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**PLANNING COMMISSION WORKSHOP AGENDA
VIRTUAL MEETING**

THURSDAY, DECEMBER 3, 2020 @ 12:00 PM

This meeting will be conducted as a [VIRTUAL MEETING](#)

View the meeting live or later at www.GJSpeaks.org

Call to Order - 12:00 PM

1. Presentation and Discussion on the Draft Patterson Road Access Control Plan

Other Business

Adjournment



Grand Junction City Council

Workshop Session

Item #1.

Meeting Date: December 3, 2020

Presented By: Trent Prall, Public Works Director, Stolfus and Associates

Department: Community Development

Submitted By: Rick Dorris, Development Engineer

Information

SUBJECT:

Presentation and Discussion on the Draft Patterson Road Access Control Plan

EXECUTIVE SUMMARY:

The City has engaged Stolfus and Associates to prepare an Access Control Plan (ACP) for the 7.0-mile Patterson Road corridor within the City limits.

The goal of access management is to optimize the performance of the corridor, improve the level of safety, reduce traffic congestion, and improve the overall functionality. The ACP works to plan, coordinate, regulate, and design access to and from adjacent property including future development.

Stolfus has been working for twelve months to inventory access points, count traffic, determine existing and future traffic demands, and perform a safety analysis for Patterson Road. An extensive public outreach program was performed including public notice, virtual interaction, and an in-person public open house. Follow up one on one meetings were conducted with interested parties. The plan was modified using feedback obtained during this process. Stolfus has prepared a revised draft plan and the overall project will be presented to Planning Commission at December 3, 2020 workshop and City Council at the December 14, 2020 Workshop. Formal adoption by both the Planning Commission and City Council is scheduled for February 2021.

BACKGROUND OR DETAILED INFORMATION:

See attached memos provided by Stolfus and Associates dated July 16, 2020 and November 30, 2020.

FISCAL IMPACT:

This item is for discussion purposes only and there is currently no resulting fiscal impact. As the plan is implemented, development will pay some or all cost adjacent their property. City improvements in the Patterson Road Corridor will be addressed in the normal budget process.

SUGGESTED ACTION:

Discussion only.

Attachments

1. City Staff Memo to Council 7-17-2020
2. Patterson Rd Access Control Plan - Consultant Memo 7-16-20
3. Patterson Rd Access Control Plan - Consultant Memo 11-30-20

Memorandum

TO: Mayor and Members of Council
FROM: Greg Caton, City Manager
Trent Prall, Public Works Director
DATE: July 17, 2020
SUBJECT: Patterson Road Access Control Plan

The City engaged, in January of 2020, the consulting firm Stolfus and Associates to prepare an Access Control Plan (ACP) for the 7.0-mile Patterson Road corridor within the City limits.

Effective access management is essential in order to optimize the performance of Patterson Road to improve the level of safety, reduce traffic congestion and improve the overall functionality of the corridor. The ACP works to coordinate planning, regulation, and design of access to Patterson Road from adjacent property including future development. The plan involves the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway.

Stolfus and Associates has been working over the course of the past seven months to inventory access points, determine existing and future traffic demands, and perform a safety analysis for Patterson Road. Stolfus has prepared a draft plan and the overall project and elements of the draft plan will be reviewed by City Council at the August 3rd Workshop. Additional information about the project, project goals and timeline are included in the attached memo provided by Stolfus and Associates.

Attachment:
Patterson Road ACP Project Team Memo dated July 16, 2020.



Memorandum

TO: Patterson Road ACP Project Team
FROM: Janet Lundquist
DATE: July 16, 2020
SUBJECT: Patterson Road Access Control Plan

INTRODUCTION

The City hired Stolfus and Associates for professional services to develop an Access Control Plan (ACP) for Patterson Road. Since its construction in 1984, Patterson Road has served as a critical part of Grand Junction's transportation system. It serves as a major east-west arterial corridor and is an important public resource. Effective access management is essential in order to optimize the performance of the road to improve the level of safety, reduce traffic congestion and improve the quality of this corridor. This ACP will coordinate planning, regulation, and design of access to Patterson Road from adjacent property including new land development. The plan will involve the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to the roadway.

The ACP will include an evaluation of existing access along the corridor and analyze future development of properties along or near the corridor by providing recommendations for property access and traffic flow to and from sites resulting in predictability and consistency in the development environment. The ACP will define existing and future access locations and configurations (movements allowed), with consideration for circulation and alternative access opportunities. It is a long-range planning document that identifies access conditions that will be implemented as roadway corridor and land-use characteristics change. Similar studies have been developed by CDOT throughout the state and have shown that access-managed corridors not only preserve the transportation functions of roadways but also help preserve property values and the economic viability of abutting developments by providing predictability/certainty in where future accesses will or will not be allowed.

STUDY AREA

The study area consists of approximately 7.0 miles of Patterson Road (F Road) between I-70B (23.75 Road) and Lodgepole Street (30.75 Road). The segment on the east end that extends beyond City limits is controlled by Mesa County and not included in this plan. In general, land use within the city limits is suburban in nature with residential and commercial uses. There are currently 284 access points on Patterson Road within the study area. A majority of access points are full movement. The access points are classified as follows:

- 15 Signalized public road intersections (29 access points)
- 54 Unsignalized public road intersections (62 access points)
- 2 unsignalized private road intersections (2 access points)
- 81 business access points
- 93 residential access points
- 17 maintenance or field access points

PLAN GOALS

The Street Plan Functional Classification Map within the Grand Junction Circulation Plan (GJCP) identifies the corridor as a Minor Arterial from I-70B (23.75 Road) to 25 Road and a Principal Arterial from 25 Road to Lodgepole Street (30.75 Road). Arterial roadways are considered higher order roadways that carry large volumes of traffic and have limited access. Implementing access management along Patterson Road will help the City by preserving and improving traffic operations along the corridor. By preserving the capacity of Patterson Road more traffic can be carried throughout the corridor without the construction of additional travel lanes. Access management also has tremendous safety benefits. Studies have shown a 30% to 60% reduction in crashes on roadways where access management techniques are implemented. The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

With this in mind and recognizing the primary purpose of the ACP is to improve the traveling experience along the corridor and coordinate anticipated growth in the area with the roadway network, the following project goals were established:

- Provide effective and efficient through travel for traffic on Patterson Road utilizing the existing right-of-way and identify if additional right-of-way is needed.
- Provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.
- Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.
- Support alternative modal choices, including transit, pedestrian, and bicycle routes.
- Provide a plan that can be implemented in phases.
- Maintain compatibility with previous local planning efforts. Such as, the GJCP Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.

PLAN DEVELOPMENT & APPROACH

The existing physical and operational characteristics of Patterson Road were investigated. Next, future physical and operational characteristics were projected for a 20-year planning period based on anticipated growth in the area. Using this information, a draft ACP has been developed. Utilizing future input from agency representatives, private property owners, and the public, the draft plan will be revised to generate the final ACP. The final ACP will be evaluated using criteria in the compatibility matrix to confirm that the final ACP achieves the project goals.

To achieve the project goals, various changes to the existing Patterson Road corridor are recommended in the draft ACP, including:

- Restriction of numerous full movement access point resulting in right-in/right-out and $\frac{3}{4}$ movement (left-in, right-in/right-out) accesses.
- Limitation of full movement access to major signalized intersections.
- Reduction of access to one location per ownership and where feasible, shared between adjacent properties.
- For properties located adjacent to Patterson Road, Access points may be relocated to lower order streets, where reasonable access can be preserved.
- Out of direction travel will be limited in general to a maximum distance of one mile ($\frac{1}{2}$ mile each direction). Out of direction travel is the distance needed to reach an access that has been obstructed by a center median compared to the distance needed on an undivided street.

The recommended changes to Patterson Road will result in a reduction of conflict points through the corridor. Traffic crashes typically occur at conflict points. A conflict point is the intersecting point between different traffic movement paths. Traffic conflict points can be grouped into crossing, merging, and diverging types. In a four-legged full movement intersection there are 32 conflict points and eight merge, eight diverge, and 16 crossing conflict points; totaling 32 conflict points.

In addition to the recommended changes, several new local or alternative streets will be proposed where possible. These alternative streets would provide additional local connections and internal circulation opportunities that will reduce local dependence on the Patterson Road by providing alternatives for restricted left-turn movements and reducing demand at intersections that are already experiencing high demand.

PUBLIC INVOLVEMENT

Input from corridor stakeholders including property owners, partner agencies, and the general public is critical to the project. During this time of COVID, the project team is monitoring health orders to determine specific approaches to public engagement. Multiple techniques will be used to engage stakeholders including agency stakeholder meetings, public open houses, one-on-one property owner meetings, and individual communication with interested parties. In advance of the first open house, agency stakeholder meetings with Mesa County, Grand Junction Fire District, Clifton Fire District, Mesa County Valley School District 51, Grand Valley Transit and Mesa County Regional Transportation Planning Organization will be held.

The following method to obtain public feedback includes: two public open houses to gather input from adjacent property owners and the general public. Invitations and public notice will occur through local news, the City's website and social media. All property owners and business tenants, adjacent to the Patterson Road corridor within the project study area, will be invited to the open houses noticed by mail.

1. Preparations are currently underway for the first open house in September. Exhibits presenting access management principles, the study process, and the recommended draft ACP will be displayed at the open house.
2. The second open house is anticipated in January 2021 and will present changes to the Plan based upon input from the public and project stakeholders. Representatives from the project team will be available for questions and discussion at all open houses.

IMPLEMENTATION

The improvements recommended in the ACP will represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more.
2. Planned publicly funded project by the City.
3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the ACP.

It is important to remember that implementation of improvements recommended in the ACP will only occur if one of the triggers listed above are met. If a trigger is not met, a change to the existing condition will not be made.

PLAN ADOPTION

The final ACP will be documented with a report and a table that defines the location, existing and proposed configurations, and conditions for implementation. The Plan will be presented to the Planning Commission and City Council in workshop(s) and will be followed by hearings for review and recommendation by Planning Commission and consideration of adoption by City Council. Public hearings are tentatively targeted for April of 2021.



Memorandum

To: Patterson Road ACP Project Team
From: Andrew Amend, PE, PTOE
Date: November 30, 2020
Re: Project Status Update

Patterson Road is a critical part of Grand Junction's transportation system serving as a major east-west arterial corridor and an important public resource. Effective access management is essential in order to improve the level of safety, reduce traffic congestion and improve the appearance and quality of this corridor. This Access Control Plan (ACP) coordinates planning, regulation, and design of access from Patterson Road to adjacent properties. An ACP is a long-range visionary document which will be implemented incrementally as development occurs and public funding becomes available.

If adopted by City Council, the ACP allows businesses, property owners, and City staff to have a common understanding of how future access to the corridor will function. This is especially important as properties along the corridor develop/redevelop so that the ACP can be incorporated early on in the process. While the ACP does not create any obligation for the City to directly implement changes along Patterson Road, it is the first step towards publicly funded raised median projects. Even if a raised median project never occurs, just having an adopted ACP in place will provide long-term benefits to development, planning, and traffic safety along the corridor.

One key component to a successful ACP is ensuring that the general public, business owners, and property owners have had opportunities to offer their input. While the project team ensured that the draft ACP was sound from a transportation engineering perspective, public input is critical to making sure the ACP is reasonable. To facilitate this, a public open house was held on October 1st. Over 800 bilingual (English and Spanish) postcards were mailed to property owners and residents/business owners near the corridor. Additionally, bilingual newspaper advertisements were placed on the two Sunday's preceding the event along with announcements on City social media accounts.

Despite this high level of outreach, only about 30 people attended the open house, which was held in compliance with Mesa County Public Health requirements in place at the time. While the project team had conversations with open house attendees, all were encouraged to document their concerns on provided comment forms. Including those returned after the open house, 15 total comment forms were received.

To accommodate those who were unable to attend the open house, all exhibits and a supplemental video were made available on GJSpeaks.org. Bilingual comment forms and answers to frequently asked questions were also available on the website. As of October 6, there were 80 webpage views and the video had been viewed 92 times.

At the open house, attendees with more complicated issues were encouraged to sign up for one-on-one meetings with the project team. Six people signed up for these personalized meetings at the open house and City staff separately identified five other properties where they felt a meeting would be beneficial. The project team has since contacted seven of these people and met with five of them. Four people have not responded to multiple inquiries.

Meetings were held virtually and have all provided more detailed information to the project team regarding individual properties. Based on these meetings, the need to significantly change the ACP at locations such as Northeast Christian Church and St. Mary's Medical Center were identified. The ACP is currently being updated using feedback from the open house, submitted comment forms, and the one-on-one meetings. The revised ACP will also better indicate those access points that may remain open with a raised median along Patterson Road, but must close if the site redevelops. This distinction is especially important on sites such as fuel stations where large trucks require two access points. All of these changes will be clearly marked in the revised ACP so that those who voiced their concerns can see how those issues were resolved.

After meeting with Planning Commission and City Council in December, the project team will prepare to present the revised ACP to the public for additional comment. While this public involvement was originally planned to be another open house in January, the current plan is for it to be virtual only. This open house will be noticed just like the first, with cards sent to property owners and tenants, newspaper ads, and social media. Communication will be bilingual. Additionally, presentations will be posted to GJSPEAKS. Any new comments received through this public outreach will be incorporated into a final ACP, which will be accompanied by a technical report.

Formal Planning Commission and City Council approval of the final ACP will be requested in February 2021.