



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

WEDNESDAY, SEPTEMBER 27, 2023 - 5:30 PM

Call to Order/Announcements

Approval of Minutes

1. August Minutes

Action Items

1. 24 Road Bridge LOS

Discussion Items

1. Policy Priorities discussion
2. Upcoming elections
3. Introduction to Jimmy Hollar, Mobility Fellow

Updates

1. Dos Rios Bridge update
2. Quick debrief from NL delegation

Other Business/Public Comment

Adjournment

Urban Trails Committee – Minutes – August 9, 2023 – Regular Meeting

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

Staff/Ex-Officio: Eric Mocko, Jason Nguyen, Andy Gingerich, Henry Brown, Sandra Nunez-Currier, Trent Prall

Guests:

Minutes

Call to Order/Announcements

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

Meeting Minutes

1. July Minutes

Brooke moves to approve July Minutes – Josh seconds – Unanimous approval.

Action Items

1. Letter of Support

Athena moves to write a letter of support for the DOT grant. Brooke seconds – unanimous approval.
Henry to provide some details to Diana.

2. Vice Chair candidacy and September meeting

Steve self-nominated for vice chair voting – unanimously voted in.
Josh moves to move September meeting to 4th Wednesday, Brooke seconds – unanimous approval.

Discussion Items

1. Pedestrian and Bicycle Counts

Henry presented on the counts and committee discussed.

2. TEDS Technical Training

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

Updates:

1. Shared Micromobility Update

Henry presented on the status of the Shared Micromobility Pilot.

Public Comment

Adjournment

Brooke moved to adjourn – 7:02 PM

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.