



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

WEDNESDAY, JANUARY 11, 2023 - 5:30 PM

Call to Order/Announcements

1. February Workshop: Infrastructure Priorities List - Doodle Poll
2. Annual Roadmap Review
3. January Workshop (Shared Drive Organization/CORA Refresher) - January 25

Approval of Minutes

1. Approval of the November 9, 2022 and December 14, 2022 meeting minutes.

Action Items

1. 2022 Annual Report

Discussion Items

1. Zoning Code Update: Bike Parking Standards
2. 2023 Infrastructure Priorities List
3. 2023 SRTS CDBG Candidate Projects

Updates

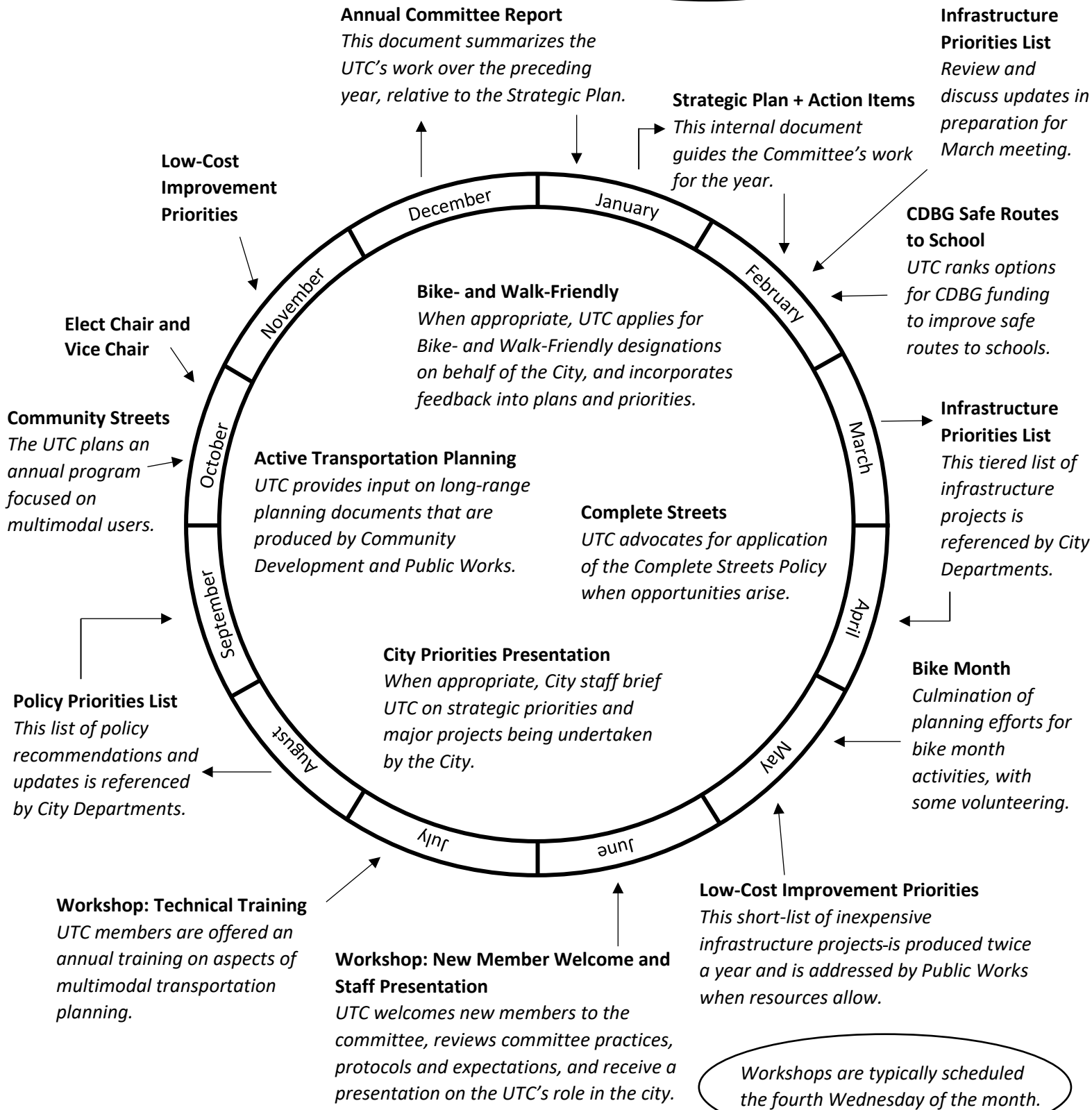
1. Ped and Bike Plan
2. Subcommittee Updates

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.



Urban Trails Committee – Minutes – November 9, 2022

Attendees: Mike Holt, Ross Mittelman, Diana Rooney, Jason Nguyen, Ian Thomas, Andrew Gingerich, Brent Starnes, Athena Fouts, Stephen Meyers.

Staff: Dani Acosta, Eric Mocko, Jenny Nitzky (Sustainability Coordinator)

Guests: Kari Scholte's CMU Transportation Engineering Class (8 students, including Kalum Klausner), John Whipple (private citizen)

Minutes

- Jenny N. introduced herself as Sustainability Coordinator for the City and discussed her workplan.
- UTC and guests did a round of introductions.
- UTC reviewed the October 12 minutes. Edits to draft minutes to include adding a subcommittee was created by Ian T. and Athena F. to work on Bike Month, and to fix spelling for Ross M. Athena F. made a motion to approve the minutes with the added changes, Ian T. seconded the motion. The UTC voted unanimously to approve.
- Diana R. gave an overview of the non-infrastructure priorities held at the end of October. Next steps were to form a subcommittee to synthesize the results. Call for volunteers. Floated doing a workshop in December to work on synthesis. Dani A. to check with City Attorney on protocols on editing an online document concurrently. Staff will mark up the 2019 document to show what has been accomplished and send to UTC.
- CDOT updating signage for roundabouts. Staff will reach out to find more information.
- Ian gave an update on Bike Month Committee - closed streets event/combine it with studying impact to traffic patterns. Extent would be 10th Street from CMU to Main Street. Scope would include programming as well. Dani A. suggested folding in Walktober (October is national walking month).
- Staff took comment from the public on the infrastructure priorities list and the low-cost improvements list.
- Athena F. made a motion to adjourn. Jason N. seconded. The meeting adjourned at 7:13 pm.

Urban Trails Committee – Minutes – December 14, 2022

Attendees: Diana Rooney, Ian Thomas, Brent Starnes, Stephen Meyers.

Staff/Ex-Officio: Dani Acosta, Eric Mocko, Trent Prall, Ross Mittelman, Andrew Gingerich.

Minutes

- Quorum was not reached. The UTC will need to vote on both the November and December meeting minutes.
- Dani reminded the UTC about the workshop on January 25th to discuss the share drive organization, protocols, and CORA refreshers.
- Dani informed the UTC that the bylaws setting the number of voting members from “seven to nine” to “nine” and converting the RTPO and MCPH representatives to ex-officio non-voting members.
- Diana R. gave an overview of her progress with the Policy and Programs Document.
- Ian gave a status updated on Bike Month planning.
- Dani A. shared with the UTC of an upcoming meeting with the Mesa Mall owners Washington Prime Group to discuss pedestrian and bike improvements. Andy G. asked to join the meeting and site visit on behalf of RTPO.
- Dani shared that the City Council would workshop the Ped and Bike Plan Existing Conditions Report & TEDS Manual Assessment Report on Dec 19.
- Dani updated the UTC that the City is still in negotiations with Bird and Lime for the micromobility pilot study.
- Dani A. shared with the UTC that the department will be bringing on a Mobility Planner in February and shared that the staff liaison position will be transitioned to the new hire. There will be a transition period.

Urban Trails Committee 2022 Annual Report

CITY OF GRAND JUNCTION

COMMITTEE OVERVIEW

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.

MISSION

The mission of the UTC is to advise the Grand Junction City Council to help plan, prioritize, and promote the City's goal for developing a well-maintained active transportation network throughout the urbanized area that emphasizes safety, connectivity, and efficiency for pedestrians, bicyclists, and other multimodal users of all ages and abilities.

COMMITTEE MEMBERS

Committee members are appointed by the City Council and currently include Diana L. Rooney (Chair), Ian Thomas (current Vice Chair), Athena Fouts, Dr. Stephen Meyer, Andrew Gingerich (RTPO, ex-officio member), Ross Mittelman (Mesa County Public Health, ex-officio member), Dr. Michael Holt, Jason Nguyen, and Brent Starnes. Outgoing members in 2022 were Shana Wade (term-limited), Orin Zyvan (term-limited), Valerie Dobbs (resigned) and Ellynne Bannon (resigned). The Committee is staffed by Dani Acosta (Senior Planner) and Eric Mocko (Transportation Engineer).

COMMITTEE GOALS

The following goals were updated and approved by the UTC in March 2020 and are reviewed on an annual basis every January. The goals are used to establish the Committee's annual work plan and to assess accomplishments.

GOAL ONE – NETWORK

To review the City's active transportation network on an ongoing basis and recommend enhancements for the purpose of increasing extent and connectivity of well-maintained sidewalks, bike lanes, and pathways within the urbanized area.

GOAL TWO – POLICY

To research active transportation issues and make recommendations for possible actions and policies for the City of Grand Junction.

GOAL THREE – USAGE

To increase the number of citizens using active modes of transportation and to promote the plans for and improvements to the active transportation network.

GOAL FOUR – PARTNERSHIPS

To develop and maintain relationships with local organizations and jurisdictions to further the advancement of active transportation.

2022 PROJECTS AND ACCOMPLISHMENTS

The following is a summary of significant projects and activities that further the adopted goals of the UTC during 2022.

ADVISORY INPUT ON PROPOSED DEVELOPMENTS AND CITY PROJECTS

While the UTC did not provide input to any proposed development project under review in 2022, the UTC continued to provide commentary on a series of city projects, as well as projects from partner agencies in the Grand Valley.

- **Pedestrian and Bicycle Plan (PBP):** In Q4 of 2021, Community Development started scoping the work for the Pedestrian and Bicycle Plan. Staff gave the UTC an overview of some of the higher-level concepts included in the scope of work and solicited input from the committee. Staff requested the UTC appoint a committee member to serve on the review panel for the proposals submitted. The UTC appointed Vice Chair Athena Fouts. The project was awarded to Fehr & Peers. In August 2022, the City kicked off the development of the PBP. The City convened a Steering Committee comprised of community members to serve a critical sounding board, discuss overall plan direction, review project deliverables, vet ideas, and promote community involvement.

City Council appointed a 17-member Steering Committee, which includes the UTC Vice Chair and a regular committee member nominated by the UTC. The UTC attended the project's first Open House on September 12, along with other members of the public, providing input on the plan's vision and the community infrastructure needs. On September 13, the UTC also participated in the Active Transportation & Recreation Focus Group along with members of the Parks and Recreation Advisory Committee and the One Riverfront Commission. Staff continues to give periodic updates to the UTC on the phase 1 progress (community outreach and network development). The UTC will continue to get updates as the project moves into phase 2, existing conditions report and draft plan.

- **Shared Micromobility Pilot Study:** The UTC has also provided commentary on the shared micromobility pilot study during the April 2022 regular meeting. Staff presented an overview of the scope of work and committee members provided input on device trail usage, parking, and speed limits. The City received proposals for the pilot in September 2022. Two conditional awards were extended to Bird and Lime. The City and the vendors are currently wrapping up negotiations, with an expected pilot agreement executed in January and pilot launch in April 2023.

- **4th and 5th Street Study:** The UTC continued to provide their input on the 4th and 5th Street Study and submitted a letter of support on the City's behalf for the CDOT revitalizing Main Street Grant in the early part of the year. The City was awarded the grant in May 2022.
- **North Avenue Enhanced Transit Corridor Study:** The UTC participated in a focus group led by Fehr & Peers for the ETC study commissioned by the Regional Transportation Planning Organization. In Q1 and Q2 of 2022, the consultant team formulated recommendations and developed concept designs. UTC provided input for both phases, with a focus on pedestrian needs.
- **Mesa County Safe Routes to School:** In January 2022, RTPO staff presented on the SRTS Project that included a marketing and educational component for SRTS and the development of a mobile app that identified the safest route to school for children and their families. UTC provided their input on the project and were invited by RTPO staff to apply for or send suggestions for candidates to sit on the project committee and participate in the app-beta testing.
- **Downtown Sharrows:** The Public Works Department painted bike sharrows along Main Street and Colorado Avenue at the recommendation of the UTC that there was a need to indicate a shared lane environment for bicycles and vehicles.

INFRASTRUCTURE PRIORITIZATION

The UTC continued its practice of prioritizing projects related to multimodal infrastructure based on goals stated in the Committee's Strategic Plan. In February 2022, the UTC updated the Infrastructure Priorities List, which includes a standardized criteria for ranking active transportation infrastructure projects. These criteria include the following:

- **Connectivity [CNT]:** Proposed project creates and completes connections in the network.
- **Safety [SFT]:** Proposed project decreases likelihood of accidents and injuries
- **Usage [USG]:** Proposed project likely to increase usership and engage new user groups.
- **Social Equity [EQY]:** Proposed project enhances multimodal options for marginalized groups.
- **Current Condition [CND]:** Proposed project substantially improves the physical condition of infrastructure.

Additionally, the UTC takes into consideration whether a project implements the Complete Streets Policy or the 2018 Circulation Plan's Active Transportation Corridors Map. The list is used by staff to inform and support potential grant funding opportunities, the City's Capital

Improvements Program and other Public Works decisions, as well as long-range planning activities within the Community Development Department. The 2022 project list will also be used by the Fehr & Peers consulting team as an input for the Pedestrian and Bicycle Plan Prioritized Projects List. Design, bidding, and construction proceeded on several of the UTC's recommended Infrastructure Priorities, including:

- **Orchard Avenue – 1st Street to 30 Road:** Install complete streets improvements along Orchard Avenue from 29 ½ Road to 30 Road. Improve 1st Street through 7th Street. Improve 12th Street to 28th Street. Portions of Orchard Avenue referenced in the proposed project scope are within Mesa County. The County's Public Works Division completed the Orchard Avenue Corridor Study, which aims to develop a multimodal corridor for all users from 29 ½ Road to Warrior Way. The reconstruction of Orchard Avenue from 29 ½ Road to 31 ½ Road is currently under design.
- **I-70B and 1st Street:** 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. CDOT completed the project in the Spring 2022.
- **Horizon/Independent Ranchman's Ditch:** 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. This project includes the Juniper Ridge Trail, for which right-of-way is secured by the Juniper Ridge Plat). The City is currently working on design of portion from 24 ½ Road to 25 ½ Road, with construction budgeted for 2024.
- **Colorado Riverfront Trail Gap – 27½ Road to 29 Road:** 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. The Colorado Park and Wildlife is currently working on design, with an estimated 2024 construction.
- **12th Street from North Avenue to Gunnison Streets:** Improve facilities between 12th & North to 12th & Gunnison. Southbound, traffic can be tapered from 2-lanes after North Ave to enable / create sharrows or bike lane to connect Maroon Route on 12th. to Bike lane from Gunnison and 12th. Northbound, evaluate options using wide sidewalk or

Lincoln Park property to improve this connection. The northbound sidewalk was improved on east side when Stocker Stadium was reconstructed in Spring 2022. Acquisition of additional roadway width is necessary to enable a bike lane south of North Avenue.

- **Leach Creek Trail:** Complete trail connections along Leach Creek, with emphasis on sections near 24 Road and G Road intersection. The City completed the undercrossing of G Road south of Canyon View Park in 2022. Section between City will receive bids in late December 2022 for construction in 2023
- **Main Street – 1st Street to 8th Street:** Utilize sharrows 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 Street. This project was completed in November 2022.
- **Monument Road Trail – Phase II:** Detached concrete path from Tabeguache Trails (Lunch Loops) to the S. Camp Rd path and beyond to the Colorado National Monument. This project was partially completed in 2020. City has secured right-of-way and funded for 2023 construction. Currently under design with construction slated for late summer 2023.
- **South Rim Drive Intersection:** Redesign and redevelop the intersection of Redlands Parkway and South Rim Drive to improve multimodal accessibility. Work is part of the 2022 Street Maintenance Overlay contract. Concrete is poured. Remaining work includes paving which will most likely be pushed to Spring 2023. Paving to include green markings, bike lanes, slight realignment of trail.

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 secured 2022 bicycle and pedestrian use data for the following areas:

- 10th Street between North Avenue and Belford Avenue
- 1st Street south of Gunnison Avenue
- 715 Horizon Drive
- 7th Street north of South Avenue
- Monument Road at Glade Park Road.

LETTERS OF SUPPORT

The UTC issued several letters of support for partner organizations and City Departments pursuing grant funding for multimodal infrastructure projects.

- **Safe Streets and Road for All Grant:** In 2022, the RTPo applied for the United States Department of Transportation (USDOT) Safe Streets and Roads for All Action (SS4A) to fund the development of a data-driven plan that identifies projects that increase the safe and accessible multimodal options, with a focus of bringing the number of fatalities of vulnerable road users to zero. The committee wrote a letter of support on behalf of RTPo for the grant application in September 2022. If awarded the grant will enhance the

update to the Regional Transportation Plan. The RTPPO will hear back on the award in January 2023.

- **RAISE Grant:** Rebuilding American Infrastructure with Sustainability and Equity .
- **Revitalizing Main Street (RMS) Grant:**
 - Crosby Avenue: In June 2022, the City applied for the Colorado Department of Transportation (CDOT) RMS Grant for the Crosby Avenue Multimodal Improvement Project. The project scope encompasses multimodal improvements from 25 ½ Road to Main Street, with the goal of improving safety, stimulating economic activity, and providing active transportation connections between the low-income Riverside neighborhood to the downtown. Design elements include dedicated bicycle and pedestrian facilities, landscaping, and lighting. The UTC provided a letter of support for the grant application. The City was successful in its application and awarded 1M for the project.
 - 4th and 5th Street: The UTC also provided a letter of support for the City's application for the 4th and 5th Street bicycle and pedestrian improvements. The City was successful in their application and the project was awarded 150K.
- **RMS Grant (Mesa County):** In May 2022, the UTC also provided a letter of support for the Mesa County Public Works Division's RMS Grant application for the Orchard Avenue (E ½ Road) Safety and Connectivity Project Phase 1. The project encompasses multimodal improvements from Eastbrook Street to Warrior Way. The grant was awarded to the County.
- **Mobility Hub:** The UTC provided letter of support for two USDOT grants – the RAISE Grant and the Multimodal Project Discretionary Grant (MPDG) – on behalf of CDOT for the Western Slope Project/Mobility Hub. This application was supported by the City of Grand Junction and the RTPPO. The proposed project would provide a centralized multimodal hub bringing together transit, shared mobility, and improved active transportation improvements. CDOT was not awarded the RAISE Grant due to being successful with obtaining the RAISE Grant funding.

BYLAWS AMENDMENT

The UTC has been historically comprised of seven (7) to nine (9) members with two of those members being a representative from the Mesa County Public Health Department and RTPPO, as established in the bylaws. In January 2022, the UTC discussed the appropriate roles of the RTPPO and MCHP representatives going forward. Both roles are currently voting members. One of the many functions of UTC is to provide letters of support to different agencies for grants.

Members vote to write a letter of support. RTPPO is one of the agencies that frequently asks for letters, which may present a conflict of interest if the RTPPO representative votes on something that their respective agency is trying to advance. The UTC discussed the benefits of having representatives from RTPPO and MCPH as subject matter experts (SME), and suggested conversion of those roles into non-voting ex-officio members would increase the stability of their SME role. Additionally, to clarify the bylaws and to expand the opportunity for service on the UTC, the current board recommends the membership be set at nine. Limiting the number of

members to seven may make it harder to reach a quorum for voting and therefore, the decision was to specify the total number of members to nine. The committee voted to amend the bylaws. In the summer of 2022, staff presented a draft amendment to the bylaws, and the UTC voted to forward the amendment to the City Council for adoption. The ordinance was adopted by City Council on December 7, 2022.

NEIGHBORHOOD IMPROVEMENTS AND SAFE ROUTES TO SCHOOL

The UTC prioritized candidate projects for Neighborhood Improvements and Safe Routes to School (SRTS) to be considered for the 2022 Program year Community Development Block Grant (CDBG) funding. Two of the recommended project candidates were approved for 2022 funding:

- **SRTS Rocket Park Crosswalk:** Provide a safe, accessible crossing of Orchard Avenue to provide access to Rocket Park, GVT stops and nearby schools. Construct 120 feet of curb, gutter and sidewalk, 2 accessible ramps and 1 crosswalk.
- **Safe Neighborhood Route 27 Road South of Highway 50:** Expand the SRTS improvements along 27 Road to complete a connected corridor south of US Highway 50. North section was previously approved. Construct 620 feet of curb, gutter and sidewalk and 2 accessible ramps.

SUBCOMMITTEE UPDATES

Subcommittees have been an integral component of the UTC, where no more than two members volunteer to undertake the planning or research of a certain topic or activity. In 2022, three subcommittees were established:

- Established a two-person subcommittee to organize the 2022 Ped and Bike Counts event.
- Established a two-person subcommittee to plan the Community Streets/Bike Month event for 2023.
- Established a one-person subcommittee to synthesize ideas from the non-infrastructure priorities workshop held in October 2022.

ROADMAP & NEW COMMITTEE MEMBERS

In Spring of 2022, the UTC voted in Athena Fouts as Vice Chair following the departure of Vice Chair Shana Wade. In Fall 2022, the UTC elected Diana Rooney to the position of Chair and Ian Thomas to the position of Vice Chair.

Turnover was 44% in 2022, with the departure of four committee members from the nine-member UTC. Two of those departures were from members who had served two terms and were term limited. The remaining two departures were voluntary resignations. The UTC has not had difficulty filling vacancies given the level of community-wide interest in active transportation. All four vacancies were filled by September 2022. New members have quickly acquainted themselves with the UTC's role and functions and are bringing fresh perspectives to

discussions. The seamless onboarding was facilitated by the UTC's Annual Roadmap developed in 2020. The Roadmap establishes a cycle of annual responsibilities for the UTC, including recommendation on CDBG Safe Routes to School project applications, updates to the Infrastructure Priorities List and the Program and Policy Priorities list, check-ins with City staff, and more. The Annual Roadmap continues to ensure an efficient, active, and predictable flow of products from the UTC. Additionally, in 2022 staff liaisons pioneered a mandatory new member orientation, providing appointees with a one-stop shop training opportunity on UTC's history, advisory function, structure and activities, navigation of supporting documents, and meeting and communications protocols as they related to the Colorado Open Records Act. 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.

Effective December 7, 2022, both the RTPO and MCPH representatives were converted to non-voting ex-officio roles, creating two vacancies. The City Clerk's office is currently recruiting to fill those vacancies.

For more information, contact the Urban Trails Committee staff liaisons Dani Acosta, Senior Planner at daniellaa@gjcity.org and Eric Mocko, Transportation Engineer at ericmock@gjcity.org.

ATTACHMENTS/LINKS

1. Pedestrian and Bicycle Plan: <https://www.gjcity.org/1233/Pedestrian-Bicycle-Plan>
2. Shared Micromobility Pilot Study: <https://www.gjcity.org/1228/Shared-Micromobility-Pilot-Study>
3. 4th and 5th Street Design & Improvements: <https://www.gjcity.org/1173/4th-5th-Street-Design-and-Improvements>
4. Mesa County Safe Routes to School: <https://www.mesacountysaferoutes.com/>
5. 2022 UTC Infrastructure Priorities List
6. 2022 Active Transportation Count Program
7. 2022 SRTS CDBG Approved Projects
8. Downtown Sharrows
9. Annual Roadmap

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 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.
Status: Construction in 2024.
- 2 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.
Status: North Side from 28 ½ Rd to 29 Road and South Side from 29 Road to 29 ½ Rd budgeted for 2023. Submitted for Multi-Modal Options Fund (MMOF) through RTPO on 11/18/2022.
- 3 Gunnison to Walmart Connection** 2022.8
 Plan for an off road or on road connection from Gunnison/Grand & 28th to 29 Road / Walmart, which will give access to land locked trailer homes and to the grocery store.
Status: Gunnison currently connects to Harris Road and provides access North Ave to Walmart. Further extension to Melody Lane will occur once 2872 I-70B redevelop. Need to add Gunnison Ave to Active Transportation Corridors Map.
- 4 Orchard Avenue – 1st Street to 30 Road** 2016.2
 Install complete streets improvements along Orchard Avenue from 29 ½ Road to 30 Road. Improve 1st Street through 7th Street. Improve 12th Street to 28th Street
Status: Mesa County currently under design of reconstruction of Orchard Ave from 29 ½ Road to 31 ½ Road.
- 5 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 Unawep Avenue. This project also includes similar improvements to 27¾ Road from Unawep Avenue to Cheyenne Drive/Eagle Rim Park.
Status: 27 ½ Road has been included in the 10-year capital improvement program, however has not been prioritized for construction in the next five years.
- 6 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.
Status: Completed as of Spring 2022. Remove from 2023 list.
- 7 28 ¾ Road – Nisely Elementary School to North Avenue** 2022.5
 Connect Nisely Elementary School south to North Ave with sidewalks and bike lanes. Sidewalks end about 2 blocks north of North and start again near the school. There is heavy ped traffic along this road. There are disconnected sidewalk gaps. (Possible SRTS project for future consideration in 2023?)
Status: Sidewalks were constructed on east side from Elm to Mesa in 2017, Mesa to Orchard (580 feet) and Elm to 514 28 ¾ Road (510 feet) are needed to complete the east side. Possible SRTS projects.

8 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); Gunnison & 7th, 12th & Elm, and Orchard Avenue at 29½ Road. Add signage to identify as bike-friendly.

Status: Ongoing. Recommend UTC to split these up into their individual sub-projects.

9 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. (Includes Juniper Ridge Trail, for which ROW is secured by the Juniper Ridge Plat).

Status: City currently working on design of portion from 24 ½ Road to 25 ½ Road. Construction budgeted for 2024.

10 Wayfinding Installation 2022.6

Complete installation of thermoplastic markings of bike routes, (Blue, Red, Pink, Purple). 4/8 were not marked in 2021.

Status: Awaiting scoping

11 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.

Status: Colorado Park and Wildlife working on design. Estimated 2024 construction.

12 G Road (between 24 Road and 26 Road) 2022.1

Install shoulder on southern side of G Road to accommodate eastbound bike lane. (Westbound shoulder already exists but needs widening and improvement)

Status: G Road will be constructed to a full urban collector between 23 ½ and 24 ½ Road in 2023. 24 ½ Road to the 26 Road been included in the City's capital improvement program however not in the next 5 years.

13 N 5th Street adjacent to GJ High School from North Avenue to Orchard Avenue 2021.6

Traffic Calming and Striping with Multimodal Pavement Markings. (Would bulb outs be appropriate at Elm Ct and Tiger/Glenwood Ave crossings?)

Status: Being reviewed as part of design of 4th-5th Street Improvements between North Ave and Ute Ave. 5th Street between North Ave and Orchard is proposed for inclusion in Active Transportation Corridor map.

14 30 Road - Patterson Road to F½ Road 2018.2

Construct bike lanes along 30 Road from F 1/2 Road to Patterson Road.

Status: TBA

2022.7

Status: Width not adequate for 5 lanes and bike lanes along Grand Ave between 1st and 7th Street. East of 7th Street, one side of on-street parking would have to be removed in order to create room for bike lanes each direction.

2020.5

Status: Construction for 2025

2016.10

Status: Currently not in 10-year CIP. However, DOE/Incubator has also requested a bike/ped bridge.

2016.14

Status: Will require removal of parking lane. May not be warranted due to low volume, low speed road already. Additional signage as bike route suggested.

2021.32

Status: TBA

2020.2

Status: Need to secure rights-of-way.

2020.4

Status: Bike path widening proposed for 2023 for the river bridge.

2016.12

Status: Will be incorporated into future street maintenance project.

- 21 Eastbound 340 Bridge over Colorado** 2022.4
When Bridge is reconstructed, add a 10-foot minimum multimodal path across Colorado river to connect Monument Trail and Riverfront Trails.
Status: CDOT does not currently have this bridge identified for replacement.
- 22 [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.
Status: Partial improvements with the F ½ Parkway construction starting in 2024. Partial improvements include the stretch south of F ½ to Patterson which will be widened to full arterial complete with bike lanes and detached concrete paths.
- 22 [tie] 12th Street from North Avenue to Gunnison Street** 2021.33
Improve facilities between 12th & North to 12th & Gunnison. Southbound, traffic can be tapered from 2-lanes after North Ave to enable / create sharrows or bike lane to connect Maroon Route on 12th. to Bike lane from Gunnison and 12th. Northbound, evaluate options using wide sidewalk or Lincoln Park property to improve this connection.
Status: Northbound sidewalk was improved on east side when Stocker Stadium was reconstructed in Spring 2022. Additional roadway width necessary to enable a bike lane south of North Ave.
- 22 [tie] South Camp Road** 2016.8
Construct multimodal improvements along South Camp Road from Monument to S. Broadway. Complete missing sidewalk gaps and multimodal trail gaps.
Status: City completed widening for bikes lanes in 2018 between S. Broadway and E. Dakota. Mesa County will complete from E. Dakota to Monument Road in spring of 2023. Remaining 657 feet of sidewalk necessary on east side at the Liberty Baptist Church. This section not currently in capital improvement program.
- 23 F½ Road and Cortland Avenue** 2020.13
Create an east-west corridor along F½ Road and Cortland Avenue for complete streets. F 1/2 from 28 Road to 33 Road and along Cortland Avenue from 27½ Road to 28 Road.
Status: Cortland already as bike lanes between 27 ½ Road to 28 Road. East of 28 Road to 29 Road will be constructed when Matchett Park is developed. East of 29 Road is completed to 29 ½ Road. Street improvements required from 29 ½ to Broken Spoke. Broken Spoke to 30 Road is complete. 30 Road to Lewis Wash will be constructed to a collector section in 2024. East of Lewis Wash is Mesa County.
- 24 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.
Status: 4th-5th Street corridors will have separated bike lanes constructed in early 2023. Access across Grand will be at 4th (south bound) and 5th Street (north bound).
- 25 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.
Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years

- 26 Connections across Tracks between 9th and 29th to RFT*** 2022.2
Between 9th street and 29 Road there are no ways to access the Riverfront Trail due to the train ROW. Evaluate facilities on 29 Rd for areas of improvement or identify opportunities for pedestrian/cyclist crossings across the train tracks to make access to the RFT easier for neighborhoods in the middle of this area.
Status: TBA
- 26 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.
Status: 26 1/2 Road from Horizon Drive to Summerhill Road is funded for 2025
- 27 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.
Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years. This section is slated for 2023 construction.
- 28 West Independent Avenue** 2020.12
Widen shoulders along the west end of Independent Avenue from Splish Splash to Chick-fil-A.
Status: Will incorporate into future street maintenance project.
- 29 [tie] Leach Creek Trail** 2021.15
Complete trail connections along Leach Creek, with emphasis on sections near 24 Road and G Road intersection.
Status: Undercrossing of G Road south of Canyon View Park completed in 2022. Section between City will receive bids in late December 2022 for construction in 2023
- 29 [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.
Status: Dos Rios currently under construction, this project will be proposed after more development has occurred.
- 29 [tie] St. Mary's Hospital and Community Hospital** 2021.25
Conduct a walk and ride audit for both hospitals and make improvements where possible.
Status: TBA
- 30 [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.
Status: Completed November 2022.
- 30 [tie] 26 Road (1st Street)** 2020.17
Install bike lanes along 26 Road (1st Street) from Patterson Road to I Road.
Status: Bike lanes were installed to F 1/2 2018. 26 1/2 Road from Horizon to Summerhill Way is higher priority and funded

31 [tie] West Independent Avenue 2018.5
Construct complete street improvements along West Independent Avenue from 24 ³/₄ Road to Bogart Lane, including 24 ³/₄ Road to I-70 Business Loop, adding width to the paved road surface to allow for striping of on-street bike lanes.

This project is the same as #28 (2020.12 and should be consolidated).

31 [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.

Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years

32 Monument Road Trail – Phase II 2016.17
PARTIALLY COMPLETED 2020 - Detached concrete path from Tabeguache Trails (Lunch Loops) to the S. Camp Rd path and beyond to the Colorado National Monument.

Status: ROW secured, funded for 2023 construction. Currently under design with construction slated for late summer 2023.

33 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.

Status: Wayfinding signage was installed in 2020 as well as curb extensions at Grand Ave. First green crossing on 10th and Grand. Project ongoing.

34 H Road 2020.8
Install bike lanes along H Road from the Grand Junction Airport roundabout to 26 Road.

Status: Bike lanes were installed as part of 2021 Overlays from 26 Road to 27 Road. Remaining work to install from GJ Airport roundabout to 27 Rd when future street maintenance project is completed.

35 [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).

Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years. Section from Bananas fun park west to Leach Creek Bridge was completed fall 2022.

35 [tie] 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.

Status: This section is maintained by Mesa County who did extensive crack filling and patching in 2020. No additional improvements are currently proposed.

36 West Main Street (Main Street – west of 1st 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.

Status: Wayfinding signage was installed in 2020. Will review sharrow installation in 2023.

37 Horizon Drive Improvements 2021.23

Construct buffered bike lane on Horizon Drive from N 12th to 27 ½ Road. Improve separation along Horizon Drive from 27 ½ Rd and northwards where feasible.

Status: Will review narrowing of drive lanes to 11 feet to provide buffer.

38 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.

Status: Most of this trail is within Mesa County's jurisdiction. Mesa County did significant maintenance / crack fill in 2019 that has helped.

39 Monument Road Trail – Curve Adjustment 2022.2

Reconstruct nonconforming curves on the Monument Connector Trail that create hazardous conditions after the last culvert heading uphill. Skid marks on the asphalt and observed cyclist behavior show that the alignment of the three S-curves with turning radiuses are not performing as intended.

Status: Current design was specifically suggested by COPMOBA to help keep downhill speeds in check.

40 Tour of the Moon National Scenic Byway 2020.7

Construct shoulders and install signage on all Tour of the Moon Byway rights-of-way under City of Grand Junction jurisdiction.

Status: Completed South Camp Road improvements in 2020 and S. Broadway east of Desert Hills Estates in 2018. Partial improvements, including uphill climbing lane and bike path extensions to be completed by spring 2023 near Tiara Rado. Project starts at Desert Hills Road and extends to Rado Drive.

41 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.

Status: Some work was completed along Ridges Blvd in 2020. Funding has been approved to work on replacement of asphalt sections of trails over next 3 years.

42 Separated Bike Lane – Horizon Drive 2021.23

Install bollards, armadillos, or buffers on Horizon Drive, or another bike lane location where traffic is heavy and speed limit is 35 mph or greater.

Status: Will review request in 2023. Bollards are challenging due to need for snow removal and street cleaning.

43 South Rim Drive Intersection 2020.14

Redesign and redevelop the intersection of Redlands Parkway and South Rim Drive to improve multimodal accessibility.

Status: Work is part of the 2022 Street Maintenance Overlay contract. Concrete is poured. Remaining work includes paving which will most likely be pushed to Spring 2023. Paving to include green markings, bike lanes, slight realignment of trail.

44 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).

Status: Need more clarification on scope. Crosby Ave from Main Street to American Way currently under design with construction slated for late 2023 through 2024.

45 Desert Hills/Escondido Connection 2022.3

Construct a multi-use path of approximately 1,200ft connecting Escondido Drive to Desert Hills Road as an alternative to South Broadway. This would require a small amount of additional easement or ROW to connect the existing undeveloped ROW segments.

Status: Not currently prioritized in capital improvement program.

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.

Status: 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.

Status: 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.

Status: Funded

26½ Road from Horizon to Summerhill 2021.0

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

Status: Funded

H Road 2020.8

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

Status: Completed from 26 Road to 27 Road.

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.

Status: Completed Spring 2022.

COMPLETED PROJECTS

Riverside Park Drive Pathway 2016.15
Provide a separated path as a continuation of the Colorado Riverfront Trail through the Riverside neighborhood.

Status: Completed 2019

Horizon Drive BID Trail Network Plan 2019.0*
The Horizon Drive Business Improvement District's Trail Network Plan was completed in 2019.

Status: 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.

Status: Partially Completed 2020. Section from Lunch Loop Parking Lot to South Camp Road funded for 2023.

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.

Status: 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.

Status: 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 in 2018.

Status: Colorado Parks and Wildlife are currently under design on this segment. Two remaining right-of-way/easements necessary to construct this reach should be resolved by mid-2023. Construction slated for 2024.

Riverfront Trail – Flooded Blue Heron Section 2020.0
Replace the Blue Heron Lake section of the Riverfront Trail that fell into Colorado River.

Status: 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-mile section that was unimproved.

Status: 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.

Status: 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.

Status: 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.

Status: Substantially Completed 2020

Westlake Park Access

2020.6

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

Status: Completed in 2020.

SUMMARY OF 2022 FUNDING REQUESTS

PROGRAM ADMINISTRATION – Cannot Exceed 20% of Allocation (\$90,000)

1: City CDBG Administration

The City allocated \$25,000 2021 CDBG funds for general administration of the program, the majority of which be expended by September 2022. The 2022 program year will incur typical staff time from previous years to cover a portion of staff salary, training, advertising, and HUD reporting requirements.

Funds Requested: \$25,000

Funds Leveraged: \$0

Recommended Funding: \$25,000

SERVICES PROJECTS – Cannot Exceed 15% of Allocation (\$60,600)

2: Housing Resources of Western Colorado (HRWC) – Housing Counseling and Support

The mission of HRWC is to advance equitable housing and create healthy communities by educating and empowering people and creating, improving and maintain homes. Primary programs are property management, weatherization, self-help homeownership, housing rehabilitation, housing counseling and education and community building and engagement. CDBG funds are requested for general administration of the Housing Counseling and Education program including salaries and administrative costs of the counseling. HRWC has received multiple grants in the past for emergency housing repairs but has not requested funds for this purpose.

Funds Requested: \$10,000

Funds Leveraged: \$89,448

CDBG Recommended Funding: \$5,717

General Fund Recommended Funding: \$4,283

FUNDING CONCERNS: None

3: Housing Resources of Western Colorado (HRWC) – Housing Counseling and Support

The mission of HRWC is to advance equitable housing and create healthy communities by educating and empowering people and creating, improving and maintain homes. Primary programs are property management, weatherization, self-help homeownership, housing rehabilitation, housing counseling and education and community building and engagement. CDBG funds are requested to continue to maintain housing stability for families in the community when faced with the possibility of eviction or foreclosure. Funds would be used to provide emergency payments. HRWC received a CDBG CV-3 grant for this purpose but two-thirds of that grant has expended.

Funds Requested: \$10,000

Funds Leveraged: \$89,448

Recommended Funding: \$10,000

FUNDING CONCERNS: None

4: Karis, Inc. – The House Residential Staff

Karis provides housing and service to homeless youth ages 13-24. Karis operates The House, Zoe House, Bonnie's House and Laurel House. CDBG funds are requested for a residential staff at The House. In the past, Karis has used volunteers to fill shifts. However, there has been a shortage of volunteers due to the pandemic. Residential staff will cover daytime hours that cannot be filled by volunteers and provide services such as counseling, preparing meals, games and activities. Karis, Inc. has received multiple grants in the past with the most recent being a 2021 grant of \$40,000 to remodel The House which has not been expended.

Funds Requested: \$15,000

Funds Leveraged: \$0

Recommended Funding: \$0

FUNDING CONCERNS: This type of salary is not an eligible CDBG activity.

5: Habitat for Humanity – Purchase Truck to Transport Donations to Home Store

The mission of Habitat for Humanity is to construct simple, affordable, and decent housing in partnership with families, volunteers, and the community for those in need. Habitat builds 4 new affordable, single-family homes per year. Revenue from the Habitat ReStore covers all operation costs and provides income for the building of additional homes. CDBG funds are requested to purchase a new truck to be used to pick up donations and deliver to the Habitat ReStore. Habitat for Humanity has not received a recent CDBG grant.

Funds Requested: \$25,000

Funds Leveraged: \$0

Recommended Funding: \$0

FUNDING CONCERNS: No direct benefit to low- and moderate-income persons; therefore, not an eligible CDBG activity.

6: Counseling and Education Center (CEC) - Low Income Counseling Services

CEC provides counseling to individuals in crisis or those dealing with difficult emotional issues and ensures access to professional counseling, regardless of income or ability to pay. CDBG funds would provide 175 more sessions of counseling for at least 10 more clients seeking care. CEC has received multiple grants for the same purpose with the most recent being 2021 funds (\$10,000), 70% of which have been expended.

Funds Requested: \$10,000

Funds Leveraged: \$220,830

Recommended Funding: \$10,000

7: Eureka! McConnell Science Museum – Purchase Vehicle to Transport students to the Museum and Enrichment Experiences

Eureka!'s hands-on science programs provide local students over 150,000 STEAM learning hours each year. The programs serve nearly 4,000 students and seek to provide equitable access to educational enrichment and increase opportunities for low-income and underserved youth to participate in hands-on science and outdoor learning experiences. CDBG funds will be used to purchase a transit van, which will increase Eureka!'s ability to serve more low-income and underserved youth that otherwise lack access to transportation necessary for the to participate. Eureka! received a CDBG CV-1 grant to subsidize increased enrollments for low- and moderate-income students during the pandemic. All funds have been expended.

Funds Requested: \$20,000

Funds Leveraged: \$0

Recommended Funding: \$7,800

FUNDING CONCERNS: The vehicle would serve other students outside the City limits or not of low- and moderate-income households so CDBG cannot fund the request entirely.

8: St. Mary's Hospital Foundation – Purchase Food for Meals on Wheels Program

Meals on Wheels serves hot and nutritious lunchtime meals for Mesa County seniors age 60 and older. The program fosters health, independence and wellbeing. Each weekday it produces 500-600 meals from its downtown Grand Junction kitchen. CDBG funds would be used to offset the cost of food for an estimated 10% growth in the program. Meals on Wheels has received CDBG funds in the past but none recently and all previous grants have been expended and closed out.

Funds Requested: \$15,000

Funds Leveraged: \$400,000

Recommended Funding: \$15,000

FUNDING CONCERNS: None

9: Riverside Educational Center (REC) – Bookcliff Middle School After School Program Transportation

Riverside Educational Center provides structured tutoring and educational enrichment activities in the after-school hours and beyond for Mesa County students in grades 1-12, in order to improve academic achievement and foster positive social and emotional development. REC provides transportation home for students enrolled in REC programming at Bookcliff Middle School. CDBG funds would be used to purchase a 14-passenger bus for this purpose. REC received a 2021 grant for the same purpose for Chipeta Elementary School which has been expended and the project closed out.

Funds Requested: \$17,060

Funds Leveraged: \$0

Recommended Funding: \$7,800

FUNDING CONCERNS: 50% of the students served reside in the City limits; therefore, as requested by REC, CDBG can only fund 50% of the cost.

10: Mesa County Partners – Purchase Vehicle for Western Colorado Conservation Corps (WCCC)

Mesa County Partners provides on-to-one mentoring that recruits, trains, and supervises adult volunteers who are matched with high-risk youth. Partners also supervises juvenile offenders in performing court-ordered community service as well as the operates the Western Colorado Conservation Corps (WCC). CDBG funds are requested to purchase a vehicle to transport WCCC members to area projects. Partners received a 2021 grant for the same purpose which has been expended and the project closed out.

Funds Requested: \$40,000

Funds Leveraged: \$0

Recommended Funding: \$0

FUNDING CONCERNS: None

CAPITAL IMPROVEMENTS PROJECTS

11: Housing Resources of Western Colorado (HRWC) – Critical Home Repair Program

HRWC provides low-moderate income residents with 24-hour Critical Home Repair Program. CDBG funds would be used to provide labor and materials/equipment for repairs/improvements including pest infestations, roof repair, HVAC repair, correcting carbon monoxide issues, frozen pipes and electrical problems. Expenditures are typically \$300 to \$500 per household so the program would expect to fund 20 households with the CDBG funds. HRWC has received many grants in the past, most recently a 2021 grant for \$10,000 for this purpose which has not yet been expended.

Funds Requested: \$10,000

Funds Leveraged: \$ 0

Recommended Funding: \$10,000

FUNDING CONCERNS: None

12: Housing Resources of Western Colorado (HRWC) – Emergency Repair for Mobile Homes

The Single-Family Owner-Occupied Housing Rehabilitation Program removes deficiencies or health and safety hazards, corrects substandard conditions, corrects violations of local housing codes, improves accessibility, and improves energy efficiency for owner occupied housing. HRWC's program through Department of Housing has a gap in the overall funding due to HOME funding restrictions that do not allow mobile homes on rented lots. City of Grand Junction CDBG funds do allow this housing type. Emergency repair grants are for manufactured housing on rented lots and shall not exceed \$10,000 per applicant or 50% of its value with the cap being \$10,000. A home repair will improve the community blighted housing stock reducing the client's' chance of

becoming homeless from a substandard unit. HRWC has received many grants in the past, most recently a 2021 grant for \$25,000 for this purpose, 30% of which has been expended.

Funds Requested: \$25,000

Funds Leveraged: \$3,000

Recommended Funding: \$25,000

FUNDING CONCERNS: None

13: STRiVE – Group Homes and Wood Shop Rehabilitation

STRiVE provides a variety of support for Mesa County residents with intellectual/developmental disabilities and their families. Services include group homes, vacation and day programs, supported living and family support and infant/toddler early intervention. CDBG funds would be used to replace air conditioning units in two group homes that house a total of 16 individuals and a new heater at the Wood Shop which employs STRiVE clients. Locations are 2746 Olson Avenue, 680 29-1/2 Road and 2850 Chipeta Avenue which are all in the City limits. STRiVE has received numerous grants in the past, most recently a 2021 grant of \$7,942 for repair of an accessible multi-passenger van which has been expended and the project closed out.

Funds Requested: \$76, 222

Funds Leveraged: \$0

Recommended Funding: \$76,222

FUNDING CONCERNS: None

14: Hilltop Community Resources – Bacon Campus Community Resource Building Roof

Hilltop has been serving individuals and families in Western Colorado since 1950 with an array of programs and services that cover the lifespan from pre-natal health care access to assisted living. The Bacon Campus has been home to housing and services for brain-injured persons with 130 residents. CDBG funds would be used for roofing repairs on the Community Resource building on the campus that includes the dining hall, kitchen, staff and nursing offices, meeting room and life skills training area. Hilltop has received numerous CDBG grants in the past but none recently. All other grants have been expended and projects closed out.

Funds Requested: \$39,871

Funds Leveraged: \$0

Recommended Funding: \$39,871

FUNDING CONCERNS: None

15: City of Grand Junction on Behalf of Centro Colorado – Riverside Building and Site Remodel

Centro's programs focus on providing quality, comprehensive education services to families, including the Head Start program that prepares at-risk children for success in school and life. Centro is currently serving 226 children from 178 families. Centro is leasing the former Head Start building in Riverside from the City. Therefore, CDBG funds used for renovation must be granted to the City rather than Centro and the City

must approve of proposed changes to the buildings and the site. Proposed renovations include adding stucco to the exterior and replacing an ADA ramp at the older building, establishing xeric landscaping on the site, and upgrading the playground.

Funds Requested: \$79,650

Funds Leveraged: \$19,850

Recommended Funding: \$0

FUNDING CONCERNS: Need more detailed information on renovations with estimates, including any hazardous material remediation and a landscape Plan for the new design which were not provided with the application. Suggest Centro continue to work with the City and re-apply for funding assistance.

16: Grand Valley Catholic Outreach (GVCO) – Soup Kitchen Parking Lot Resurface

GVCO operates 12 core programs to meet the needs of those in distress including financial aid to prevent homelessness, transitional or permanent housing, the Outreach Day Center and the Soup Kitchen. The latter is used for administration and counseling offices, a clothing bank, emergency food bank the soup kitchen offering lunch time meal 6 days/week. CDBG funds are requested to resurface the parking lot at the Soup Kitchen. GVCO has received several grants in the past, most recently a 2021 grant in the amount of \$50,000 for preconstruction costs for the Mother Teresa project, 10% of which have been expended.

Funds Requested: \$50,000

Funds Leveraged: \$1,150

Recommended Funding: \$0

FUNDING CONCERNS: None

17: HomewardBound of the Grand Valley – Pathways Security System

HomewardBound provides emergency shelter for up to 270 individuals per night, with each guest having access to a clean bed, meals, showers/toiletries, clothing and a safe place to stay during the day. CDBG funds are requested to improve the security system at the Pathways Family Shelter. HomewardBound has received multiple grants in the past with the most recent being a 2021 grant of \$40,000 for the same purpose at the Community Homeless Shelter which has not been expended.

Funds Requested: \$49,864

Funds Leveraged: \$0

Recommended Funding: \$49,864

FUNDING CONCERNS: None

18: Hilltop Community Resources – Resource Center Fencing

Hilltop has been serving individuals and families in Western Colorado since 1950 with an array of programs and services that cover the lifespan from pre-natal health care access to assisted living. CDBG funds would be used to provide fencing around an

area that has a concrete slab to basketball and grass to improve safety for the youth and families that use the area while participating in Hilltop program activities. Hilltop has received numerous CDBG grants in the past but none recently. All other grants have been expended and projects closed out.

Funds Requested: \$19,676

Funds Leveraged: \$10,000

Recommended Funding: \$19,676

FUNDING CONCERNS: None

19: City of Grand Junction – Safe Neighborhood Route 27 Road South of Highway 50

Expand the SRTS improvements along 27 Road to complete a connected corridor south of US Highway 50. North section was previously approved. Construct 620 feet of curb, gutter and sidewalk and 2 accessible ramps.

Funds Requested: \$140,000

Funds Leveraged: \$16,233

CDBG Recommended Funding: \$99,501

Capital Funds Recommended Funding: \$40,499

FUNDING CONCERNS: The City would need to budget for \$40,499 capital improvements plan to complete this project.

20: City of Grand Junction – Safe Routes to School Rocket Park Crosswalk

Provide a safe, accessible crossing of Orchard Avenue to provide access to Rocket Park, GVT stops and nearby schools. Construct 120 feet of curb, gutter and sidewalk, 2 accessible ramps and 1 crosswalk.

Funds Requested: \$40,000

Funds Leveraged: \$0

Recommended Funding: \$40,000

FUNDING CONCERNS: None

21: City of Grand Junction – 12th Street Near Wellington Avenue Pedestrian Crossing

Important to GVT Route 1 access. Install 2 accessible ramps, 1 crosswalk and a yellow-flashing signal. Mid-block crosswalk to heavily used walking/ADA route to medical services, commercial services.

Funds Requested: \$80,000

Funds Leveraged: \$0

Recommended Funding: \$0

FUNDING CONCERNS: Lower priority project.

Active Transportation Count Program

Urban Trails Committee
October 12, 2022

City of Grand Junction: Active Transportation Count Program

2022 Bicycle and Pedestrian Count Raw Data

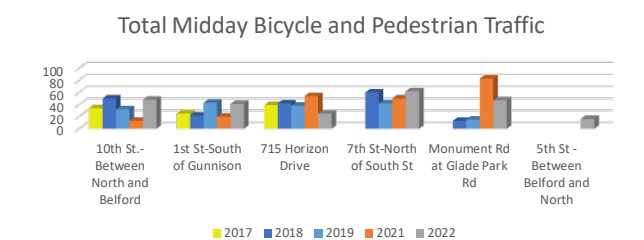
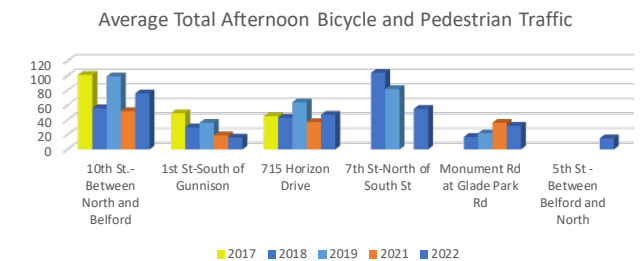
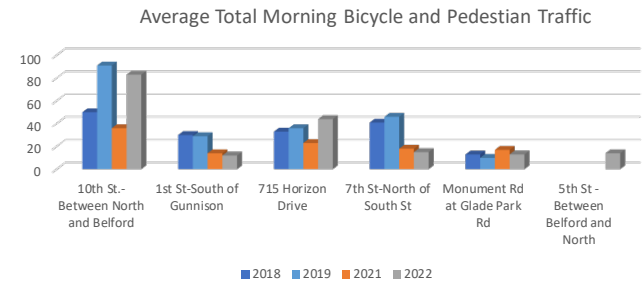
Year	Date	Time	Location	Bike Count	Ped Count	AVG Bike/Hour	Avg Ped/hr	Total Count	Volunteer
2022	5/11	7am-9am	10th St.-Between North and Belford	40	43	8.9	8	83	Friedel
2022	5/7	11am-1pm	10th St.-Between North and Belford	32	16	9.0	21.5	48	Hodge
2022	5/11	4pm-6pm	10th St.-Between North and Belford	40	43	8.9	16	83	Friedel
2022	5/12	4pm-6pm	10th St.-Between North and Belford	36	32	9.1	2.5	68	Wade
2022	5/11	7am-9am	1st St-South of Gunnison	7	5	9.1	3	12	Heesaker
2022	5/12	7am-9am	1st St-South of Gunnison	6	6	9.1	3.5	12	Hodge
2022	5/7	11am-1pm	1st St-South of Gunnison	34	7	9.4	0.5	41	Smith
2022	5/11	4pm-6pm	1st St-South of Gunnison	13	1	9.4	1.5	14	Hodge
2022	5/12	4pm-6pm	1st St-South of Gunnison	15	3	9.4	26	18	Carter
2022	5/11	7am-9am	715 Horizon Drive	2	52	9.4	14	54	Holt
2022	5/12	7am-9am	715 Horizon Drive	6	28	9.4	8	34	Ruppe
2022	5/7	11am-1pm	715 Horizon Drive	9	16	9.4	19	25	Lehmann
2022	5/11	4pm-6pm	715 Horizon Drive	7	38	9.3	21	45	McCloskey
2022	5/12	4pm-6pm	715 Horizon Drive	6	42	9.5	1.5	48	McCloskey
2022	5/11	7am-9am	7th St.-North of South St	1	3	9.3	7.5	4	Rooney
2022	5/12	7am-9am	7th St.-North of South St	10	15	9.5	16	25	Brooks
2022	5/7	11am-1pm	7th St.-North of South St	30	32	9.5	17.5	62	Rooney
2022	5/11	4pm-6pm	7th St.-North of South St	20	35	9.7	4	55	Wade/Lehman
2022	5/12	4pm-6pm	7th St.-North of South St	14	55	9.9	0.5	69	Radavich
2022	5/11	7am-9am	Monument Rd at Glade Park Rd	9	8	9.9	0.5	17	Byrom
2022	5/12	7am-9am	Monument Rd at Glade Park Rd	8	1	10.2	2.5	9	Seiler
2022	5/7	11am-1pm	Monument Rd at Glade Park Rd	42	5	10.3	1	47	Byrom
2022	5/11	4pm-6pm	Monument Rd at Glade Park Rd	12	2	10.5	2.5	14	Byrom
2022	5/12	4pm-6pm	Monument Rd at Glade Park Rd	45	5	10.6	5	50	Hodge
2022	5/11	7am-9am	5th St. - Between Belford and North	5	10	10.8	5	15	Hodge
2022	5/12	7am-9am	5th St. - Between Belford and North	3	10	9.8	6	13	Bush
2022	5/7	11am-1pm	5th St. - Between Belford and North	4	12	9.6	3.5	16	Fouts
2022	5/11	4pm-6pm	5th St. - Between Belford and North	4	7	9.6	3.5	11	Lehmann
2022	5/12	4pm-6pm	5th St. - Between Belford and North	12	7	9.6	219	19	Peterson
Sub Total				444	493	9.6	15.2	1011	

City of Grand Junction: Active Transportation Count Program

Average Total Morning Traffic					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford		50	91	36	83
1st St-South of Gunnison		30	29	14	12
715 Horizon Drive		33	36	23	44
7th St-North of South St		41	46	18	15
Monument Rd at Glade Park Rd		13	10	17	13
5th St - Between Belford and North					14
Total	0	167	212	108	167

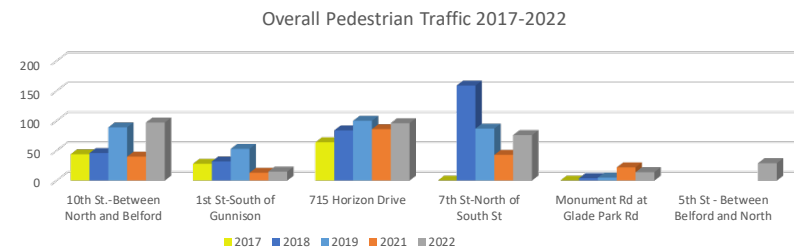
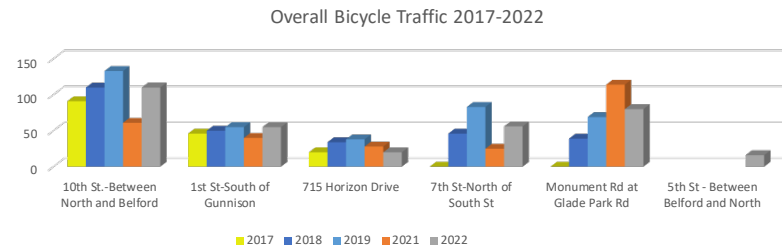
Average Total Afternoon Traffic					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	101	56	99	52	76
1st St-South of Gunnison	49	30	36	19	16
715 Horizon Drive	45	43	64	37	47
7th St-North of South St		104	82		55
Monument Rd at Glade Park Rd		17	22	36	32
5th St - Between Belford and North					15
Total	195	250	303	144	226

Average Total Midday Traffic					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	34	50	32	13	48
1st St-South of Gunnison	25	22	43	20	41
715 Horizon Drive	39	42	38	54	25
7th St-North of South St		60	42	50	62
Monument Rd at Glade Park Rd		13	15	83	47
5th St - Between Belford and North					16
Total	98	187	170	220	



City of Grand Junction: Active Transportation Count Program

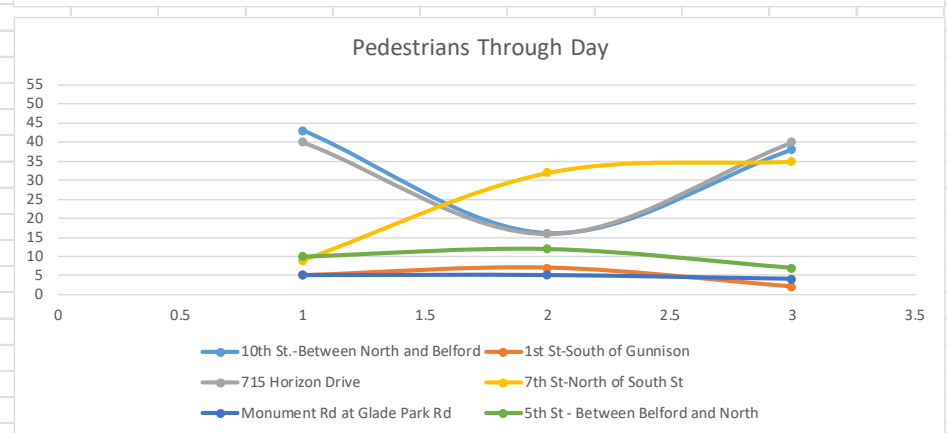
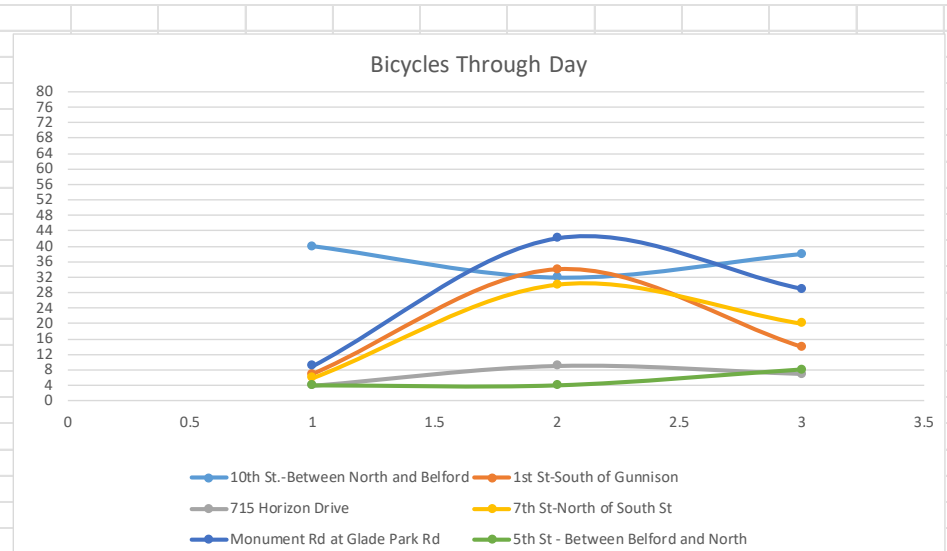
Overall Bicycles					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	91	110	133	61	110
1st St-South of Gunnison	46	50	55	40	55
715 Horizon Drive	20	34	38	28	20
7th St-North of South St	0	46	83	25	56
Monument Rd at Glade Park Rd	0	39	69.00	114.00	80
5th St - Between Belford and North					16
TOTAL	157	279	378	268	321
Overall Pedestrians					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	44	46	89	40	97
1st St-South of Gunnison	28	32	53	13	15
715 Horizon Drive	64	84	100	86	96
7th St-North of South St	N/A	159	87	43	76
Monument Rd at Glade Park Rd	N/A	4	5	22	14
5th St - Between Belford and North					29
TOTAL	136	325	334	204	



City of Grand Junction: Active Transportation Count Program

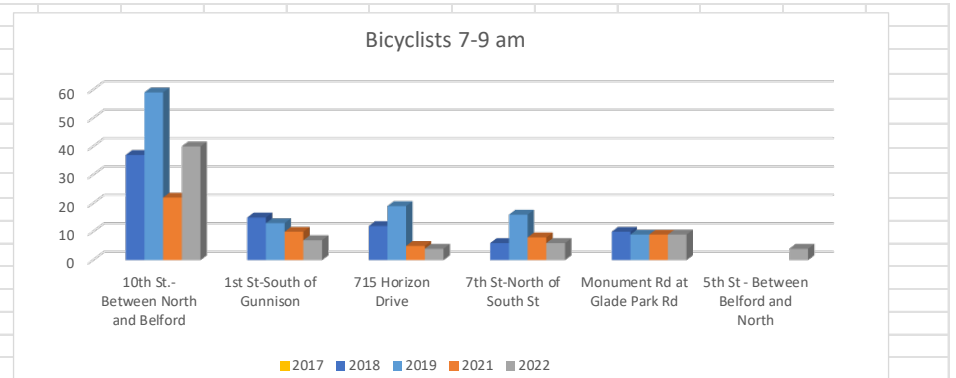
Bicycles per hour			
	7-9	11-1	4-6
10th St.-Between North and Belford	40	32	38
1st St-South of Gunnison	7	34	14
715 Horizon Drive	4	9	7
7th St-North of South St	6	30	20
Monument Rd at Glade Park Rd	9	42	29
5th St - Between Belford and North	4	4	8
TOTAL	70	151	116

Pedestrians			
	7-9	11-1	4-6
10th St.-Between North and Belford	43	16	38
1st St-South of Gunnison	5	7	2
715 Horizon Drive	40	16	40
7th St-North of South St	9	32	35
Monument Rd at Glade Park Rd	5	5	4
5th St - Between Belford and North	10	12	7
TOTAL	112	88	126

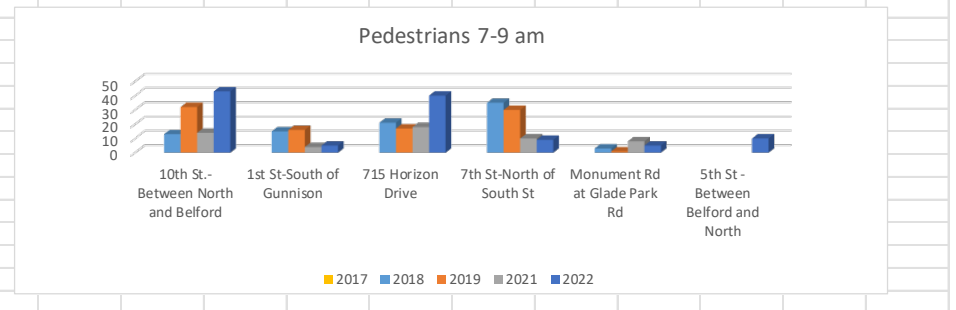


City of Grand Junction: Active Transportation Count Program

Bicycles 7-9 am					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford		37	59	22	40
1st St-South of Gunnison		15	13	10	7
715 Horizon Drive		12	19	5	4
7th St-North of South St		6	16	8	6
Monument Rd at Glade Park Rd		10	9	9	9
5th St - Between Belford and North					4
TOTAL	0	80	116	54	70



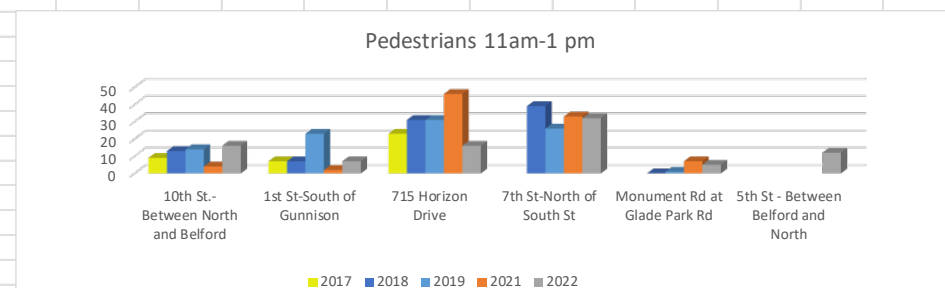
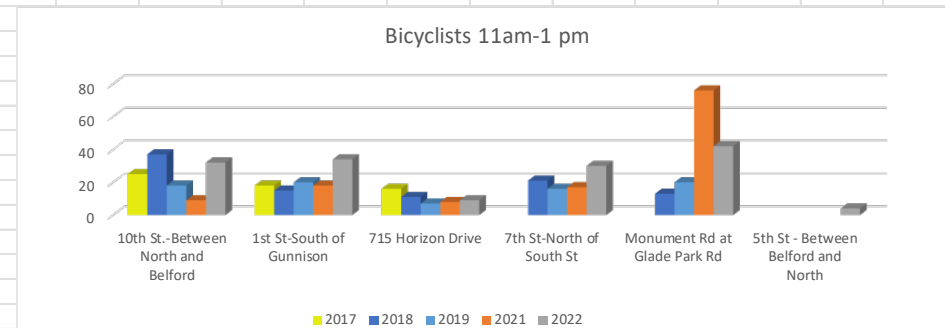
Pedestrians 7-9 am					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford		13	32	14	43
1st St-South of Gunnison		15	16	4	5
715 Horizon Drive		21	17	18	40
7th St-North of South St		35	30	10	9
Monument Rd at Glade Park Rd		3	1	8	5
5th St - Between Belford and North					10
TOTAL	0	87	96	54	112



City of Grand Junction: Active Transportation Count Program

Bicycles 11am-1pm/ 12pm-2pm					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	25	37	18	9	32
1st St-South of Gunnison	18	15	20	18	34
715 Horizon Drive	16	11	7	8	9
7th St-North of South St		21	16	17	30
Monument Rd at Glade Park Rd		13	20	76	42
5th St - Between Belford and North					4
TOTAL	59	97	81	128	151

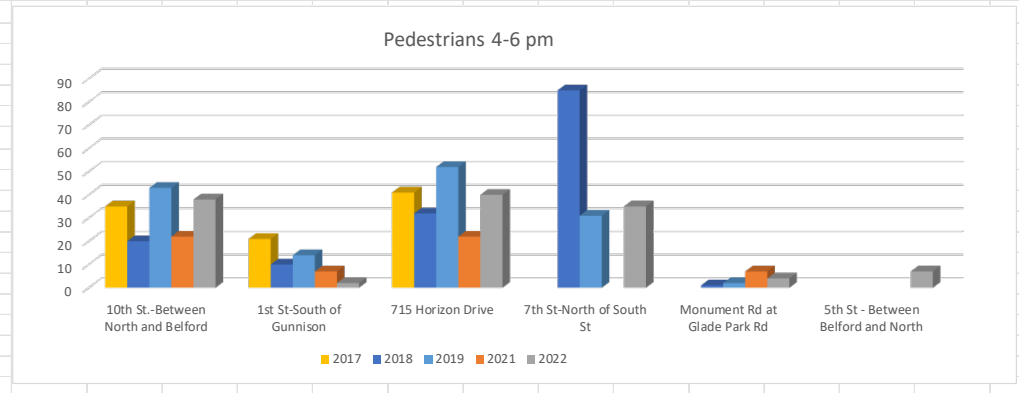
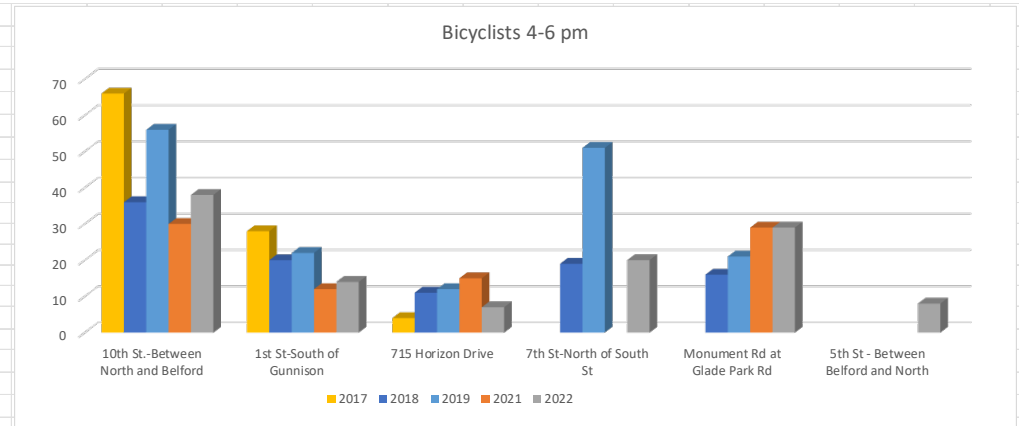
Pedestrians 11am-1pm/ 12pm-2pm					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	9	13	14	4	16
1st St-South of Gunnison	7	7	23	2	7
715 Horizon Drive	23	31	31	46	16
7th St-North of South St		39	26	33	32
Monument Rd at Glade Park Rd		0	1	7	5
5th St - Between Belford and North					12
TOTAL	39	90	95	92	88



City of Grand Junction: Active Transportation Count Program

Bicycles 4-6					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	66	36	56	30	38
1st St-South of Gunnison	28	20	22	12	14
715 Horizon Drive	4	11	12	15	7
7th St-North of South St		19	51		20
Monument Rd at Glade Park Rd		16	21	29	29
5th St - Between Belford and North					8
TOTAL	98	102	162	86	116

Pedestrians 4-6 pm					
	2017	2018	2019	2021	2022
10th St.-Between North and Belford	35	20	43	22	38
1st St-South of Gunnison	21	10	14	7	2
715 Horizon Drive	41	32	52	22	40
7th St-North of South St		85	31		35
Monument Rd at Glade Park Rd		1	2	7	4
5th St - Between Belford and North					7
TOTAL	97	148	142	58	126



City of Grand Junction: Active Transportation Count Program

Future Counts

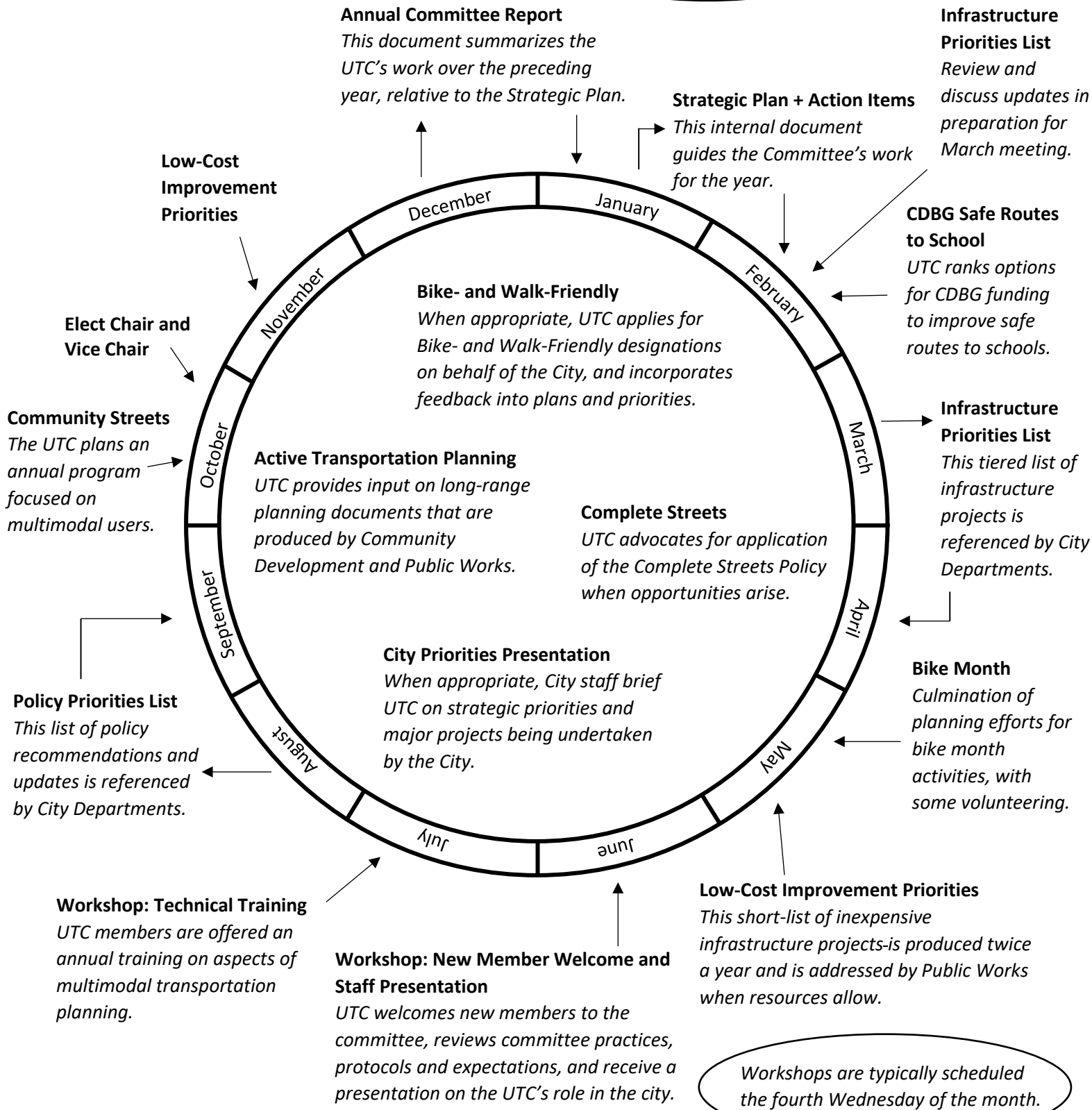
- Additional Locations?
 - Orchard Mesa – Unaweeep/27 Rd.
- Additional Days?
- Automation?
- Desired Metrics?

Questions???



Urban Trails Committee Annual Roadmap

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



Workshops are typically scheduled the fourth Wednesday of the month.

Chapter 21.08 Off-Street Parking¹⁹

21.08.010 OFF-STREET PARKING AND LOADING

(a) Purpose²⁰

The purpose of this section is to:

- (1) Ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles, and pedestrians;
- (2) Ensure parking requirements result in land usage and intensity that align with the City's goal;
- (3) Provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking that unduly burden businesses with the cost of building or maintaining parking;
- (4) Manage and improve existing public parking facilities and future development in Downtown; and
- (5) Provide for creative and innovative approaches to parking reduction mechanisms, alternative parking arrangements, and parking design.

(b) General Parking Standards

(1) Compliance with TEDS Manual

In addition to the standards in this section, all off-street parking shall meet the TEDS standards (GJMC Title 29).

(2) Uses Not Identified

The Director shall determine the parking requirement for a use that is not listed in subsection (d) of this section. The applicant shall provide adequate information so that the Director can make such decision by including:

- (i) Type of uses;
- (ii) Number of employees;
- (iii) Building design capacity;
- (iv) Square feet of sales area, service area, etc.;
- (v) On-site parking spaces;
- (vi) Proposed off-site parking spaces; and
- (vii) Hours of operation.

(3) Multiple Uses

If there are accessory or multiple uses within one or more structures, these standards shall apply to each use and structure, resulting in a total parking requirement for the complex or property except as provided in subsection (e).

¹⁹ Current 21.06.050, unless otherwise noted.

²⁰ New, based on OGJ policies related to parking.

(4) Accessible Parking²¹

- (i) All development that provides off-street vehicle parking spaces shall comply with the requirements of the Americans with Disabilities Act (ADA) and the International Building Code (IBC), and the standards in this section. If the standards in this section conflict with the requirements of the ADA or IBC, the requirements of the ADA or IBC shall apply.
- (ii) Requirements for accessible parking spaces are detailed in the City Standard Street Details and are also in the Federal Register.
- (iii) All development shall provide at least the following number of accessible parking spaces:

Table 21.08-4: Required Number of Accessible Parking Spaces	
Total Parking Spaces in Lot or Garage	Minimum Number of Accessible Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of spaces provided
1,001 and Over	20 plus 1 for each 100 over 1,000

- (iv) The additional width required for an accessible parking space may be created by reducing the width of an adjacent sidewalk area, provided the clear portion of the sidewalk width is not reduced below five feet, when providing accessible parking spaces in public right-of-way.

(c) Minimum and Maximum Off-Street Parking Standards

Commentary

This updated table of minimum vehicle parking requirements corresponds to the table of allowed uses presented in Module 2 (ensuring that each proposed land use type has an associated off-street parking requirement). The current minimum parking requirement for each use is listed (if one exists) in the middle column for comparison against the new proposed requirement. Some existing parking requirements include a broad range of land use types. In these cases, we used our judgment to assign a current parking standard to the proposed land use type most closely related to it. Generally, requirements based on number of employees or number of seats were replaced with standardized

²¹ Replaces 21.06.090(b)(2).

requirements based on building square footage to improve administration and enforcement for staff.

Bold and blue text in the righthand column indicates a reduction from current requirements. The current standards column will be removed prior to adoption.

Bold and light blue text in the righthand column indicates a change from employee or seat-based requirement to standardized square footage requirements.

Bold and blue text in the lefthand column indicates a new use.

(I) Minimum Off-Street Vehicle Parking Requirements

- (i) Notwithstanding Subsection (ii) below, all development shall provide vehicle parking spaces in the amount required by Table 21.08-2, as those amounts may be modified by GJMC 21.08.010(d).
- (ii) Parking regulations for uses in the MU-3 district are:²²
 - (A) There is no parking requirement for the reuse, remodel, or reconstruction of an existing structure that does not increase the available square footage of leasable area.
 - (B) Parking shall be provided for any leasable square footage added after the Effective Date.
 - (C) Permanent parking available to the public and within 1,000 feet of the proposed construction counts towards the total parking requirement.²³

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Residential Uses		
Household Living		
Dwelling, Single-Family Detached	2 per unit	2 per unit
Dwelling, Single-Family Attached	-	1 per unit
Dwelling, Co-Housing²⁴	-	1 per unit
Dwelling, Cottage Court	-	1 per unit
Dwelling, Duplex ²⁵	2 per unit	1 per unit

²² Updated reference from B-2 to MU-3 to align with new proposed districts in Module 2.

²³ Expanded current 1,000 foot allowance for employee parking to apply broadly.

²⁴ Based on "Other Group Living" category.

²⁵ Renamed from "Two-Family Dwelling."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Dwelling, Triplex or Fourplex	1 bedroom: 1 per unit 2 bedroom: 1.5 per unit 3+ bedroom: 2 per unit	1 per unit
Dwelling, Medium Multifamily		1 bedroom: 1 per unit 2 bedroom: 1.5 per unit
Dwelling, Large Multifamily		3+ bedroom: 2 per unit Affordable Housing: 0.75 per unit²⁶
Manufactured Home	-	1 per unit
Manufactured Housing Community ²⁷	2 per manufactured home site + 1 per every 50 square feet of floor area in administration and service buildings	1 per unit
Group Living		
Boarding or Rooming House	1 space for each room available for rent plus 2 spaces	1 per bedroom + 2 spaces
Fraternity or Sorority	1.5 spaces for each sleeping room plus 1.5 spaces for every 4 active nonresident members of the fraternity/sorority plus 1 space for every 3 staff employed at the facility	1 per bedroom
Group Living Facility, Small	1 per 4 beds + 1 per each 3 employees	1 per 4 beds + 1 per each 3 employees
Group Living Facility, Large		
Group Living Facility, Unlimited		
Public, Institutional, and Civic Uses		
Adult or Child Day Care		
Day Care Center, Adult or Child	1.5 per employee	1 per 400 square feet GFA
Community and Cultural Facilities		
Assembly, Community ²⁸	Community Center: 1 per 250 square feet	2 per 1,000 square feet GFA

²⁶ A definition for affordable housing will be added at the time of Consolidated Draft.

²⁷ Renamed from Manufactured Housing Park.

²⁸ Consolidates "Community Activity Building" and "Art Gallery, Museum, Opera House or Library."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	Museums, Art Galleries, Opera Houses: 1 per 1,000 square feet	
Assembly, Religious/Private Group ²⁹	Religious Assembly: 1 per 4 seats (one seat = 18") Assembly/Auditorium: 1 per 4 seats or 1 per 50 square feet if not permanent seat Clubs/Lodges: 1 per 500 square feet	2 per 1,000 square feet GFA
Community Corrections Facility	1 per employee on maximum shift + 1 per service vehicle	2 per 1,000 square feet GFA
Crematory	1 per employee + 1 space per service vehicle	None
Funeral Home or Mortuary	1 per 4 seats (one seat = 18")	2 per 1,000 square feet GFA
Government Service Facility	-	2 per 1,000 square feet GFA plus 1 space per service vehicle
Jail ³⁰	1 per employee on maximum shift + 1 per service vehicle	2 per 1,000 square feet GFA
Meeting, Banquet, Event, or Conference Facility	-	2 per 1,000 square feet GFA
Safety Service Facility	1 per employee + 1 per 300 square feet of office space	2 per 1,000 square feet GFA plus 1 space per service vehicle
Educational Facilities		
Boarding School	0.8 parking spaces per bed	0.8 per bed
College or University	1 per 2 students	2 per 1,000 square feet GFA office, research, and library area plus 1 space per 250 square feet GFA assembly areas and classrooms
Public or Private School	Elementary and Junior High: 1 per classroom	Elementary and Junior High: 1 per classroom

²⁹ Consolidates "Religious Assembly" with "Membership and Service Clubs."

³⁰ Removed "Honor Camps or Reformatories" from term.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	High Schools: 6 per classroom	High Schools: 6 per classroom
Vocational, Technical, or Trade School	1 per 2 students	2 per 1,000 square feet GFA
Health Facilities		
Hospital ³¹	1 per 2 beds + 1 per employee	1 per 2 beds based on maximum design capacity plus 2 per 1,000 square feet GFA office and administrative area
Medical or Dental Clinic ³²	1 per 250 square feet	2 per 1,000 square feet GFA
Parks and Open Space		
Cemetery	-	None
Golf Course	4 per hole	4 per hole
Golf Driving Range	1 per 20 feet of driving area	1 per 20 feet of driving area
Park, Lake, Reservoir, Other Open Space	-	None
Commercial Uses		
Adult Entertainment	-	2 per 1,000 square feet GFA
Agriculture and Animal		
Animal Agriculture ³³	None	None
Animal Care, Boarding, or Sales, Indoor Operations Only	-	2 per 1,000 square feet GFA
Animal Care, Boarding, or Sales, Outdoor Operations	-	2 per 1,000 square feet GFA
Animal Clinic or Hospital³⁴	-	2 per 1,000 square feet GFA
Dairy Operations or Feedlot ³⁵	None	None

³¹Consolidates "Hospital/Mental Hospital," "Law Enforcement Rehabilitation Centers" and "Physical and Mental Rehabilitation, Resident."

³² Consolidates "Medical or Dental Clinic" and "Counseling Centers (Nonresident)."

³³ Replaces current "Animal Confinement."

³⁴ Consolidates current "Animal Clinic" and "Animal Hospital."

³⁵ Consolidates current "Confined Animal Feeding Operation, Feedlot" and "Dairy."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Farmers' Market	-	As determined by the Director
Forestry, Commercial	-	None
Nursery or Greenhouse ³⁶	-	2 per 1,000 square feet GFA
Pasture, Commercial	None	None
Urban Agriculture	-	None
Food and Beverage		
Bar or Tavern ³⁷	1 per 100 square feet	4 per 1,000 square feet GFA
Brewery, Distillery, or Winery ³⁸		4 per 1,000 square feet GFA
Brewpub, Distillery Pub, or Limited Winery	-	4 per 1,000 square feet GFA
Food Service or Catering	-	2 per 1,000 square feet GFA
Mobile Food Vendor/Court	2.5 spaces per vendor	2.5 per vendor
Restaurant	Restaurant, Drive-In, no indoor seating: 1 per employee on largest shift Restaurant, Fast-Food with Drive-In Facilities: 1 space per 3 seats Restaurants: 1.5 per 100 square feet	4 per 1,000 square feet GFA
Lodging Facilities		
Emergency Shelter ³⁹	-	As determined by the Director
Hotel or Motel	1 per room + 1 per 250 square feet of restaurants, bars, meeting areas	1 per guest room plus 3 per 1,000 square feet GFA restaurants, bars, or meeting areas
Resort Cabin and Lodge	-	1 per guest room
Short-Term Rental	-	[insert following STR update]

³⁶ Renamed from "Landscaping Materials Sale/Greenhouse/Nursery."

³⁷ Replaces "Drinking Establishment."

³⁸ Consolidates current "Winery" and "Alcoholic Beverage Production."

³⁹ Renamed from "Homeless Shelter" and use permissions added.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Office and Personal Services		
Office	1 per 400 square feet	2 per 1,000 square feet GFA
Personal Service ⁴⁰	Other Retail Sales/Service, Low Volume: 1 per 500 square feet Other Service Businesses: 1 per 500 square feet	2 per 1,000 square feet GFA
Recreation and Entertainment		
Campground or Recreational Vehicle Park	1 space (10' x 30') per campsite	1 per campsite
Indoor Entertainment and Recreation ⁴¹	Assembly/Auditorium: 1 per 4 seats or 1 per 50 square feet if not permanent seat Bowling Alley: 4 per lane Health Club/Fitness Center: 1 per 500 square feet Theaters: 1 per 4 seats	2 per 1,000 square feet GFA
Outdoor Entertainment and Recreation ⁴²	Miniature Golf: 2 per hole All Other Outdoor Recreation: As determined by the Director	1 per 300 square feet GFA area plus 1 space per 10,000 square feet GFA site area
Riding Academy, Roping, or Equestrian Area	All Other Outdoor Recreation: As determined by the Director	1 per 5 stalls

⁴⁰Consolidates "Retail Sales and Services" use category, "Repair, Small Appliance," "Repair, Large Appliance," and "Personal Services."

⁴¹ Consolidates "Indoor Recreation and Entertainment" use category, "Health Club," and "Movie Theater, Skating Rink, Arcade."

⁴² Consolidates "Outdoor Recreation and Entertainment" use category and "Amusement Park, Miniature Golf."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Shooting Range, Indoor	-	1 per 2 shooting stations
Shooting Range, Outdoor	All Other Outdoor Recreation: As determined by the Director	1 per 2 shooting stations
Swimming Pool, Community	All Other Outdoor Recreation: As determined by the Director	2 per 1,000 square feet pool surface area
Zoo	All Other Outdoor Recreation: As determined by the Director	As determined by the Director
Retail Sales		
Flea Market	1.5 per booth or stall	2 per 1,000 square feet GFA or use area
Manufactured Building Sales and Service	Other Retail sales, High Volume: 1 per 300 square feet	2 per 1,000 square feet GFA
Regulated Cannabis Store	-	1 per 300 square feet
Retail Sales and Service, Small ⁴³	Convenience Store: 1 per 250 square feet Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail Sales, Low Volume: 1 per 500 square feet	2 per 1,000 square feet GFA
Retail Sales and Service, Medium	Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail sales, High Volume: 1 per 300 square feet	1.5 per 1,000 square feet GFA
Retail Sales and Service, Large	Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail sales, High Volume: 1 per 300 square feet	1 per 1,000 square feet GFA
Retail Sales and Service, Big Box	Shopping Centers < 400,000 square feet: 1 per 250 square feet	1 per 1,000 square feet GFA

⁴³ All Retail Sales uses (Small, Medium, Large, and Big Box) consolidate "Farm Implement/Equipment Sales/Service," "Feed Store," "General Retail Sales (Indoor and Outdoor Operations, Display, and Storage)," and "Rental Service (Indoor and Outdoor Display/Service)."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	Shopping Centers > 400,000 square feet: 1 per 200 square feet Other Retail sales, High Volume: 1 per 300 square feet	
Transportation		
Airport or Heliport	1 per employee + 1 space per peak embarking passengers	3 per 1,000 square feet GFA terminal area
Helipad	-	None
Parking Lot or Garage	-	None
Transportation Depot ⁴⁴	1 per employee + 1 space per peak embarking passengers	3 per 1,000 square feet GFA waiting area
Truck Stop	1 space per employee on largest shift + 1 space per 200 square feet	2 per 1,000 square feet GFA
Vehicles and Equipment		
Vehicle Fleet Operations Center ⁴⁵	-	1 per 1,000 square feet GFA plus 1 space per commercial fleet vehicle
Vehicle Fuel Sales and Service Station	Fuel: full service no repair/service facility; self-service: space per employee on largest shift + 1 space per 200 square feet	2 per 1,000 square feet GFA
Vehicle Impound Lot	-	1 per 1,000 square feet GFA
Vehicle Repair, Major ⁴⁶	2 per service bay + 1 per employee	2 per 1,000 square feet GFA retail, office, waiting area plus 1 per service bay
Vehicle Repair, Minor ⁴⁷		
Vehicle Sales, Rental and Leasing, Heavy ⁴⁸	1 space for each 5,000 feet of open sales lot area devoted to the sale, display, and rental of said vehicles and 1 space for each 300 square feet of gross floor area	2 per 1,000 square feet GFA of enclosed buildings plus 1 per 5,000 square feet of outdoor display area
Vehicle Sales, Rental and Leasing, Light ⁴⁹		

⁴⁴ Replaces Bus/Railroad Depot.

⁴⁵ Replaces "Delivery and Dispatch Services."

⁴⁶ Consolidates and expands current "Auto and Light Truck Mechanical Repair," "Tire Recapping and Storage" and "Body Shop".

⁴⁷ Consolidates and expands current "Auto and Light Truck Mechanical Repair" and "Body Shop".

⁴⁸ New use, includes "Rental Service" uses.

⁴⁹ New use, includes "Rental Service" uses.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Vehicle Wash	Car Wash, Self-Service: See TEDS Car Wash, Full-Service: 1 space per employee	3 stacking spaces per service lane, stall, or bay
Industrial Uses		
Manufacturing and Processing		
Industrial, Artisan	-	2 per 1,000 square feet GFA
Industrial, Light ⁵⁰	Manufacturing and Production: 1 per 1,000 square feet	1 per 1,000 square feet GFA
Industrial, Heavy ⁵¹	Industrial Services and Operations (e.g., Asphalt Plants, Concrete, Pipe and Culvert Storage): 1 per 1,000 square feet of floor area Manufacturing and Production: 1 per 1,000 square feet	1 per 1,000 square feet GFA
Mining and Extraction ⁵²	1 per employee + 1 per facility vehicle	None
Oil and Gas Drilling	1 per employee + 1 per facility vehicle	None
Storage, Wholesale, and Warehousing		
Mini-Warehouse	2 per development	2 per development
Outdoor Storage, Commercial ⁵³	Industrial Services and Operations (e.g., Asphalt Plants, Concrete, Pipe and Culvert Storage):	1 per 1,000 square feet GFA of enclosed buildings

⁵⁰ Consolidates "Assembly," "Food Products," "Manufacturing/Processing," (Indoor Operations and Storage) and "Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations Without Hazardous Materials."

⁵¹ Consolidates "Assembly," "Food Products, and "Manufacturing/Processing" (Indoor and Outdoor Operations and Outdoor Storage," and "Machine Shop."

⁵² Consolidates "Sand or Gravel Extraction" and "All Other Mining."

⁵³ Consolidates "Heavy Equipment/Pipe", Outdoor Storage or Loading," "Gas or Petroleum Storage," and "Sand or Gravel Storage."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	1 per 1,000 square feet of floor area	
Wholesale or Warehouse ⁵⁴	Warehouse and Freight Movement: 1 per 1,000 square feet Wholesale Sales: 1 space per 500 square feet of floor area	1 per 1,000 square feet GFA
Telecommunication		
Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	-	None
Temporary PWSF (e.g., COW)	-	None
Co-Location	-	None
Tower Replacement	-	None
Dual Purpose Facility	-	None
DAS and Small Cell Facilities	-	None
Base Station with Concealed Attached Antennas	-	None
Base Station with Non-Concealed Attached Antennas	-	None
Tower, Concealed	-	None
Tower, Non-Concealed	-	None
Broadcast Tower	1 per each tower development	1 per each tower development
Utility Uses		
Utility Facility, Basic ⁵⁵	1 per employee	None

⁵⁴ Consolidates "Wholesale Business (No Highly Flammable Materials/Liquids)" and "Agricultural Products."

⁵⁵ Renamed from "Basic Utilities."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Utility Facility, Major ⁵⁶	-	None
Transmission Line	-	None
Waste and Salvage		
Composting Facility	-	1 per 1,000 square feet GFA
Junkyard or Salvage Yard	-	1 per 1,000 square feet GFA of enclosed buildings
Transfer Facility, Medical and Hazardous Waste	Industrial Services and Operations: 1 per each 1,000 square feet of floor area	1 per 1,000 square feet GFA
Transfer Facility, Solid Waste		1 per 1,000 square feet GFA
Recycling Collection Facility	-	1 per 1,000 square feet GFA
Recycling Collection Point	-	None
Solid Waste Disposal or Processing Facility	Industrial Services and Operations: 1 per each 1,000 square feet of floor area	1 per 1,000 square feet GFA
Accessory Uses		
Residential Uses		
Accessory Dwelling Unit	1 per unit	1 per unit
Agricultural Labor Housing	-	1 per 2 beds
Business Residence	1 per residence + business parking	1 per residence + required parking of the nonresidential use
Guest Ranch⁵⁷	-	1 per 2 beds
Household Pets	-	None
Other Animals	-	None
Public, Institutional, and Civic Uses		
Home Occupation, Day Care	-	None
Commercial Uses		

⁵⁶ Renamed from "Utility Treatment, Production, or Service Facility."

⁵⁷ Existing use term not currently included in the Use Table.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements

GFA = Gross Floor Area

	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Agri-business⁵⁸	-	None
Animal Agriculture ⁵⁹	-	None
Drive-Through Facility	-	None
Electric Vehicle (EV) Charging Facility	-	None
Home Occupation	-	None
Outdoor Display and Sales	-	None
Produce Stand	-	None
Industrial Uses		
Antenna⁶⁰	-	None
Outdoor Storage, Accessory ⁶¹	-	None
Recreation and Commercial Vehicles⁶²	-	None
Renewable Energy Facility, Accessory	-	None
Temporary Uses		
All Other	As determined by the Director	As determined by the Director during the review of a Temporary Use Permit

⁵⁸ Existing use term not currently included in the Use Table.

⁵⁹ New as an accessory use. Reflects the combined use permissions of "Animal Confinement," "Confined Animal Feeding Operation, Feedlot," and "Dairy."

⁶⁰ Existing use term not currently included in the Use Table.

⁶¹ Consolidates all uses that include "outdoor storage" in their current titles.

⁶² Renamed from "Storage of Vehicles" existing use term not currently used in the Use Table.

(2) Maximum Parking Requirements

Commentary

We proposed maximum parking standards to reduce stormwater runoff and minimize negative impacts associated with large expanses of vacant parking areas. Rather than propose a maximum standard for each use type, we established a maximum percentage threshold above the minimum parking requirements.

An alternative approach used in some codes is not to flat-out prohibit excess parking, but to say that any parking provided over a certain amount must be surfaced with permeable pavers or provide some other benefit to minimize the environmental impacts of the extra pavement.

(i) MU-1, MU-2, and MU-5 Districts

In no case shall any nonresidential use or mixed-use development provide more than 150% percent of the minimum number of off-street parking spaces required by Table 21.08-2, unless otherwise provided in this Code.

(ii) MU-3

In no case shall any nonresidential use or mixed-use development provide more than 125% percent of the minimum number of off-street parking spaces required by Table 21.08-2, unless otherwise provided in this Code.

(d) Parking Credits and Adjustments⁶³

(1) Parking Reductions⁶⁴

The minimum parking requirements in Table 21.08-2 may be adjusted as described in this section. The following reductions do not require the submittal of an alternative parking plan.

(i) Reduction Allowed by Administrative Adjustment

Applications meeting the requirements of GJMC <> [Administrative Adjustments] shall be eligible for the parking reduction as set forth in that section.

(ii) Shared Parking Facility Reduction⁶⁵

(A) Calculation

- a. Where two or more uses listed in <> [Table 21.04-1] share a parking lot or structure, the total off-street parking requirement for those uses may be reduced by the factors shown in the table below.

⁶³ Current 21.06.050(e), unless otherwise noted.

⁶⁴ New section that removes the requirement for an alternative parking plan prior to applying parking reductions.

⁶⁵ Replaces 21.06.050(e)(4). Removes the requirement to submit a shared parking study and provides a calculation that will improve administrative efficiency and market flexibility.

Table 21.08-6 Shared Parking Reduction					
Property Use	Multifamily Dwellings	Public, Institutional, and Civic	Food and Beverage, Indoor Recreation, or Lodging	Retail Sales	Other Commercial
Multifamily Dwellings	1.0				
Public, Institutional, and Civic	1.1	1.0			
Food and Beverage, Indoor Recreation, or Lodging	1.1	1.2	1.0		
Retail Sales	1.2	1.3	1.3	1.0	
Other Commercial	1.3	1.5	1.7	1.2	1.0

- b. To calculate the shared parking reduction, add the requirements for each use category and then divide the sum by the factor shown for that combination of use categories in Table 21.08-6. For example, a development with 5,000 square feet of small retail space (3 per 1,000 square feet gross floor area) and 20, two-bedroom multifamily dwelling units (1.5 per dwelling unit) would take the total spaces required and divide by 1.2.

$$(15) + (30) = 45.$$

$$45/1.2 = 37.5$$

The shared parking requirement is 38 spaces.

- c. If the shared parking includes more than two categories of uses, this reduction only applies to the two uses with the greatest parking demands. After calculating the reduction for those two use categories pursuant to Table 21.08-6, parking for a third, fourth, or additional use categories sharing the parking facility shall be provided at the rates shown in Table 21.08-6.

(B) Location

Shared parking spaces shall be located within 1,000 feet⁶⁶ of the primary entrance of all uses served along the shortest available pedestrian route (measured from the nearest point of the parking area to the nearest point of the building, structure or use served by such parking lot) unless shuttle bus service is provided to the parking area.

⁶⁶ Increased from 500.

(C) Agreement

- a. A shared parking plan shall be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record shall be submitted to the Director on forms made available by the City.
- b. A shared parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iii) Transit Proximity Reduction⁶⁷

- (A) The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the majority of the site for which parking is being provided is within ¼ mile of a transit stop.
- (B) The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the majority of the site for which parking is being provided is within ¼ mile of a regional trail providing pedestrian and bicycle access.

(iv) Transportation Demand Management Reduction⁶⁸

The Director may allow a reduction in required parking for employers that enter into a Transportation Demand Management (TDM) Agreement that specifies how on-site parking will be reduced through property owner or operator programs or initiatives that reduce the number of employees on-site. Any TDM Agreement, whether used independently or in combination with other allowed parking reductions, is subject to the 50 percent limitation on overall parking reduction. Such programs may include the following:

- (A) Compressed work week schedules;
- (B) Flexible arrival and departure times;
- (C) Telework opportunities; or
- (D) Incentives for employees to use alternative modes of transportation to the work place.

(v) Additional and Enhanced Bicycle Parking⁶⁹

The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the applicant:

- (A) Provides at least 5 bicycle spaces in excess of the minimum requirements of GJMC 21.08.020(a); or

⁶⁷ New.

⁶⁸ New.

⁶⁹ New to implement OGJ's recommendation to "require the integration of bicycle parking as well as other facilities such as lockers and shower facilities as part of new development/redevelopment."

- (B) Provides a dedicated bicycle storage area with at least 2 showers and 4 lockers for every shower provided.

(2) Alternative Parking Plans⁷⁰

An applicant shall submit an alternative parking plan with a proposed site plan to adjust the minimum off-street parking requirements as follows.

(i) Applicant-Submitted Parking Data⁷¹

The required parking ratios may be modified where applicant-submitted parking data illustrates that required parking ratios do not accurately apply to a specific development.

(ii) Credit for On-Street Parking

Credit may be provided by the Director for any on-street parking spaces abutting the subject property. Such spaces must not be located within a clear sight triangle. No fractional spaces shall be credited.

(iii) Off-Site Parking

Required off-street parking spaces may be permitted on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards:

(A) Ineligible Activities

Off-site parking may not be used to satisfy the required parking ratios for residential uses (except for guest parking), as well as small retail sales⁷². Required accessible parking spaces may not be located off site.

(B) Location

- a. Off-site parking spaces shall be located within 1,000 feet⁷³ from the primary entrance of the use served along the shortest available pedestrian route (measured from the nearest point of the parking area to the nearest point of the building or structure served by such parking lot).
- b. Off-site parking may not be separated from the use that it serves by a street right-of-way with a width of more than 80 feet unless a designated pedestrian crosswalk or walkway is provided.
- c. The off-site parking shall be located wholly within a district that allows commercial parking lots or garages as principal use.⁷⁴

⁷⁰ Includes 21.06.050(e)(1), (2), (3), (5), (6), and (7).

⁷¹ The submittal requirements for an alternative parking plan have been removed and will be located on the City's website.

⁷² Replaced the reference to convenience stores to align with new Use Table in Module 2.

⁷³ Replaced 500 feet and broadly applied 1,000 feet, currently applicable only to employee parking.

⁷⁴ Removed the exception for B-2 (new MU-3).

(C) Agreement

- a. In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the record owners shall be required.
- b. An off-site parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iv) Valet Parking

Valet parking may be permitted as a means of satisfying otherwise applicable parking requirements where all of the following standards have been met:

- (A) Adequate assurance of the continued operation of the valet parking is provided, such as a contractual agreement for valet services or the tenant's affidavit agreeing to provide such services.
- (B) An equivalent number of valet spaces are available to replace the number of required on-site parking spaces. Such valet spaces do not require individual striping, and may take into account the tandem or mass parking of vehicles.
- (C) The design of the valet parking shall not cause customers who do not use the valet service to park off-premises or cause queuing in the right-of-way.
- (D) An accessible passenger loading and unloading area meeting ADA standards shall be provided.

(v) Recording of Approved Plans

An attested copy of an approved alternative parking plan shall be recorded in the deed records for Mesa County on forms made available by the Director. An alternative parking plan may be amended by following the same procedure required for the original approval. The applicant shall provide proof of recording prior to approval of the certificate of occupancy.

(e) Vehicle Parking Location and Design⁷⁵

(1) Location

- (i) Except as provided in an approved alternative parking plan, all parking shall be provided on the same property as the principal structure, unless the Director deems it impracticable.
- (ii) Parking spaces in Residential zone districts shall not be in a front yard setback, except for parking in driveways for detached single-family detached or duplex dwelling structures. In no case shall parking be allowed in parkway strips (the area between the sidewalk and curb or edge of pavement).

(2) Parking Stall and Aisle Design⁷⁶

⁷⁵ Current 21.06.050(b), unless otherwise noted. Removed 21.06.050(b)(4) and replaced with a general cross-reference to the Outdoor Lighting standards.

⁷⁶ Current 21.06.090(b)(1).

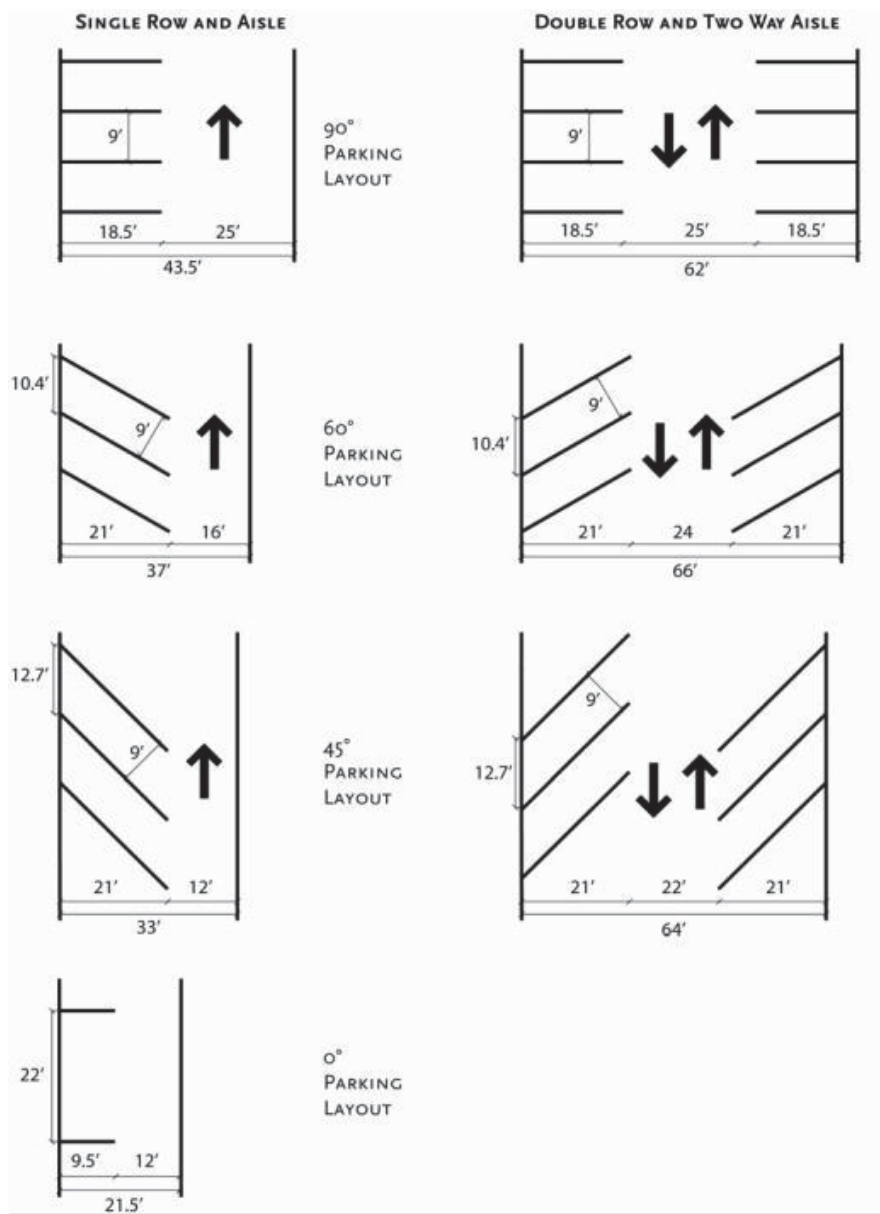
- (i) Parking stalls shall be located outside the GJMC Title 29, TEDS sight triangle at access locations.
- (ii) Each parking space must be accessible independently of others.
- (iii) All parking stalls shall be oriented such that any vehicle exiting a parking stall is not required to back into any public street. Wheel or bumper blocks shall be provided, located, and arranged so that no part of any parked vehicle extends beyond the boundaries of the parking area and to ensure that the vehicle overhang does not obstruct sidewalks or other pedestrian walking areas.
- (iv) Parking stalls may be oriented at zero, 30, 45, 60, 75 or 90 degrees to the parking aisle. Both stall and aisle dimensions and layout will vary depending on the stall orientation. The use of parking stalls oriented 90 degrees to the building face with two-way aisles is generally preferred as this permits the most direct route between the parking stall and the building and minimizes auto/pedestrian conflicts adjacent to buildings.
- (v) Where larger vehicles may be frequent users of the parking facilities, it is appropriate to increase the parking stall dimensions according to the dimensions and turning characteristics of the vehicle.
- (vi) Parking aisles shall be designed to accommodate the turning characteristics of the vehicles that will most commonly use the parking facilities. Dead-end parking aisles are prohibited without provision of an adequate turn around. Aisles should not exceed 300 to 350 feet in length without a break in circulation.

Table 21.08-7 Shared Parking Reduction

Parking Angle	A	B	C
	Stall Width in Feet	Stall Length in Feet	Aisle Width in Feet
0	22.0	9.0	12.0
	22.0	9.5	12.0
	22.0	10.0	12.0
30	9.0	18.0	11.0
	9.5	18.0	11.0
	10.0	20.0	11.0
45	8.5	21.0	13.0
	9.0	21.0	12.0
	9.5	21.0	11.0
60	8.5	21.0	18.0
	9.0	21.0	16.0
	9.5	21.0	15.0
75	8.5	19.5	25.0
	9.0	19.5	23.0
	9.5	19.5	22.0

Table 21.08-7 Shared Parking Reduction

Parking Angle	A	B	C
	Stall Width in Feet	Stall Length in Feet	Aisle Width in Feet
90	8.5	18.5	28.0
	9.0	18.5	25.0
	9.5	18.5	24.0



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⁷⁷ This graphic will be updated to include the "A, B, and C" labels to align with the table above.

(3) Maximum Allowable Grades in Parking Lots⁷⁸

Maximum grades allowed in parking lots shall be eight percent.

(4) Pedestrian Crossings⁷⁹

- (i) Pedestrian crossing areas shall be provided for each building egress or for every 125 feet of building which fronts a part of the parking area.
- (ii) Pedestrian crossing areas in parking lots shall be constructed of surface pavers, such as brick, stone blocks, interlocking brick pavers, stamped concrete or other materials as may be approved by the Director which form a smooth surface but contrast with asphalt. For parking lots of less than 50 cars, the Director may accept paint or similar markings.

(5) Surfaces⁸⁰

All driveways and parking areas, except for a single dwelling on one lot, shall comply with the following:

- (i) All required parking and vehicular traffic surfaces shall drain and be surfaced with concrete or bituminous pavement in accordance with City standards. The City Engineer may permit a gravel surface in overflow parking areas, a low-traffic storage yard, or, as in subsection (ii) of this section, if the applicant establishes that very little dust will be generated. "Overflow parking" is defined as "parking in addition to the minimum required by ordinance which is designed not to be used more than 10 times per year." A "low-traffic storage yard" is defined as "a storage area generating less than 30 average daily trips." Industrial yards that accommodate large trucks and/or heavy equipment shall be surfaced and maintained with materials to prevent dust, mud and debris from leaving the site and being tracked onto the public right-of-way.
- (ii) All surfaces shall be maintained in good condition free of weeds, dust, trash and debris. All vehicular traffic areas shall be built according to the construction standards established by the City.

(6) Parking Lot Landscaping

Parking lots shall be landscaped pursuant to GJMC <> [Landscaping, Buffering, and Screening].

(7) Temporary Parking Lots

- (i) Temporary parking lots are parking areas which serve during transition of a property during development and shall not be used for more than 24 months from issuance of a City site plan for such parking use.
- (ii) A temporary parking lot:

⁷⁸ Current 21.06.090(b)(3).

⁷⁹ Current 21.06.050(b)(3).

⁸⁰ Current 21.06.050(b)(5)(i-iii).

- (A) Is allowed only in MU-1, MU-2, MU-3, MU-4, MU-5, I-1, or I-2 zone districts⁸¹ and only if a site plan has been approved by the Director;
- (B) Shall be hard surfaced or gravel;
- (C) Shall be graded for drainage;
- (D) Shall be maintained in good condition free of weeds, dust, trash and debris;
- (E) Shall be landscaped and screened;
- (F) Parking spaces within a gravel lot shall be delineated with concrete “bumper blocks”; and
- (G) Only used for a total of 24 months unless a site plan for a permanent lot usage is approved.

(f) Loading⁸²

A site plan for a proposed nonresidential⁸³ use shall identify loading/unloading areas and shall be built and maintained in accordance with TEDS (GJMC Title 29).

21.08.020 BICYCLE PARKING AND STORAGE⁸⁴

Commentary:

Some communities tailor the number of required bicycle parking standards by more specific use types. This approach can apply standards based on overall use category or for specific principal uses. Two examples are provided below.

A. Amount Required

- (1)** Each nonresidential primary structure shall provide the following, depending on the category of the use as shown in Table 11-03.1: Table of Allowed Uses.⁶⁶¹
 - (a)** Food and Beverage Service, Recreation and Entertainment, and Retail Uses shall provide a minimum of five bicycle spaces, plus an additional one bicycle space for every 500 square feet of gross floor area.
 - (b)** Industrial Uses shall provide a minimum of two bicycle spaces, plus an additional one bicycle space for every 4,000 square feet of gross floor area.
 - (c)** All other nonresidential uses shall provide a minimum of five bicycle spaces, plus an additional one bicycle space for every 1,500 square feet of gross floor area.
- (2)** Primary structures containing Multifamily Dwelling uses shall provide at least five bicycle spaces, plus, an additional one bicycle parking space per five dwelling units.

⁸¹ Replaced “R-0, B-1, B-2, C-1, C-2, I-O, I-1, or I-2” to align with new zone districts.

⁸² Current 21.06.050(f).

⁸³ Replaced “business, commercial or industrial.”

⁸⁴ This section significantly expands current 21.06.050(g) to increase required bicycle parking and include requirements that ensure safe, secure, and appropriately designed bicycle parking facilities. All content is new unless otherwise noted.

Table 13.08.L: Bicycle Parking – Number of Spaces Required by Use⁸⁵⁰	
Use	Minimum Bicycle Spaces
Multifamily residential ⁸⁵¹	5% of required vehicle parking spaces
Elementary, junior, or middle schools	3 per classroom
Senior high school	2 per classroom
College, trade, professional, vocational	1 per 20,000 s.f. GFA
Place of worship	1 per 75 persons design capacity
Hospital	2 per 10,000 s.f. GFA, not to exceed 10
Library, museum	1 per 5,000 s.f. GFA
Eating, drinking establishment, stand alone	10% of vehicle spaces provided
Other office, retail, grocery store, services, sales, stand-alone, or mixed-use development not listed in this table.	2 per 10,000 s.f. GFA, or 10% of vehicle spaces provided, whichever is lower, but not to require more than 10 bicycle spaces per retail tenant
Indoor recreation activities	1 per 75 persons design capacity

The provisions below are simpler and increase the current requirement from 1 per 20 spaces to 1 per 10.

(a) Amount Required

- (1) Except as stated in Subsection (2) below, one bicycle parking space within an approved rack shall be required for each 10 required vehicle parking spaces.⁸⁵
- (2) For multifamily dwellings, one space is required per dwelling unit.

(b) Location

- (1) Short-term bicycle spaces shall be located within 50 feet from the main entrance of the principal building.
- (2) Short-term bicycle racks shall be located so that they:
 - (i) Are easily accessed from the street and protected from motor vehicles;
 - (ii) Are visible to passers-by to promote usage and enhance security;
 - (iii) Do not impede or interfere with pedestrian traffic or routine maintenance activities;
 - (iv) Do not block access to buildings, bus boarding or freight loading;
 - (v) Allow reasonable clearance for opening of passenger-side doors of parked cars; and
 - (vi) Are covered, to the maximum extent practicable, where users will leave their bikes for a longer amount of time.
- (3) Long-term bicycle spaces shall be designed to meet the needs of employees, residents, public transit users, and others with similar needs.
- (4) Long-term bicycle parking shall be covered and secured to the maximum extent practicable. Covered bicycle parking includes but is not limited to a secure and accessible room in a building, a secure and accessible enclosure within a parking structure, or a cluster of bicycle lockers at a transit station.

⁸⁵ Increased from current 1 per 20 vehicle spaces.

(c) Design Standards

- (1) Bicycle parking spaces shall be a minimum of six feet long and two feet wide and have an overhead clearance of seven feet if covered.
- (2) A four foot wide aisle is required between rows of bicycle parking spaces or between a row of bicycle parking spaces and any wall.
- (3) Bicycle racks shall be located on improved non-permeable surfaces and shall be anchored to the ground.
- (4) Bicycle racks shall provide two points of contact with the bicycle frame such as an inverted "U" or a post and ring.
- (5) Areas designated for bicycle parking shall be clearly marked and reserved for bicycle parking only.

(d) Alternative Bicycle Parking⁸⁶

The Director may waive or reduce the requirements of this section if:

- (1) Unique or unusual characteristics exist on a development site that would preclude safe travel of bicycles to and from the site; or
- (2) Existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of two bicycle parking spaces are provided on site.

21.08.030 ELECTRIC VEHICLE CHARGING⁸⁷

Commentary

Communities are increasingly incorporating electric vehicle charging requirements and provisions into their zoning codes. The degree of regulation varies broadly across the state and the country. In order to support a discussion about to what extent Grand Junction should regulate electric vehicle charging stations, there are several key terms to know:

⁸⁶ Expands current provision for Director to vary the location of employee bicycle parking.

⁸⁷ New.

Types of EV Spaces:

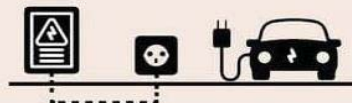
1. EV-Capable

Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.



2. EVSE-Ready Outlet

Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).



3. EVSE-Installed

Install a minimum number of Level 2 EV charging stations.



Types of Charging Stations:

	Power	Time	Standard Use
Level I	 120V	 6-10 hrs	Staff use during work day, long term parking at commuter lots or vehicles parked overnight.
Level II	 204-240V	 1-3 hrs	Commercial use or work vehicles that are heavily used and need a midday charge.
DC Fast Charging	 480V	 30 mins	Best for highway sites to enable longer vehicle trips.

Electric vehicle charging requirements and incentives can be drafted to include a scaled approach of requiring only or more EV-Capable or EV-Ready spaces, rather than the installed charging station itself.

Major considerations for this discussion include:

- Should the full charging station itself be required to be installed or is supporting infrastructure for future stations sufficient?
- If a charging station is required, what level of service should it be?

- Should EV charging only be required for large parking lots (e.g. over 50 spaces)?
- Should EV charging be required for all use types or only multifamily/nonresidential (or other specified uses)?
- Should EV charging be required for redevelopment, reuse, or other small-scale development?
- Should the provision of EV charging be a mandatory requirement or incentivized?

(a) Amount Required

- (1) For all multifamily dwellings, a minimum of 5 percent of the required off-street parking spaces shall provide electric vehicle charging stations.
- (2) Each off-street parking lot or structure for a nonresidential or mixed-use development that contains more than 50 parking spaces shall provide at least one electric vehicle charging station for each 25 parking spaces, or part thereof, provided in excess of 50 parking spaces.

(b) Standards

All electric vehicle parking spaces shall meet the minimum dimensional standards of this chapter and the use-specific requirements of GJMC <> [Electric Vehicle Charging Station].

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 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.
Status: Construction in 2024.
- 2 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.
Status: North Side from 28 ½ Rd to 29 Road and South Side from 29 Road to 29 ½ Rd budgeted for 2023. Submitted for Multi-Modal Options Fund (MMOF) through RTPO on 11/18/2022.
- 3 Gunnison to Walmart Connection** 2022.8
Plan for an off road or on road connection from Gunnison/Grand & 28th to 29 Road / Walmart, which will give access to land locked trailer homes and to the grocery store.
Status: Gunnison currently connects to Harris Road and provides access North Ave to Walmart. Further extension to Melody Lane will occur once 2872 I-70B redevelop. Need to add Gunnison Ave to Active Transportation Corridors Map.
- 4 Orchard Avenue – 1st Street to 30 Road** 2016.2
Install complete streets improvements along Orchard Avenue from 29 ½ Road to 30 Road. Improve 1st Street through 7th Street. Improve 12th Street to 28th Street
Status: Mesa County currently under design of reconstruction of Orchard Ave from 29 ½ Road to 31 ½ Road.
- 5 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 Unawep Avenue. This project also includes similar improvements to 27¾ Road from Unawep Avenue to Cheyenne Drive/Eagle Rim Park.
Status: 27 ½ Road has been included in the 10-year capital improvement program, however has not been prioritized for construction in the next five years.
- 6 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.
Status: Completed as of Spring 2022. Remove from 2023 list.
- 7 28 ¾ Road – Nisely Elementary School to North Avenue** 2022.5
Connect Nisely Elementary School south to North Ave with sidewalks and bike lanes. Sidewalks end about 2 blocks north of North and start again near the school. There is heavy ped traffic along this road. There are disconnected sidewalk gaps. (Possible SRTS project for future consideration in 2023?)
Status: Sidewalks were constructed on east side from Elm to Mesa in 2017, Mesa to Orchard (580 feet) and Elm to 514 28 ¾ Road (510 feet) are needed to complete the east side. Possible SRTS projects.

8 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); Gunnison & 7th, 12th & Elm, and Orchard Avenue at 29½ Road. Add signage to identify as bike-friendly.

Status: Ongoing. Recommend UTC to split these up into their individual sub-projects.

9 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. (Includes Juniper Ridge Trail, for which ROW is secured by the Juniper Ridge Plat).

Status: City currently working on design of portion from 24 ½ Road to 25 ½ Road. Construction budgeted for 2024.

10 Wayfinding Installation 2022.6

Complete installation of thermoplastic markings of bike routes, (Blue, Red, Pink, Purple). 4/8 were not marked in 2021.

Status: Awaiting scoping

11 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.

Status: Colorado Park and Wildlife working on design. Estimated 2024 construction.

12 G Road (between 24 Road and 26 Road) 2022.1

Install shoulder on southern side of G Road to accommodate eastbound bike lane. (Westbound shoulder already exists but needs widening and improvement)

Status: G Road will be constructed to a full urban collector between 23 ½ and 24 ½ Road in 2023. 24 ½ Road to the 26 Road been included in the City's capital improvement program however not in the next 5 years.

13 N 5th Street adjacent to GJ High School from North Avenue to Orchard Avenue 2021.6

Traffic Calming and Striping with Multimodal Pavement Markings. (Would bulb outs be appropriate at Elm Ct and Tiger/Glenwood Ave crossings?)

Status: Being reviewed as part of design of 4th-5th Street Improvements between North Ave and Ute Ave. 5th Street between North Ave and Orchard is proposed for inclusion in Active Transportation Corridor map.

14 30 Road - Patterson Road to F½ Road 2018.2

Construct bike lanes along 30 Road from F 1/2 Road to Patterson Road.

Status: TBA

2022.7

Status: Width not adequate for 5 lanes and bike lanes along Grand Ave between 1st and 7th Street. East of 7th Street, one side of on-street parking would have to be removed in order to create room for bike lanes each direction.

2020.5

Status: Construction for 2025

2016.10

Status: Currently not in 10-year CIP. However, DOE/Incubator has also requested a bike/ped bridge.

2016.14

Status: Will require removal of parking lane. May not be warranted due to low volume, low speed road already. Additional signage as bike route suggested.

2021.32

Status: TBA

2020.2

Status: Need to secure rights-of-way.

2020.4

Status: Bike path widening proposed for 2023 for the river bridge.

2016.12

Status: Will be incorporated into future street maintenance project.

- 21 Eastbound 340 Bridge over Colorado** 2022.4
When Bridge is reconstructed, add a 10-foot minimum multimodal path across Colorado river to connect Monument Trail and Riverfront Trails.
Status: CDOT does not currently have this bridge identified for replacement.
- 22 [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.
Status: Partial improvements with the F ½ Parkway construction starting in 2024. Partial improvements include the stretch south of F ½ to Patterson which will be widened to full arterial complete with bike lanes and detached concrete paths.
- 22 [tie] 12th Street from North Avenue to Gunnison Street** 2021.33
Improve facilities between 12th & North to 12th & Gunnison. Southbound, traffic can be tapered from 2-lanes after North Ave to enable / create sharrows or bike lane to connect Maroon Route on 12th. to Bike lane from Gunnison and 12th. Northbound, evaluate options using wide sidewalk or Lincoln Park property to improve this connection.
Status: Northbound sidewalk was improved on east side when Stocker Stadium was reconstructed in Spring 2022. Additional roadway width necessary to enable a bike lane south of North Ave.
- 22 [tie] South Camp Road** 2016.8
Construct multimodal improvements along South Camp Road from Monument to S. Broadway. Complete missing sidewalk gaps and multimodal trail gaps.
Status: City completed widening for bikes lanes in 2018 between S. Broadway and E. Dakota. Mesa County will complete from E. Dakota to Monument Road in spring of 2023. Remaining 657 feet of sidewalk necessary on east side at the Liberty Baptist Church. This section not currently in capital improvement program.
- 23 F½ Road and Cortland Avenue** 2020.13
Create an east-west corridor along F½ Road and Cortland Avenue for complete streets. F 1/2 from 28 Road to 33 Road and along Cortland Avenue from 27½ Road to 28 Road.
Status: Cortland already as bike lanes between 27 ½ Road to 28 Road. East of 28 Road to 29 Road will be constructed when Matchett Park is developed. East of 29 Road is completed to 29 ½ Road. Street improvements required from 29 ½ to Broken Spoke. Broken Spoke to 30 Road is complete. 30 Road to Lewis Wash will be constructed to a collector section in 2024. East of Lewis Wash is Mesa County.
- 24 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.
Status: 4th-5th Street corridors will have separated bike lanes constructed in early 2023. Access across Grand will be at 4th (south bound) and 5th Street (north bound).
- 25 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.
Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years

- 26 Connections across Tracks between 9th and 29th to RFT*** 2022.2
Between 9th street and 29 Road there are no ways to access the Riverfront Trail due to the train ROW. Evaluate facilities on 29 Rd for areas of improvement or identify opportunities for pedestrian/cyclist crossings across the train tracks to make access to the RFT easier for neighborhoods in the middle of this area.
Status: TBA
- 26 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.
Status: 26 1/2 Road from Horizon Drive to Summerhill Road is funded for 2025
- 27 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.
Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years. This section is slated for 2023 construction.
- 28 West Independent Avenue** 2020.12
Widen shoulders along the west end of Independent Avenue from Splish Splash to Chick-fil-A.
Status: Will incorporate into future street maintenance project.
- 29 [tie] Leach Creek Trail** 2021.15
Complete trail connections along Leach Creek, with emphasis on sections near 24 Road and G Road intersection.
Status: Undercrossing of G Road south of Canyon View Park completed in 2022. Section between City will receive bids in late December 2022 for construction in 2023
- 29 [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.
Status: Dos Rios currently under construction, this project will be proposed after more development has occurred.
- 29 [tie] St. Mary's Hospital and Community Hospital** 2021.25
Conduct a walk and ride audit for both hospitals and make improvements where possible.
Status: TBA
- 30 [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.
Status: Completed November 2022.
- 30 [tie] 26 Road (1st Street)** 2020.17
Install bike lanes along 26 Road (1st Street) from Patterson Road to I Road.
Status: Bike lanes were installed to F 1/2 2018. 26 1/2 Road from Horizon to Summerhill Way is higher priority and funded

31 [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.

This project is the same as #28 (2020.12 and should be consolidated).

31 [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.

Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years

32 Monument Road Trail – Phase II 2016.17
PARTIALLY COMPLETED 2020 - Detached concrete path from Tabeguache Trails (Lunch Loops) to the S. Camp Rd path and beyond to the Colorado National Monument.

Status: ROW secured, funded for 2023 construction. Currently under design with construction slated for late summer 2023.

33 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.

Status: Wayfinding signage was installed in 2020 as well as curb extensions at Grand Ave. First green crossing on 10th and Grand. Project ongoing.

34 H Road 2020.8
Install bike lanes along H Road from the Grand Junction Airport roundabout to 26 Road.

Status: Bike lanes were installed as part of 2021 Overlays from 26 Road to 27 Road. Remaining work to install from GJ Airport roundabout to 27 Rd when future street maintenance project is completed.

35 [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).

Status: Funding has been approved to work on replacement of asphalt sections of trails over next 3 years. Section from Bananas fun park west to Leach Creek Bridge was completed fall 2022.

35 [tie] 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.

Status: This section is maintained by Mesa County who did extensive crack filling and patching in 2020. No additional improvements are currently proposed.

36 West Main Street (Main Street – west of 1st 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.

Status: Wayfinding signage was installed in 2020. Will review sharrow installation in 2023.

37 Horizon Drive Improvements 2021.23

Construct buffered bike lane on Horizon Drive from N 12th to 27 ½ Road. Improve separation along Horizon Drive from 27 ½ Rd and northwards where feasible.

Status: Will review narrowing of drive lanes to 11 feet to provide buffer.

38 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.

Status: Most of this trail is within Mesa County's jurisdiction. Mesa County did significant maintenance / crack fill in 2019 that has helped.

39 Monument Road Trail – Curve Adjustment 2022.2

Reconstruct nonconforming curves on the Monument Connector Trail that create hazardous conditions after the last culvert heading uphill. Skid marks on the asphalt and observed cyclist behavior show that the alignment of the three S-curves with turning radiuses are not performing as intended.

Status: Current design was specifically suggested by COPMOBA to help keep downhill speeds in check.

40 Tour of the Moon National Scenic Byway 2020.7

Construct shoulders and install signage on all Tour of the Moon Byway rights-of-way under City of Grand Junction jurisdiction.

Status: Completed South Camp Road improvements in 2020 and S. Broadway east of Desert Hills Estates in 2018. Partial improvements, including uphill climbing lane and bike path extensions to be completed by spring 2023 near Tiara Rado. Project starts at Desert Hills Road and extends to Rado Drive.

41 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.

Status: Some work was completed along Ridges Blvd in 2020. Funding has been approved to work on replacement of asphalt sections of trails over next 3 years.

42 Separated Bike Lane – Horizon Drive 2021.23

Install bollards, armadillos, or buffers on Horizon Drive, or another bike lane location where traffic is heavy and speed limit is 35 mph or greater.

Status: Will review request in 2023. Bollards are challenging due to need for snow removal and street cleaning.

43 South Rim Drive Intersection 2020.14

Redesign and redevelop the intersection of Redlands Parkway and South Rim Drive to improve multimodal accessibility.

Status: Work is part of the 2022 Street Maintenance Overlay contract. Concrete is poured. Remaining work includes paving which will most likely be pushed to Spring 2023. Paving to include green markings, bike lanes, slight realignment of trail.

44 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).

Status: Need more clarification on scope. Crosby Ave from Main Street to American Way currently under design with construction slated for late 2023 through 2024.

45 Desert Hills/Escondido Connection 2022.3

Construct a multi-use path of approximately 1,200ft connecting Escondido Drive to Desert Hills Road as an alternative to South Broadway. This would require a small amount of additional easement or ROW to connect the existing undeveloped ROW segments.

Status: Not currently prioritized in capital improvement program.

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.

Status: 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.

Status: 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.

Status: Funded

26½ Road from Horizon to Summerhill 2021.0

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

Status: Funded

H Road 2020.8

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

Status: Completed from 26 Road to 27 Road.

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.

Status: Completed Spring 2022.

COMPLETED PROJECTS

Riverside Park Drive Pathway 2016.15
Provide a separated path as a continuation of the Colorado Riverfront Trail through the Riverside neighborhood.

Status: Completed 2019

Horizon Drive BID Trail Network Plan 2019.0*
The Horizon Drive Business Improvement District's Trail Network Plan was completed in 2019.

Status: 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.

Status: Partially Completed 2020. Section from Lunch Loop Parking Lot to South Camp Road funded for 2023.

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.

Status: 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.

Status: 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 in 2018.

Status: Colorado Parks and Wildlife are currently under design on this segment. Two remaining right-of-way/easements necessary to construct this reach should be resolved by mid-2023. Construction slated for 2024.

Riverfront Trail – Flooded Blue Heron Section 2020.0
Replace the Blue Heron Lake section of the Riverfront Trail that fell into Colorado River.

Status: 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-mile section that was unimproved.

Status: 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.

Status: 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.

Status: 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.

Status: Substantially Completed 2020

Westlake Park Access

2020.6

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

Status: Completed in 2020.