To access the Agenda and Backup Materials electronically, go to www.gjcity.org

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

WEDNESDAY, AUGUST 9, 2023 - 5:30 PM

Call to Order/Announcements

Approval of Minutes

1. July Minutes

Action Items

1. Letter of support - USDOT grant application for 26 1/2 Rd multimodal bridge

2. Vice Chair candidacy and September meeting

Discussion Items

1. Pedestrian and Bicycle Traffic Counts

2. Policy Priorities

Updates

1. Shared Micromobility Pilot update

Other Business/Public Comment

1. Teams folder

Adjournment

Urban Trails Committee – Minutes – July 12, 2023 – Regular Meeting

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

Staff/Ex-Officio: Eric Mocko, Dani Acosta, Dave Thornton, Ross Mittelman, Jenny Nitzky, Abe Herman, Jason Nguyen, Andy Gingerich

Guests: Baniya, Olivia

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.

Ian and Ross will be departing! Farewells are made.

Agenda is difficult to download – staff to follow-up.

New member orientation to be scheduled for special workshop in August.

Meeting Minutes

1. Athena moves to approve May Minutes – Steve seconds – Unanimous approval.

Action Items

1. **Letter of Support**

   Athena moves to write a letter of support for the Dos Rios Bridge Community Connectors grant. Steve seconds

Discussion Items

1. **Sustainability update**
   A. Sustainability Coordinator, Jenny Nitzky, presents on GHG emissions inventory and dashboard.
   B. Jenny shared about Resiliency and Sustainability Plan – Diana will join a focus group, Steve is interested. Jenny will host a workshop on July 26 as a UTC specific focus group

2. **TEDS Technical Training**
   Henry presented on TEDS update and committee discussed. Dave took some notes as follow up.

Updates:

1. eCargo Bike grant approved for city fleet

Public Comment

Adjournment

Ian moved to adjourn – 7:03 PM

2023 Pedestrian and Bicycle Counts

Urban Trails Committee

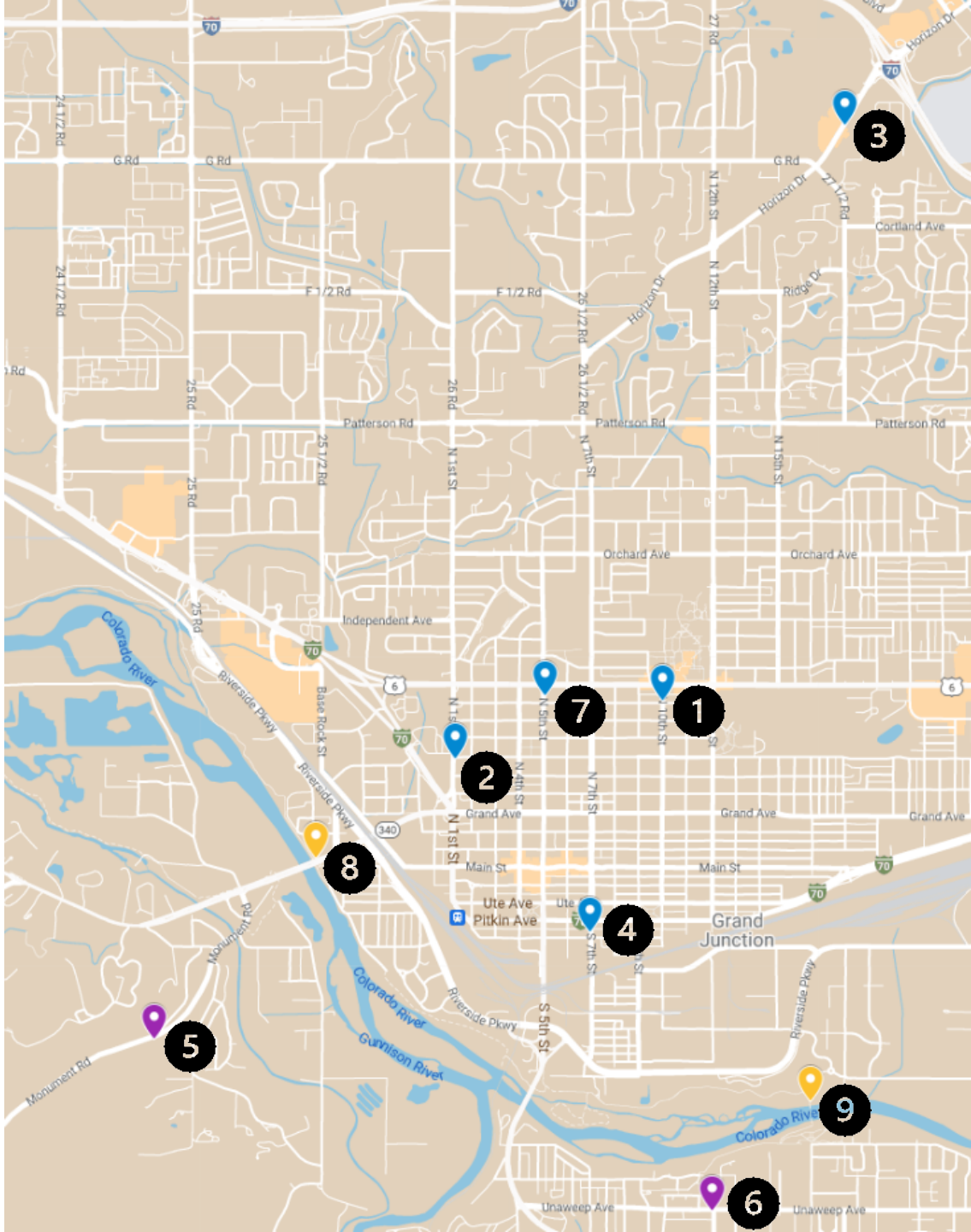
August 2023

Top lines

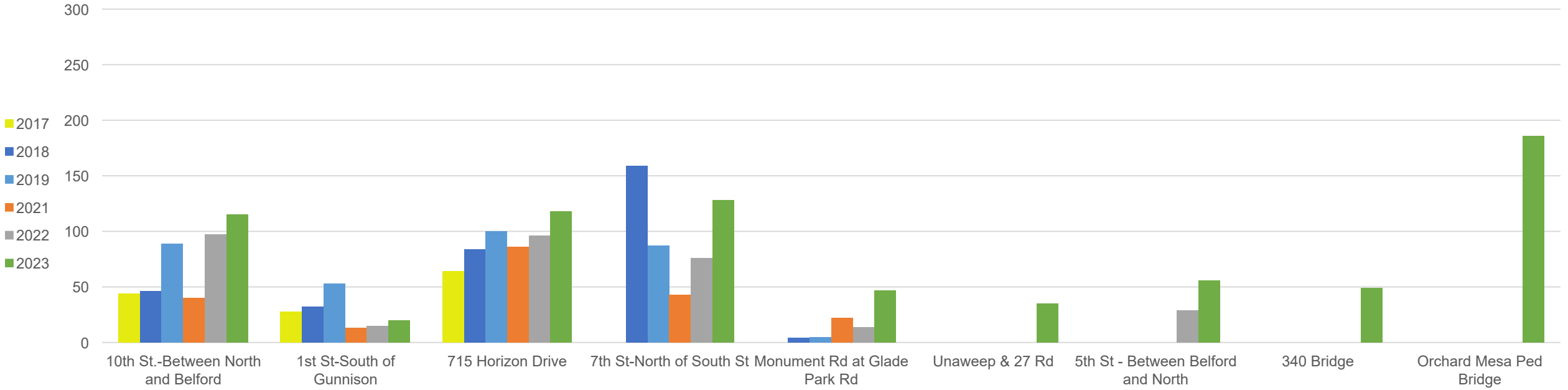
- May 9, 11, & 13, 2023
- 27 volunteers, new and returning
- Over 60 hours of volunteer time
- Thank-you gifts and afterparty provided by City and local vendors
- Trialing semi-automated counters
- Over 700 data points

Count Locations

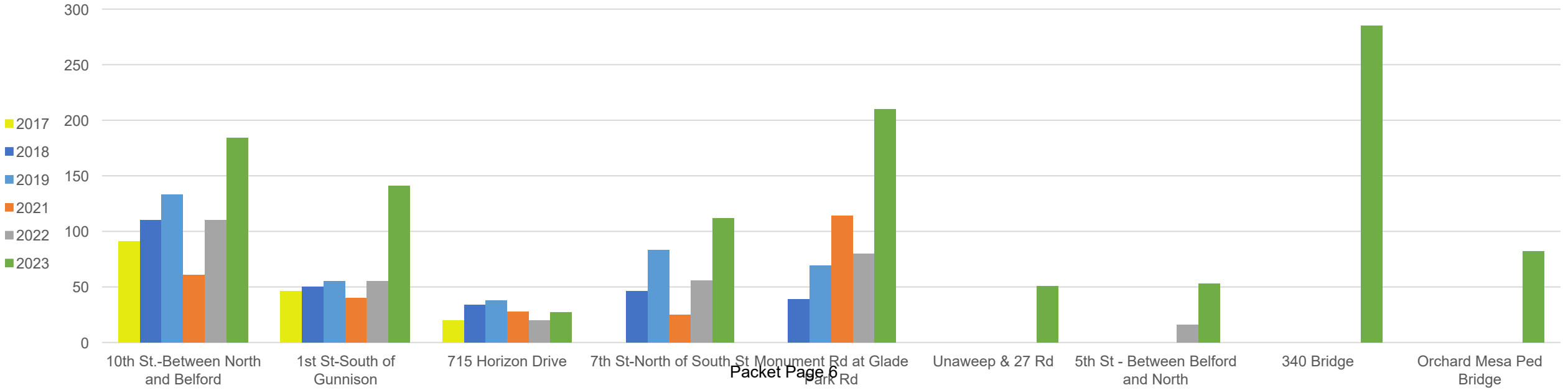
- 9 count locations
- 2 dual-count sites
- 2 semi-automatic only count sites
- 3 new sites



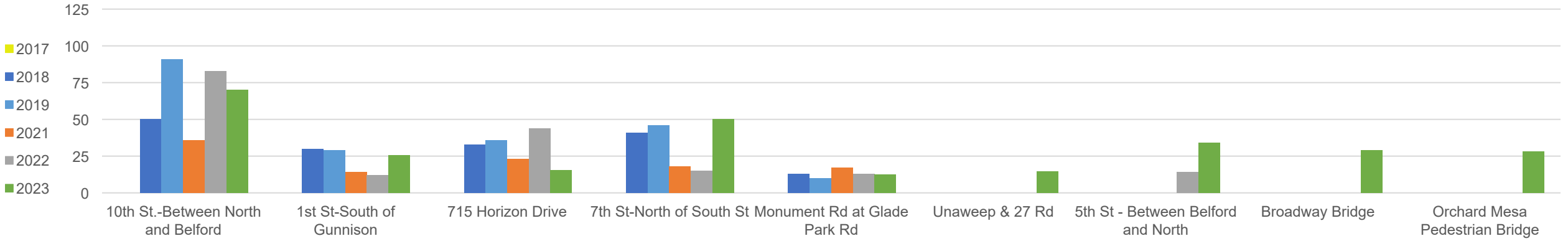
Overall Pedestrian Traffic 2017-2023



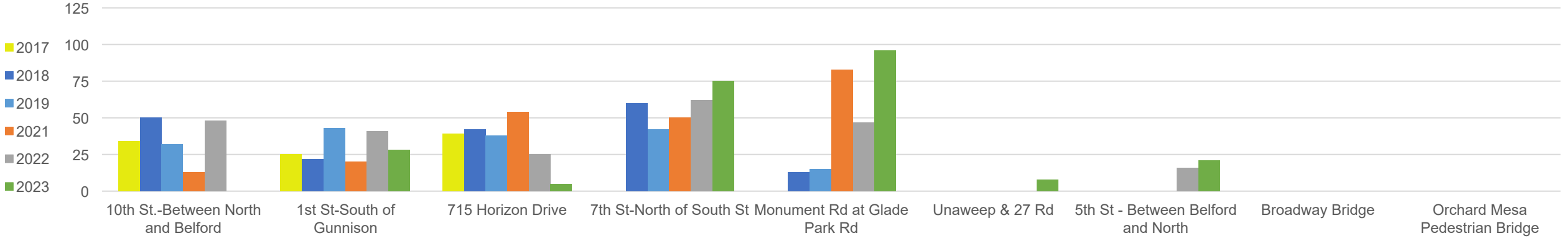
Overall Bicycle Traffic 2017-2023



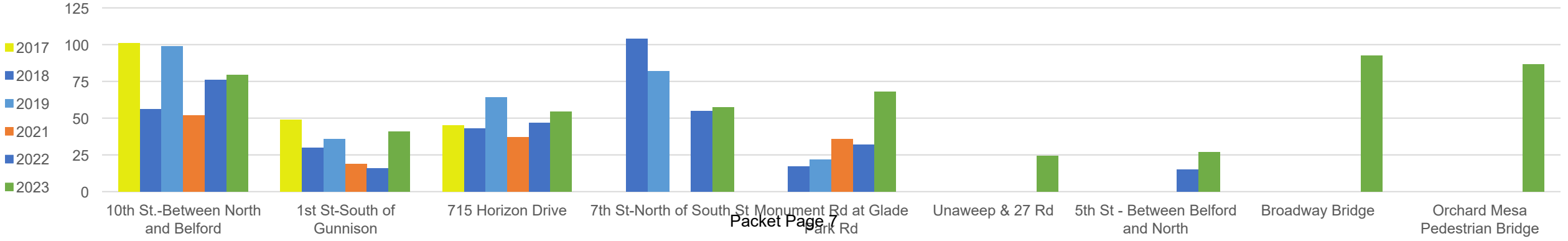
Average Morning Combined Pedestrian and Bicycle Traffic

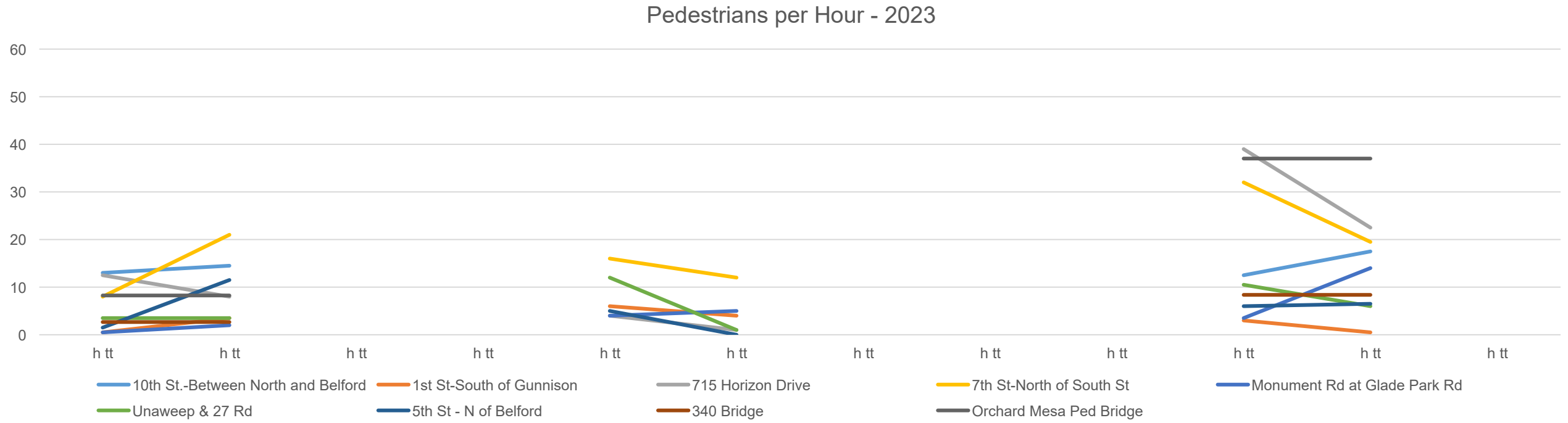


Average Midday Combined Pedestrian and Bicycle Traffic



Average Afternoon Combined Pedestrian and Bicycle Traffic




Pedestrians per Hour - 2023
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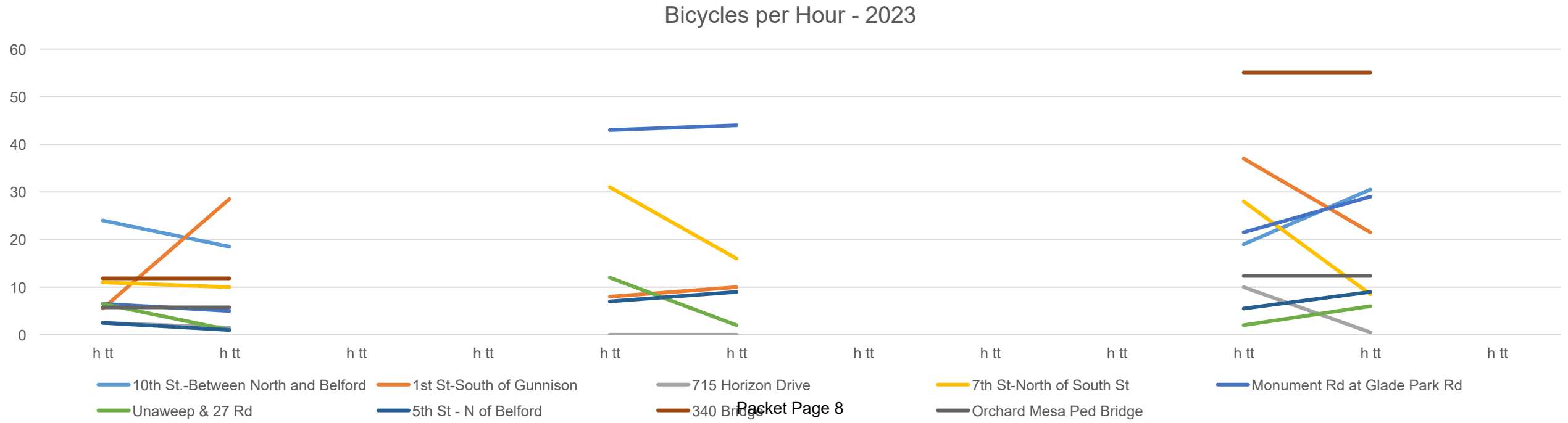
10th St.-Between North and Belford
1st St-South of Gunnison
715 Horizon Drive
7th St-North of South St
Monument Rd at Glade Park Rd
Unaweep & 27 Rd
5th St - N of Belford
340 Bridge
Orchard Mesa Ped Bridge


Bicycles per Hour - 2023
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Equitable

OBJECTIVES

E1: Design crossings with ADA accessible pedestrian ramps, detectable surfaces, and other universal design features.

E2: Prioritize locations for sidewalk gap completion or rehabilitation according to the strategy outlined in the Prioritized Pedestrian Network section.

E3: Prioritize bike project locations according to the tiers established in the Prioritized Bicycle Network Map.

Safe

OBJECTIVES

S1: Conduct a signalization feasibility study as a first step to determine what improvements are needed at signalized crossings.

S2: When upgrading bike facilities on a corridor, incorporate suggested intersection treatments to reduce stress of bicycle crossings, and ensure continuity of high-comfort facilities.

S3: When upgrading pedestrian facilities on a corridor, incorporate suggested intersection treatments to reduce stress of crossings, and ensure continuity of high-comfort facilities.

S4: Conduct a lighting needs assessment for each active transportation corridor as a first step in identifying lighting needs for safety improvements.

S5: Bolster the existing Safe Routes to School program by incorporating new elements of the six Es.

S6: Work with local driving schools to expand the curriculum on laws governing interactions with people walking, rolling, and biking.

S7: Partner with law enforcement to increase enforcement of speeding and reckless driving in areas with high pedestrian volumes and/or safety issues and consider automated enforcement. Consider expanding the police bike patrol unit.

S8: Improve the North Avenue access management policy in alignment with national best practices and consider expanding to all the Active Transportation “High Injury Network” Corridors.

S9: Join the statewide program – Moving Towards Zero Deaths – as a first step in solidifying a citywide commitment to supporting multimodal travel through ensuring all trips in the community are as safe as possible.

Connected

OBJECTIVES

C1: Complete bike facilities on the Active Transportation Corridors as shown in the Future Bicycle Network Map.

C2: Strengthen enforcement and compliance of the existing construction zones policy that requires developers/construction companies to provide pedestrian pathways and bicycle facilities during construction.

C3: Require new developments to provide or set aside space for pedestrian and bicycle connections within the local street network of new developments and to adjacent streets in situations where there is a lack of connectivity in the roadway network.

C4: Develop an ordinance mandating a minimum level of street connectivity. A more densely connected or gridded network makes for a more walkable and bikeable area by increasing route options and reducing out of direction travel. Connectivity can be defined by a "connectivity index," the ratio of pedestrian and bicycle connections to blocks (or intersections). Consider reducing the maximum distance between pedestrian and bicycle connections to be less than the existing maximum block length for vehicular access of 1200 linear feet.

Multimodal Community

OBJECTIVES

M1: Prioritize installation of bike and micromobility parking and secure storage in key destinations downtown, outside of city properties, and near major transit hubs, parks, schools, employment centers, and shopping areas.

M2: Encourage new and existing developments to provide secure bike parking and amenities through requirements and incentives.

M3: When upgrading bicycle and/or pedestrian facilities on a corridor, design high-quality landscaped or hardscaped buffers with street furniture and pedestrian amenities.

M4: Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.

M5: When upgrading bicycle and/or pedestrian facilities on a corridor, concurrently plan for the upgrade of lighting in the project area.

M6: Initiate a comprehensive wayfinding and signage study to create a consistent strategy for connecting people walking, biking, and driving to downtown and other key destinations.

M7: As the city continues to build out bike facilities and new trails over time, incorporate additional signs with the same wayfinding standards at decision points.

M8: Improve signage on the Riverfront Trail.

M9: Close the gaps on first-and-last mile connections through the deployment of shared micromobility devices (e-scooters, e-bikes, etc.) and utilize geofencing and parking corrals to accommodate device parking in high-traffic areas.

Multimodal Community

OBJECTIVES CONTINUED

M10: Develop a community-wide incentive program and work with large employers to implement a Guaranteed Ride Home program to encourage and support bike commuters. Incentives can include e-bike rebates, bike-themed events such as bike rodeos and Bike to Work Day, shwag such as bike lights and helmets, and gift certificates for those who bike to City events. Guaranteed Ride Home provides commuters who did not drive to work with alternative means home in case of an emergency.

M11: Establish a more positive culture around walking and biking in Grand Junction by creating staff position(s) to assist in public education, promoting the Bicycle Friendly Business program, and/or hosting an LCI seminar.

M12: Explore incentives-based Transportation Demand Management (TDM) measures, into which major developments could opt, to provide support for walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other support for bike commuters.

M13: Revise the parking minimum standards for different land uses to better align with the community's goals; reducing development costs associated with excessive parking to allow for innovations, flexibility, and greater affordability.

Quality

OBJECTIVES

Q1: Install high-comfort bike facilities on the Active Transportation Corridors as recommended in the Future Bicycle Network Map and according to the design guidance in the Bicycle Facility Types section.

Q2: Install high-comfort sidewalks and trails according to the design guidance in the Pedestrian Facility Types section.

Q3: Develop a set of maintenance standards and a maintenance plan to prioritize upkeep of the active transportation network.

Q4: Utilize existing and pursue new funding sources support construction and maintenance of the expanded system.

Q5: Consider expanding the SRTS program by diversifying funding sources to include CDOT funding in addition to dedicated CDBG funding.

Q6: Continue the current policy where planned Active Transportation Corridors that run through or adjacent to a site be constructed as part of the development.

Q7: Explore and pursue funding opportunities to support continual capital construction and maintenance of the projects listed in this plan.

Q8: To the greatest extent practicable given budget constraints include pedestrian and bicycle facilities in all street projects and phases, including new construction, reconstruction, resurfacing, and maintenance.

Q9: Approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

Q10: Implement bicycle and pedestrian improvement projects by integrating with other city standard procedures.

Shared Micromobility Pilot Update

Q2+

August 2023

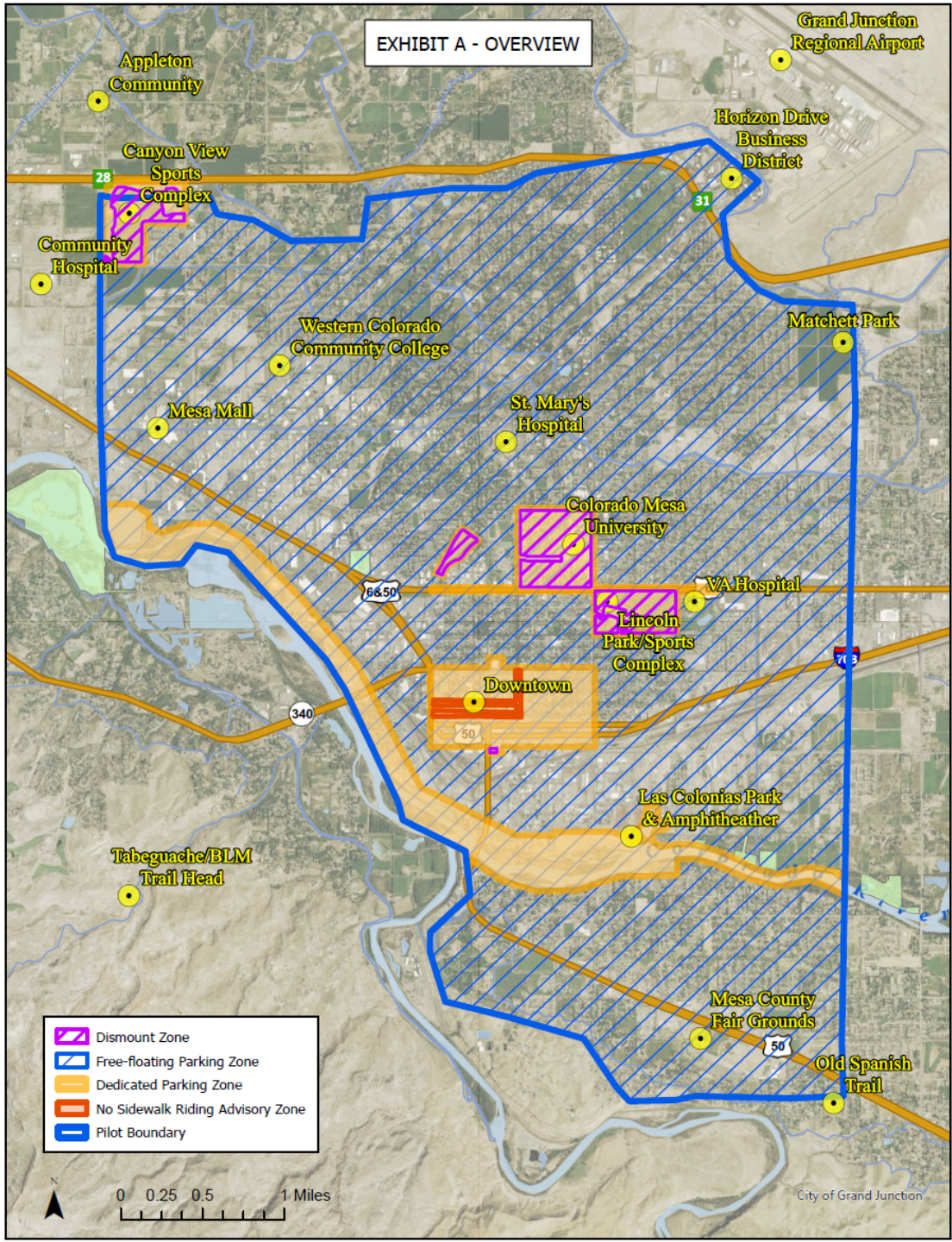
Why Shared Micromobility? Why a pilot?

- Diversify transportation options for residents to encourage more active transportation (e.g., e-scooters have a lower barrier to entry than bikes).
- Encourage modal shifts for short-distance trips.
- Prepare City for emerging mobility using data collected by companies.
- Provide first-and-last mile connectivity for transit users.
- Inform active transportation infrastructure investments using data collected by companies.
- Help inform a regulatory framework for governing shared micromobility.
- Thoughtfully develop a persistent permitting process.

CITY OF Grand Junction COLORADO

Pilot Overview

- May 16 launch
- 18 mi² pilot area
- 343 vehicles typ. Q2 (385 typ. Q3)
- $1 unlock fee + $0.20-0.40/min.
- Zoned parking/operations




GRAND AVE
WHITE AVE
ROOD AVE
COLORADO AVE
MAIN ST
UTE AVE
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W WHITE AVE
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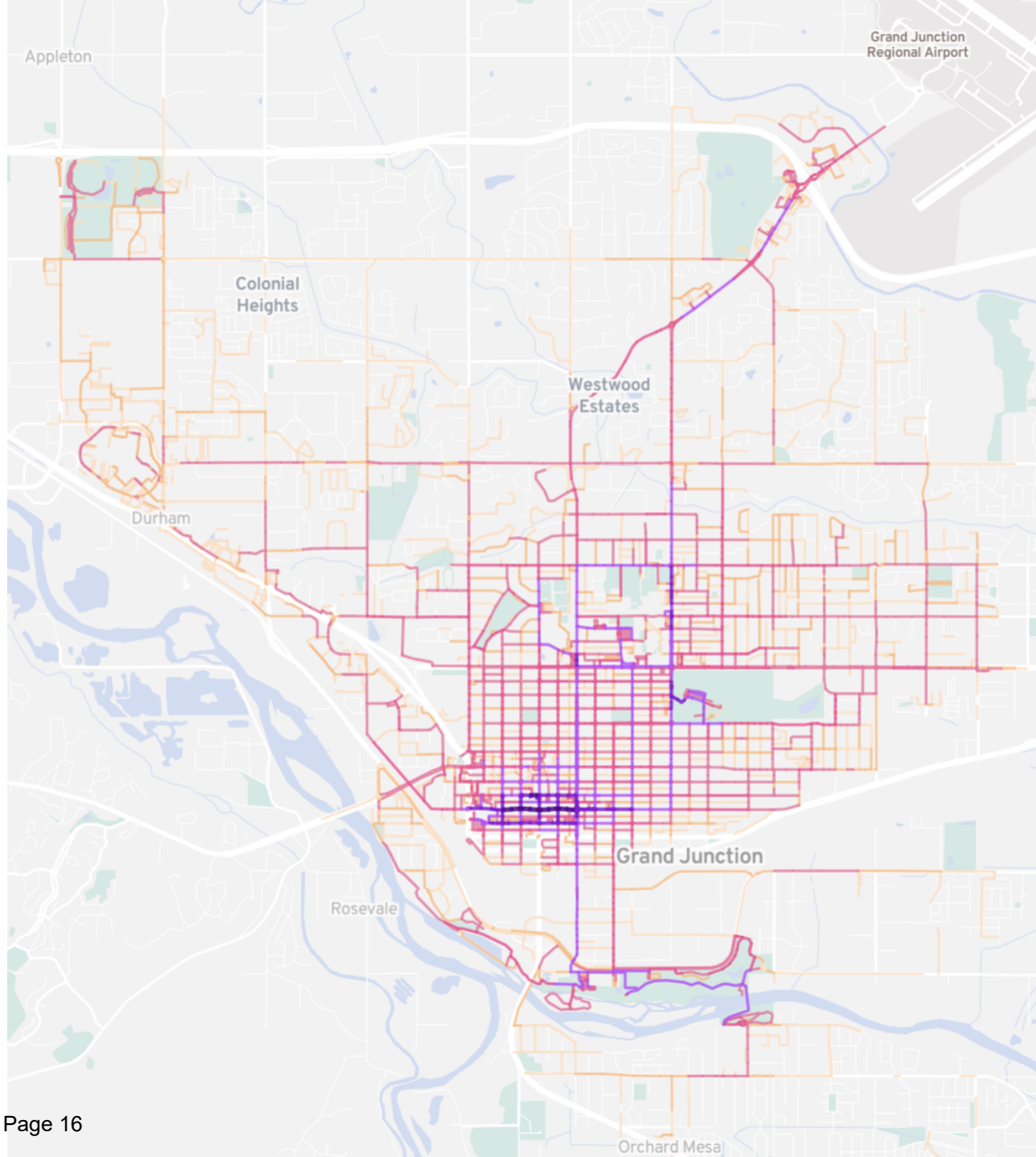
HWY 6 AND 50
FRONTAGE RD
RIVERSIDE PKWY
Mesa County Library Main Branch
Grand Junction Chamber of Commerce
Downtown Assisted Living Suites
City Of Grand Junction City Hall
Wayne Aspinall Federal Bldg
Grand Junction Convention Center
Ratekin Tower Senior Apartments GJ Housing Auth
State of Colorado Bldg
Grand Junction Regional Communications Center
Grand Junction Fire Station 1
Mesa County Alternative Sentencing Unit
Amtrak Station
Mesa County Central Facility
70B
100 m

Q2 Utilization

- Highest ridership on Main, Rood, and Colorado; 6th, 3rd, and 5th.
- 7th, 10th, and 12th most favored for access to/from north.
- 7th most favored for access to/from south.
- Ridership also high at Lincoln Park, Las Colonias, GJHS, and Horizon Drive.

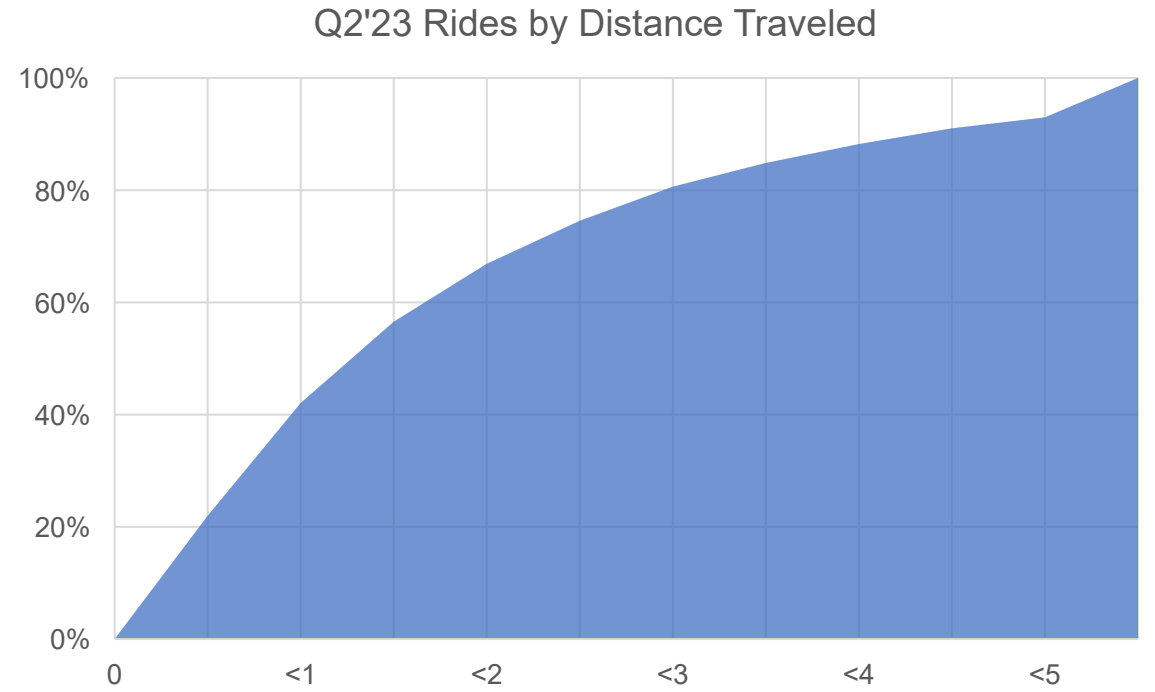


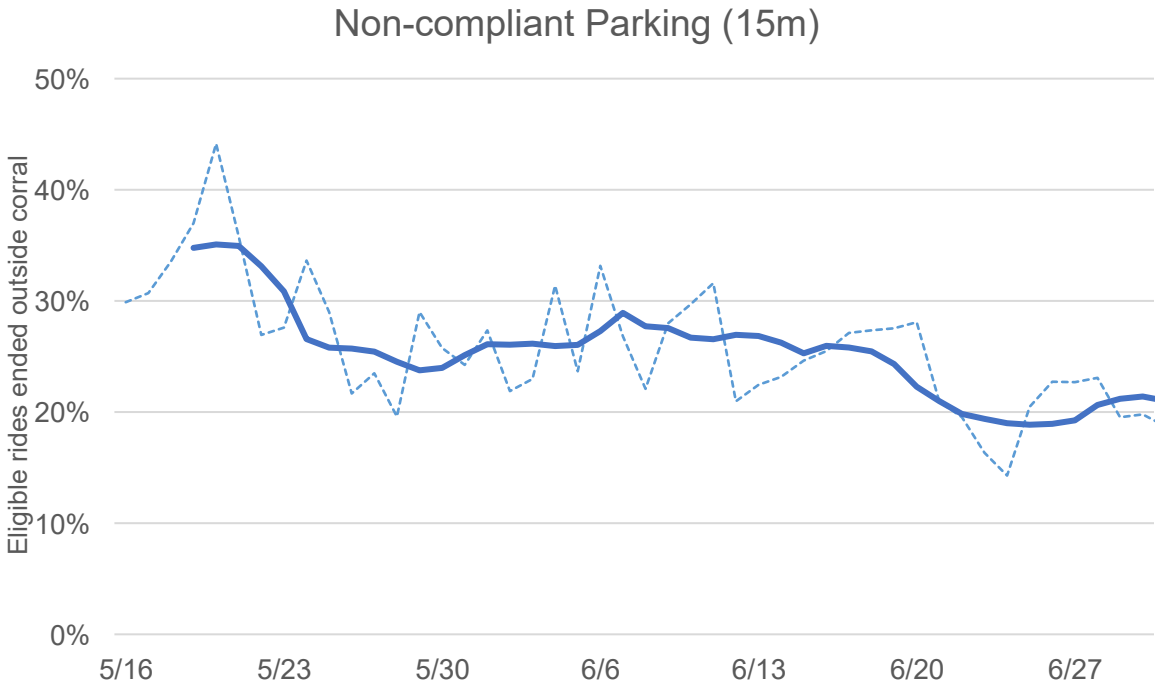
Quantitative Outcomes Q2’23

- >27,000 rides
- >50,000 miles traveled
- Typical utilization: 1.7 TVD
- Median trip distance: >1.2 mi
- >50% of rides between 6PM – 12 PM
- >50% of rides Friday – Sunday
- Parking compliance: ~70-80%

Now >42,000

Now >75,000





Qualitative Outcomes Q2’23

Predominantly negative initial response; scooters perceived as:

- Dangerous due to speedy sidewalk riding downtown,
- Occupying too much on-street parking,
- Visually cluttering the streets downtown

es.

Significant pivots meaningfully reduced complaints:

- Increased “Walk your Wheels” signage downtown,
- In-app reminders in addition to on-device stickers,
- Overlays on sidewalks downtown
- Relocated parking to buffer zones where possible (6 remain in stalls),
- Expanded parking options to better disperse vehicles,
- Analyzed quant data to demonstrate utilization.

Qualitative Outcomes: Not all negative!

- Performance exceeds operator expectations
- Requests to expand pilot area
- Requests for additional parking
- Maintaining strong stakeholder relationships
    - PD, EMS, Public Works, Parks, Gen. Services, CMU, BIDs, GJHS, GVT, Library
- Public/city interest in bikeshare
- Expression that e-scooters are fun and useful

Plans/next steps

- Continue responding/pivoting to complaints and concerns.
- Finalize map layouts to ensure data integrity.
- Continue close partnership with operators to improve parking compliance.
- Consider new use cases and possible pilot area expansion.
- Present utilization data to support infrastructure priorities.