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**URBAN TRAILS COMMITTEE AGENDA
VIRTUAL MEETING**

WEDNESDAY, FEBRUARY 10, 2021 @ 5:30 PM

This meeting will be conducted as a VIRTUAL MEETING

Due to COVID-19, the public may not attend in person; however, the public may participate using the link or phone number below:

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

<https://global.gotomeeting.com/join/581054805>

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Access Code: 581-054-805

Call to Order/Announcements

Approval of Minutes

Action Items

Consider Ranking and Updates for 2021 Infrastructure Priorities List

Safe Routes to School Prioritization

Approve Annual Report

Discussion Items

Updates

Other Business/Public Comment

Adjournment

TITLE

Orchard Ave

Riverfront Trail Gap – 27 ½ to 29 Rd

North Avenue

Way-finding Signage*

Horizon/Independent Ranchman’s Ditch

27 ½ Rd (Orchard Mesa)

I-70B and 1st St

23rd/24th Street

Crosby Avenue

“Black Bridge” Gunnison Crossing

30 Rd to F ½ Rd

10th Street to CMU

OMID ditches*

7th Street South

Riverfront Trail - flooding issues*

3rd St and Grand Ave*

Main St – west of 1st St.

HWY 340 Bridges Over River and Railroad*

Cyclist Sensors at Key Intersections

Orchard Ave Intersection*

Main St – 1st to 8th St.

340 Bridge and West Avenue crossing

Monument Road Trail

D Road/9th St

Westlake Park Access*

Tour of the Moon By-way*

26 Road (1st Street)*

H Road*

Audubon Trail*

28.25 Road*

Dos Rios Ped/Bike Ridge*

Independent Avenue*

N. 7th Street*

F.5 Road and Courtland Ave*

South Rim Dr Intersection*

Broadway Ave Trail*

Riverfront Trail Gap - Riverside Park Area*

South Camp Road Trail*

W. Independent Ave.

Riverfront Trail Connector - W OM Bridge*

Riverfront Trail - asphalt section*

Redlands Parkway Trail*

Redlands Pkwy/South Broadway

Ridges Trail System*

Riverside bridge to HWY 340 connection*

Portland Loo style bathrooms Downtown*

*not currently listed

3/12 - 3/18 - Nominate new projects
3/19 - 3/25 - Score projects
4/8 - Adjust and Finalize at Regular UTC Meeting

Assign a rating of 1, 2, or 3 to each project for each of the criteria below. A higher ranking (3) indicates that the project is more important.

[illegible]

CITY OF GRAND JUNCTION URBAN TRAILS COMMITTEE BICYCLE/PEDESTRIAN TRANSPORTATION PRIORITIES LIST

Summary

One of the UTC's main responsibilities is to review the City's active transportation network on an ongoing basis and recommend enhancements for the purpose of increasing the extent and connectivity of well-maintained sidewalks, bike lanes, and pathways within the urbanized area that emphasize safety, connectivity, and efficiency for multimodal users of all ages and abilities.

Process

Projects are added, removed, and re-ranked through two processes. On an annual basis, the UTC adds, removes, and re-ranks items in a comprehensive review of the Priorities List. This ranking is conducted using a standardized rating system. Each UTC committee member rates each project on the list 1 - 3, with 3 being the highest value, in the following categories: Safety, Connectivity, Usage, Social Equity, and Current Condition (see below for definitions). Once the projects have been rated, a total score will be developed for each project. The project list is then ranked according to the total scores, from highest to lowest. At present, all five categories are equally weighted. Further adjustments and ranking may be made with the agreement of the Urban Trails Committee. Once the ranking is complete, the UTC's annual Active Transportation Priority List is published and shared with City Departments and the public.

When a project is added to the list, it will be given a unique identifying number (last two digits of the year, decimal point, followed by the numeric order of when the project was added). For example, "2020.4" would be the 4th project added to the list in 2020. Over time, this number could provide a point of reference for how long projects have remained on the list. Once a project has been funded it will be removed from the priority list and moved to the funded list. Once completed, the project will be moved to the completed list.

Connectivity [CNT] creates and completes connections in the network

Safety [SFT] decreases likelihood of accidents and injuries

Usage [USG] likely to increase usership and engage new user groups

Social Equity [EQY] enhances multimodal options for marginalized groups

Current Condition [CND] substantially improves the physical condition of infrastructure

Cost Estimate: This general estimate of costs is prepared by the Public Works Department.

***ATC:** This indicates that the project implements the existing Active Transportation Corridors Plan.

***CS:** This indicates that the project implements the Complete Streets Policy.

***Jurisd.:** This indicates that the project involves right(s)-of-way not controlled by the City of GJ.

- 1 Orchard Avenue** 2016.2

Install complete streets improvements along Orchard Avenue from Mesa Mall to 30 Road, with bike lanes and/or sharrows from 1st Street to 29 Road and paths, bike lanes and/or sharrows from Mesa Mall to 1st Street, most importantly providing sidewalks at Nisley Elementary School.

Cost Estimate: *ATC *CS

- 2 Colorado Riverfront Trail Gap – 27½ Road to 29 Road** 2016.6

Depending on timeframe and feasibility, it may be worth considering creating an alternate safe route on C½ and 29 Road to fill the gap of the missing Colorado Riverfront Trail section. This would include bike lanes and signage on C½ Road and a viaduct under 29 Road for the safe passage of pedestrians and bicycles on and off the Colorado Riverfront Trail.

Cost Estimate: *ATC

- 3 North Avenue** 2017.1

Install Complete Streets improvements to provide continuous bike and pedestrian facilities along and crossing North Avenue from 23rd Street to 30 Road.

Cost Estimate: *ATC *CS *Jurisd.

- 4 Way-finding Signage** 2020.1

Develop and implement signage and striping for wayfinding throughout Grand Valley, in cooperation with Mesa County, Colorado Division of Parks and Wildlife, Town of Palisade, and Fruita. The UTC recommends doing so in line with the UTC Wayfinding Program Draft.

Cost Estimate: *Jurisd.

- 5 Horizon/Independent Ranchman's Ditch** 2016.3

Provide connectivity from Horizon Drive hotels to a trail following the Horizon Drive Channel down to 1st Street and Patterson where trail will connect and follow Independent Ranchman's Ditch to Mesa Mall. This should be accomplished through a combination of off-street trails, canal trails, appropriate bicycle/pedestrian crossings and bike lanes. Much of this network will be built as the remaining undeveloped parcels in the area subdivide and develop.

Cost Estimate: *ATC *Jurisd.

- 6 [tie] Main Street – 1st Street to 8th Street** 2018.3

Utilize sharrow markings and signage along Main Street from 1st Street to 8th Street to improve the on-street bicycle facilities and reduce bicycles using the sidewalks, which is prohibited on this section of Main.

Cost Estimate *ATC *CS

- 6 [tie] 27½ Road (Orchard Mesa)** 2017.2

Complete Street improvements to provide continuous bike and pedestrian facilities on 27½ Road in Orchard Mesa from B½ Road to Unaweep Avenue. This project also includes similar improvements to 27¾ Road from Unaweep Avenue to Cheyenne Drive/Eagle Rim Park.

Cost Estimate: *ATC *CS

- 7 [tie] I-70B and 1st Street** 2018.1

Provide improved bicycle and pedestrian facilities at and around the intersection of the I-70 Business Loop and 1st Street. Create a connection from the detached path that ends near the north end of Mulberry Street to the 1st Street corridor. Also improve the bicycle and pedestrian facilities along and crossing 1st Street between Grand Avenue and Pitkin Avenue.

Cost Estimate: *ATC *CS *Jurisd.

7 [tie] **23rd/24th Street** 2016.14

Provide Complete Streets improvements on 23rd Street from Gunnison Avenue to Orchard Avenue and on 24th Street from Gunnison to Belford and 23rd from Belford to Orchard). Provide bike lanes between Gunnison Avenue. and Orchard Avenue.

Cost Estimate:

8	Crosby Avenue	2016.9
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Construct complete streets improvements along Crosby Avenue from Base Rock Street (25 ½ Road) to the east side of the Main Street Pedestrian Bridge. This includes the addition of bike lanes along Crosby, as well as curb ramps connecting the new bike lanes to the pedestrian bridge.

Cost Estimate:

9 [tie] “Black Bridge” Gunnison Crossing 2016.10

Construct a bridge at or near the historical location of the “Black Bridge” to provide direct bicycle and pedestrian access between the Redlands and Orchard Mesa. This would provide a connection from Highway 50 to Rosevale Road, facilitating connectivity between the two neighborhoods and between Tabeguache Trails and Colorado National Monument specifically. This is in alignment with the 2035 Regional Transportation Plan.

Cost Estimate: *ATC

9 [tie]	30 Road - Patterson Road to F ¹ / ₂ Road	2018.2
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Construct complete street improvements along 30 Road from Patterson Road to F ½ Road to provide continuous bike and pedestrian facilities.

Cost Estimate:	*ATC	*CS	*Jurisd.
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10 [tie] 10th Street from Downtown to CMU 2016.17

Provide a strong connection from CMU to Downtown using innovative techniques to emphasize the bike friendly corridor that might include improved intersection design, green colored pavement, signage, and lighting.

Cost Estimate:

10 [tie]	Orchard Mesa Irrigation District Canal Trails	<i>2020.2</i>
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Construct bicycle/pedestrian trails on four sections where ditches have been or will be piped and buried, where Orchard Mesa Irrigation District has voiced support for these projects. Such trails would serve as assets to the Orchard Mesa multimodal network and may provide a positive model for trails along irrigation canals

Cost Estimate:

11 **3rd Street and Grand Avenue** *2020.3*

3rd Street and Grand Avenue protected median for North/South multimodal crossing. This may be reduced in priority if 4th Street and 5th Street become two-way streets with bike lanes.

Cost Estimate: *ATC

12 West Main Street *2016.16*

Install various multi-modal upgrades along West Main Street from the Colorado Riverfront Trail to the east side of 1st Street. Improve access to the Colorado Riverfront Trail from Downtown utilizing wayfinding signage, improved crosswalks and intersection design, and a clearly marked bike lane if street width is sufficient. Utilize sharrow markings and signage on West Main Street from the Colorado Riverfront Trail to the Main Street Pedestrian Bridge because bike lanes cannot fit within the existing street width.

Cost Estimate: *ATC

13 Highway 340 (Broadway) Bridges Over River and Railroad 2020.4

Carry out a lane diet on north side of the Highway 340 (Broadway) bridge (westbound lanes) and moving of concrete barrier resulting in a substantially wider bi-directional multiuse path. Also make chain-link fence more "friendly" and fix the gap beneath it.

Cost Estimate: *ATC *CS *Jurisd.

14 [tie]	Cyclist Sensors at Key Intersections	2018.4
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Install Sensors for Cyclists at the following signalized intersections: 5th Street at North Avenue; Orchard Avenue at 1st Street; Independent Avenue at 1st Street; 25½ Road at Patterson Road; 24½ Road at Highway 6 & 50; 15th Street at Patterson Road; Bookcliff Avenue at 12th Street; Bookcliff Avenue at 7th Street; Main Street at 1st Street (repair); 23rd Street at North Avenue; 10th Street at North Avenue (south side); and Orchard Avenue at 29½ Road.

Cost Estimate: _____ *Jurisd.

14 [tie]	Orchard Avenue and 28 Road Intersection	<i>2020.5</i>
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Redesign and reconstruct intersection at Orchard Avenue and 28 Road to improve navigability for bicycles and pedestrians.

Cost Estimate:

15	Monument Road Trail	2016.7
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Construct a detached concrete path from D Road to Tabeguache Trails and beyond to the South Camp Road path and Colorado National Monument. The segment of this trail from D Road to Tabeguache was constructed 2019-2020].

Cost Estimate: *ATC

16 [tie]	D Road/9th Street	<i>2016.12</i>
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Provide bike lanes on D Road between Riverside Parkway and 9th Street, and on 9th between D Road and Main Street, to facilitate connectivity from south of I-70 Business Loop to Downtown.

Cost Estimate: *CS

16 [tie]	Westlake Park Access	<i>2020.6</i>
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Install a curb cut and trail ramp into Westlake Park to facilitate the Orchard Avenue crossing.

Cost Estimate: *ATC

17 [tie]	Tour of the Moon National Scenic Byway	2020.7
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Construct shoulders and install signage on all Tour of the Moon Byway rights-of-way controlled by City of Grand Junction.

Cost Estimate: *Jurisd.

17 [tie] 26 Road (1st Street)

Install bike lanes along 26 Road (1st Street) from Patterson Road to I Road.

Cost Estimate: *CS *Jurisd.

- 17 [tie] H Road 2020.8**
Install bike lanes along H Road from the Grand Junction Airport roundabout to 26 Road.
Cost Estimate: *CS
- 18 Audubon Trail Asphalt Section 2020.9**
Replace the damaged asphalt trail section of the Audubon Trail from Redlands Marketplace to the Connected Lakes (James M. Robb) Colorado State Park entrance.
Cost Estimate: *ATC
- 19 [tie] 28¼ Road Multimodal Extension 2020.10**
Construct a 375-foot multimodal trail connection from the northerly stub of 28¼ Road to connect to Hawthorne Avenue.
Cost Estimate: *ATC
- 19 [tie] Dos Rios Bicycle/Pedestrian Bridge 2020.11**
Construct bicycle/pedestrian bridge over railroad tracks, from Grand Junction Union Station to the Riverfront at Dos Rios.
- 20 Independent Avenue 2020.12**
Widen shoulders along the west end of Independent Avenue from Splish Splash to Chik Filet.
Cost Estimate: *CS
- 21 [tie] North 7th Street 2016.11**
Develop detached bicycle/pedestrian facilities on the west side of North 7th Street as an alternative to along the alley that borders Grand Junction High School and continue the CMU perimeter trail on east side of North 7th Street, with improved bicycle/pedestrian crossings.
Cost Estimate: *ATC *CS *Jurisd.
- 21 [tie] F½ Road and Cortland Avenue 2020.13**
Construct bike lanes along F½ Road from 28 Road to 33 Road, and along Cortland Avenue from 21½ Road to 28 Road.
Cost Estimate: *ATC *CS *Jurisd.
- 21 [tie] South Rim Drive Intersection 2020.14**
Redesign and redevelop the intersection of Redlands Parkway and South Rim Drive to improve multimodal accessibility.
Cost Estimate: *ATC
- 22 Broadway Trail 2020.15**
Replace damaged asphalt trail section stemming from the Colorado Riverfront Trail from the Redlands Power Canal bridge up the hill to East Mayfield Drive.
Cost Estimate: *ATC *Jurisd.
- 23 South Camp Road Trail 2020.16**
Replace damaged asphalt at the trail section of South Camp Road Trail from Rimrock Road to Wingate Elementary.
Cost Estimate: *ATC

24 [tie] West Independent Avenue 2018.5

Construct complete street improvements along West Independent Avenue from 24³/₄ Road to Bogart Lane, including 24³/₄ Road to I-70 Business Loop, adding width to the paved road surface to allow for striping of on-street bike lanes.

Cost Estimate: *ATC *CS

24 [tie] Colorado Riverfront Trail Connector – West Orchard Mesa Bridge 2020.17

Replace the damaged asphalt trail section on the Colorado Riverfront Trail Connector from the West Orchard Mesa Bicycle/Pedestrian Bridge to Eagle Rim Park.

Cost Estimate: *ATC *CS *Jurisd.

25 [tie] Riverfront Trail Redlands Boat Ramp Asphalt Section 2020.18

Replace the damaged asphalt trail section of the Colorado Riverfront Trail from the Redlands Boat Ramp to Bananas Fun Park (2469 Riverside Parkway).

Cost Estimate: *ATC

25 [tie] Redlands Parkway Trail 2020.19

Replace the damaged asphalt trail section along Redlands Parkway from the roundabout at Highway 340 (Broadway) and Redlands Parkway to the Redlands Boat Ramp.

Cost Estimate: *ATC

26 [tie] Redlands Parkway/South Broadway 2016.8

Construct multimodal improvements along South Camp Road to 23³/₄ Road. Add a bike lane westbound beginning at 23³/₄ Road, crossing Highway 340 (Broadway), to South Camp Road.

Cost Estimate: *ATC *CS

26 [tie] The Ridges Trail System 2020.20

Replace damaged asphalt trail sections along the entire trail system in The Ridges development and make a new trail connection from Duck Pond Park to Ridge Circle Drive.

Cost Estimate: *ATC

27 Riverside Bridge to Highway 340 (Broadway) Connection 2020.21

Create an improved connection from east end of Riverside bicycle/pedestrian bridge to the Highway 340 (Broadway) and Rice Street intersection. This could include construction of a bridge from the north end of the Riverside Bicycle-Pedestrian bridge (halfway down) connecting directly to the wide sidewalk on Highway 340 (Broadway).

Cost Estimate: *ATC *Jurisd.

28 Portland Loo-style Bathrooms Downtown 2020.22

The Portland Loo is a public bathroom model first implemented in the City of Portland, designed specifically to prevent problems that are commonly experienced with public toilets. The sleek and modern kiosk discourages crime with graffiti-proof wall panels and open grating. And, they're easy to clean.

Cost Estimate:

FUNDED PROJECTS

24 Road/Redlands Parkway 2016.4

Safer navigation of pedestrians and bicycles over the I-70 Business Loop. This may involve a road diet and include a separated lane for bikes and pedestrians. Ideally this will include a larger scheme of linking The Riverfront Trail to bike lanes that go to Canyon View Park and a connection to the existing Leach Creek detached path.

Funded

F ½ Road to Thunder Mountain Elementary 2017.3

Construct complete streets improvements to provide continuous bike and pedestrian facilities along F ½ Road 30 Road to Thunder Mountain Elementary.

Funded

26 ½ Road Bridge 2020.0

Construct a bicycle and pedestrian bridge across I-70 at 26 ½ Road to improve access to Northwest neighborhoods.

Funded

COMPLETED PROJECTS

Riverside Park Drive Pathway 2016.15

Provide a separated path as a continuation of the Colorado Riverfront Trail through the Riverside neighborhood.

Completed 2019

Horizon Drive BID Trail Network Plan 2019.0*

The Horizon Drive Business Improvement District's Trail Network Plan was completed in 2019.

Completed 2019

Monument Road Trail 2016.7

Construct a detached concrete path from D Road to Tabeguache Trails and beyond to the South Camp Road path and the Colorado National Monument. The segment of this trail from D Road to Tabeguache was constructed 2019-2020.

Partially Completed 2020

Redlands Parkway/South Broadway 2016.8

The segment of Redlands Parkway/South Broadway from Highway 340 (Broadway) to South Camp Road was completed when bike lanes were added concurrent with street maintenance in 2016. The roundabout at Highway 340 (Broadway) & Redlands Parkway was built in 2018.

Partially Completed 2016

1st Street 2016.1

Construct complete street upgrades for 1st Street from Ouray Avenue to Orchard Avenue. Redevelop the four through-lanes into two through-lanes with a center turn-lane and bike lanes. Bike lane enhancements included maintaining the bike lanes across the North Avenue intersection and five-foot width lanes from North Avenue to Orchard Avenue.

Completed 2017

Riverfront Trail Gap – 29 Road Bridge Crossing 2016.6

The gap in the Riverfront Trail between 27½ Road and 29 Road saw progress with the construction of the segment of trail crossing under the 29 Road River Bridge and connecting to both sides of 29 Road.

Completed 2018

Riverfront Trail – Flooded Blue Heron Section 2020.0

Replace the Blue Heron Lake section of the Riverfront Trail that fell into Colorado River.

Completed 2020

Orchard Avenue [partial] 2016.1

Complete Streets improvements for the segment for Orchard Avenue from Normandy Drive to 29 Road were constructed 2019.

Partially Completed 2019

B½ Road crossing of Highway 50 2016.5

Transform the existing elevated automobile crossing into a bridge for bicycle and pedestrian use to facilitate safer travel to either side of Highway 50. This will provide safer routes to schools, the County Fairgrounds, ballfields and BMX track. This would also include bike lanes on B ½ Road to facilitate E/W connectivity, as well as connections to the Riverfront.

Completed 2017

South 7th Street 2019.1

Create a strong bicycle/pedestrian connection from Main Street to River Front Trail along 7th Street using innovative techniques, such as painted, buffered or separated bike lanes. Encourage use with wayfinding signage.

Completed 2019

Infrastructure Priorities List- See Directions Below. CDBG on next sheet.		(EX)								SM				DB			
	Description	CNT	SFT	USG	EQY	CND	CNT	SFT	USG	EQY	CND	CNT	SFT				
Orchard Ave	Mesa Mall to 30 Road. Bike lanes and/or sharrows from 1st Street to 29 Road and a link-up of bike/ped paths, bike lanes and/or sharrows from Mesa Mall to 1st St. Of critical importance is Normandy Drive to 29 Road	1	3		2	1	2	3		2	2		3				
Horizon/Independent Ranchman's Ditch	Connectivity from Horizon Drive hotels to a trail following the Horizon Drive Channel down to 1st and Patterson where trail will connect and follow Independent Ranchman's Ditch to Mesa Mall. Combination of off-street	1	2	3	3	2	3	1	2	1	2						
24 Rd / Redlands Pkwy	PLANNED FOR CONSTRUCTION - Safer navigation of pedestrians and bicycles over I-70 Business Loop. This may involve a road diet and include a separated lane for bikes and pedestrians. Ideally this will include a	2	2	1	1	1	3	3	3	3							
Riverfront Trail Gap – 27 ½ to 29 Rd	Depending on timeframe and feasibility, it may be worth considering creating an alternate safe route on C1/2 and 29 Road to fill gap of missing RFT section. This would include bike lanes and signage on C ½ Road and	3	1	2	3	1	3	2	3	3	2						
I-70B and 1st St	W. Gunnison Ave to Pitkin Ave. Create a connection from the detached path that ends near the north end of Mulberry St to the 1st Street corridor. Also improve the bike and ped facilities along and crossing 1st Street	2	3	3	3	2	3	3	2	2	2						
North Avenue	23rd Street to 30 Road. Complete Street improvements to provide continuous bike and ped facilities along and crossing North Avenue.	3	3	2	2	2	2	3	3	3	3						
Crosby Avenue	Base Rock St (25 ½ Rd) to the east side of the Main St Pedestrian Bridge. Addition of bike lanes along Crosby, as well as curb ramps connecting the new bike lanes to the pedestrian bridge.	3	2	3	2	3	3	3	3	3	3						
Monument Road Trail	PARTIALLY COMPLETED 2020 - Detached concrete path from D Road to Tabeguache Trails and beyond to the S. Camp Rd path and the Colorado National Monument. Segment of this trail from D Rd to Tabeguache	2	2	3	1	2	1	2	2	1	1						
Redlands Pkwy/South Broadway	South Camp Rd to 23 ½ (Ramp to Riverside Parkway). Add bike lane westbound beginning at 23 ½ Road, crossing Hwy 340, to South Camp Road. The west bound side can easily have an installed paved shoulder fo	1	1	2	2	1	3	2	2	1	2						
"Black Bridge" Gunnison Crossing	HWY50 to Lower No Thoroughfare - Facilitating connectivity between Orchard Mesa and Redlands, Tabeguache Trails and Colorado National Monument. This is in alignment with the 2035 Regional Transportation Pla	2	1	2	1	1	3	2	1	1	3						
27 ½ Rd (Orchard Mesa)	B ½ Road to Unaweep Avenue. And 27 3/8 Road – Unaweep to Cheyenne Drive/Eagle Rim Park. Complete Street improvements to provide continuous bike and ped facilities.	3	1	1	2	1	3	2	3	3	2						
F ½ Rd to Thunder Mtn Elem.	PLANNED FOR CONSTRUCTION - 30 Road to Thunder Mountain Elementary. Complete Street improvements to provide continuous bike and ped facilities.	3	2	3	1	3	2	3	2	3	3						
30 Rd to F ½ Rd	Patterson Road to F ½ Road. Complete Street improvements to provide continuous bike and ped facilities.	2	2	3	2	2	2	3	3	3	2						
W. Independent Ave.	24 ¾ Road to Bogart Lane, including 24 ¾ Rd to I-70B. Additional width of asphalt pavement for on street bike lanes.	1	3	3	2	3	1	1	2	1	2						
7th Street South	Create a strong bike/ped connection from Main Street to River Front Trail along 7th Street using innovative techniques, such as painted, buffered or separated bike lanes. Encourage use with wayfinding signage.	2	1	2	2	1	1	2	2	2	2						
D Road/9th St	Provide bike lanes on D Road between Riverside Parkway and 9th and on 9th between D Road and Main St to facilitate connectivity from South of I-70 Business Loop to Downtown.	3	3	3	1	3	1	3	2	2	1						
23rd/24th Street	Gunnison Avenue to Orchard Avenue (24th from Gunnison to Belford and 23rd from Belford to Orchard). Provide bike lanes between Gunnison Ave. and Orchard Ave.	3	3	2	2	2	2	2	2	3	2						
Riverside Park Dr	PLANNED FOR CONSTRUCTION - Provide a separated path as a continuation of the Riverfront Trail through the Riverside neighborhood	2	2	1	1	1	3	2	2	3	2						
Main St – west of 1st St.	Riverfront Trail to the east side of 1st Street. Improve access to the Riverfront Trail from Downtown utilizing wayfinding signage, improved crosswalks and intersection design, and a clearly marked bike lane if street wid	2	1	2	2	2	2	2	3	2	2						
Main St – 1st to 8th St.	1st Street to 8th Street. Utilize sharrow markings and signage to improve the on street bicycle facilities and reduce bicycles using the sidewalks, which is prohibited on this section of Main.	2	1	3	2	3	3	3	3	3	3						
10th Street to CMU	Provide a strong connection from CMU to Downtown using innovative techniques to emphasize the bike friendly corridor that might include: improved intersection design, green colored pavement, signage and lighting.	2	3	3	2	3	2	2	3	3	2						
Cyclist Sensors at Key Intersections	5th at North Ave; Orchard at 1st St; Independent at 1st St; 25 1/2 at Patterson Rd; 24 1/2 at 6 & 50; 15th at Patterson; Bookcliff at 12th; Bookcliff at 7th; Main at 1st (done but may not be working?); 23rd St at North Ave;	2	2	2	1	2	3	3	3	3	3						
340 Bridge and West Avenue crossing	Shifting of painted lanes traveling eastbound over river may facilitate a full width bike lane over bridge and continuous across West Avenue. Shifting of painted lanes traveling westbound as they cross West Avenue mig	1	3	2	3	1	3	3	3	3	3						
Independent Avenue*	West end from Splish Splash to Chik Filet—widened shoulders	3	3	3	1	3	1	1	1	1	1						
N. 7th Street*	Bike/ped alternatives along alley to west and continuation of CMU perimeter trail on east side; improved bike/ped crossings	3	3	2	2	2	1	1	1	1	1						
Way-finding Signage*	Per UTC Wayfinding Program Draft	2	2	1	1	1	1	1	2	1	1						
Tour of the Moon By-way*	Shoulders and Signage	2	1	2	2	2											
G Rd from 23 rd to 26 rd	Voter approved referendum 2A includes bike and pedestrian improvements on G road from 23 1/2 to 24 1/2																
26 1/2 from Horizon to Summerhill	Voter approved referendum 2A includes bike and pedestrian bridge at I70																
OMID ditches*	Orchard Mesa Irrigation District supports bike/ped trails on four sections where ditches have been or will be piped and buried							2	2	2	2						
3rd St and Grand Ave*	3rd St and Grand Ave protected median for North/South multimodal crossing. (This becomes less important if 4th and 5th become two way streets with bike lanes).							2	2	2	2						
HWY 340 Bridges Over River and Railroad*	(This would replace above 340 Bridge item) Lane diet on north side (westbound lanes) and moving of concrete barrier resulting in a substantially wider bi-directional multiuse path. Also make chainlink fence more "friendly" and fix gap underneath.																
Riverside bridge to HWY 340 connection*	Better connection from east end of Riverside bridge to HWY 340 (Broadway) and Rice St intersection. Could we put a bridge from the north end of the ramp (half way down) that would connect to wide sidewalk on HWY 340 (Broadway)?																
Portland Loo style bathrooms Downtown*	https://portlandloo.com - Loos are designed specifically to prevent problems that are commonly experienced with public toilets. The sleek and modern kiosk discourages crime with graffiti-proof wall panels and open grating. And, they're easy to clean...																
26 Road (1st Street)*	Bike lanes - Patterson to I Road																
Riverfront Trail - flooding issues*	Replace section that fell into river - Blue Herron Section by new storage facility/Redesign/replace sections that get flooded each year																
Riverfront Trail - asphalt section*	Replace poorly maintained asphalt trail section - Redlands Boat Ramp to Bananas Fun Park																
Riverfront Trail Gap - Riverside Park Area*	Construct missing trail section from Riverside Park to Dos Rios																
Riverfront Trail Connector - W OM Bridge*	Replace the asphalt trail from the West OM Ped/Bike Bridge to Eagle Rim Park																
South Camp Road Trail*	Replace asphalt trail section - Rimrock Rd to Wingate Elementary																
Audubon Trail*	Replace poorly maintained asphalt trail section - Redlands MarketPlace to Connected Lakes Park Entrance																
Redlands Parkway Trail*	Replace poorly maintained asphalt trail section - Broadway roundabout to Redlands Boat Ramp																
Ridges Trail System*	Replace poorly maintained asphalt trail section - entire trail system/Make trail connection at Duck Pond Park																
Broadway Ave Trail*	Replace poorly maintained asphalt trail section - Redlands canal bridge to E Mayfield Dr																
Westlake Park Access*	Curb cut and trail ramp into park - Orchard Ave and Westlake Park																
H Road*	Bike lanes - Airport roundabout to 26 Road							2	2	2	2						
28.25 Road*	Missing connection - 28.25 Rd to Hawthorne Ave																
F.5 Road and Courtland Ave*	Bike lanes - 28 Rd to 33 Rd																
Dos Rios Ped/Bike Ridge*	Ped/bike bridge over railroad - train depot to new Dos Rios development							2	2	2	2						
Orchard Ave Intersection*	Redesign/change intersection - Orchard Ave and 28 Road																
South Rim Dr Intersection*	Redesign/change intersection - Redlands Pkwy and South Rim Dr																
[new project]	[project description]																
[new project]	[project description]																
[new project]	[project description]																
*not currently listed																	
SCHEDULE																	
3/12 - 3/18 - Nominate new projects																	
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4/8 - Adjust and Finalize at Regular UTC Meeting																	
SCORING SYSTEM																	
Assign a rating of 1, 2, or 3 to each project for each of the criteria below. A higher ranking (3) indicates that the project strongly meets the criterion, whereas a low ranking (1) indicates that the project does not significantly address the criterion. Projects with high scores will be placed in the higher tiers.																	
Connectivity [CNT] creates and completes connections in the network																	
Safety [SFT] decreases likelihood of accidents and injuries																	
Usage [USG] likely to increase usership and engage new user groups																	
Social Equity [EQY] enhances multimodal options for marginalized groups																	
Current Condition [CND] substantially improves the physical condition of infrastructure																	

Infrastructure Priorities List. See Directions Below. CDBC	SFT	USG	EQY	CND	//	TOTAL
Orchard Ave	3	3	3	3		100
Horizon/Independent Ranchman's Ditch	3	2	1	2		75
24 Rd / Redlands Pkwy						15
Riverfront Trail Gap – 27 ½ to 29 Rd	3	3	2	2		80
I-70B and 1st St						72
North Avenue						78
Crosby Avenue						71
Monument Road Trail						54
Redlands Pkwy/South Broadway						39
"Black Bridge" Gunnison Crossing						69
27 ½ Rd (Orchard Mesa)						73
F ½ Rd to Thunder Mtn Elem.						13
30 Rd to F ½ Rd						69
W. Independent Ave.						41
7th Street South						63
D Road/9th St						51
23rd/24th Street						72
Riverside Park Dr						12
Main St – west of 1st St.						61
Main St – 1st to 8th St.						57
10th Street to CMU						68
Cyclist Sensors at Key Intersections						59
340 Bridge and West Avenue crossing						57
Independent Avenue*						48
N. 7th Street*						45
Way-finding Signage*						77
Tour of the Moon By-way*						58
G Rd from 23 rd to 26 rd						14
26 1/2 From Horizon to Summerhill						0
OMID ditches*						6
3rd St and Grand Ave*						62
HWY 340 Bridges Over River and Railroad*						60
Riverside bridge to HWY 340 connection*						32
Portland Loo style bathrooms Downtown*						26
26 Road (1st Street)*						50
Riverfront Trail - flooding issues*						63
Riverfront Trail - asphalt section*						40
Riverfront Trail Gap - Riverside Park Area*						43
Riverfront Trail Connector - W OM Bridge*						41
South Camp Road Trail*						42
Audubon Trail*						49
Redlands Parkway Trail*						40
Ridges Trail System*						39
Broadway Ave Trail*						44
Westlake Park Access*						51
H Road*						43
28.25 Road*						39
F.5 Road and Courtland Ave*						35
Dos Rios Ped/Bike Ridge*						50
Orchard Ave Intersection*						40
South Rim Dr Intersection*						38
[new project]						
[new project]						
[new project]						
*not currently listed						
SCHEDULE						
3/12 - 3/18 - Nominate new projects						
3/19 - 3/25 - Score projects						
4/8 - Adjust and Finalize at Regular UTC Meeting						
SCORING SYSTEM						
Assign a rating of 1, 2, or 3 to each project for each of the criteria below. A higher ranking (3) indicates that the project strongly meets the criterion, whereas a low ranking (1) indicates that the project does not significantly address the criterion. Projects with high scores will be placed in the higher tiers.						

Please assign each project a number, from 1 to 7, with 1 being the highest priority project for CDBG funds. Keep i

PROJECT NAME	PROJECT LOCATION
Elm St Sidewalks at 28 1/4	Elm Ave from 28 to 28 1/4
Linden Ave Shared Use Path/Sidewalks	Linden Ave from UnawEEP to Hwy 50
27 Rd Shared Use Path/Sidewalks	27 Rd from UnawEEP to Hwy 50
3rd and Grand Protected Median	3rd St and Grand Ave
Rocket Park Crosswalk	Orchard Ave at 26th St
12th Flashing-Yellow Crosswalk	12th Street near Wellington Ave
5th St and North Pole Disrupting Sidewalk	5th St and North Ave, NE corner

n mind that the typical CDBG budget for these projects in a given year is ~100K-120K. **Each UTC member should add their ranking in the column below**

PROJECT DESCRIPTION
430 feet of sidewalk completes the sidewalk and south side of the road between 28 Road and 28 1/4 Road on the south side of the road.
1300 feet Shared Use Paths or sidewalks for North South connection from Unaweeep to Highway 50
1800 feet - Shared Use Paths or sidewalks for North South connection from Unaweeep to Highway 50
3rd St and Grand Ave protected median for North/South multimodal crossing`.
ADA Ramping and piano keys at Rocket Park across Orchard Ave.
Important to GVT Route 1 access
Traffic light pole at NE corner of 5th and North is blocking significant part of sidewalk. Not ADA compliant.

with their initials. A lower total score will indicate a higher rank. Please rank by 3/25

EST. COST	(EX)	AG	DB	DL	GS	KH	OZ	SJ	SM	SW	TOTAL
\$120,000	2	4		1	6	4	4	4	1	7	31
\$195,000	4	7		6	3	6	6	6	2	6	42
\$285,000	7	5		7	7	7	5	7	7	5	50
\$70,000	1	2		2	2	5	2	3	3	1	20
\$40,000	5	3		5	4	3	3	5	4	4	31
\$80,000	3	1		4	1	1	1	1	6	3	18
\$20,000	6	6		3	5	2	7	2	5	2	32



CITY OF GRAND JUNCTION

URBAN TRAILS COMMITTEE

2020 ANNUAL REPORT

INTRODUCTION

INTRODUCTION

Resolution No. 48-94 created the Grand Junction Trails Board in 1994 as a subcommittee of the Riverfront Commission to serve as the principal coordinating body for the development of a trails and pathway system throughout Grand Junction and connecting to trail systems outside the City; to plan, develop and promote such a path system and help coordinate the implementation of the Multi-Modal Plan; and to actively pursue the development of new trails both in the City and in areas which may be annexed.

Resolution No. 48-14 was adopted by the Grand Junction City Council on December 17, 2014, re-establishing the Trails Board as the Urban Trails Committee (UTC) of the City rather than being a subcommittee of the Riverfront Commission.

VISION

The UTC envisions Grand Junction as a vibrant walkable and bikeable community for all ages and abilities. The convenience, efficiency and safety of our active transportation network will be an attraction to everyone who lives here or comes to visit.

PURPOSE

The purpose of the Urban Trails Committee is to plan and promote the City Council's goals for an interconnected network of sidewalks, paths and routes for active transportation and recreation throughout the Grand Junction urbanized area. The Urban Trails Committee will act in an advisory capacity to the Grand Junction City Council on matters pertaining to the safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities throughout the community, as well as other forms of transit.

GOALS AND STRATEGIES

GOALS AND STRATEGIES

The following Strategic Plan was approved by the Urban Trails Committee in November 2015 and is reviewed on an annual basis. The most recent update was approved in June 2019. The goals and strategies are used to establish the Committees annual work plan and to assess accomplishments.

GOAL ONE.

Improve the built environment by providing safe and efficient active transportation options for people of all ages and abilities by increasing the number of miles of connected sidewalks, bike lanes and pathways within the City.

Strategies

- Review and comment on land development applications to ensure compliance with the Urban Trails Master Plan [2018 Circulation Plan].
- Maintain a prioritized list of on and off-street trail improvements, emphasizing Safe Routes to School and underserved areas of the City
- Identify and assess conditions of major active transportation corridors and connections throughout Grand Junction
- Act in an advisory capacity to the Grand Junction City Council on policy, priorities and funding issues pertaining to active transportation
- Identify safe routes and look for opportunities to provide connectivity and access to the Riverfront Trail
- Identify safe routes and look for opportunities to provide connectivity to public lands trailheads, including Tabaguache trails, Old Spanish Trail and the Bookcliffs/North Desert area
- Maintain and update, as needed, the Urban Trails Master Plan [2018 Circulation Plan].
- Implement a Complete Streets Policy

GOAL TWO.

Increase Programming to promote Safe Walking and Biking Opportunities

Strategies

- Promote Bike Month and Bike to Work Day activities
- Participate in Share the Road activities
- Support Safe Routes to School activities, including audits, Walking and Wheeling events, bike rodeos, education and safety campaigns, Walk and Bike to School activities

GOALS AND STRATEGIES

- Support the development of a sustainable Safe Routes to School program to be implemented district-wide
- Develop a standardized bike/pedestrian wayfinding program using signage, maps and GIS applications
- Develop a community Bicycle/Pedestrian Plan

GOAL THREE.

Increase the number of citizens utilizing active modes of transportation and promote the health, livability and economic benefits of a Walkable/Bikeable Community

Strategies:

- Organize and participate in the Walking and Biking Summit and other community forums
- Participate in Healthy Mesa County's Active Communities initiative to promote the health benefits of active transportation choices
- Pursue a Bicycle Friendly Community Designation and continue to work toward improving the rating
- Promote the economic benefits of a walkable/bikeable community by participating in local studies and assessments

2020 PROJECTS AND ACCOMPLISHMENTS

The Urban Trails Committee has regular meetings on the second Wednesday of each month at 5:30 p.m. at City Hall. Committee members are appointed by the City Council and currently include Shana Wade (Chair), Diana Rooney (Vice Chair), Bob Doyle, Andrew Gingerich, Ross Mittelman, Alisha Wenger, David Lehmann, Steve Meyer, and Orin Zyvan. Outgoing members in 202 were Gary Stubler, Sarah Johnson, and Dr. Kristin Heumann. The Committee is staffed by Lance Gloss (Senior Planner, Community Development Department). The Committee was additionally staffed in 2020 by Trent Prall (Director, Public Works Department). Following is a summary of significant projects and activities that further the adopted goals and strategies of UTC during 2020.

ADVISORY INPUT ON PROPOSED DEVELOPMENTS

More so than in 2019, 2020 provided several opportunities for the UTC to engage directly with proposed development projects in the community. From the beginning of the year, the UTC heard various updates on the Redlands 360 proposal concerning over 600 acres in the Redlands. In January of 2020, the UTC toured the property with developers and began to assemble its comments and perspectives on the proposed Outline Development Plan for Redlands 360. Engagement on this proposal will continue into 2021 and likely beyond. The UTC also engaged with the proposed Eddy development, currently proposed for multifamily and campground construction on the property widely known as the Brady Trucking Property. UTC visited the site with the proposed developers, explored renderings and plans, and offered a sequence of comments and feedback to support City staff in review of proposed plans.

In addition to review of proposed private developments, the UTC continued in its capacity as a sounding board for public infrastructure projects. Crucially, 2020 saw the finalization of phases of CDOT's planned upgrades to the I-70B-Grand Avenue-1st Street intersection. UTC members actively participated in workshops and open houses, and also provided written and verbal comment on the proposed changes to the City Council. The UTC is eager to offer this type of support to City staff and City officials upon request.

INFRASTRUCTURE PRIORITIZATION

The Urban Trails Committee continued its practice of prioritizing projects related to multimodal infrastructure based on the goals stated in the Committee's Strategic Plan. This list of priorities helps inform projects in the City's Capital Plan as well as projects funded by the Community Development Block Grant (CDBG) Program. Design, bidding, and construction proceeded on several of these projects, including the introduction of the city's first sharrows to Main Street (completed 2019), and improvements to Orchard Avenue. The Committee also provided high-

2020 PROJECTS AND ACCOMPLISHMENTS

level review of selected development proposals. The development team on the Water Tank properties—a 600-acre area between Broadway and South Camp Road—sought comment from the Committee on trails-related issues, as development of that property becomes imminent.

POLICY PRIORITIZATION

For the first time in its history, the UTC took time in 2021 to develop a new set of priorities and recommendations. Meant to support their usual focus on hardscape infrastructure, this set of recommendations is instead a menu of programs and policies that could be pursued to support the City's ongoing success in hardscape upgrades. It is rooted in a recognition that bike lanes and sidewalks alone do not make for a bikeable, walkable community, but that social and cultural programming are also crucial elements of multimodal improvement. These policies and programs range widely, and the UTC does not anticipate that more than a handful could be pursued simultaneously. Each program and policy would correspond to differing strategic goals, so the recommendations are designed as a menu for the City Council and City staff to consult and reference. The list can be made available to the City Council upon request.

NEIGHBORHOOD IMPROVEMENTS AND SAFE ROUTES TO SCHOOL

The Urban Trails Committee prioritized Neighborhood Improvements and Safe Routes to School projects to be considered for 2020 Program Year Community Development Block Grant funding. The include sidewalk connections at Elm Avenue and 28 Road; sidewalk connections at 27 Road and Unawweep Ave; and sidewalk connections at Linden Ave and Unawweep Ave.

BIKE MONTH

This project, like so many projects, was reimagined due to COVID-19. Many of the more directly social aspects of bike month—including the Bike to Work breakfast—were disrupted, as many of the community's frequent participants were working from home and reducing exposure risk. However, the cycling public found ways to adapt creatively to this challenge. This year's bike month activities reflected more digital participation, with participants joining for social media challenges and bike month bingo in May. In September, a second round of bike month brought back the Business Challenge, limited group rides, and more. The City of Grand Junction again participated as a Bike Month sponsor.

WAYFINDING PROJECT

Since 2018, the Urban Trails Committee has developed and promoted a valley-wide Wayfinding system intended for the Riverfront Trail and six other major routes connecting through the City of

2020 PROJECTS AND ACCOMPLISHMENTS

Grand Junction. This project has been pursued with the cooperation with the City of Grand Junction Public Works Department, the City of Palisade, the City of Fruita, and Mesa County. A policy draft and possible routes continue to be developed. After several years of engagement, 2020 was the year that saw a major component of the wayfinding project completed. At the advisement of the UTC, City Community Development and Public Works staff applied for—and were awarded—the Revitalizing Main Streets grant by CDOT. This \$50,000 grant, in combination with a \$10,000 match from the Horizon Drive BID and City funds, allowed for the City to install 300 wayfinding signs to help guide bicyclists around the community. These signs include on-pavement markers, directional signage, and “You Are Here” maps across the City. Mesa County, City of Fruita, and City of Palisade are anticipated to complete similar projects to integrate with the City’s new wayfinding infrastructure, a result that exemplifies the Valley-wide leadership role played by the City of Grand Junction and the UTC.

COMMUNITY STREETS

Each year, the UTC hosts the Community Streets Event, which typically brings 500-1000 people out for a day of festivities and education with a multi-modal theme. In 2020, due to the restrictions in place to prevent the spread of COVID-19, the UTC elected not to organize this event. Unwilling to let the tradition go, and interested in reallocating their time to an equally productive purpose, the UTC decided to develop a Community Streets Survey. This survey received more than 200 responses and provides an unprecedented window into the specific preferences of the biking, walking, and motoring public of the Grand Valley. In particular, the survey focused on three different types of improvements—detached multiuse paths, buffered bike lines, and pedestrian bulb-outs—and evaluated the relative impact of each. The UTC will closely examine this data as they embark upon their 2021 update to the Infrastructure Priorities List.

ROADMAP & COMMITTEE TURNOVER

In Fall of 2020, the UTC elected Shana Wade to the position of Chair and Diana Rooney to the position of Vice Chair. Diana Rooney was one of four new committee members to be appointed in mid-2020, a nearly 50% turnover for the nine-member UTC. New members have rapidly acquainted themselves with the UTC’s role and functions, and are bringing fresh perspectives to discussions. The seamless turnover was facilitated by the UTC’s Annual Roadmap, newly developed in 2020. The Roadmap establishes a cycle of annual responsibilities for the UTC, including advisement on CDBG Safe Routes to School project applications, updates to the Infrastructure Priority List and the Program and Policy Priorities list, check-ins with City staff, and more. It will ensure an efficient, active, and predictable flow of products from the UTC. The UTC

2020 PROJECTS AND ACCOMPLISHMENTS

also adopted a new strategy for handling special projects, to include an hour-and-a-half publicly-noticed workshop on the fourth Wednesday of months when deemed necessary by the committee.

BICYCLE AND PEDESTRIAN COUNTS

Though COVID-19 substantially disrupted the usual system of in-person, volunteer-driven bicycle and pedestrian counts, the UTC did secure 202 bicycle and pedestrian use data for select areas of the City, with an emphasis on the Monument Road Corridor. These counts indicate a significant uptick in the utilization of that corridor by cyclists and pedestrians, likely attributable to a combination of COVID-19 and the recent completion of the Monument Connector Trail.

For more information, contact the Urban Trails Committee at ComDevUTC@gmail.com or staff liaison Lance Gloss, Senior Planner, at lanceg@gjcity.org.

UTC Meetings are held (under normal circumstances) at City Hall, 250 N 5th St, Grand Junction CO on the second Wednesday of every month, from 5:30pm to 7:00pm. In an effort to minimize COVID-19 exposure risk, the UTC currently meets online and invites the public to participate virtually via the link posted with each agenda.