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URBAN TRAILS COMMITTEE WORKSHOP VIRTUAL MEETING

WEDNESDAY, DECEMBER 9, 2020 @ 5:30 PM

Urban Trails Committee - 2020 - December 9 - Regular Meeting

Wed, Dec 9, 2020 5:30 PM - 7:00 PM (MST)

Please join my meeting from your computer, tablet or smartphone.

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Call to Order/Announcements

Approval of Minutes

Approve of Minutes of November 17 Special Meeting

Approve of Minutes of October 14 Meeting

Action Items

Discussion Items

Discuss Tiara Rado Open Space Design Concept

Discuss Mesa County Design Standards Update

Identify Highlights for UTC Annual Report

Discuss Infrastructure Recommendations from Survey

Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee Minutes – SPECIAL MEETING

November 17, 2020

Absent Committee Members:

Present: Shana Wade (Chair), Diana Rooney (Vice Chair) Orin Zyvan, Andrew Gingerich, David Lehmann, Steve Meyer, Bob Doyle, Ross Mittelman, Lance Gloss (Senior Planner), Michael O'Connor (Triumph Development), Stephanie Copeland (Four Points Development), Ted Ciavonne (Ciavonne, Roberts, and Associates)

CALL TO ORDER

Shana called the meeting to order at 5:30 pm.

ANNOUNCEMENTS

None made.

APPROVAL OF MINUTES

No approval of minutes – special meeting.

DISCUSSION ITEMS

The Eddy Trail Section Proposal – Presentation and Recommendations

Lance introduced the Eddy project, and the request involved therein to adjust the existing trail easement across the property. A powerpoint was shared showing the existing easement, the proposed new easement, photographs of the site and riverbank, possible trail sections, and the status of various properties and easements in the “C ½ Road Gap.” Lance solicited feedback and questions relating to the riverbank stability, the design impacts of narrowing the easement, and the general alignment and configuration of the easement

Michael shared a powerpoint and presentation regarding the proposal and showing greater detail of the design of the site overall. He also noted the time constraints posed by the Opportunity Zone arrangement, which provides for a 30-month window between purchase of property and completion of the project. Michael spoke to various site plan features including management of the riverbank, the likely distance of 12-14 feet between edge of trail and apartment buildings under proposed conditions, and similar.

David asked about width of the trail and the possibility of a 10 foot width. Ted and Lance responded that a 10-foot width would meet City Code Standards.

David inquired as to the involvement of Xcel and the effects of the powerlines on the site. Lance responded that there would be involvement from Xcel during site plan review.

David inquired as to vegetation on the trail sections. Michael indicated that the sections shown on the slides do not show detail on the vegetation, but that there would be landscaping.

Diana inquired as to softening the intersection of the trail as proposed with the existing Eagle Rim Bridge trail, as well as softening of the curve of the southwestern corner of the property. Michael and Lance spoke to possible means of managing those curves and intersections.

Diana also inquired as to the flood event and vulnerability of the trail. This was discussed at some length, and the Blue Heron section was referenced.

Diana indicated that the connection along the eastern property line was relatively unnecessary as the trail should soon continue eastward.

Orin inquired as to the ability of the project to remediate the riverbank. Michael spoke to the challenges and financial burden of overhauling the site, the benefits of the plant material in providing stability, and similar. Orin highlighted the importance of the 50-foot width to establish a riverine environment for the trail.

Steve inquired as to the safety concerns in the western portions of the site, as well as the need to cross the drainage. This was discussed at length. In the discussion, Ted noted that there may be reason to invite tight turns where they can encourage slower cycling near intersections. Lance noted that the City may be able to participate in overhauling the bank.

Further discussion ensued relating to the construction of the trail, bridge, bank, speeds, and safety.

Discussion was then closed.

Discuss “Building Blocks for Sustainable Communities” Grant Opportunity

Ross Mittelman introduced the “Building Blocks for Sustainable Communities” grant through the Environmental Protection Agency. Ross noted that only four days remained until the grant application was due, but that the grant is offered on six-month cycles. He described the technical assistance nature of the grant (i.e. no funding involved), and indicated that he saw Grand Junction as a good candidate, as well as that the grant aligned with recent UTC discussions about multimodal transportation and social equity.

Ross explained various categories and “tools” within the grant, and noted that Complete Streets applications seem to have a record of success with the grant. He noted that social equity, connectivity planning, and low-income multimodal are UTC priorities that may match the grant well. He also noted that an organization would need to act as the lead.

Committee members discussed various options for the grant, including treating a first application (with a short timeline) as a trial run. Committee members also discussed the jurisdictional differences between City/County areas and the intersection between jurisdiction and social/economic need.

Steve recommended outdoor fitness equipment as a possible project. This was discussed.

Shana endorsed the opportunity generally and noted that connections like east Orchard Ave may be ideal. She also inquired as to whether this expertise could be used to conduct a needs assessment.

Diana pulled Orchard Ave, the Orchard Mesa Canal Path, Unaweep Ave, and other “wishlist items” from the priority list as possible candidates.

The committee discussed jurisdictional challenges and leadership further, as well as survey and outreach. The committee then discussed the various options already raised.

Ross committed to spending some time investigating and drafting material for a grant application.

Finalize Letter to Council on Policy Priorities

Lance requested two minor italics changes and a missing “the”.

David inquired about adding a more specific reference to a paper map. It was determined that the comment was based on a previous draft and that it had been resolved to David satisfaction already.

David moved to adopt the letter in final form, with edits as listed by Lance. Steve seconded the motion. Andrew abstained on account of conflict of interest concerns.

The motion passed 7-0. The letter will be forward to the City Council.

UPDATES

Lance noted that the Comprehensive Plan is nearly completed and will be brought to hearing in the month of December, as well as that the Comprehensive Plan reflects a substantial commitment to multimodal infrastructure.

David described a bike-ped counting webinar that he had attended, including that the webinar was somewhat of a sales pitch, but that he believes it will support work on bike-and ped counts in the spring.

PUBLIC COMMENT

ADJOURNMENT

Orin moved to adjourn the meeting. Steve seconded the motion. Meeting adjourned with a vote of 8-0.

Urban Trails Committee Minutes

October 14, 2020

Absent Committee Members:

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

CALL TO ORDER

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

ANNOUNCEMENTS

No announcements were made.

APPROVAL OF MINUTES

Approve of Minutes of September 9 2020 Meeting

Diana moved to approve the minutes of the previous meeting. Steve seconded the motion. The motion passed 8-0.

ACTION ITEMS

Elections – Chair and Vice Chair

Orin invited any interested parties to seek nomination.

Andrew asked if the by-laws could be amended to allow Orin to serve a third term.

David nominated Shana as Vice Chair.

Diana expressed interest to serve as Vice Chair.

Orin indicated that it would be preferable to identify a chair in advance of the meeting. Orin also described the workload involved in the chair position. Lance contributed that the chair is to serve as a representative of the committee to other committees, as well as to facilitate meetings. Orin reflected on his experience in the role.

Shana expressed a willingness to serve as Chair, insofar as it was limited to agenda setting, occasional interaction with other committees, and running meetings.

Shana and Diana noted the challenges associated with hybrid virtual/in-person meetings. Camera settings were adjusted.

Steve nominated Shana as Chair for the next year. Andrew seconded the motion. The motion passed 8-0.

Steve nominated Diana as Vice Chair for the next year. Shana seconded the motion. The motion passed 8-0.

The committee breathed a sigh of relief for having accomplished this difficult and important task, and expressed gratitude to Orin, Diana, and Shana.

Workshop Dates for October 2020 – January 2021

The committee discussed the exceptional value of the workshops, and the prospect of workshops in the coming four months. Given the holiday schedule, it was determined that November and December meetings would be difficult on account of various holiday celebrations.

Steve made a motion to move forward with workshops for the months of October and January. Diana seconded the motion. The motion passed 8-0.

DISCUSSION ITEMS

Presentation – Cycling and Social Equity

Lance gave a powerpoint presentation on the subject of cycling and social equity. This included a discussion of the characteristics of different types of cyclists, a background on Lance's history with cycling, and the relationship between cycling and income, race, homelessness, citizenship/documentation status, carceral status, age, urban form, and similar. He also highlighted the notion of intersectionality.

Steve highlighted that the projected ranking system that the UTC recently adopted included social equity considerations. Steve also pointed out the lack of hard data on fine-grain spatial information about economic and social equity in the community. Steve also highlighted changes in this realm related to COVID-19.

The committee discussed this nexus of ideas at length. Concepts discussed included outreach mechanisms, the City's policies, barriers to participation, disability challenges and infrastructure to serve the disabled, targeting improvements that connect to services for low-income residents, and more.

Project and Policy Priorities

The committee discussed further refinement to the project and policy priorities list and associated letter to the City Council. The purpose and scope of the letter was discussed, including the emphasis on recommendations that excluded hardscape improvements.

The determination was made that comments should be sent to Orin for edits, and that eventually a small team should focus on the final product.

Survey Results

Lance gave an overview of the survey results, and noted that a majority of the respondents expressed that they rely on non-motorized transportation for the majority of their transportation needs. Highlights included that the buffered bike lines substantially increased safety perception by pedestrians, and that the least preferred of the three surveyed upgrades was the pedestrian bulbouts.

The committee discussed the results at length. The data will allow a more detailed statistical analysis, with more than 200 data points.

The committee also celebrated the approximately 150 recommendations from the public that spoke to specific needs for infrastructure upgrades in the community. Andrew noted how valuable that would be for future updates to the UTC's priority lists.

UPDATES

Bike/Ped Counts

David noted that Monument Road bicycle use doubled since the previous year, based on Shana and his recent counts. He also noted the possibility that the City could use camera traps/game cameras to facilitate counts. He also noted the value of the Strava metro data in adding to understanding of the bike/ped traffic in the City. And, he questioned the impacts of COVID-19 on the counts.

Wayfinding

Trent spoke to the progress of the wayfinding grant application, including negotiations with the contractor Bud's Signs to ensure success in implementation within budget.

Trent also discussed the opportunities and challenges associated with using camera traps for the bike/ped counts.

PUBLIC COMMENT

ADJOURNMENT

Orin adjourned the meeting at 7:02pm.

Tiara Rado Open Space Trail System and Preserve



Mesa County Design Standards - Public Review Comment period through 12/11

Mesa County has worked to revise their road and bridge design standards and the 'functional classification' map and they are posted for public comment through December 11th.

A number of subtle changes that were made hopefully improve the non-car experience in county areas including:

- mandatory paved 4' shoulder on all roads (including rural)
- rural roads are a smidge wider so that the only thing missing from the "urban" road section is the curb and gutterpan
- driveways paved to the edge of right of way (to prevent gravel being spit onto the road shoulder)
- new sidewalks or pedestrian features are required with more situations in county areas, and if your sidewalk terminates it must transition to somewhere that enables the pedestrian to keep moving (i.e. not dead-end)
- widened bridge shoulders and a requirement to always accommodate pedestrian/bike travel in the bridge design

The functional classification map is what dictates how the road (or future road) looks and serves us. For example: Patterson is an Arterial; Orchard ave is a Minor Collector. The County did a lot of coordinating with the City's Map to make the transitions of these roads at city/county boundaries blend better, and this is the first time roads outside the Grand Valley are classified publically as well.

One item which was discussed but did not get championed was a 'special' road section or functional classification for an "enhanced travel corridor" such as City of Fruita has in their code that could be employed for, say, the "blue route" that UTC has mapped out to Fruita, or other county routes that get a lot of travel like the Tour of the Moon or the Fruit & Wine Byway. Maybe this is a 6 or 8 foot paved shoulder? I think the door is still open for consideration either in this adoption or in discussion with the County engineering staff.

Please Visit the Updated Design Standards at:

[Update of Mesa County Design Standards - Mesa County, Colorado](#)

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!