe it hasn't been fixed. Something radical needs to happen with North, I'm not sure what but hopefully you're working on it. I can't believe that a pedestrian hasn't yet been killed.
- Broadway / Hwy 340. Provide safer bike lanes
- South camp - the shoulders vanish and the bike path is in poor repair in places
- downtown bike path so i can ride to there verses drive to be safe
- 12th street and 7th st. since CMU took out the other North/South access for commuting by bicycle. Also, monument road between Lunch loop parking lot and the Colorado National Monument. Also, G road needs room for cycling, and cars drive fast. 9th street down to Edgewater brewery needs cycling lanes.
- 25 rd between g and patterson- no shoulder on much of this section
- I would like to see more bicycle protected lanes for traveling across the city. Also protective lanes to safely ride across the hiways to the Redlands.
- Wider spaces for biking along Broadway, Redlands Parkway (past Riggs Hill), All the way throughout the Monument, along S Broadway- because ethey geet used by walkers/bikers and it would be much safer for bikers and drivers with a full bike path
- Patterson -needs sidewalks along both sides of the street and 25 road is a disaster- needs so much help especially north of patterson
- Pedestrian bridges on 12th near college
- Bike travel along the 6 and 50 corridor
- Riverside
- patterson and highway 50
- Better and protected access along main street through to the pedestrian bridge to the riverfront trail, pedestrian bridge over the Colorado River on Grand. Protected bike path in Palisade where the river front trail ends
- 27 between H and Horizon. Shoulders are fracturing. Narrow across I-70. H east of 27. No shoulder at all.
- More protected bike lanes on North, Grand, 11th, and Patterson to increase safety from the drunk ahole truck drivers
- I would like to see a buffered bike lane on Grand Ave.

- Need a ped alternative to north avenue. North south connections to cross north and Patterson safely
- bike paths along some canals
- C 1/2 Rd between 27 1/2 and 29 Rd because there is no usable shoulder and the road is used by RFT users.
- Bicycle route along Broadway traveling south from town into Redlands. Bicycle route from town over tracks and river.
- North, Patterson, I70B, 12th, 7th, 32Rd
- The Ped path on Grand Ave Bridge - too narrow and difficult for two bikers to use it going opposite directions.
- C 1/2 rd between 29 & 27.5 Rd needs a bike lane. This is technically part of the Riverfront Trail and it gets a lot of bike traffic, but has no shoulder
- I would like to see an improvement for bikes and pedestrians going over the bridge to the Redlands from 1st street. The side walk is narrow between a cement barrier and a chain link fence. 2 bikes cannot ride past each other at the same time. And if I'm riding past a pedestrian I'm afraid of getting my handle bar caught in the chain link fence.
- Horizon Drive to Mesa Mall
- S. Broadway, South Camp, & 340 as part of the "Ride around the monument "route. Need designated shoulders for bikes because these are heavily used by bikers and cars. The intersection of Redlands Parkway and South Rim Dr. is very dangerous because it's an odd intersection width. Cars are turning quickly and don't use the markings on the road.
- A PEDESTRIAN BRIDGE AT 18 ROAD IN FRUITA
- G road. Very narrow and the parts without a bike lane are very scary to run or bike along.
- Lunch loops to CNM gate
- Patterson is dangerous for bicyclists. The bike lane is too narrow. Having that lane be a different color, green, would be preferred.
- G Road between Clifton and Palisade.
- Connect segments of RFT East of Los Colonias Park. More East-to-West bike friendly roads. Trails covering city canal ways.
- Would love to see the Colorado River Trail connected all the way from Palisade to Las Colonias.
- G road - connects large residential areas to caprock, community hospital, and the park. Very busy certain times of day and extremely unsafe east bound as a biker. West bound bike lanes small and scary.
- South Broadway! Narrow with no shoulders and ever increasing vehicle and pedestrian traffic. Recent road share signage has been a great improvement but still plenty of opportunity to increase safety on this heavily used corridor.
- broadway between 1st and monument rd
- south camp rd some sections have no bike area
- Repave bike paths where they are asphalt.
- I don't know how this would be possible but as a senior woman I am uncomfortable cycling alone when the bike path goes under overpasses. It can be quite isolated from the public and scary for me.
- Broadway across the Colorado River should be one way (east bound) on the north side walkway

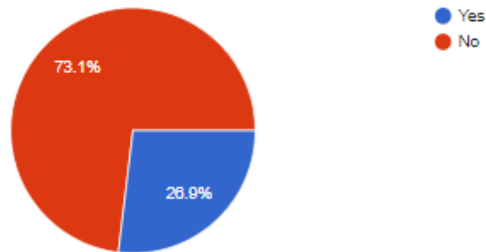
- connector from LL to S camp! allows riders to avoid riding on the road.
- Multi use path connecting old/downtown/north Ave to 6&50 shopping. 6&50 is not pedestrian safe
- downtown due to higher multiuse congestion
- South Broadway
- 9th street to Riverside - 7th street to riverside is really nice for riding but can be a little busy. 9th street is slower but with more truck traffic due to the businesses in that area. I think making any street that connects to the riverfront area should be as bike friendly as possible.
- 7th street, Broadway bridge
- Fully protected bikeways or bike paths for downtown and shopping access
- 25 Road, it is terrible to bike along
- Broadway Could use one because that would allow people to access trails on their bike. I think Broadway gets you to a lot of great trailheads and rec spots. I love this survey, doing an awesome job!
- Broadway past the Colorado River
- North GJ roads: 25, 26 RD,
- Extension of the Monument Connector Path to the intersection of Monument and South Camp! This would complete dedicated trail access from Redlands to Lunch Loops, provide near-continuous pedestrian access from downtown to the east entrance of the Monument, would encourage biking to the trailhead from redlands to reduce parking pressure at Lunch Loops, provide multiple loop options with the RiverFront trail and the Connected Lakes trails, and on and on.
- 7th street towards las colonias, 12th street from grand to Patterson
- Lights under over passes on river trail, don't always feel safe when cycling or running there in the dark.
- North GJ roads: 25, 26 RD,
- 7th St. It's too dangerous to ride in the street.
- 18 rd from the cattle guard to the main parking lot. add a single track MTB path so we dont have to ride on that crappy road or be afraid of getting hit by a motorist out 'Joy Riding'.
- River Trail - it would be nice if it connected at 29 to run west to Las Colonias.
- Make a raised bike infrastructure along roadways next to side walks.
- South Camp, Redlands Parkway Overpass
- Downtown to Lunchloops. First and Grand, Grand Ave bridge
- Patterson! 6 and 50!
- 7th street between downtown and the botanical gardens/riverfront trail
- Patterson road
- Patterson. Would like a better way to bike throughout thw city without having to use North or Patterson. They are busy, no shoulder, and dangerous
- I would like to have a bike path from monument all the way to downtown and to St Mary's for commuting and to encourage more non-motorized traffic to downtown for shopping and dining.
- Connector from lunch loops to downtown. And a bike friendly route from downtown to riverfront trail.

- The HWY 6&50 and 24 RD overpass is the only dangerous chokepoint in the valley. There is no way for citizens to safely get from Riverside Pkwy to the area of the mall , Canyonview or Patterson RD
- Lunch Loops!
- South Broadway, Monument side of roundabout... connects my home to other bike routes. Good for my kids especially!

Survey Highlights (198 Responses)

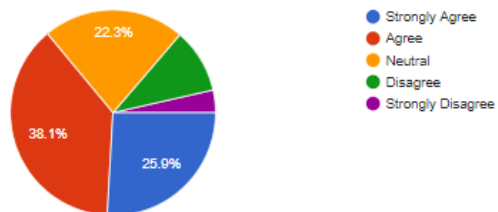
Do you rely on non-motorized transportation for the majority of your transportation needs?

197 responses



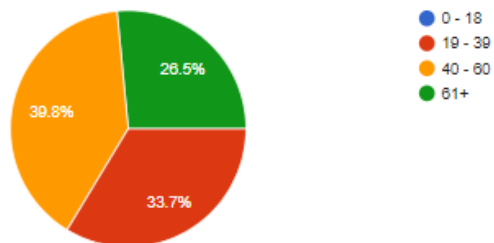
I am very confident when using non-motorized modes of transportation.

197 responses



My age is...

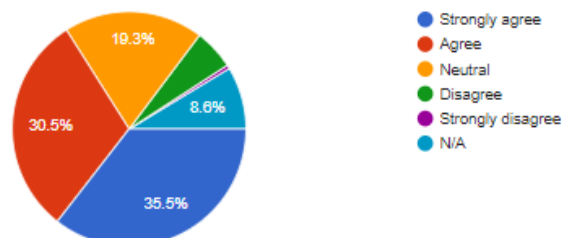
196 responses



(Buffered Bike Lane)

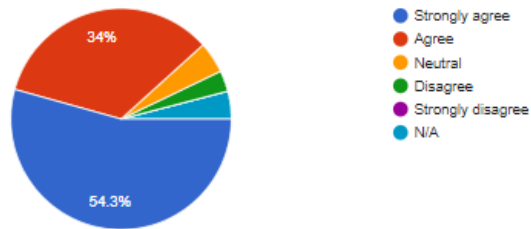
As a pedestrian, this improvement increases my safety.

197 responses



As a cyclist, this improvement increases my safety.

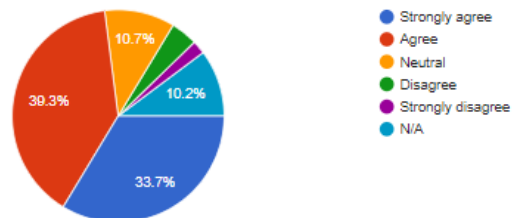
197 responses



(Bulb-outs)

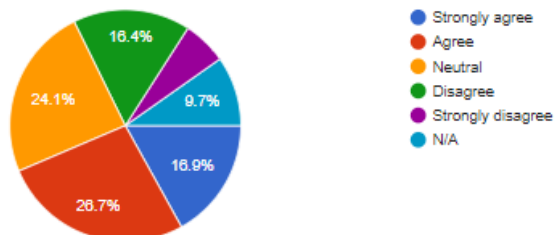
As a pedestrian, this improvement increases my safety.

196 responses



As a cyclist, this improvement increases my safety.

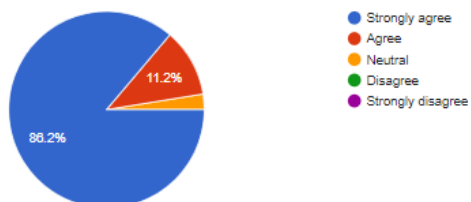
195 responses



(Multi-Use Path)

I would like to see multi-use paths used more throughout Grand Junction.

196 responses



As a driver, this improvement increases my safety.

194 responses

