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**URBAN TRAILS COMMITTEE AGENDA
CITY HALL AUDITORIUM, 250 N 5th STREET**

WEDNESDAY, DECEMBER 8, 2021 @ 5:30 PM

Call to Order/Announcements

UTC Workshop - January 10, 2022 from 1 - 2 pm. Location - Planning
Large Conference Room (1 minute)

Review of the Annual Road Map (2 minutes)

Approval of Minutes

Approval of November 10, 2021 minutes (5 minutes)

Action Items

Discussion Items

North Avenue Enhanced Corridor Study - UTC Focus Group (45 minutes)

Pedestrian & Bike Master Plan Draft RFP Presentation (15 minutes)

2021 Annual Committee Report (10 minutes)

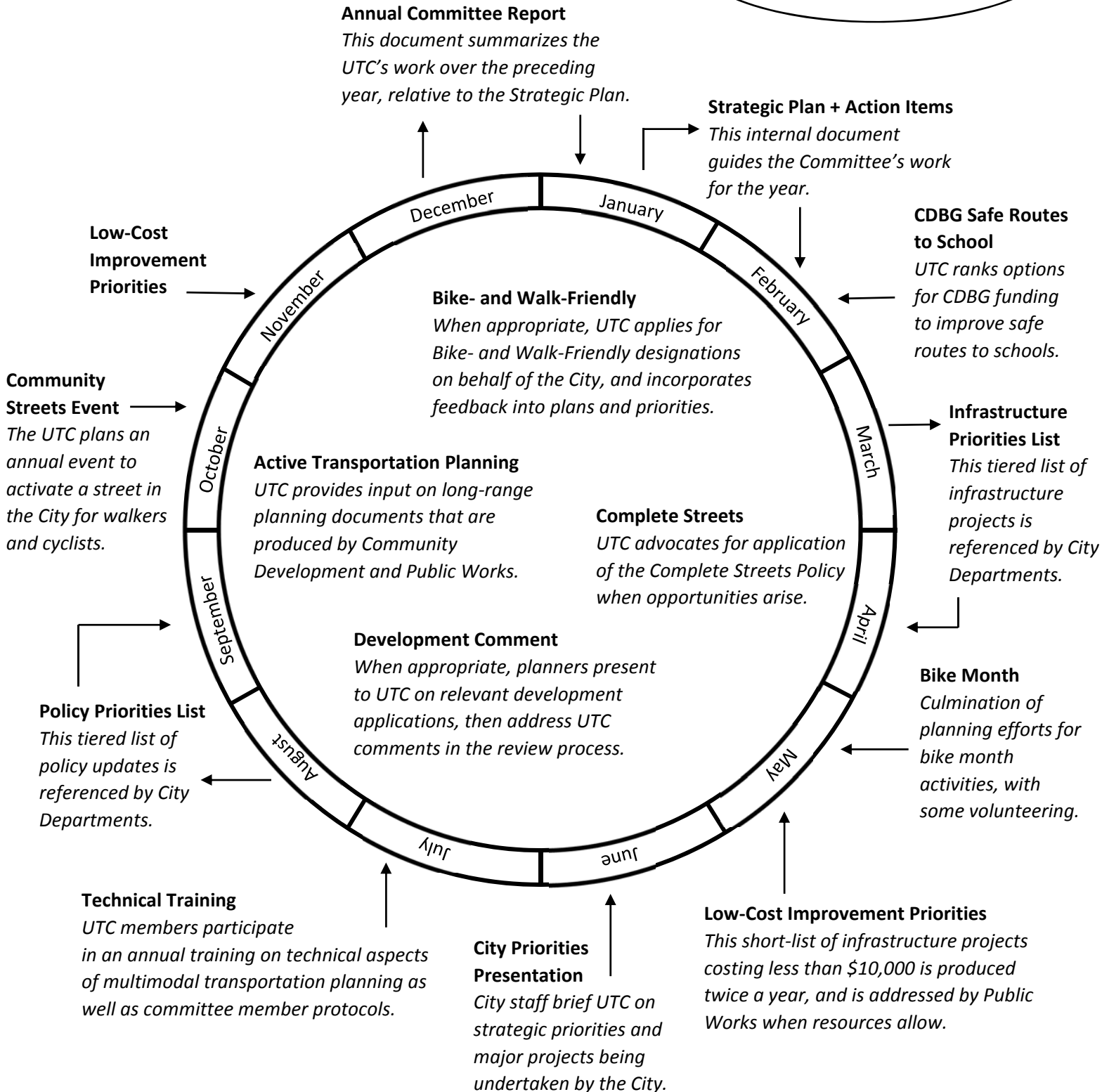
Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee Annual Roadmap

Some UTC Projects are produced annually, while other responsibilities are handled on an as-needed basis.



UTC Minutes – November 10, 2021

Members in attendance: Diana Rooney, Shana Wade, Andrew Gingerich, Orin Zyvan, Ellynn Bannon.

Staff in attendance: Dani Acosta, Eric Mocko, Trent Prall, Felix Landry, and Robert (Rob) Davis.

Mr. Joel Sholtes from the One Riverfront Commission and Mr. Jack Byrom, Grand Junction resident, also joined the meeting.

Call to Order/Announcements

Shana called the meeting to order at 5:37 PM.

Dani provided an update about the staff transition plan. Orin suggested that staff and veteran UTC members meet to review existing UTC supporting documents and brainstorm ideas to standardize onboarding for new staff and new members.

Dani A. and Andrew G. informed members of the open house for North Avenue Enhanced Corridor Study.

Orin Z. provided background on the Grand Valley Safe Routes to School Committee that will help to guide the Mesa County Safe Routes Project, educational messaging and the RFP for the engagement program for alternative routes tailored to schools and to encourage participation, web/app development and graphic design to support the project.

Approval of Minutes

Diana motioned to approve the October 13, 2021 minutes. Valerie seconded. The motion passed 4-0.

Election of New UTC Officers

Shana W. nominated Diana R. to serve as Chair. Andrew G. seconded. The motion passed 4-0.

Diana R. nominated Shana W. to serve as Vice Chair. Orin Z. seconded. The motion passed 4-0.

Discussion Items

The committee reviewed the lost-cost priority improvements list. Orin gave a recap on the origin and use of the list and how it interfaces with the annual roadmap. Abe H. informed the group that there was funding allocated in the 2022 budget for the Palisade Connection.

Eric provided status updates on the five items on the list.

Ellynn B. asked how projects are promoted if at all. Diana R. answered that the Annual Committee Report is one channel through which accomplishments are promoted. Orin Z. brought up the possibility of developing a dedicated UTC microsite for promotion or sprucing up the current webpage. Orin Z. raised that engagement with the public is not just limited to promotion and information dissemination but also collecting feedback. Abe recommended tapping Kevin K. in the City Manager's Office as a resource for project promotion and to broadcast relevant UTC information.

Other Business

Jack B. to the committee's attention the issue of delineating rights-of-ways on the trails, specifically the Riverfront trail, such as striping a yellow center line. The committee weighed in on potential solutions such as additional wayfinding and slow speed signs. Eric M. will look into possible safety designs and cost estimates for striping and safety improvements.

Rob D. from Parks & Recreation introduced himself to the committee and provided information about his recent discussion with the nonprofit Cycle Effect, an organization that empowers young women through mountain biking.

Joel S. from One Riverfront Commission introduced himself and gave background on the history of how the One Riverfront Commission and UTC have interfaced in the past. Joel S. informed the committee that the One Riverfront Commission is currently working on an internal strategic plan with the intention to stand up a more active committee.

Adjournment

Valeries D. motioned to adjourn. Ellyne B. seconded the motion. The meeting ended at 7:09 pm.



CITY OF GRAND JUNCTION

URBAN TRAILS COMMITTEE

2021 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.

The UTC has regular meetings on the second Wednesday of each month at 5:30 p.m. at City Hall.

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 UTC 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 UTC 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.

COMMITTEE MEMBERS

Committee members are appointed by the City Council and currently include Diana L. Rooney (Chair), Shana Wade (Vice Chair), Andrew Gingerich (RTPO), Ross Mittelman (Mesa County Public Health), Valerie Dobbs, Ellynne Bannon, Athena Fouts, Stephen Meyer, and Orin Zyvan. Alisha Wenger, David Lehmann, Outgoing members in 2021 were Bob Doyle, Alisha Wenger, and David Lehmann. Diana L. Rooney and Shana Wade were elected to Chair and Vice Chair, respectively, on November 10th, 2021. The Committee is staffed by Dani Acosta (Associate Planner, Community Development Department) and Eric Mocko (Transportation Engineer, Public Works Department). The Committee was also staffed in 2021 by David Thorton (Principal Planner, Community Development Department), Trent Prall (Director, Public Works Department) and Felix Landry (Planning Supervisor, Community Development Department).

GOALS AND STRATEGIES

GOALS AND STRATEGIES

The following Strategic Plan was approved by the UTC in November 2015 and is reviewed on an annual basis. The most recent update was approved in March 2020. The goals and strategies are used to establish the Committee's annual work plan and to assess accomplishments.

GOAL ONE – NETWORK

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 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 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 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 AND CITY PROJECTS

In 2021, the Urban Trail Committee engaged in several opportunities that continued from 2020 to provide commentary on a series of proposed development projects in the community. In January of 2021, the UTC continued their involvement with the Redlands 360 project and toured the property a second time. Committee members remarked about the amount of proposed open space and public amenities.

The UTC also provided comments for the 4th and 5th Feasibility Study on the One-Way to Two-Way Conversion of 4th and 5th Streets. Based on public input, City Council decided to adopt the enhanced one-way alternative, which include both bike and pedestrian facilities, at a November 15th workshop, with a formal decision to be made later this year.

In 2021, planning for Phase 6 of I-70B CDOT Improvements continued to move forward. Phase 6 includes the proposed Mobility Hub, the pedestrian bridge to the upcoming Dos Rios Development, and the 2nd Street promenade. In June 2021, the City pursued a federal grant to help fund the Mobility Hub and UTC provided a letter of support for that application. The City was not awarded the grant and is currently exploring other options, including scaling back the scope of the proposed Mobility Hub.

Commented [DA1]: Ask Trent for the name of the grant.

INFRASTRUCTURE PRIORITIZATION

The UTC 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 completion of 4-foot bike lanes on H Rd between 26 Road to 26 ½ Road on both sides.

Commented [DA2]: Eric to get a list of projects that have been funded and dates too.

In 2020, staff and several members of UTC developed an Annual Road Map that provided formal direction on yearly work products. Among these work products were several tools that UTC began to implement in 2021 to assist in developing recommendations for infrastructure project prioritization. In February 2021, staff introduced the UTC Infrastructure Priorities List, which includes a standardized ranking system of active transportation infrastructure projects. This list is used to inform and support potential grant proposal opportunities, the Capital Improvement Plan, and other Public Works decisions, as well as long-range planning activities within the Community

Commented [DA3]: Check for accuracy

2020 PROJECTS AND ACCOMPLISHMENTS

Development Department and the Regional Transportation Planning Organization's 5-year transportation cycle.

Another tool that was launched was the Low-Cost Improvement Priorities list. This list is a short-list of infrastructure projects costing less than \$10,000, produced twice a year. Recommendations on this list are addressed by Public Works when resources allow. In 2021, the City completed a sidewalk improvement to connect the sidewalk on West Orchard Avenue at Westlake Park around the south side of the cul-de-sac and provide a ramp for bicycle and ADA access to park paths.

Commented [DA4]: Eric to provide blurb describing status of current list.

BIKE PED COUNTS

The UTC continued to assist the City by volunteering time to collect bicycle and pedestrian counts at locations and intersections throughout the City. The UTC did secure 2021 bicycle and pedestrian use data for select areas of the City, including 10th Street, 1st Street south of Gunnison Avenue, Horizon Drive, 7th Street north of South Street, and Monument Road at Glade Park. While the data suggest an uptick in activity, data collection and methodology have not been consistent throughout the years, which may impact the validity and applicability of the results. The upcoming 2022 Pedestrian and Bicycle Master Plan provides an opportunity to revise the current count policy and methodology, develop a more permanent and long-term count program, and identify key locations that should be regularly monitored.

POLICY PRIORITIZATION

In 2020, the UTC developed a set of priorities and recommendation that could be pursued by the City to support hardscape upgrades. The upcoming 2022 Zoning Code Rewrite, Pedestrian and Bicycle Master Plan and update to the Transportation Engineering Design Standards, may implement at least six of the recommendations listed in the policy memo:

- *TEDS Review – Review the City's TEDS (Transportation Engineering Design Standards) to identify means of improving the bike and pedestrian environment through better development standards (street connectivity, sidewalks, transit stops, etc.)*
- *Develop a Comprehensive Bike and Pedestrian Plan – Undertake a comprehensive planning process, likely with the support of an outside consultant, to create a comprehensive plan for bicycle and pedestrian infrastructure and programming.*
- *Offsite Improvements – Increase the extent of roadway improvements required to occur with private development to serve multimodal users on rural road sections when development occurs.*
- *Connectivity Improvements Associated with Development – Develop and adopt updates to the Zoning and Development Code to reduce fragmentation of trails, sidewalks, bike lanes,*

2020 PROJECTS AND ACCOMPLISHMENTS

and other multimodal improvements associated with new development. The challenges of this issue are particularly applicable to infill development.

- *Wayfinding with New Infrastructure Development – Incorporate appropriate wayfinding signage into the set of improvements required by projects in conjunction with complete streets and multimodal policy.*
- *Wayfinding – Establish a formal and ongoing wayfinding policy including signage, pavement markings, and online and paper maps. Coordinate this policy throughout the Grand Valley so that wayfinding signage is consistent. Develop review procedures so wayfinding best reflects the changing needs of Grand Junction and surrounding areas.*

LETTERS OF SUPPORT

The UTC issued several letters of support for partner organizations and City Departments pursuing grand funding for multimodal infrastructure projects. In February, the UTC gave its formal support to a grant request made by the Horizon Drive Business Improvement District's (BID) Parklet Project. The Colorado Department of Transportation Revitalizing Main Streets grant program provided up to \$50,000 for the installation of parklets. The Executive Director of the Horizon Drive BID briefed committee members on the design of the parklets, which included bicycle repair stations and bicycle parking. The grant was awarded to the Horizon Drive BID.

Commented [DA5]: Need to find out how much were constructed from Vara.

Commented [DA6R6]: 5 location up

NEIGHBORHOOD IMPROVEMENTS AND SAFE ROUTES TO SCHOOL

The UTC prioritized Neighborhood Improvements and Safe Routes to School projects to be considered for 2021 Program Year Community Development Block Grant funding. These included:

- *Linden Ave from Unaweeep to Hwy 50* – 650 feet of curb gutter and sidewalk and two accessible ramps on the east side of Linden Avenue to complete a pedestrian connection from Highway 50 to Unaweeep Avenue.
- *27 Road from Unaweeep to B ¾ Road* – 1,200 feet of curb, gutter and sidewalk, four accessible ramps and one crosswalk to complete a neighborhood connection between Unaweeep Avenue and B ¾ Road.
- *12th Street near Wellington Avenue* – Identified as an important GVT Route 1 access. Install two accessible ramps, one crosswalk, and a yellow-flashing signal. May be contingent on future development on the southeast corner property.

The City has also progressed with several projects that were included in the 2020 Program Year Community Development Block Grant funding. These include the 27 Road sidewalk connections, with construction starting next year and the sidewalk connections at Elm Avenue and 28 Road, which are currently in the design stage.

Commented [DA7]: Eric - is this the same as the second bullet?

2020 PROJECTS AND ACCOMPLISHMENTS

BIKE MONTH

Unlike previous year, Grand Valley hosted the 2021 Bike Month in September. This year's Bike Month included a Bike Month Film Fest, Bike Month Challenges (including Business Challenge, Ride Challenge, and Photo Challenge), as well as series of group rides. Bike to Work Day was held September 22, 2021, with an attendance of 142 participants spanning 3 community breakfast pit stops and Fruit Middle School. The City of Grand Junction again participated as a Bike Month sponsor.

WAYFINDING PROJECT

Since 2018, the UTC has developed and promoted a valley-wide Wayfinding system intended for the Riverfront Trail and six other major routes connecting through the City of Grand Junction. This project was 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.

Commented [DA8]: Dani needs more history about this from UTC.

Commented [DA9R9]: Completed the installation early this year. Phase 2 of the project.

Commented [DA10R9]: Bike Routes published to the GIS – confirm with Diana that it was part of the wayfinding project.

COMMUNITY STREETS EVENT

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 2021, due to staff transitions, the UTC elected not to postpone the event for next year. Some committee members brought up the opportunity to consider pop-up bike lanes for the purpose of piloting street improvements, soliciting feedback, and capture lessons learned. The UTC will continue to explore the concepts of Iterative Project Delivery and Pop-Up Urbanism for multimodal transportation projects in 2022. There were additional discussions among City staff and committee members about tying in the 2022 Community Streets Event as part of the planning process activities for the upcoming 2022 Pedestrian & Bicycle Master Plan.

2020 PROJECTS AND ACCOMPLISHMENTS

ROADMAP & COMMITTEE TURNOVER

In Fall of 2021, the UTC elected Diana L. Rooney to the position of Chair and Shana Wade to the position of Vice Chair. Turnover was 33% in 2021, with the departure of three committee members 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, 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 will continue to keep in place the 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.

SOUTH DOWNTOWN WALK AUDIT

In an effort to On August 5, 2021, the UTC conducted a walk audit through South Downtown Grand Junction. The walk audit route comprised of 12 stops where committee members and City staff observed and evaluated level of pedestrian comfort of critical sidewalks, street crossings and intersections.

Walk audits are a popular and simple tool to help communities assess walkability of their streets and sidewalks, and collect important qualitative data such as user perception, existing barriers and strengths of certain pedestrian infrastructure and other street furniture, document existing conditions for areas with upcoming street improvements, and highlight disparities that may exist among different neighborhoods along the route. Furthermore, walk audits can help reveal where pedestrian facilities are inaccessible for people with disabilities, individuals who use mobility aids and caregivers who use strollers. Using the American Association of Retired Persons (AARP) Walk Audit Tool Kit, participants collected data on the pedestrian experience, which is summarized in a September 8th Staff Report. Recommendations that came out of the activity was the continued use and the refining of walk-audits as both a data collection and community education tool, as well as incorporating more walk audits under different lighting and weather conditions into the yearly programming. Opportunities for digital survey data collection such as Public Participatory GIS tools (PPGIS) may be explored next year through technical trainings.

For more information, contact the Urban Trails Committee at [ComDevURBAN TRAILS COMMITTEE@gmail.com](mailto:ComDevURBAN%20TRAILS%20COMMITTEE@gmail.com) or staff liaisons Dani Acosta, Associate Planner at daniellaa@gjcity.org and Eric Mocko, Transportation Engineer at ericmock@gjcity.org.

2020 PROJECTS AND ACCOMPLISHMENTS

ATTACHMENTS/LINKS

1. 2021 Funded Infrastructure Projects
2. 2021 UTC Priorities List
3. Low-Cost Improvement Priorities List
4. 2021 Active Transportation Count Program
5. GIS Bike Routes Layer
6. South Downtown Walk Audit Staff Report

DRAFT

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 - 5, with 5 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 to 30 Rd** 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 *Jurisd.
- 2 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.
- 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 Orchard Mesa Irrigation District Canal Trails** 2020.2
 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: *ATC *CS *Jurisd.
- 5 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.
- 6 North 5th Street from North Avenue to Orchard Avenue** 2021.6
 Upgrade 5th Street adjacent to Grand Junction High School with traffic calming, new striping, and pavement markings. Evaluate use of bulb-outs at Elm Court and Tiger Avenue/Glenwood Avenue.
Cost Estimate: *CS
- 7 Orchard Avenue and 28 Road Intersection** 2020.5
 Redesign and reconstruct intersection at Orchard Avenue and 28 Road to improve navigability for bicycles and pedestrians.
Cost Estimate: *ATC
- 8 30 Road - Patterson Road to F½ Road** 2018.2
 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.

9 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 Unaweeep Avenue. This project also includes similar improvements to 27¾ Road from Unaweeep Avenue to Cheyenne Drive/Eagle Rim Park.

Cost Estimate: *ATC *CS

10 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.

11 East Railroad Crossing for CRT Access 2021.11

Evaluate facilities on 29 Road for multimodal improvements and/or identify opportunities between 9th Street and 29 Road for a new bike-ped crossing of the Union Pacific Railroad right-of-way to improve access between the City Center and Colorado Riverfront Trail east of downtown.

Cost Estimate: *Jurisd.

12 [tie] Crosby Avenue 2016.9

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: *ATC *CS

12 [tie] D Road/9th Street 2016.12

Provide bike lanes on D Road between Riverside Parkway and 9th Street, and on 9th Street between D Road and Main Street, to facilitate connectivity from south of I-70 Business Loop to Downtown.

Cost Estimate: *CS

13 [tie] 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 Road 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

14 [tie] 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

- 14 [tie] 25 Road between G Road and Patterson Road 2021.14**
Install shoulder and bike lanes along 25 Road between G Road and Patterson Road.
Cost Estimate: *ATC *CS
- 15 Leach Creek Trail 2021.15**
Complete trail connections along Leach Creek, with emphasis on sections near 24 Road and G Road intersection.
Cost Estimate: *ATC
- 16 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
- 17 [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
- 17 [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: *ATC *CS
- 18 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.
- 19 [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.
- 19 [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
- 20 [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

- 20 [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: *ATC *CS *Jurisd.
- 20 [tie] 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.
- 21 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
- 22 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
- 23 Horizon Drive Separated Bike Lane** 2021.23
Improve bicycle access along Horizon Drive with a separated/buffered bike lane using bollard, armadillos, or other buffers. Focus efforts on horizon Drive from North 12th Street to 27½ Road.
Cost Estimate: *ATC *CS
- 24 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.
Cost Estimate:
- 25 St. Mary's Hospital and Community Hospital** 2021.25
Improve internal and external multimodal connectivity in and around the campuses of St. Mary's Hospital and Community Hospital.
Cost Estimate: *Jurisd.
- 26 26 Road (1st Street)** 2020.17
Install bike lanes along 26 Road (1st Street) from Patterson Road to I Road.
Cost Estimate: *CS *Jurisd.
- 27 [tie] West Independent Avenue** 2018.5
Construct complete street improvements along West Independent Avenue from 24 ¾ Road to Bogart Lane, including 24¾ 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
- 27 [tie] Independent Avenue** 2020.12
Widen shoulders along the west end of Independent Avenue from Splish Splash to Chik Filet.
Cost Estimate: *CS

- 28 Tour of the Moon National Scenic Byway** 2020.7
Construct shoulders and install signage on all Tour of the Moon Byway rights-of-way within City of Grand Junction jurisdiction.
Cost Estimate: *Jurisd.
- 29 H Road** 2020.8
Install bike lanes along H Road from the Grand Junction Airport roundabout to 26 Road.
Cost Estimate: *CS
- 30 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.
- 31 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.
- 32 15th Street and North Avenue Connection** 2021.32
Improve connectivity of 15th Street Bike path at terminus on North Ave, such as to 10th Street, through Lincoln Park, or to 12th Street.
Cost Estimate: *ATC
- 33 [tie] 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
- 33 [tie] 12th Street from North Avenue to Gunnison Street** 2021.33
Improve 12th Street bicycle facilities between North Avenue and Gunnison Street. Southbound, automobile traffic can be tapered from two lanes after North Ave to enable sharrows or bike lanes. Northbound options may include a wider sidewalk/multiuse path or access across Lincoln Park.
Cost Estimate: *ATC
- 34 [tie] 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 Colorado National Monument. The segment of this trail from D Road to Tabeguache was constructed 2019-2020].
Cost Estimate: *ATC
- 35 [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

36 [tie] Cyclist Sensors at Key Intersections 2018.4

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.

37 [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

38 Redlands Parkway/South Broadway 2016.8

Construct multimodal improvements along South Camp Road to 23¾ Road. Add a bike lane westbound beginning at 23¾ Road, crossing Highway 340 (Broadway), to South Camp Road.

Cost Estimate: *ATC *CS

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 26½ Road to improve access to Northwest neighborhoods.

Funded

G Road from 23 Road to 26 Road 2021.0

Install shoulder on south side of G Road to accommodate an eastbound bike lane, and widen the westbound lane. Voter-approved referendum 2A includes bike and pedestrian improvements on G Road from 23½ Road to 24½ Road.

Funded

26½ Road from Horizon to Summerhill 2021.0

Voter-approved referendum 2A includes bike and pedestrian bridge at I70

Funded

H Road 2020.8

Install bike lanes along H Road from the Grand Junction Airport roundabout to 26 Road.

Funded

24¼ Road Multimodal Extension 2020.10

Construct a 375-foot multimodal trail connection from the northerly stub of 28¼ Road to connect to Hawthorne Avenue.

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. Orchard from Normandy was completed to 29 Road was completed in 2020 providing sidewalks and bike lanes on both sides of Orchard for the last 3/8 miles section that was unimproved.

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

Wayfinding 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.

Substantially Completed 2020

Westlake Park Access

2020.6

Install a curb cut and trail ramp into Westlake Park to facilitate the Orchard Avenue crossing.

Completed 2020

The Low-Cost Improvements list consists of inexpensive, easy to accomplish or impliment, multimodal infrastructure or design suggestions.						
Date Added	Location	Type	Concern	Suggestion	Safety Issue - rated 1 (none) to 5 (significant)	Moved to Completed List
2021-05-20	12th and Elm	Bicycle sensor	Westbound bike traffic on Elm has no way to change light without going up quite a ways on the sidewalk to push ped indicator.	Perhaps a bike sensing camera at this location? [1]	2	
2021-05-20	East side of Chipeta Elementary, west side of East Middle School, and west of Grand River Academy are good examples, but other locations may exist.	Signage and mirrors	People exit these alleys and can't see kids or other peds using sidewalk. Especially bikes, scooters, wheelchairs (especially motorized).	Signage at alleys meeting sidewalks (especially when blind and blocked by adjacent buildings or solid fences) near schools and parks.	5	
2021-05-20	W Pinyon Ave between 25 Rd and 25 ½ Rd	Striping and signage	Would it be possible to make this section of road more bicycle friendly?	Stripe bike lanes would be much appreciated. This is a key east/west connection without other options. Adding some bicycle markings and signs would help riders identify this useful route.	2	
2021-05-20	Red Lobster entrance on 24 1/2 Rd	Sidewalk and infrastructure location	No curb cutout in south sidewalk across driveway entrance to 24 1/2 Rd. There is also a light pole in middle of sidewalk at same location.	Bring this sidewalk up to ADA standards.	2	
2021-06-10 [2]	W Orchard Ave at Westlake Park	Sidewalk	No curb cut for sidewalk access and paved surface doesn't connect to sidewalk on south side of Orchard	Continue sidewalk around south side of cul-de-sac and provide ramp for bicycle and ADA access to park paths.	2	Yes

[1] Looking to add a more sensitive camera at Riverside Pkwy and south 7th; Eric will give feedback; trying to install in the next month

[2] Completed, moved to Completed Spreadsheet

Active Transportation Count Program

Urban Trails Committee
June 8, 2021

City of Grand Junction: Active Transportation Count Program

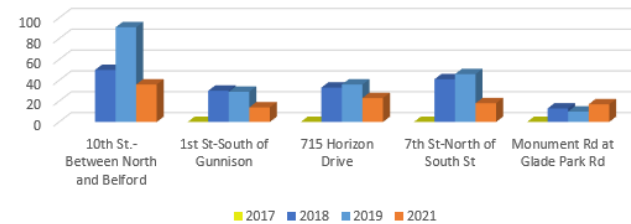
2021 Bicycle and Pedestrian Count Raw Data

2021	5/13	7am-9am	10th St.-Between North and Belford	22	14	11	7	36	Hodge
2021	5/9	11am-1pm	10th St.-Between North and Belford	9	4	4.5	2	13	Meyer
2021	5/13	4pm-6pm	10th St.-Between North and Belford	30	22	15	11	52	Wade
2021	5/13	7am-9am	1st St-South of Gunnison	10	4	5	2	14	Rooney
2021	5/9	11am-1pm	1st St-South of Gunnison	18	2	9	1	20	Hodge
2021	5/13	4pm-6pm	1st St-South of Gunnison	12	7	6	3.5	19	Lofholm/Holt
2021	5/13	7am-9am	715 Horizon Drive	5	18	2.5	9	23	Martens
2021	5/9	11am-1pm	715 Horizon Drive	8	46	4	23	54	Kusal
2021	5/13	4pm-6pm	715 Horizon Drive	15	22	7.5	11	37	Kusal
2021	5/12	7am-9am	7th St.-North of South St	8	10	4	5	18	Stubler
2021	5/9	11am-1pm	7th St.-North of South St	17	33	8.5	16.5	50	McCloskey
2021	5/13	7am-9am	Monument Rd at Glade Park Rd	9	8	4.5	4	17	Lehmann
2021	5/9	11am-1pm	Monument Rd at Glade Park Rd	76	7	38	3.5	83	Lehmann
2021	5/13	4pm-6pm	Monument Rd at Glade Park Rd	29	7	14.5	3.5	36	Hodge
Sub Total				268	204			472	

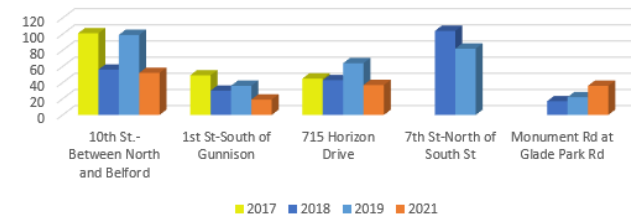
City of Grand Junction: Active Transportation Count Program

1	Total Morning Traffic				
2		2017	2018	2019	2021
3	10th St.-Between North and Belford		50	91	36
4	1st St-South of Gunnison	0	30	29	14
5	715 Horizon Drive	0	33	36	23
6	7th St-North of South St	0	41	46	18
7	Monument Rd at Glade Park Rd	0	13	10	17
8	Total	0	167	212	108
9					
10					
11					
12					
13					
14					
15					
16					
17	Total Afternoon Traffic				
18		2017	2018	2019	2021
19	10th St.-Between North and Belford	101	56	99	52
20	1st St-South of Gunnison	49	30	36	19
21	715 Horizon Drive	45	43	64	37
22	7th St-North of South St		104	82	
23	Monument Rd at Glade Park Rd		17	22	36
24	Total	195	250	303	144
25					
26					
27					
28					
29					
30					
31	Total Midday Traffic				
32		2017	2018	2019	2021
33	10th St.-Between North and Belford	34	50	32	13
34	1st St-South of Gunnison	25	22	43	20
35	715 Horizon Drive	39	42	38	54
36	7th St-North of South St		60	42	50
37	Monument Rd at Glade Park Rd		13	15	83
38	Total	98	187	170	220
39					
40					
41					
42					
43					
44					
45					

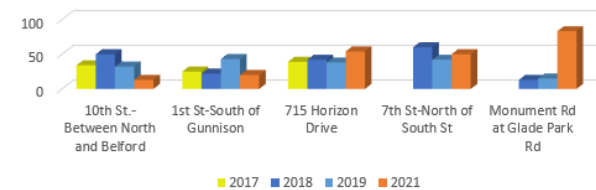
Total Morning Bicycle and Pedestrian Traffic



Total Afternoon Bicycle and Pedestrian Traffic



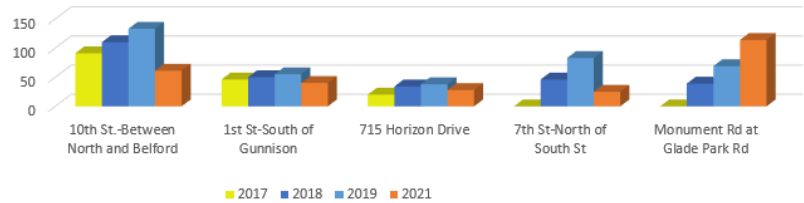
Total Midday Bicycle and Pedestrian Traffic



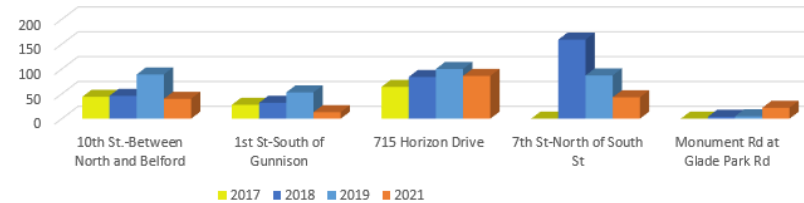
City of Grand Junction: Active Transportation Count Program

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Overall Bicycles																		
2		2017	2018	2019	2021														
3	10th St.-Between North and Belford	91	110	133	61														
4	1st St.-South of Gunnison	46	50	55	40														
5	715 Horizon Drive	20	34	38	28														
6	7th St-North of South St	0	46	83	25														
7	Monument Rd at Glade Park Rd	0	39	69.00	114.00														
8	TOTAL	157	279	378	268														
9																			
10																			
11																			
12	Overall Pedestrians																		
13		2017	2018	2019	2021														
14	10th St.-Between North and Belford	44	46	89	40														
15	1st St.-South of Gunnison	28	32	53	13														
16	715 Horizon Drive	64	84	100	86														
17	7th St-North of South St	N/A	159	87	43														
18	Monument Rd at Glade Park Rd	N/A	4	5	22														
19	TOTAL	136	325	334	204														
20																			
21																			
22																			
23																			
24																			
25																			
26																			
27																			
28																			
29																			
30																			

Overall Bicycle Traffic 2017-2021

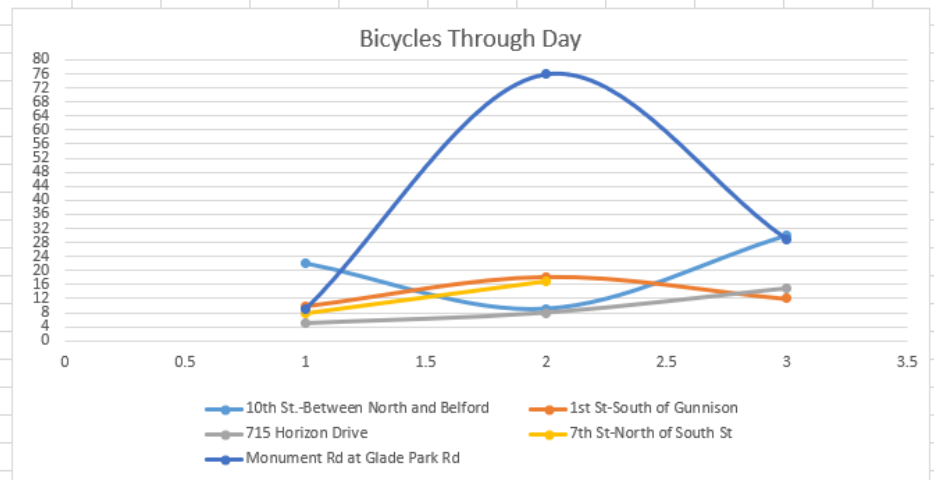


Overall Pedestrian Traffic 2017-2021

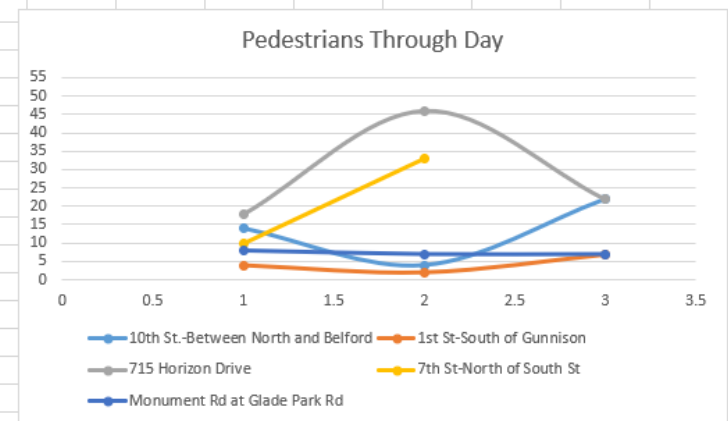


City of Grand Junction: Active Transportation Count Program

Bicycles per hour				
	7-9	11-1	4-6	
10th St.-Between North and Belford	22	9	30	
1st St-South of Gunnison	10	18	12	
715 Horizon Drive	5	8	15	
7th St-North of South St	8	17		
Monument Rd at Glade Park Rd	9	76	29	
TOTAL	54	128	86	



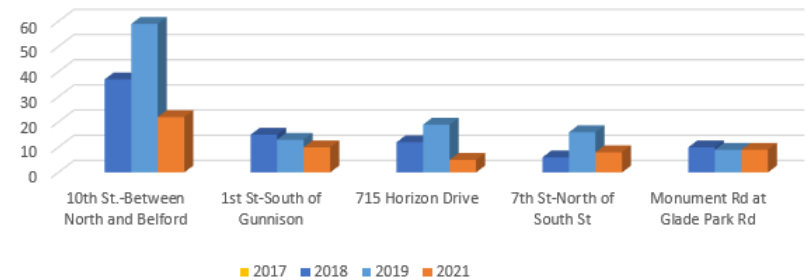
Pedestrians				
	7-9	11-1	4-6	
10th St.-Between North and Belford	14	4	22	
1st St-South of Gunnison	4	2	7	
715 Horizon Drive	18	46	22	
7th St-North of South St	10	33		
Monument Rd at Glade Park Rd	8	7	7	
TOTAL				



City of Grand Junction: Active Transportation Count Program

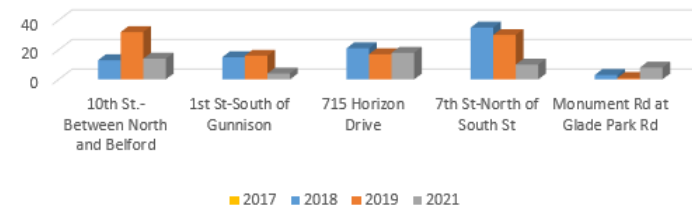
Bicycles 7-9 am				
	2017	2018	2019	2021
10th St.-Between North and Belford		37	59	22
1st St-South of Gunnison		15	13	10
715 Horizon Drive		12	19	5
7th St-North of South St		6	16	8
Monument Rd at Glade Park Rd		10	9	9
TOTAL	0	80		

Bicyclists 7-9 am

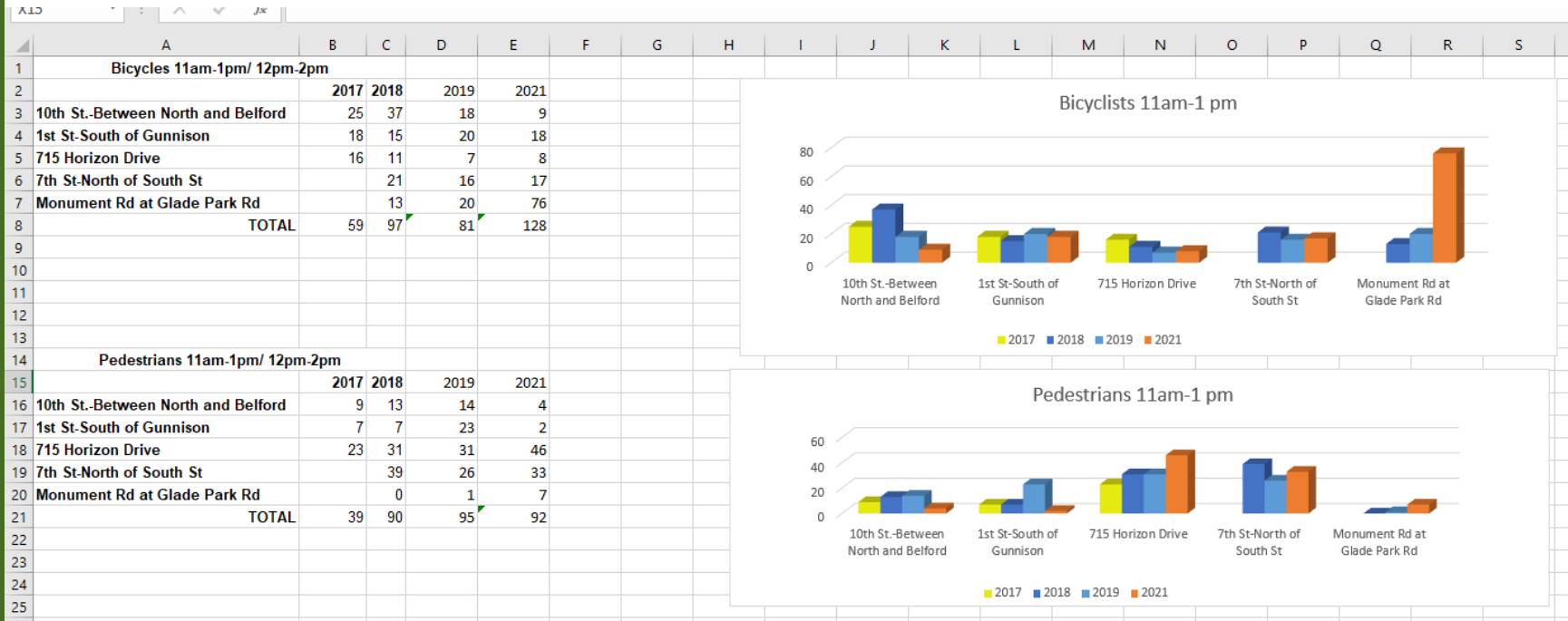


Pedestrians 7-9 am				
	2017	2018	2019	2021
10th St.-Between North and Belford		13	32	14
1st St-South of Gunnison		15	16	4
715 Horizon Drive		21	17	18
7th St-North of South St		35	30	10
Monument Rd at Glade Park Rd		3	1	8
TOTAL	0	87		

Pedestrians 7-9 am



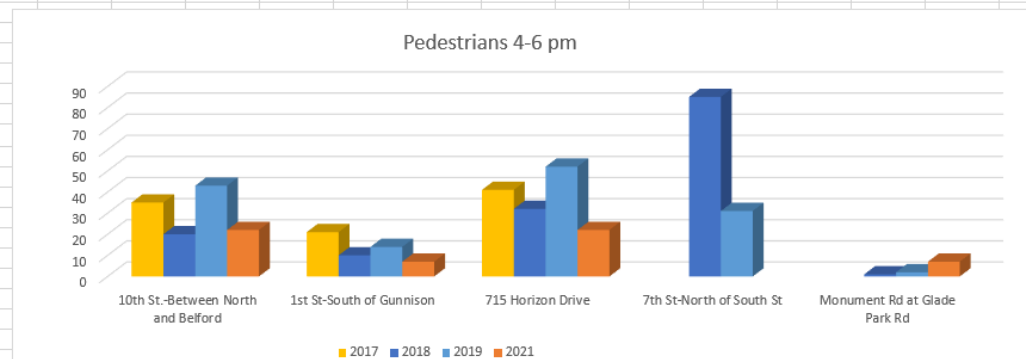
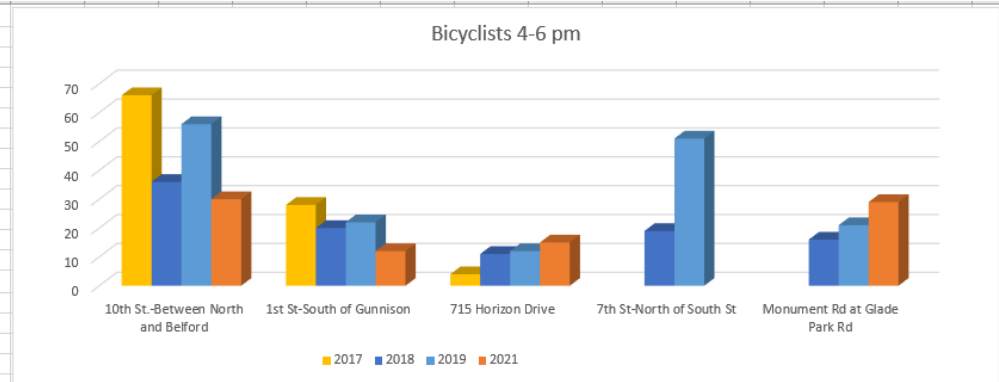
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Bicycles 4-6				
	2017	2018	2019	2021
10th St.-Between North and Belford	66	36	56	30
1st St-South of Gunnison	28	20	22	12
715 Horizon Drive	4	11	12	15
7th St-North of South St		19	51	
Monument Rd at Glade Park Rd		16	21	29
TOTAL	98	102	162	86

Pedestrians 4-6 pm				
	2017	2018	2019	2021
10th St.-Between North and Belford	35	20	43	22
1st St-South of Gunnison	21	10	14	7
715 Horizon Drive	41	32	52	22
7th St-North of South St		85	31	
Monument Rd at Glade Park Rd		1	2	7
TOTAL	97	148	142	58

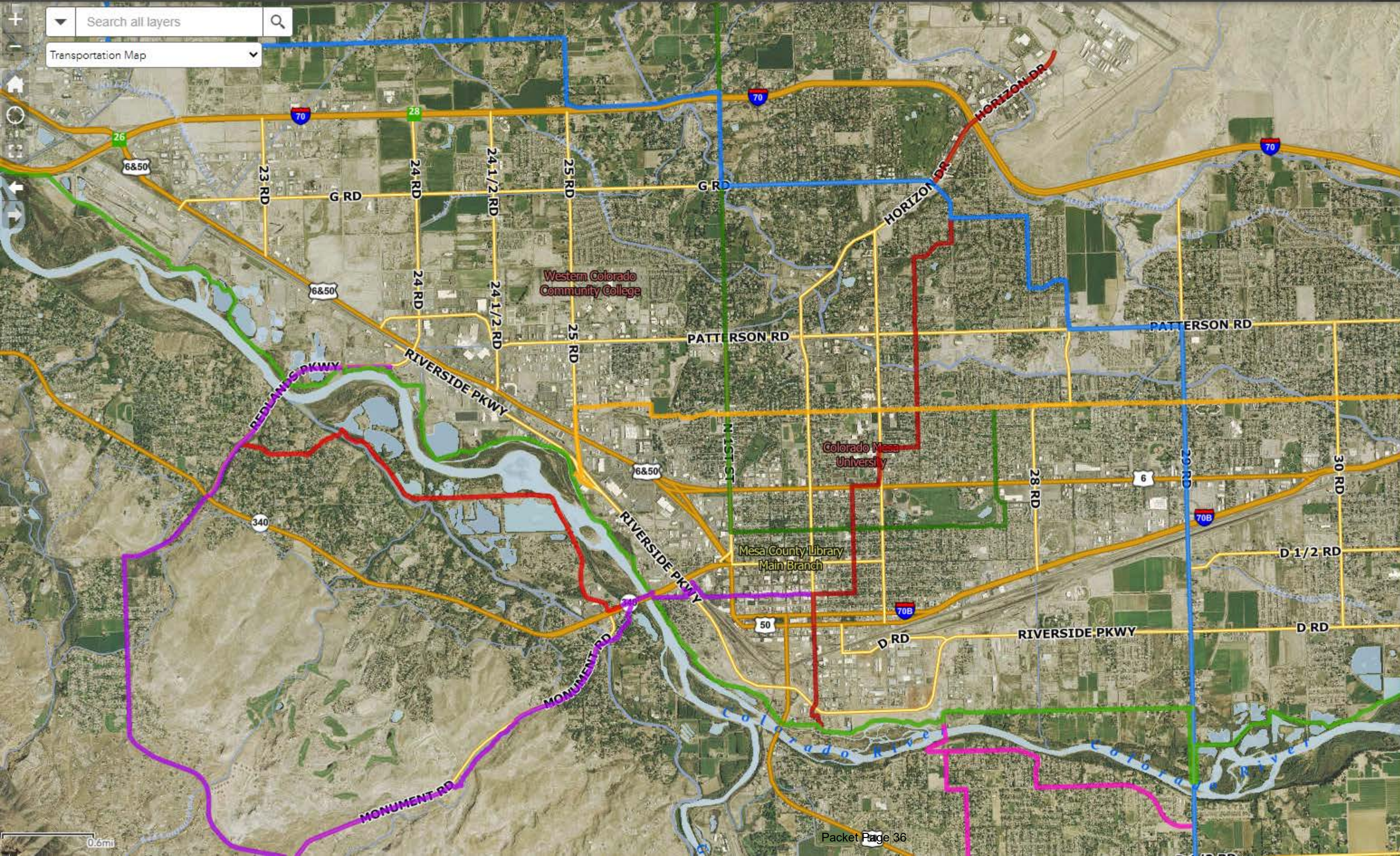


City of Grand Junction: Active Transportation Count Program

Future Counts

- Additional Locations?
- Additional Days?
- Automation?
- What are desired metrics?

Questions???



Layer List

Operational layers

☒ Transportation Map External

☐ EV Charging Stations

☐ Pavement Cuts

☒ Trails

☒ Bike Routes

Blue Route

Gold Route

Green Route

Maroon Route

Peach Route

Pink Route

Purple Route

Red Route

Riverfront Trail

☐ Riverfront Trail System

☐ Urban Trails

☐ BLM Trails

☐ CO National Monument Trails

☐ Grand Mesa Ski Trails

☐ National Forest Trails

☐ Traffic Cameras

☐ Traffic Counts

☐ Traffic Signals

☐ Signal Cabinets

☐ Street Lights



Grand Junction Urban Trails Committee Regular Meeting

Meeting Date: September 8, 2021
Presented By: Eric Mocko, Transportation Engineer
Department: Community Development
Submitted By: Dani Acosta, Associate Planner

EXECUTIVE SUMMARY

City Planning Staff has summarized the comments Urban Trails Committee (UTC) members included in their individual assessments of corridors surveyed in the "Walking Audit" conducted on August 5, 2021.

INTRODUCTION

On August 5, 2021, the UTC conducted a walk audit through South Downtown Grand Junction. The walk audit route comprised of 12 stops where committee members and City staff observed and evaluated level of pedestrian comfort of critical sidewalks, street crossings and intersections. A map of the walk audit route is provided below.

Each committee member and City representative that participated was provided a Walk Audit Tool Kit created by the American Association of Retired Persons (AARP). The Walk Audit Tool Kit consisted of a survey with a checklist where participants could identify common problems that pedestrians may encounter and their location. The survey also included a table for participants to take counts of what kind of users were using the street crossing or intersection, as well as an overall street rating section, and notes section for documenting additional observations. A template of the Walk Audit Tool Kit is attached to the report.

Walk audits are a popular and simple tool to help communities assess walkability of their streets and sidewalks, and collect important qualitative data such as user perception, existing barriers and strengths of certain pedestrian infrastructure and other street furniture, document existing conditions for areas with upcoming street improvements, and highlight disparities that may exist among different neighborhoods along the route. Furthermore, walk audits can help reveal where pedestrian facilities are inaccessible for people with disabilities, individuals who use mobility aids and caregivers who use strollers.

1. S 2nd Street and Ute Avenue
2. S 2nd Street and Pitkin Avenue
3. South Avenue and S 5th Street
4. South Avenue and S 7th Street
5. S 9th Street and Pitkin Avenue
6. S 9th Street and Ute Avenue
7. Ute Avenue and S 8th Street
8. Pitkin Avenue and S 8th Street
9. Pitkin Avenue and S 7th Street
10. Ute Avenue and S 7th Street
11. Ute Avenue and S 5th Street
12. Ute Avenue and S 4th Street

- S 9th street Sidewalk between South Avenue and Ute Avenue
- Ute Avenue sidewalk between 9th Street and 2nd Street
- 2nd Street sidewalk between Rood Avenue and South Avenue
- Pitkin Ave sidewalk between 9th Street and 4th Street
- South Avenue sidewalk between 2nd Street and 9th Street

DATA & FINDINGS

Staff collected 11 packets from participants at the end of the walk audit and used the checklist to tabulate the number of times different pedestrian problems were identified among the different intersections. The table at the end of the report summarizes these tabulations. Overall, crossings that lacked pedestrian signals or audible signals were identified as significant concerns, as well as crossings where crosswalks were not marked or poorly marked. In particular, the most inaccessible intersections in terms of number of pedestrian problems tabulated was the intersection at South 2nd Street and Ute Avenue and the intersection at S 2nd Street and Pitkin Avenue.

As the group advanced to intersections later in the route, fewer pedestrian problems on the checklist were identified. Lower counts on pedestrian problems at later intersections could be attributed to either true on the ground observations by committee members of improved pedestrian conditions at those intersections or non-responses. The Committee should revisit data collection methods for future walk audits to ensure enough observations are completed to provide more reliable data.

The majority of pedestrian problems encountered at streets crossings and intersections were related to lack of infrastructure that helps prioritize the pedestrian experience and improve pedestrian perception of wait times. The majority of participants highlighted intersections 1, 2, and 5 as crossings where the absence of Push-to-Walk signals created a problem for the pedestrian experience. In addition to possibly increasing sense of reliability, Push-to-Walk signals also provide key information for pedestrians who are visually impaired.

The intersection at S 2nd Street and Ute Avenue was noted as an area of particular concern. In addition to the checklist of pedestrian problems, participants reported a lack of sufficient and reliable wheelchair access. Sidewalk curb cuts were present on 2nd St but not Ute Avenue, creating a situation where wheelchair and stroller users can only safely cross 2nd Street but not Ute Avenue. Users who rely on curb cuts must walk onto 2nd Street to be able to cross Ute Street increasing the number of potential conflict points at that intersection. Participants also noted heavy traffic conditions, poor lighting, and the presence of nearby road construction as additional barriers. Parked cars, particularly trucks on the east side ended up blocking pedestrian view of oncoming traffic.

Access from Main Street to S 2nd Street was also identified as an area of concern for pedestrian safety, accessibility, and connectivity. To reach South 2nd Street from Main Street participants had to rely on passing underneath the Convention Center parking garage (Figure 2).

Figure 2. Participants passing under the Convention Center parking garage.



At the second intersection, S 2nd Street and Pitkin Avenue, participants raised concerns of cars racing around corners, blind spots in the road such as the curve in line of sight and parked cars, no streetlamps, few gaps between platoons of cars, and the lack of a median. It was noted that after crossing Pitkin Avenue there was only a sidewalk on one half of South Avenue (Figure 3).

Figure 3. Sidewalk not continuous on both sides of South Avenue.



This intersection is next to the proposed Mobility Hub (Figure 4). Participants voiced the opportunity the project has to improve walking conditions for pedestrians using the new multimodal hub, such as the potential for growth and restoration of the train station area.

Figure 4. Intersection at S 2nd and Pitkin next to the proposed multimodal Mobility Hub.



Poor lighting was cited as a common issue along the stretch of South Avenue up until the intersection with 5th Street. An observation made throughout the activity was the absence of sidewalk curb cuts/ramps and wide curb returns. This observation was most pronounced at the intersection between South Avenue and 5th Street. While there was a pedestrian refuge on the median along 5th street, the crosswalks on South Avenue were not aligned with the pedestrian refuge. Instead, curb cuts only face South Avenue. Participants expressed the need for curb cut improvements on all four corners of the intersection, particularly as a way to improve access to the Grand Valley Transit depot at that intersection. While there was a pedestrian refuge, participants noted that the island was pretty unenclosed and created a sense of exposure for those crossing (Figure 5).

Figure 5. Sidewalk curb cuts and crosswalk west of 5th Street do not align with the pedestrian refuge island at the 5th Street Intersection.



In general, participants expressed they would feel uncomfortable walking along several sections of the route at night or early morning, which could influence commuter choices for those living in or near the Downtown.

RECOMMENDATIONS

Staff recommends the continued use of Walk Audits as a data collection and education tool that the UTC can employ to engage the community, increase public participation, and enhance public awareness of walking conditions in the City. The Committee should consider incorporating more walk audits under different lighting and weather conditions into their regular programming throughout the year.

	Intersection													
Pedestrian Problem	1	2	3	4	5	6	7	8	9	10	11	12	13	14
The crossing doesn't have a pedestrian signal or audible signal.	8	8	7	4	0	0	1	2	0	0	0	0	0	0
The pedestrian signal doesn't give people walking at an average speed enough time to cross.	2	3	0	0	0	0	0	0	0	0	0	0	0	0
The signal does not give slow walkers enough time to cross.	2	2	1	0	0	0	0	0	0	1	3	0	0	1
The traffic signal makes pedestrians wait too long before crossing.	0	0	0	0	1	0	0	0	0	0	1	0	0	0
The location needs a signal or crosswalk	7	7	6	2	0	0	2	2	0	0	0	0	0	0
A Push-to-Walk signal is not available/operating/accessible.	6	5	2	2	5	4	3	2	0	0	0	0	0	1
The crossing walk is not marked or poorly marked.	8	7	4	3	2	0	2	3	0	0	0	0	0	0
People need to walk >300 feet for a safe place to cross the street.	2	1	1	0	0	0	0	0	0	0	0	0	0	0
The road is too wide to safely cross.	1	1	4	0	0	0	0	0	0	0	1	0	0	0
There is no median on a street with four or more lanes.	0	1	1	0	0	0	0	0	0	0	1	0	0	0
Parked cars or utility poles block the pedestrian view of traffic	1	1	0	0	0	0	0	0	0	0	1	0	0	0

