



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

WEDNESDAY, JULY 12, 2023 - 5:30 PM

Call to Order/Announcements

Approval of Minutes

1. June Minutes

Action Items

1. Letter of Support - Dos Rios Bridge - Community Connectors Grant

Discussion Items

1. Presentation of Sustainability initiatives relating to Mobility
 - i. Overview of Sustainability and Resiliency Focus Groups
 - ii. GHG report
2. Technical Training - TEDS
3. 2023 Pedestrian and Bicycle Counts

Updates

1. Shared Micromobility - Q2'23 update
2. Farewells

Other Business/Public Comment

Adjournment

Urban Trails Committee – Minutes – June 14, 2023 – Regular Meeting

Attendees: Diana R., Ian T., Athena F., Anita S., Brent S., Mike H., Josh M.

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

Guests: Jack B., Jane Q.

Minutes

Call to Order/Announcements

Diana R. called the meeting to order at 5:33 PM

Round of introductions for benefit of new members and guests.

Anita S. will be replacing Ross M. as the MCPH rep. Henry to follow up with Clerk about appointment.

Meeting Minutes

1. Mike moves to approve May Minutes – Ian seconds – Unanimous approval.

Action Items

Discussion Items

1. Asphalt Art

Dani A. and Eric M. provided an update on the asphalt art grant application.

2. Redlands 360 update

Jane Q. proposes coordinating a tour for UTC. Jane Q. gave a project overview regarding concept, open space master plan, parks details, proposed trail system, and timeline

Mike H. had a question on connectivity throughout the development and to other neighborhoods. Jane provided her contact number to the group for any follow-up.

Dani A. had a question about the conservation easement.

Anita S. had a question about the tree gnomes.

Jason N. had a question on cul-de-sac retrofitting to create bike and ped connections.

3. Low Cost Improvements List

The group discussed whether or not to keep the list and discussed ways to maximize its use.

Mike H. suggested creating a form document for UTC members to facilitate adding issues to the spreadsheet.

Updates:

1. Public Works – Eric M. gave updates on design and construction timeline on Crosby Ave and Leach Creek Trail. 4th and 5th Complete Streets project is currently on pause; re-evaluating parking impact. Jason asked for clarification on the extent of the pause. Brent S. had a follow-up question on single lane traffic on ped and bike east/west crossings. Diana R. asked about riverfront trail asphalt replacement.
2. Jason N. asked for a debrief on the NACTO conference. Eric M. and Andy G. gave an update.
3. Diana R. gave an update on Pedestrian and Bicycle Counts. An overview of the analysis will be given at an upcoming meeting.
4. Dani A. shared information about the Pedestrian and Bicycle Plan adoption. Ross M. had a question on the canals. Diana R. and Eric M. gave a plug for the TEDS rewrite. Trent P. asked the UTC to review TEDS documents online and provide feedback.

Urban Trails Committee – Minutes – June 14, 2023 – Regular Meeting

Public Comment

Ian T. moves to extend the meeting by 10 minutes – Mike H and Athena second – Unanimous acceptance.

Jack B. made a comment about the underpass and trail crossing HWY 340 (Broadway bridge). Gates that actually close the river trail. Deviations are inaccessible for people in wheelchairs.

Andy G. announced that One Riverfront is doing a ride out to Palisade. Have a grant for design exploration for the Palisade connection.

Anita S. asked if there are biking routes, safe routes to Clifton library at 32 and D. Ross M. shared that the county is submitting a proposal for GOCO grant to improve connectivity.

Adjournment

Diana R. called for a motion to adjourn – Athena F. moves to adjourn – Ian T. seconds – Meeting adjourned at 7:14PM.



TEDS MANUAL UPDATE



UTC Training

July 2023

WHAT IS THE TEDS MANUAL?

- **TEDS** stands for **T**ransportation **E**ngineering **D**esign **S**tandards.
 - **Establishes** requirements and provides guidance to the city and developers on how transportation infrastructure are to be designed
 - **Includes** guidance and requirements for preparing transportation impact statements (tis),.
 - Most cities have some form of TEDS.
- The TEDS was originally adopted by the City in the 1990s and was last updated in 2004.

Why Update TEDS?

The TEDS Manual Is Being Updated To:

- **Reflect** current community values for multimodal transportation for all users.
- **Incorporate** current state and national design standards.
- **Improve** the usability of the manual.
- **Support** implementation of the vision of the adopted pedestrian & bicycle plan.

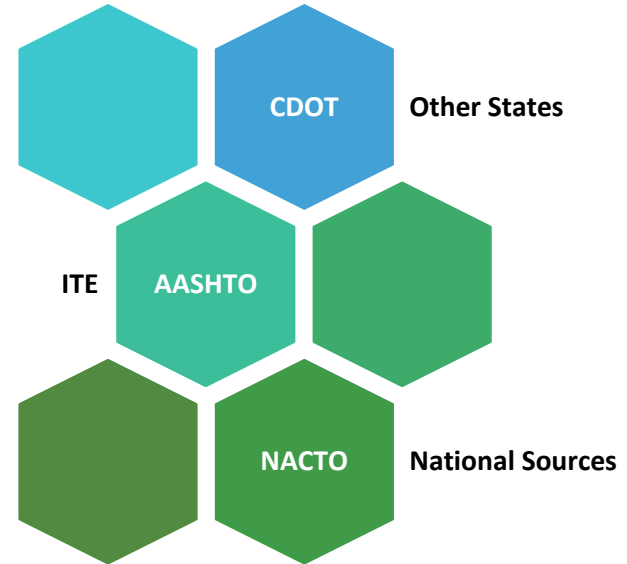
Planning Process

- The project team kicked-off in late summer of 2022 with final updates to TEDS expected late summer 2023.
- The project is being guided by a **Technical Advisory Committee (TAC)**.
 - 1st Draft was created and reviewed this spring.
 - 2nd Draft is now out for public review. Comments due July 14th.
- Process involves 2 major phases.
 1. TEDS Manual Assessment
 2. TEDS Manual Draft Updates

Significant Changes Found in the Draft TEDS

1. Reflect current design guidance from state and national sources.

These Include:



Significant Changes Found in the Draft TEDS

2. **Include** new requirements for Transportation Impact Studies (TIS) to:

- a) document bicycle and pedestrian impacts, and
- b) require a traffic assessment for mid-size developments.

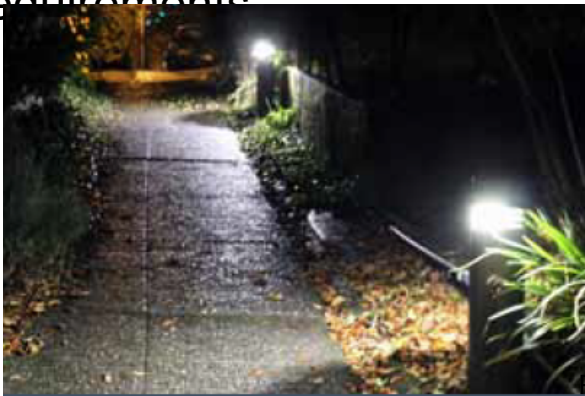
3. **Add** requirements for inter-parcel connectivity between developments to:

- a) mitigate traffic impacts,
- b) improve mobility and access for people walking and biking, and
- c) provide more direct access to transit.



Significant Changes Found in the Draft TEDS

4. **Establish** a block length maximum of 700 feet for pedestrians.
5. **Update** traffic calming requirements on local streets.
6. **Add** illuminance requirements



Ridge Drive Example

Dotted green line – Ped/Bike Route using roadways
Solid yellow line - Route to meet maximum block length.

Connectivity Options

Figure 2: Street Connectivity Concepts

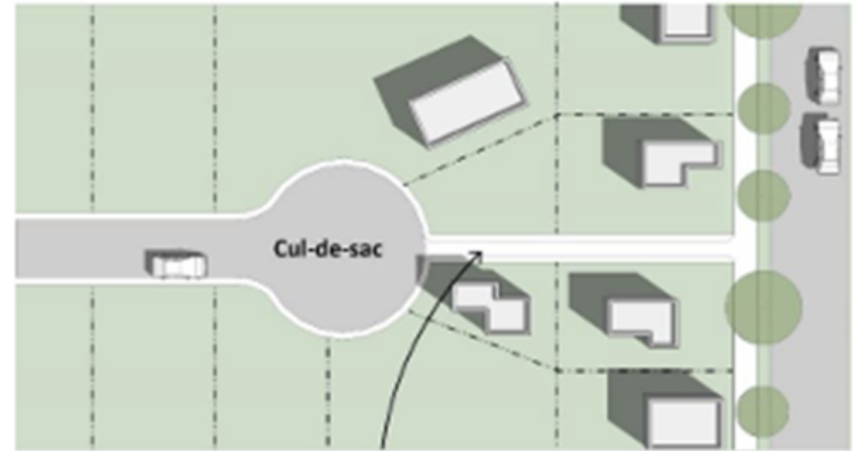
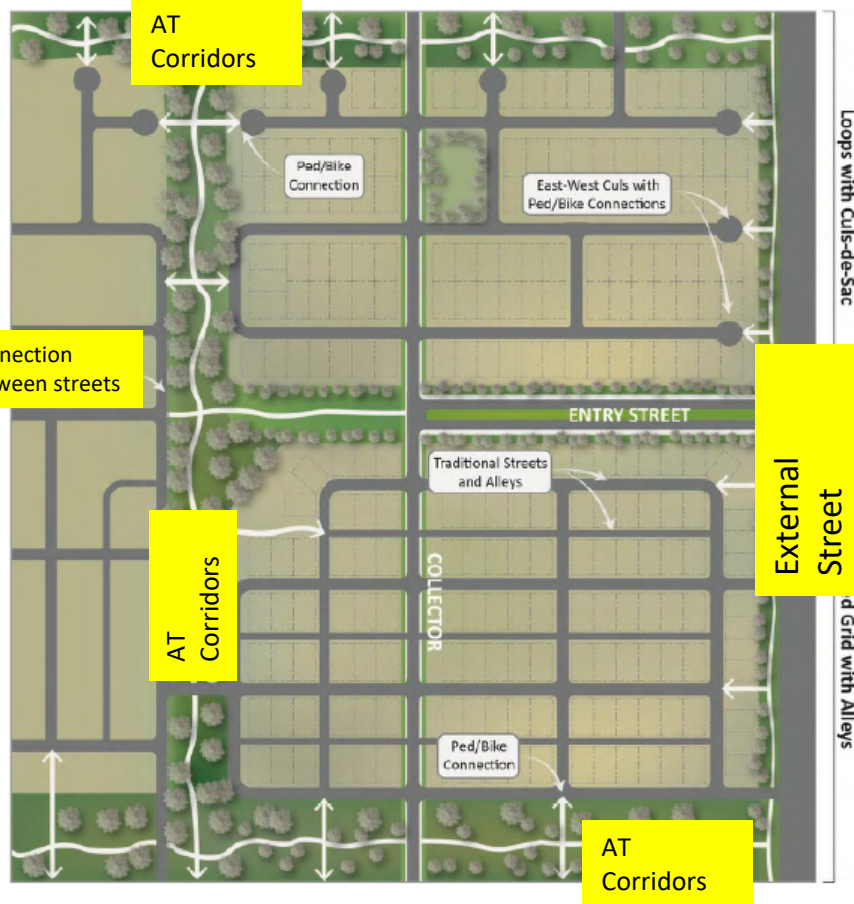
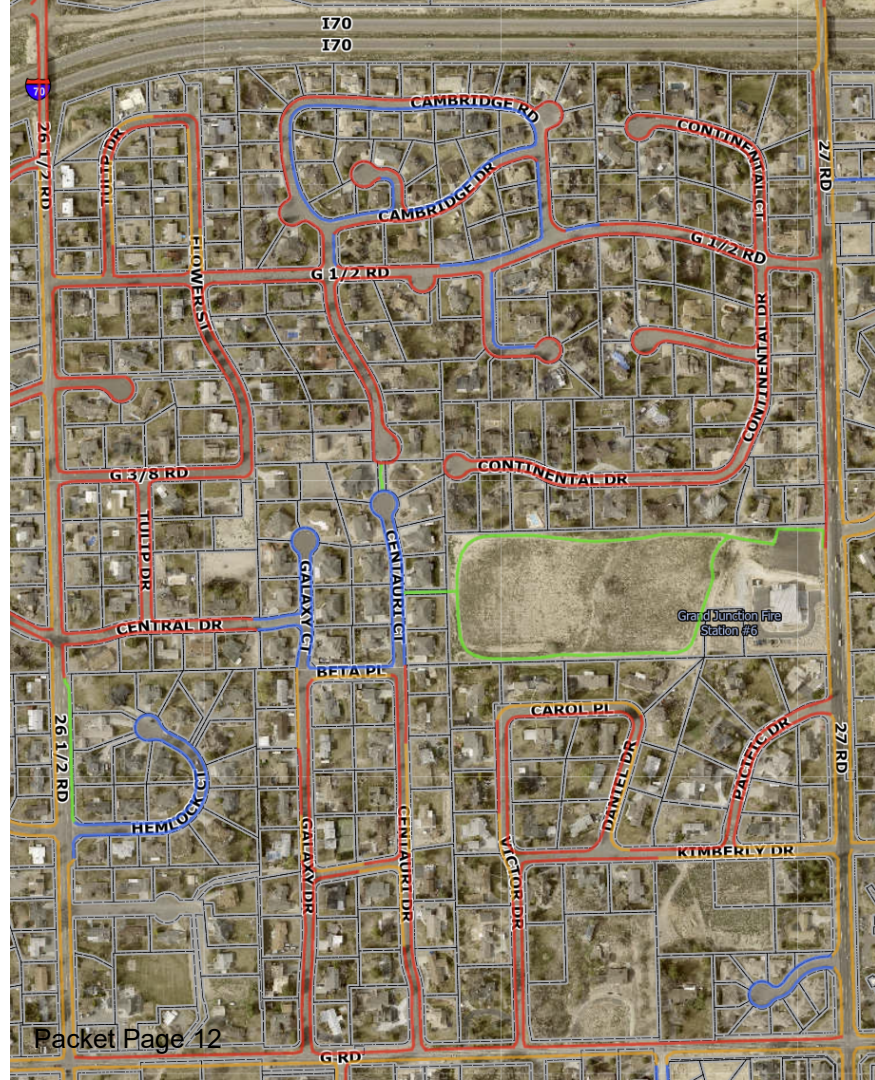


Figure 09.05-1 Cul-de-sac Connection Requirement

Proposed in City's Z&D Code update

Local Example



Significant Changes Found in the Draft TEDS

7. Fire Requirements

- a. **Reference** the fire department access document.
- b. **Allow** TEDS exceptions only for alternative streets.

FIRE DEPARTMENT ACCESS

October 2021

GRAND JUNCTION FIRE DEPARTMENT
DIVISION OF FIRE PREVENTION



If you have any questions or comments regarding the information contained within, or if you need assistance interpreting these requirements, please contact:

625 11th Avenue
Grand Junction, Colorado 81501
Tel: (970) 549-5800
Website: gjfd.org
Email: fire@gjfd.org

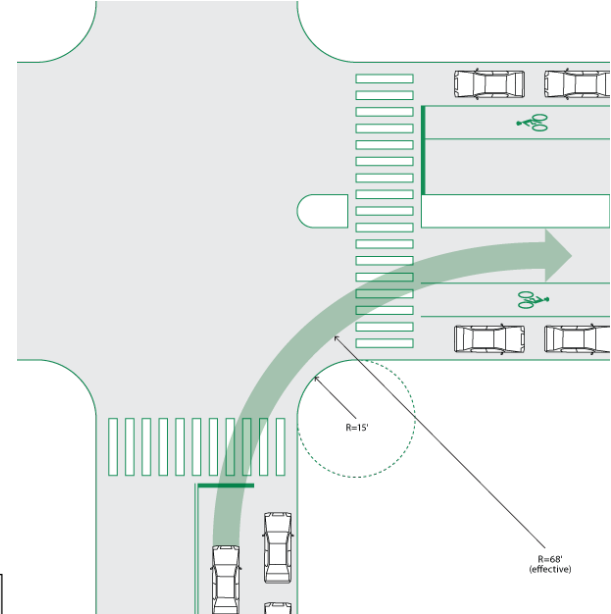
Page 1 – Fire Department Access (Issued Oct. 2021)

Significant Changes Found in the Draft TEDS

8. **Modify** “effective” turn radii requirements to account for streets with bike lanes and on-street parking to encourage slower design turning speeds to mitigate intersection conflicts with pedestrians and bicyclists.

Minimum Intersection Effective Radii

Through Street ²	Intersecting Street				
	Arterial	Collector	Local Residential	Local Commercial	Local Industrial ¹
Arterial	35'	30'	30'	30'	30'
Collector	30'	30'	25'	30'	30'



Example of “Effective” Turn Radius
(source: NACTO Urban Street Design Guide)

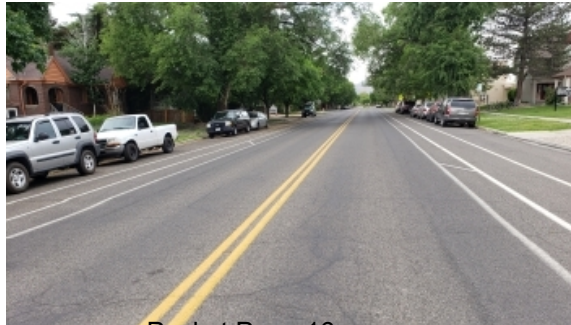
Significant Changes Found in the Draft TEDS

9. **Add** design guidance on pedestrian and bicycle crossings.



Significant Changes Found in the Draft TEDS

10. **Update** signing and striping requirements and signal design to match current city practice.
11. **Update** pedestrian and bicycle design standards to match the vision and guidance in the pedestrian & bicycle plan and to reflect current national best practices.



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Significant Changes Found in the Draft TEDS

12. **Remove** the chapter on transit design standards and instead reference the mesa county *transit design standards*.

13. **Remove** the chapter on private streets, shared driveways, and loop lanes which is provided in the zoning and development code.

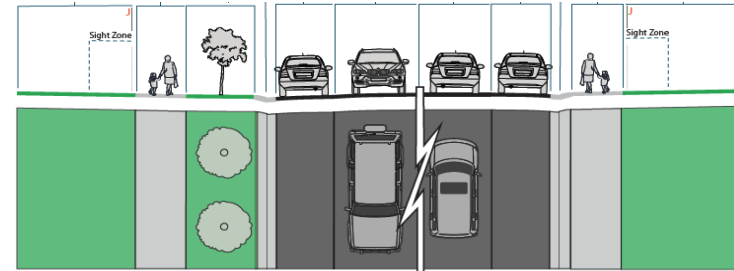
Street Sections - Proposed Changes

14. **Update** the standard street cross sections to:

- **Incorporate** low stress bicycle and pedestrian facilities in alignment with the pedestrian and bicycle plan,
- **Reflect** current city design practices, and
- **Be consistent** with the current fire department access standards.

Street Sections - Proposed Changes

- All arterial and major collector **streets have enhanced pedestrian/bike facilities** including buffered/protected bike lanes and wider sidewalks.
 - **Commercial streets** can have attached or detached sidewalks depending if on-street parking is allowed.
 - **Industrial streets to have attached or detached sidewalks**, currently sidewalk is not required.
 - **Local residential streets** have **more options** to provide **flexibility** including attached or detached walks. All sections require a 6' sidewalk instead of the current 4'. A **5' sight zone** has been added behind the **walk**.
 - **Right-of-Way widths** have increased to accommodate Pedestrians/Bicycles.
 - **Notes have been added** to all street sections to provide flexibility and situations.
-
- The diagram illustrates a street cross-section. On the left, a green area represents the grassy shoulder. A grey sidewalk is shown with a tree and a pedestrian. A dashed line labeled 'Sight Zone' extends 5 feet behind the sidewalk. The street is shown with a grey pavement, a white center line, and a white edge line. A car is shown in the street, with a lightning bolt symbol indicating a potential hazard or conflict point. On the right, another green area represents the grassy shoulder. A grey sidewalk is shown with a pedestrian. A dashed line labeled 'Sight Zone' extends 5 feet behind the sidewalk. The street is shown with a grey pavement, a white center line, and a white edge line. A car is shown in the street, with a lightning bolt symbol indicating a potential hazard or conflict point.
- Local Street
- Packet Page 19



Local Street

What are the Major Changes to the Standard Street Sections?

-
- The diagram is divided into two horizontal sections. The top section is a side-view cross-section of a road. On the left, a pedestrian is walking across the road. A car is approaching from the left, and its 'Sight Zone' is indicated by a dashed line extending back from the pedestrian. A tree is positioned between the car and the pedestrian. In the center, two cars are stopped at a red traffic light. On the right, another pedestrian is walking, and a car is approaching from the right. Its 'Sight Zone' is also indicated by a dashed line. The bottom section is a top-down view of the same road. It shows a car's path from the top towards the bottom. A lightning bolt symbol indicates a collision point where the car's path intersects with a pedestrian's path. The road is flanked by green areas representing grass or shoulders. The diagram emphasizes that drivers must have a clear sight triangle to see pedestrians in time to stop or take evasive action.

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Street Sections - Proposed Changes

What are the Major Changes to the Standard Street Sections?

- The Multipurpose Easement was updated to 10' on street sections with a detached sidewalk, which is consistent with existing practice on principal arterial streets (14' width was preserved on streets sections with attached sidewalks).
- The Rural street section was removed.
- All streets are required to have a sidewalk on both sides of the street unless there is a public walkway on the other side of houses/businesses, including industrial streets.
- Right-of-Way width was increased on the following street sections to accommodate pedestrian and bicycle infrastructure:
 - Minor Arterial – increases from 80' to 100'
 - Major Collector – increases from 60' to 78' or 70' depending on posted speed
 - Minor Collector/Commercial – increases from 52' to 64'
 - Local Street – standard with attached sidewalk increases from 44' to 46' (other options are provided that vary in ROW width from 38' to 63').

Street Sections - Proposed Changes

How proposed ROWs compare to State and National Peer Cities:



Western Slope:

- 4 comparison cities (including GJ existing)

Colorado:

- 20 comparison cities (including Western Slope)

Peer Cities:

- 19 national peer cities

Next Steps For Feedback/Involvement

- Review the draft manual and proposed street sections online and provide feedback. Information is available on [GJcity.org website](https://www.gjcity.org).
- Call or email
 - Rick Dorris – 970-256-4034, rickdo@gjcity.org
 - Eric Mocko – 970-256-4017, ericmock@gjcity.org
 - Dave Thornton – 970 244-1450, davidth@gjcity.org
- All comments on the 2nd draft need to be received by **July 14th**
- Attend the public hearings – August/September 2023

Schedule

- Listening Tour – **May 22nd to July 16th**
 - WCC (5/24), AMGD (6/1), City Council Workshop (6/5), Development Roundtable (6/7), Planning Commission (6/8), Realtor Association (6/23), UTC (7/12).
- Tentative TAC Meeting #5 – **June 29th**
- TAC Comments on 2nd Draft Due to City – **July 14th, changed from June 30th.**
- Planning Commission – **July 20th** (workshop), **August 22nd** (meeting)
- Final TEDS Manual – **August 4th**
- City Council Workshop – **August 14th**
- City Council 1st Reading – **September 6th**
- City Council Hearing (in person) – **September 20th**



Extra Slides

Why are we meeting with you?

- To **inform** you of the process and significant **changes being considered**.
- To let you know how you can be involved and give us **feedback**.
- To hear your concerns, then seek resolution and/or **create solutions** to make it a better document.

Pedestrian Comfort Standards



Pedestrian Network Plan

While Figure 32 and Figure 33 show tree lawns in the zone, this is for illustrative purposes. This zone should provide a high-quality buffer with landscaping and street trees or a hardscaped surface with street furniture including streetlamps, benches, planters, and bike racks. Parked cars, bike lanes, or painted shoulders (such as painted edge lines) can also be included in the overall buffer width.

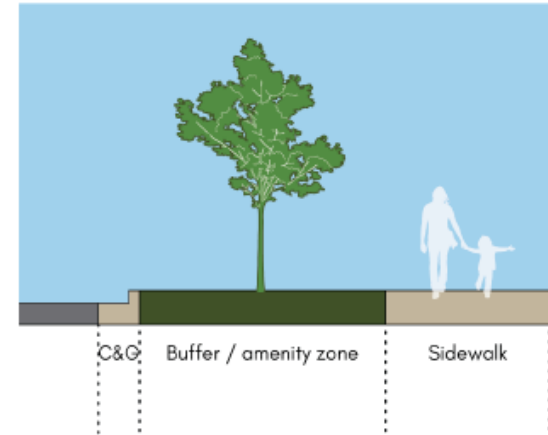


FIGURE 32: SIDEWALK ELEMENTS

TABLE 4: SIDEWALK FACILITY RECOMMENDATIONS TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS

LANES			
		3 or fewer	4 or more
Speed	30 mph or less	6 ft sidewalk, 8 ft buffer	8 ft sidewalk, 12 ft buffer
	35 mph or more	8 ft sidewalk, 12 ft buffer	8 ft sidewalk, 12 ft buffer

Bike Facility Guide

Note: Recommendations shown are the minimum facilities needed to create a high-comfort environment for biking given street characteristics. Facilities with greater separation and protection than the minimum option are desirable and sometimes warranted.



BIKE BOULEVARD

May include sharrow markings & bike route signage, traffic calming elements like curb extensions, mini roundabouts, traffic diverters

Applicable on streets with:

Low speeds (25 mph or lower), low traffic volumes (1,000 cars per day or fewer), few travel lanes (up to two), parallel routes to major arterials



BIKE LANE

Painted stripe, usually 5' or wider

Applicable on streets with:

Few travel lanes and/or low speeds (two lanes up to 35 mph or three to four lanes up to 25 mph)



BUFFERED BIKE LANE

Painted stripe, usually 5' or wider with 2' buffer

Applicable on streets with:

Three to four travel lanes and speeds of 30 or 35 mph



PROTECTED BIKE LANE

Bike lane protected by barriers such as flex posts, planters, rigid bollards, parking strip, or concrete barriers; 6.5-10' depending on traffic volume of street

Applicable on streets with:

High speeds (40 mph or greater), many travel lanes (more than four)



RAISED CYCLETRACK

Bike lane elevated from street level to curb height or mid-curb height, may be protected by additional barriers, separated from sidewalk

Applicable on streets with:

High speeds (40 mph or greater), many travel lanes (more than four)



TRAIL

Multi-use path 10' feet or wider, preferably separated from the roadway by a landscaped buffer

Applicable on streets with:

High speeds (40 mph or greater), many travel lanes (more than four)

Bike Facility Comfort Standards

TABLE 2: MINIMUM BIKE FACILITY RECOMMENDED TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS

			Lanes		
			1-2	3-4	5+
Speed	<25 mph	≤ 1,000 ADT	Bike Boulevard	Bike Lane	Trail, Cycletrack, or Protected Bike Lane
		> 1,000 ADT	Bike Lane		
	25-30 mph		Bike Lane	Bike Lane	Trail, Cycletrack, or Protected Bike Lane
	30-35 mph		Bike Lane	Buffered Bike Lane	Trail, Cycletrack, or Protected Bike Lane
	40+		Trail, Cycletrack, or Protected Bike Lane	Trail, Cycletrack, or Protected Bike Lane	Trail, Cycletrack, or Protected Bike Lane

Streets with more than four through lanes, and streets with speeds greater than or equal to 40 mph will require a trail, cycletrack, or protected bike lane.

TRAFFIC CALMING

- Require traffic calming on local streets to keep speeds down.



ROUNDBOUT



CHOKER



CHICANE